



The W. Craig Armington Memorial Scholarship Fund

Awarded Annually by the

Beavertail Lighthouse Museum Association

www.beavertailight.org

The first Beavertail Light was constructed in 1749, just the 3rd of the 11 lighthouses constructed along the Atlantic seacoast by the colonies prior to the American Revolution. Since then, the lighthouse has served as a landmark for navigators and a guide for safe passage through the east and west passages of Narragansett Bay. For those passing by it, Beavertail's powerful beacon light and fog signal devices provided both warnings and a welcome through the unfailing service of dedicated keepers and administrators.

The Beavertail Lighthouse Museum Association (BLMA) was created as a commitment to preserve and protect the site and to provide visitors with opportunities to learn about the role of this historic site and those involved with its purpose, functions, and care.

The Scholarship Fund was established for **high school seniors living in Jamestown, RI** who intend to further their education at an institution of higher learning. Thus, the Beavertail Light and the BLMA continue to share a common goal of promoting learning, building awareness of our surroundings, and helping to preserve our environment. Each student selected will receive a \$1,000 scholarship to be applied toward college tuition, books, or fees related to the courses of study.

APPLICATION

TO BE COMPLETED BY HIGH SCHOOL SENIORS

Process and Deadline:

If you would like to be considered for a scholarship, please complete this application. The entire package is to be placed unfolded in a large envelope and mailed to

**Beavertail Lighthouse Museum Association
Craig W. Armington Scholarship
PO Box 83
Jamestown, RI 02835**

Application package must be post-marked no later than Friday, April 24, 2009

BIOGRAPHICAL DATA

To be completed by the student and submitted directly to BLMA

Name		Date of Birth	
Address		Telephone	

High School		Graduation Date	
Class Rank (Most recent)		<u>G</u> rade <u>P</u> oint <u>A</u> verage	

Note: Attach an official copy of your current or most recent high school transcript:

College(s) or institution(s) of higher education to which you have applied or been accepted (indicate which):

Indicate your anticipated area(s) of professional interest:

GUIDELINES AND CRITERIA

The following criteria will be considered by the Beavertail Lighthouse Museum Association's
Scholarship Committee:

- Scholastic record, including current official transcript, Grade Point Average.
- Honors and awards.
- Essay: content, focus, coherence, organization, and style.
- Participation in extra-curricular school activities.
- Community service activities (as a volunteer).
- Letter of Reference.

LETTER OF REFERENCE

To be written in support of Beavertail Lighthouse Scholarship applicant by an instructor, administrator, or active member or leader of a civic, athletic, scholastic, or cultural group who is not related to the applicant.

To the applicant: _____
(Print or type your name)

Request a letter of recommendation about attributes of yours that the recommender thinks will serve you well in your college career. This needs to be a person who has known you for at least the past full year.

Insert your name in the space provided. Make a copy of this page for the person who writes your reference. **Include a self-addressed stamped envelope** for his or her reply to be mailed directly to you. Enclose his or her **unopened response** in the completed application package for forwarding to the Scholarship Committee.

To the person submitting the Letter of Reference:

The above-named student is seeking consideration for a scholarship offered by the Beavertail Lighthouse Museum Association. In addition to the Guidelines and Criteria listed above, the Committee will consider such factors as personal or academic goals and achievements, character, and willingness to work with people in the school and in the community.

If you are aware of any special circumstances which you feel may warrant consideration, please include such information in your response.

Please note: completed application package must be mailed & postmarked by Fri., April 24th, 2009

Note: Submit your answers to items 1, 2 and 3 on a separate sheet of paper and include it, and your essay, in your application package. Follow formatting instructions for attached sheets. (See Item 4).

1. List any honors or awards(such as citizenship award , membership in honor societies or clubs, sports awards, etc.) which have been presented to you by your school, church, community or other organization since you entered high school.
2. List past employment, years and hours worked, and briefly describe your responsibilities.
3. List community activities (those without compensation) that you chose to become involved with after school hours and/or during summer vacations. Indicate the hours per activity per year and your particular role for the activity or activities involved.

4. ESSAY ASSIGNMENT:

Read and follow instructions for the written essay. Make sure your name and information outlined below is in the upper left corner of the page, and the single-spaced ID information **formatted as follows**.

Font: Times New Roman, 12 point, black plain text (*not* bold or italic)
Spacing: **1.5** line spacing (*not* double-spaced)
Margins: 1.25" (top, bottom, left and right)
Body text: Left alignment; **no indent** on paragraphs, line of space between paragraphs, 2 spaces between sentences.
Name: Last, First, Middle Initial (For subsequent pages, just list name, and "Essay : page #")
ID: Write: "Essay Assignment, 2009 BLMA Scholarship Application"
Title: Write an appropriate title for your essay. (centered, 2 spaces above first paragraph)
Use title case [Use Format Menu/Change case]. Do *not* use "Essay" as your title.

