



The Bay Run



Newsletter of
The Delaware Bay
Lighthouse Keepers

Volume 41 Issue 27
Spring 2023

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

LIGHTHOUSES THROUGHOUT HISTORY

Thousands of years ago, Greeks, Romans, Egyptians and Phoenicians lit bonfires on hilltops and cliffs to help guide their sailors along treacherous shores. Eventually people began to realize that elevated fires could be seen from a greater distance, so they began to build wooden or stone towers with tended fires burning below or at the top. Throughout the world, for centuries, lighthouses have lit the way home for mariners. Around 280 BC, Ptolemy II, Pharaoh of Egypt, commissioned an architect to design a beacon "which serves every man who voyages in a boat". The first known lighthouse, the Pharos of Alexandria, an elaborate three-story tower, took thousands of slaves twenty years to build. It was deemed one of the Seven Wonders of the Ancient World. The light burning from the large, tended fire, could be seen from a distance of thirty miles, which was a miraculous feat at that time. The great Pharos remained standing for nearly 1,600 years longer than any lighthouse in history. No one knows exactly what happened but in 1349, the lighthouse was found in ruins, probably the result of an earthquake.



Legend tells us that the Colossus of Rhodes was built by the Greeks not long after the Pharos was completed. The Colossus was supposedly a gigantic, ten story high bronze statue of a man straddling the entrance to the Harbor of Rhodes. This lighthouse is said to have a male figure holding a lantern high above his head, guiding ships into port. (NOTE: This "Colossus" is referred to in Emma Lazarus' poem on the pedestal of the Statue of Liberty. I was fortunate enough to visit the presumed site of this statue. The harbor is very wide and large so the statue had to be enormous in order to have straddled that area. All that remains are the pedestals on either side of the harbor where the Colossus stood.)

Meanwhile, LaTour d'Orde, known as Caligula's Light was built in Boulogne, France by the order of the notorious Roman Emperor Caligula. In 40 AD, it rose 193 feet above a cliff overlooking the English Channel. When Henry VIII, captured Boulogne in 1544, he converted the lighthouse into a fort.

In 100 AD, the Phoenicians built the Tower of Hercules (on right) on the coast of Spain. It is the only ancient lighthouse which was still in use during the 20th century. France was the first country to build a lighthouse in the middle of the vast, wind-tossed sea; it took 27 years to construct. La Tour de Cordouan, an extravagant structure built on a tiny strip of sand five miles off the coast of France, was completed in 1622 proving lighthouses could be built most anywhere.



The next "impossible beacon of history" was the Eddystone Light built near a terrifying stretch of jagged rocks and deadly currents in the English Channel. It is referred to as the "most famous lighthouse in the world". Actually, it was a series of four lighthouses which took a total of two hundred years to build. The fourth and largest Eddystone Light was completed in 1882.

In This Issue:

2 - A Beam from the President's Desk

3 - From The Log of the Interim

4 - Peggy's Corner & Lighthouses

Throughout History (*Continued*)

5 - Welcome Sweet Springtime

6 - Cruise News

7 - East Point Update & A Sailor's Life For Me?

8 - Memorial Day Tribute

Angelo S. Rigazio, Jr.



Greetings to all our members. Hopefully you are all doing well and enjoying the new year. I am writing this article in February, but seeing 60 degrees on our calendar. Our grass is still green, trees are budding, and dandelions are growing in the yard. What a strange winter; we had a smattering of snow but that was it. The weather has been very mild so I’m not complaining.

Our winter meeting was held at East Point Lighthouse with Gil Ewing, Jr. as our guest speaker. His slide presentation of the history of Cape May and the surrounding areas brought back many memories. Attendance was higher than usual. Everyone enjoyed participating in and adding to his presentation. Personally, it brought back fond memories of the time I spent working for 10 years at the Magnesite Plant at Cape May Point.

Our executive/board held its first meeting for 2023. Good ideas for upcoming meetings and outreach events were discussed. Check out this newsletter for times, places and events. The summer cruise dates have been set for July 22 and August 26 departing on the Bonanza II from the Fortescue Harbor at 3 PM. Check out page 6 for more information.

On another note, for those of you who are Eagles fans, the outcome of Super Bowl LVII was sad but the team had an amazing year and should be proud of their accomplishments. After all, they are still the best team in the NFL and have the best record in their division.

