



The Bay Run



Newsletter of
The Delaware Bay Lighthouse Keepers
and Friends Association, Inc.

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Spring 2013

"Our mission is to preserve the history of the
Delaware Bay and River Lighthouses, Lightships and their Keepers"

AN OYSTER'S EYE VIEW OF THE PORT NORRIS AREA

By Rod Mulligan and Ollie



Well, here I am, me, Ollie, a marine mollusk basking in the waters of the Delaware Bay off the shore of Port Norris, NJ. You ask why did I choose Port Norris? Well, it was once the largest oyster producing region in New Jersey. Entire towns grew around the oyster industry including: Port Norris, Bivalve, Shellpile and Maurice River Township but I chose Port Norris because I thought it looked like a good place since at the peak of the oyster industry, Port Norris could claim more millionaires than any other town in New Jersey. Reluctantly, I decide to leave my comfy bed to go ashore and check out what's happening. Even though I am only one year old, I am considered mature for my age. One of the first things I see is the Bayshore Center (formerly Bayshore Discovery Project). As you probably know, this Center operates as a non-profit organization and was established in 1988. I find out it is dedicated to: "increasing awareness, appreciation, and stewardship of the natural, cultural, and historic resources of the Delaware Bay and New Jersey's coastal waters"—the place that I lovingly call home. These people are preserving the history, culture and environment for future generations to enjoy.

Part of the Bayshore Discovery Project is the authentically restored 1928 oyster schooner, the AJ Meerwald, New Jersey's Official Tall Ship. A ship after my own heart (and other parts as well)!! Arriving at The Bayshore Center, I see Capt. Jesse Briggs and convince him to take me for a sail aboard this magnificent ship. I convince Capt. Jesse that I no longer possessed the upper body strength that I had a few years ago that would be necessary to raise and lower the massive sails and I surely did not want to go below to clean out the bilges, so he gave me an easier assignment. I was to become the narrator for the sails and discuss the history of the oyster industry in this area. Oh, shucks!! I can do that.

After learning the rules of the water, we returned to the shore where I helped to winterize the oyster shipping sheds which have recently been restored on the wharf. This involved putting plastic sheeting around the windows which would help to keep out the cold winter winds. After completing this task, I was assigned to learn some culinary skills at the Oyster Cracker Café. This is where I met my long-lost cousin, Royster the Oyster, the Café's mascot (picture courtesy of BC). He was once married to one of my former classmates, Pearl Rockefeller, a real cultured lady. They had many years of wedded bliss until she got in a stew. Anyhow, my primary assignment at the Café was to keep the dishware and utensils sparkling clean and recycle the food waste products. When you have a chance, stop by the Oyster Cracker Café and enjoy the "home-made, often locally grown, sometimes organic and always delicious seafood and traditional fare". They also use many of my relatives in their delicious homemade oyster chowder. In the winter, the Café is open Thursday – Saturday 11:30 AM – 3 PM and 2nd Fridays 5:30 - 8:30 PM. Summer hours have yet to be announced.

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Angelo S. Rigazio, Jr.



It’s been another long winter with a little snow now and then, and a few cold spells but I’m ready to say, “Let’s bring on spring!” Our meeting at the Deauville Inn was a great success. We had a good turn out with great speakers and guests. Don’t forget your Reunion Banquet, rescheduled thanks to Hurricane Sandy. It will be the same menu at the same place as posted in this Newsletter.

The dates and times of our cruises and scheduled events are available. I know personally I am looking forward to the trip to Harbor of Refuge this summer. The Army Core of Engineers has deposited over 80 tons of rocks to shore up the breakwater on the bay side.

I hope everyone will enjoy the Easter holidays and I hope to see you at the banquet.

On a personal note, we have another new grandson, Angelo S. Rigazio IV, born March 1, weighing in at 8 pounds 4 ounces and 21 inches long. This is number 6 for us. Our son, Angelo, and his wife, Summer, live out in Beaverton, Oregon. I am sure we will be planning a trip out there soon.

Till then, keep the lights shining.