Study the passage below and expand on its main idea(s) by planning and writing a well-structured, focused essay of 800-1000 words that answers one of the three questions listed below:

- What do I believe is particularly meaningful about our nation's history as it occurred in places like Beavertail Lighthouse?
- To whom do museums (or historic preservation endeavors) mean the most, and why?
- How will I think differently about the lighthouse now that I have learned more about its history

Whichever question you address, make certain you support your argument with examples from your own experience. Feel free to draw on your impressions of other museums or historic preservation sites you've visited or studied.

Your essay will be evaluated on six criteria: Reflection of the ideas expressed in the reading; an effective thesis statement; the cohesive organizing of sentences and paragraphs; the effective selection and use of examples in making your point, correct grammar and mechanics, and attention to readers' information needs.

READ THIS PASSAGE and RESPOND TO IT IN YOUR ESSAY :

19th Century Lighthouse Administration and Innovations at Beavertail Lighthouse

The Beavertail Lighthouse Museum Association (BLMA) works to sustain a dual mission of preserving the remaining buildings of the third oldest lighthouse in America, and sharing aspects of Beavertail's history with the public. These efforts entail both protecting its surviving buildings, and recreating (probably digitally) buildings that existed once and were key to scientific, design, and engineering achievements made at Beavertail Lighthouse. The present tower and keepers' houses are reminders of the improved facilities built beginning in 1852, when the United States Lighthouse Board was established to tackle problems of management that had developed over the prior 30 or more years and spurred complaints to members of Congress. A board of exemplary scientists, military officers, mariners, and administrators were brought together – some of them working without pay - to study a 750-page report of the condition of the nation's 331 lighthouses and to improve the functionality of lighthouses during an age of international innovation and industrial advance. Board members saw to every detail of policy and procedural improvements, including setting engineering standards for the construction of navigational aids, facilitating the work of scientists and inventors in developing new light- and sound-signaling devices, detailing performance standards among lighthouse keepers and their supervisors, and pursuing greater cost-effectiveness in the use of the fuels to power signaling systems. As part of this 25-year improvement campaign, Beavertail, along with a few other lighthouses, was designated a test site for new sound-signaling (foghorn) devices. This was not the first era of innovation at Beavertail Lighthouse, but a significant one. The BLMA intends to develop learning resources around achievements during the latter half of the 19th century as it expands the lighthouse museum.

Beavertail was always an important light within the U.S. system, and advocates for its construction were prominent in the important port city of Colonial Newport. Beavertail was, in fact, known first as the Newport Lighthouse. As early as 1705, Newport and Jamestown mariners and merchants argued that several shipwrecks could have been avoided if there were a tower to mark the land by day and light shining by night. It would take nearly forty-five years of advocacy and resource-building for the Rhode Island General Assembly to fund construction of the first tower in 1749. Unfortunately, that wooden tower, designed by Peter Harrison, who also designed Newport's Redwood Library and Touro Synagogue, burned to the ground just four years after it was erected. Funds were allocated to build another tower, this time of brick, on the same spot, in 1754. Though its lantern was problematic, that second tower lasted until 1856, when the present tower was built 40 feet to the northwest of it. The BLMA is now studying the 1749/1754 foundation – threatened by advancing deterioration - and planning future museum exhibits on the early towers and events surrounding them.

Keeping the light burning in the second tower was a challenge for early keepers, because of problems not yet fully understood by BLMA researchers. It is known that, in 1753, a committee was formed to learn about lantern construction. That group is thought to have decided that the lantern type built for the Boston Lighthouse (the first in the nation) should be installed at Beavertail. However, there are indications the lamps in the lantern room were not drafted appropriately, and condensation gradually damaged the tower walls. Smoke from the oil lamps filled the space, choking the keepers and covering the glass with a film that, despite regular cleaning, reduced the brightness of the light. The tower was also seriously vandalized in 1781 by British soldiers retreating from Newport and Jamestown. Adding to these problems over the years were the difficulties of the young nation in managing the lighthouse system over which it had assumed control by Act of Congress in 1789. Prior to the formation of the Lighthouse Board in 1852, lighthouse keepers were forced to use lower-quality lamps, reflectors, and fog-signal devices – bells, horns, whistles, etc. than their European counterparts, because the U.S. Treasury Department overseeing lighthouses was led by a superintendent, Stephen Pleasonton, who traded quality for a presumed thrift by consolidating contracts for equipment and fuel under one vendor, Winslow Lewis, who profited from selling his patented, low quality lamps to the lighthouse system. There was

also unfairness in hiring practices (keepers with no political connections might lose their positions to those that had them). Often, too, rough conditions prevailed for keepers in run-down facilities and quarters.