‘Til next time, keep the lights shining! *Angelo*

THE BAY RUN is the official publication of The Delaware Bay Lighthouse Keepers and Friends Association, Inc. and is published quarterly throughout the year. A subscription to the newsletter is included with the cost of membership, Annual Membership dues are \$25.00 for the calendar year beginning March 1st. Back issues are usually available for members joining mid-year. Materials are copyrighted and may not be reproduced without permission of the DBLHKFA, Inc.

For Newsletter ideas, Contact
DBLHKFA c/o Maxine Mulligan

1049 Simca Terrace, Vineland, New Jersey 08360
Email: Memax1@juno.com

Board of Directors

Rod Mulligan, Anthony Giletto, Katie Moser,
and MaryEllen Walker

DBLHKFA, Inc. Officers and Directors

President.....	Angelo S. Rigazio, Jr.	Sunshine/Hospitality	Katie Moser
Vice President Pro Tem.....	Rod Mulligan	Publicity	Maxine Mulligan
Chairman of the Board.....	Rod Mulligan	Historian.....	Peggy Stapleford
Treasurer	Maxine Mulligan	Ways and Means.....	Anthony Giletto
Secretary	Darlene Rigazio	Newsletter.....	Maxine Mulligan
Membership	Mary Ellen Walker	Webmaster	Kelly Mulligan
Activities/Programs.....	Peggy Stapleford	Scholarship Committee	Anthony Giletto

Phone Numbers and Email Addresses

A. Rigazio- (609) 408-6692 • Keeperang54@yahoo.com	R & M Mulligan-(856) 691-8224 • Memax1@juno.com
Katie Moser-(215) 884-8548 • KatieMos@aol.com	K. Mulligan-(856) 691-8224 • Kellys.light.house@gmail.com
D. Rigazio- (609) 408-6692 • Darlenej50@yahoo.com	P. Stapleford-(484) 947-3191 • mspegstapleford@windstream.net
T. Giletto-(856) 482-8874 • Nino21328@aol.com	Mary Ellen Walker - (856) 447-3158

*The Delaware Bay Lighthouse Keepers and Friends Association, Inc. (DBLHKFA)
is a 501(c)(3) non-profit preservation and educational organization.*

FROM THE LOG OF THE INTERIM VICE PRESIDENT

by Rod Mulligan



What a great winter meeting we had at East Point Light in January. Good attendance: even the weather cooperated. Our guest speaker, Gil Ewing, Jr. gave a very informative talk and interesting slide presentation on “Cape May – Back in the Day”. The slides included the former Magnesite Plant once located at Cape May Point; the USS Atlantus before and after running aground; slides of the first Navy Base, Wissahickon; Route #9 before paving; the infamous “ghost tracks”; Underground Railroad sites; Cape May’s own elephant statue, the “Star of India” (similar to Margate’s “Lucy”) etc. We learned that the people who visited the area in the summer would bring their lunches in shoe boxes; hence the origin of the

word “shoobies”.

“Corduroy roads” so named because they were built by putting gravel over logs making the road sort of corded. The origin of the name Poverty Beach was due to people losing money betting on the Henry Ford, Henri Chevrolet car races on the beach. Gil recalled when he went to Cape May High School in the building which is now City Hall.

It was suggested that he contact Cape May schools so he could share some of his knowledge by narrating and showing the slides to the students. Maybe he could also write a book so these memories could be preserved for future generations. He is certainly in favor of preserving our past for the future generations. “We won’t know where we are going if we don’t know where we have been.”

Congratulations are in order for Nancy Patterson-Tidy, her husband, Carl and all who helped decorate the lighthouse for the Christmas holidays. They earned a beautiful presentation in “Lighthouse Digest”.

Hope to see you all at our April 29th meeting at Absecon Light.



President Rigazio shows our appreciation to guest speaker, Gilbert Ewing, Jr.

Our thanks also to Nancy Patterson-Tidy, Curator of East Point Light

by Peggy Stapleford Activities/Program Chairperson



SAVE THE DATES – Mark Your Calendars:

Saturday, April 29, 2023 – Spring meeting will be held at Absecon Lighthouse, 31 South Rhode Island Ave., Atlantic City, NJ 08401. The meeting will begin at 11 AM (please note change of time). Our guest speaker will be the lighthouse tour director. Please call the Rigazos (609) 408-6692 or the Mulligans (856) 691-8224 to let us know if you will attend. (Deadline for calling April 15) We must know the number planning to attend as the presentation room has limited space. Attending members may climb the light for half price.