Angelo

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*The Delaware Bay Lighthouse Keepers and Friends Association, Inc. (DBLHKFA)
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This will be the last “From the Log of Vice President Gaylord “Dusty” Pierce”. It is with deepest regrets that we accept his resignation from the position of vice president of our organization. I would like to thank “Dusty” for all his contributions to our Newsletter, to our club and for keeping us informed of the events in Delaware and updated on the Lightship, the Overfalls. We appreciate all you have done for our organization and dedicate this column to you. *Enjoy!!*



THE KALMAR NYCKEL – DELAWARE’S TALL SHIP

If you look to your left getting off the Cape May-Lewes Ferry in Delaware, you will see the replica of the Kalmar Nyckel, Delaware’s Tall Ship and the pride of New Sweden. The ship was named after the city of Kalmar, which purchased the ship in 1628 as its contribution to the Royal Swedish Navy. When Sweden decided to establish a trading colony in the New World under the direction of Peter Minuit, the Kalmar Nyckel was chosen for the voyage.

The majestic three-masted square rigger first crossed the Atlantic Ocean in 1638. It was a merchant ship and a pirate ship under orders should she encounter a vulnerable enemy ship, the captain was ordered to attack. This ship has the distinction of being the ship that crossed the Atlantic more times than any other ship before the American Revolution. It is very probable (but not recorded) that Peter Minuit’s \$24 worth of trinkets that he is supposed to have exchanged for Manhattan were brought over on this boat for him to use in negotiating with the Indians.

The modern replica of this ship was built 350 years later and became Delaware’s Tall ship. A group of committed citizens from Wilmington, Delaware, established the Kalmar Nyckel Foundation to fund, design, build and launch the ship. There were no blueprints or drawings of the original Kalmar Nyckel, so the replica was constructed as closely as possible to the original. It was built at a shipyard in Wilmington on the Christina River near the original 1638 Swedish settlers’ landing site at Fort Christina. The ship is operated and

maintained by a volunteer staff, under the leadership of a paid captain, boatswain, and a chief mate.

Today the Kalmar Nyckel is a sea-going Ambassador of Good Will for the state of Delaware. A fully functional sail training vessel, she has represented Delaware at festivals from Virginia to New York. “Enjoy the wind, the waves, the adventure of the sea...and the experience of a lifetime!” The tall ship’s Sailing Schedule is available at www.kalmarnyckel.org All trips depart from the Lewes Ferry Terminal Dock.

(Thanks to John R. Henderson for providing some of this information.)

FUND RAISER

Come out and enjoy a fantastic Delaware River Cruise. Spend the day aboard the Bonanza II piloted by Captains Joe and Mike, a couple of fun guys, who are very professional. The voyage will depart from Fortescue, NJ—a 12 hour tour leaving at 8 AM. Boarding will be from 7:30 – 7:45 only. The fee for this tour will be \$100 for adults, \$50 for children ages 7 to 14.

Each passenger will supply their own food and beverages. **NO GLASS PRODUCTS.** Beer and wine permitted only if used in a responsible manner, or you’ll become sturgeon lunch.

The date is July 13 (passage must be paid in full two weeks before the sailing date). Only 50 reservations will be accepted, so if payment is not made when due, you will be eliminated to make room for the people on stand-by. Checks will NOT be deposited until the trip is completed. **NO credit cards!!** No refunds within 5 days of departure except for documented emergency.

We will need positive cell phone number in case of a need to postpone the trip. No business or office numbers. The DBLHKFA, along with our dedicated committee members and myself would like to thank the NJLHS and Mike Boucher for allowing us to share the information with you for your pleasure.



THANK YOU.

By Rod Mulligan and Ollie Continued from Page 1

One cold, windy day while performing my chores in the warm, dry, cozy Café galley, I was gazing out the back window overlooking the Maurice River. There was a rather steady flow of watermen scurrying from port to the Bay and back to harvest the catch of the day. They were working in open boats with almost no protection from the harsh elements. It made me stop and think, here I am enjoying myself in a nice, warm, comfortable restaurant, in a relaxing atmosphere while these servants of the sea are putting their lives on the line to harvest a product so that consumers can enjoy a delicious meal. A thankless job to say the least!!