Even during this difficult period, though, Beavertail had at least one important research and development “first”. Newport inventor David Melville developed a breakthrough gas-powered system for lighthouse lamps, which he tested at Beavertail beginning in 1817. With Melville’s gas system, the lamps burned cleaner and brighter. One mariner, in fact, reported seeing the gas light at Beavertail shining so brightly he thought a new lantern had been installed. The gas fuel produced no smoke and was easier for keepers to use because piping system directed it to the lamps, whereas oil had to be carried up the tower stairwell by the keeper. Despite the successful trial, though, gas lights were never implemented at Beavertail, or at any U.S. lighthouses. Whale oil vendors influenced the superintendent of lighthouses against conducting further tests of gas lights for lighthouses. Thus, Beavertail and the other lighthouses in the country stayed with expensive, less efficient, more costly whale oil until the esteemed scientist and 1852 Lighthouse Board volunteer Joseph Henry (who was also the first director of the Smithsonian Institution) developed a less expensive and equally efficient form of lard oil to use in the nation’s lighthouses, beginning in 1867, saving \$100,000 for the system in the first year it was used. Thus, at Beavertail, whale oil was probably used to power the lamps in the brand new Fresnel lens in the new 1856 tower, but replaced 11 years later by Professor Henry’s more efficient lard oil formula, and 11 years after that, by kerosene.

Many other lighthouse technologies advanced after 1852. Beavertail was at that time designated a center for scientific studies on sound transmission with Professor Henry conducting experiments and helping to guide inventors in the development and testing of improved fog trumpets, whistles, and sirens, and the engines and compressors that powered them. The combined efforts of Lighthouse Board scientists, engineers, inventors, industrialists, navigators, and keepers in this process was a welcome departure from staid management practices of the first part of the 19th century. Because of the systematic improvements and increase in the numbers of navigational aids created from 1852 to 1939, this period is often called ‘The Golden Age of U.S. Lighthouses’. Many BLMA members see significant connections between principles behind today’s drive for sustainability and those of the research and development advances of Beavertail’s elegant past.

This and other aspects of Beavertail’s story inspire members of the BLMA to learn as much about its functions, equipment, and public administration as possible. We are fortunate that those entrusted with the care and oversight of lighthouses kept assiduous records of all expenditures, conditions, and situations. Finding, studying, interpreting, and sharing those records will be essential to developing museum displays and educational programs that enable today’s learners to not only understand technical and administrative problem-solving methods of the past, but to gain insights about applying the scientific method and systems improvements procedures in a range of modern applications. The BLMA believes that much of lighthouse history can illuminate systems today – and tomorrow – that must function reliably, as lighthouses did, 24/7.

Today, Beavertail remains an active aid to navigation, its light and sound signaling devices automated and controlled by the U. S. Coast Guard. Like the U.S. Lighthouse Board of 1852 that instilled a new level of excellence in its stewardship of our nation’s lights, members of the Beavertail Lighthouse Museum Association reach out to individuals and groups of people in the community and in education, business, professional, and government circles to join together in restoring and protecting the historic buildings of Beavertail Lighthouse. Together we want to transform our lighthouse into a center for both appreciating past achievements and stimulating future innovation. Now, as in centuries before, challenges and opportunities abound to keep Beavertail Lighthouse shining brightly, sounding clearly, and serving as a steadfast community treasure and symbol of a nation-building record of progress in a dynamically changing world.

THE SELECTION PROCESS

A Scholarship Committee comprised of members of the Beavertail Lighthouse Museum Association will review the applications using the guidelines and criteria indicated above. In addition, as part of the evaluation process, a candidate may be asked to appear before the Scholarship Committee prior to the final determination of awards.

Acceptance of the Application, and supporting documentation will be acknowledged as promptly as possible and formal notification is anticipated before senior class awards ceremonies and/or events.

AGREEMENT

If selected to receive a Beavertail Lighthouse Museum Association Scholarship, I understand that my presence will be requested to appear at an appropriate presentation ceremony. I give permission to the Scholarship Committee to notify local newspapers who may wish to promote this Scholarship Award, including taking photographs of the event.

Select one:

I have enclosed an official transcript from my high school.

I have requested an official transcript from my high school be sent directly to BLMA, PO Box 83, Jamestown, RI 02835

Applicant's Name: _____

Signature

Please print name _____

Date: _____

Applicant's Checklist

Your application should include:

1. Your responses to the information sought.
2. One letter of reference (in sealed envelope).
3. An official high school transcript.

Only a completed application will be considered.

Make sure the completed package is postmarked by Fri., April 24, 2009

Mailing address: Beavertail Lighthouse Museum Association, PO Box 83, Jamestown, RI 02835

Beavertail Lighthouse Museum Association / Craig W. Armington Scholarship Application /

Deadline: Must be postmarked no later than Friday, 4/24/2009

P. 7 of 7