I had the pleasure of meeting one of these gentlemen, a Mr. Bob Bateman of Bivalve, NJ who is a man of large stature whose skin had the texture of wind-beaten leather. Bob had lost his home and business as a result of Hurricane Sandy. We had a long conversation regarding the hassle he was going through with the government and the insurance companies. So, back to my chores at the Café: I sure didn't want to lose my job. I had been working with Chef Terri Watson who had to be very well coordinated with precise timing in order to fill various food orders and have them ready to serve to customers all at the same time. She is certainly extraordinary. I never knew oysters could be prepared so many different ways. They can be eaten: smoked, boiled, baked, fried, roasted, stewed, pickled, steamed or broiled. Oysters also can be used in a variety of drinks. Even though oysters were once considered a working class food, they are now considered a delicacy. Chef Watson taught me how to bake acorn squash. I also had my first crack at making homemade pie crust but didn't get a chance to taste the finished product. I really didn't want to take part in the making of the oyster chowder since I could end up the prime ingredient. I really tried hard since I didn't want to get canned.

Well, I guess that's enough adventures for one day. I have to head back out to my bed in the Delaware Bay. As you know, spawning season takes place near the end of June and I sure don't want to miss that. We have to do our best to keep our future generations intact. I'll probably return in a future Newsletter to keep you posted on my life along the Bay.

PEGGY'S CORNER NEWS n' VIEWS

*By Peggy Stapleford
Activities/Program Chair*



SAVE & MARK THE FOLLOWING DATES ON YOUR CALENDAR:

Sunday, April 28 – Banquet & Spring Meeting at the Deauville Inn, 201 Willard Road, Strathmere, NJ. Hospitality begins at 11 AM; Noon – 1 Meeting; 1-2 Banquet (see enclosed menu); 2 PM – Speaker **SPEAKER:** Commander Tim Dring, Retired US Navy
TOPIC: “History of Delaware Bay & South Jersey Coast Guard Life Saving Stations and Update on Delaware Bay Lights” Tour of Corson's Inlet Lifesaving Station to follow. Reservation form enclosed. Reservations must be in by April 14.



Sunday, May 26 – Lighthouse Cruise aboard AJ Meerwald, NJ's Tall Ship narrated by Angelo Rigazio & Rod Mulligan

Saturday, June 1 – Shell Pile, NJ BAY DAY/FUN DAY

– by, in or on the water. No booth to mind, no sellin', just strollin', lookin', munchin'. Come on down, be a tourist for the day.

Saturday, June 22 – Annual Picnic to be held at Cape May Coast Guard Base – Aids to Navigation talk & Base Tour (ADVANCED REGISTRATION A MUST!!!)

Saturday, July 13 – BRAND NEW Delaware River Cruise

Saturday & Sunday, July 20 & 21 – Maritime Days at Hereford Inlet

Sunday, July 28 – Sunset Cruise to Ship John Shoal

Wednesday, August 7 – National Lighthouse Day at Hereford Inlet

Saturday, August 17 -- Moonlight Cruise to Harbor of Refuge

Saturday, October 5 – Fall meeting to be held at Bayshore Project Oyster Sheds

Saturday & Sunday, October 19 & 20 – New Jersey Lighthouse Society Lighthouse Challenge Weekend

Sunday, October 27 – Lighthouse Cruise aboard the AJ Meerwald, NJ's Tall Ship narrated by Angelo Rigazio & Rod Mulligan

(NOTE: Volunteers always needed and appreciated.)

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TRIBUTE TO SHIRLEY BAILY, 1928 – 2011

Mrs. Bailey was the Publisher of the South Jersey Magazine – “The magazine about South Jersey Past and Present”. What a treasure trove of stories of what use to be and what remains. There were articles about oystering, fishing, glassmaking, logging, trains, churches, tales and legends, people, places and things. I have a number of copies of the magazine going back to 1972. Treasures!! From the Winter of 1988 Magazine, I am presenting an article about the Life Saving Station at Cape May Point, written by Kenneth Hollemon, Commander, U.S. Coast Guard, part 3 of a series, “From Whence we came”. What a legacy Mrs. Bailey left. Like our Carol, she is terribly missed.

IN MEMORIUM

Shirley R. (Robbins) Bailey, 83, of Millville died suddenly Sunday morning, February 20, 2011, at her residence after a brief illness. Born in Absecon, she grew up in Dividing Creek and Bridgeton, and was a graduate of the Bridgeton High School Class of 1945. She was the publisher of the South Jersey Magazine as well as other books relating to South Jersey History. Previously, she worked for Airwork Corp. in Millville as the computer department head. She retired in 2003. She will always be known as an authority on local history.

LIFE-SAVING STATIONS IN NEW JERSEY

Cape May Point/Station Cape May (#137) - The station was first authorized and built in 1849 and was moved at various times throughout the years due to encroachment of the sea. It is believed that the first keeper was Lewis Stevens, who was appointed in 1853. He was succeeded by Christopher Leaming in 1856. In 1866 another site was acquired. The keeper listed for 1869 was George Hildreth, followed by Charles H. Hand in 1877, as listed in the 1877 Annual Report of Operations of the US Life-Saving Service. The following comment is from that report: “The station exhibited on the Centennial grounds last year has been transferred to Cape May Point, NJ between Cold Spring and Bay Shore. The old station (Bay Shore) will be allowed to remain for the protection of the old boat and apparatus, which may on occasion, be convenient and useful. No expense is incurred in the maintenance of the latter station as no crew is employed there and it is cared for by the keeper of the new station.”

This station appears in the 1882 records in a position “near the light.” A new keeper appears on the records in 1886: James W. Eldredge. The records mention that the “old and inadequate station at Cape May” was replaced in 1896. An item in the December, 1934 newspaper reports that the Cape May Point Station was to be moved back thirty feet to the rear of the lot and the interior was to be remodeled. In 1935, during the Depression, WPA funds were earmarked for reconstruction and rebuilding of the station. An item in the March 26, 1937 Cape May County Gazette notes that this station was one of five to be discontinued. It remained here until October 1948; picture records show severe beach encroachment.

Station records indicate that, for a period of time, the activities of the station were transferred to West End Station. In fact, a picture of the station carrier the aerial identification number 137 which had been assigned to Cape May Point. By the mid-1950's, it too was closed and its activities were transferred to the Coast Guard Moorings located at the Training Center.

There was no station in the immediate Cape May area until July 1964 when Station Cape May was established on the Training Center. Station Cape May then consisted of the station office located in the Coast Guard Training Center Cape May administration building, an engineering section housed in two bays of the Training Center garage, and an over-the-water boat house located on pier four in which the duty crew slept. In 1965, the boat house burned down and its activities were transferred to a small building at the foot of pier four which also housed an electrical sub-station. In 1969, the station moved to Building 203 which was a former laundry, later supply, building built during World War II. In 1986, an extensive rehabilitation of the station building was begun. *(Courtesy of South Jersey Magazine)*

Comments on Web Site Sign-in:

“Keep up the good work. Love the website.” B.Z. Pennsylvania

“Great job. I really like the website.” R.P. former keeper/coast guardsman

“I love the web site and it has helped me get information on New Jersey lighthouses I didn’t have. I think that all of you are to be congratulated on a job well done.” H. Kent Edwards, Lighthouse Photo

“Just found this site and am interested as I was stationed on both 14 foot and Brandywine during 1971 – 1973.” Randy Alkins

“Looks great. Good job.” M. O. M. New Jersey

WEB SITE STATS by Kelly Mulligan, Web Master

The following statistics are from 1/1/13 through 3/14/13:

- We had 1633 Visitors to the Web Site; most visits were from the United States, India and Russia.
- The busiest days were Tuesday and Friday.
- Most viewed pages – List of lighthouses, guestbook and Calendar.
- The Web Site is located mostly by using Google.
- 19 Newsletters are e-mailed.

If you are a member and would like your Newsletter e-mailed, please send your request to:

Delawarebaylightkeeper-friend.org

Our Web Master will be happy to send it to you.

While you are thinking about this, check out our website. It is very interesting.

AJ MEERWALD ANNOUNCES LIGHTHOUSE CRUISES

President, Angelo Rigazio and Board of Directors Chairperson, Rod Mulligan will be narrating lighthouse cruises aboard NJ’s tall ship on May 26 and October 27. Both Rigazio and Mulligan are former coastguardsmen. Rigazio was a former keeper at Harbor of Refuge and Mulligan was involved in Search and Rescue and Aids to Navigation.

MEMBERSHIP DUES REMINDER: If you have NOT submitted your \$20 membership fee to Elma Gardner, 1294 Pennsylvania Ave., Vineland, NJ 08361, please do so as soon as possible. Our fiscal year began on March 1. *Thank you.*

SCHOLARSHIP APPLICATION: Every year our organization offers a \$500 to any family member or relative graduating from high school that year. The scholarship is offered in the memory of Carole F. Reily, the Founder and First President of the DBLHKFA. All the applicant has to do is fill out the enclosed application and write a 300 word essay on one of the following topics: “Why Lighthouse and Lighthouse Keepers were a major asset to the Maritime Shipping on the Delaware Bay and River”, OR “What life, duties and responsibilities were for lighthouse keepers and their families during the lifetime of this service”. Mail the application to DBLHKFA Scholarship Committee, ATTN: Mrs. Maxine Mulligan, 1049 Simca Terrace, Vineland, NJ 08360. \$500 will come in handy putting it towards your college education or for buying a couple much needed books. *Good luck.*

APPLICATIONS ARE DUE IN BY MAY 15, 2013.

FROM THE CHAIRMAN OF THE BOARD

by Rod Mulligan



After a delightful lunch at the Deauville Inn in Strathmere, NJ, we had some very informative speakers. They were invited to tell about the after effects of Hurricane Sandy at their respective lighthouses and residences. Diane Ewan and Gail Robinson, representing East Point Light, stated that there was no damage from the hurricane other than a lot of debris and the sand dune was moved to the other side of the parking area. They stated there is always water in the LH basement. The caretaker's house next door had damage to the duct work.

Rich Chiemingo from Cape May Light reported that the light had been spared; it didn't even lose power during the hurricane. He spoke about the "Stairway to the Stars," their art contest, pig roast, the Full Moon Tours and the LH Ghost tours which have become very popular.

Marc Kemp represented the Tincum Rear Range Light and the area of Paulsboro in general. There was no damage or loss of power from the storm but they did have a train derailment problem involving chemicals that polluted the air. It was the worst disaster in Gloucester County to date. Seven cars, containing dangerous substances, derailed falling into Mantua Creek. The Coast Guard was the lead agency in charge since it involved the waterway. There were no serious injuries.

Genevieve Doris gave an update on the building of the new Sea Isle City Yacht Club, site of our former banquets. Member and former coastguards man Bob Lamb brought a DVD of the storm plus a book put out by the Asbury Park Press showing scenes of the devastation caused by Hurricane Sandy in his area of Toms River, NJ.

Member Bill Geilfuss reported on the hurricane damage to his house in Brick, NJ. There was 32" of water in his house; it was a complete loss. Another member, Joe Jones, lost his home at the Jersey shore. Rod Mulligan reported that former members, Steve and Sharon Hewitt, lost their retirement home at Mystic Island, NJ.

Charles Bolton, a member and former coast guardsman spoke concerning the Ambrose Lightship. After being stationed on the Lightship, Bolton was transferred to Corson's Inlet (which is right near the location of our meeting). He reiterated information regarding the "Storm of '62," his experiences on the Ambrose and being stationed at the Lightship Station at Corson's Inlet.



Marc Kemp relating Paulsboro events



Charles Bolton reminiscing



Gen Doris of Sea Isle City Yacht Club



Rich Chiemingo representing Cape May



Jim & Elma Gardner, Jean Corliss & Jean Jones listening to the presentations



Dian Ewan & Gail Robinson from East Point



Members Joe & Margaret Jones

WHY sailors reply “Aye, Aye” when given an order?

A. The first “Aye” is to say that the order has been received and understood. The second “Aye” says that the order will be carried out.

WHY ships and aircraft use “mayday” as their call for help?

A. This comes from the French word “m’aidez” meaning “help me” – and is pronounced “mayday”.

WHY men’s clothes have buttons on the right while women’s clothing has buttons on the left?

A. When buttons were invented, they were very expensive and worn primarily by the rich. Since most people are right-handed, it is easier to push buttons on the right through holes on the left. Because wealthy women were dressed by maids, dressmakers put the buttons on the maid’s right and that’s where women’s buttons have remained ever since.

WHY do X’s at the end of a letter signify kisses?

A. In the Middle Ages, when many people were unable to read or write, documents were often signed using an X. Kissing the X represented an oath to fulfill obligations specified in the document. The X and the kiss eventually became synonymous.



*Officers, Board Members
& Chairpersons*



*Officers planning
procedures*