Saturday, July 22, 2023 – Four-hour cruise to Brandywine Light, south in the Bay. We will be cruising on the Bonanza II out of Fortescue, NJ leaving the dock at 3 PM. Check Cruise News on page 6 for more information.

Monday, August 7, 2023 – National Lighthouse Day

Saturday, August 26, 2023 – Four-hour cruise to Ship John Light, north in the Bay. Leaving the dock at 3 PM on the Bonanza II out of Fortescue, NJ. Check Cruise News on page 6 for more information.

Saturday and Sunday, October 21 & 22, 2023 – Lighthouse Challenge of New Jersey. Take the Challenge. Can you visit ALL the New Jersey Lighthouses in one weekend? Give it a try!!

Just arrived – brand new Lighthouses of the Delaware Bay sweatshirts (contain pictures of ALL the Delaware Bay Lights). Available at the April meeting, on the cruises and at the Challenge. Price of a sweatshirt \$40 – L & XL sizes available in light blue or navy blue.

Please note: The \$500 Carole Reily Scholarship Application is enclosed. Applicants must be high school seniors planning to continue their education by going on to college. Relatives or friends of members are eligible. Applications are due by the end of May.

LIGHTHOUSES FAMOUS THROUGHOUT HISTORY *CONTINUED*

In 1716, America's first lighthouse was built on Little Brewster Island near Boston, Massachusetts. American troops set it on fire twice; the British troops repaired it only to blow it up when they were driven out of the harbor. There was no lighthouse in that harbor for seven years until the tower was rebuilt in 1783. Boston Light is still standing and has been designated as a National Historic Landmark.

These lighthouses were the forerunners of such lighthouse as Cape Hatteras, America's tallest light at 208 feet. Hatteras was built to guide ships safely through "the graveyard of the Atlantic" where over 2,000 ships had been lost. In 1764, the Sandy Hook lighthouse was then constructed in New Jersey; it is the oldest original lighthouse still in service in the United States.

When the United States acquired the Alaskan Territory, there was only one Russian-built lighthouse in the entire Arctic area. The United States chose not to maintain the light. In 1902 the United States agreed to have lighthouses built in Alaskan waters. In 1909, Hawaii's most powerful light Makaua Point was constructed. Builders were at first reluctant because the lighthouse was located near a leper colony established in 1860. Hawaii now has a total of 43 lighthouses.

There are more than 18,600 lighthouse throughout the world; the United States leads with 700. Sandy Hook in New Jersey is the oldest, the largest being Cape Hatteras Light in North Carolina and the smallest being Pocahontas Light in Casco Bay off of Portland, Maine at a height of 6'.

Just think, if Ptolemy II hadn't thought of having a guiding light for mariners, what would have happened to all the sea-going men and women throughout history? And it all began with a tower built high upon a hilltop containing a bonfire to help guide sailors along treacherous shores.

WELCOME SWEET SPRINGTIME

by *Oliver J. Oyster*

My family is so happy to be back in circulation after the long winter. Having gorged ourselves with food from spring throughout the summer months, we were busy building up our sugar glucose getting ready for hibernation. It was difficult trying to get Merle and Pearl to eat, calm down and relax enough to hibernate during the cold winter months when the water temperature sometimes drops to below freezing. I am happy to announce that our family survived the freezing temperatures but sorry to inform you that we did lose some relatives and friends who were not strong enough to make it. The oysters who passed were immediately sent to a factory for grinding up to be used as fertilizer. As you can see, we are continuously giving back to the environment. Our relatives, the Rockefellers, had a rough time. Once the water gets warmer, we are back in survival mode ready to cope with the environmental conditions. Yes, we are ready to return to work, pumping and filtering and the twins have returned to school.

Speaking of the twins, our spats are “growing like weeds” and will be mature enough for spawning in the spring way before their teenage years. We are not looking forward to that. We have been told that oysters don’t all grow at the same rate. Sometimes during our life cycle, the larger oysters will bully and starve out the others. Shelley and I have been informed about the wild oysters that have elongated or irregular shapes and attach to each other in clumps. These bullies usually come from the north. I have also been informed and am pleased to state that the most beautiful oysters come from the Delaware Bay and possess those “special” qualities. The missus and I are very protective of our offspring and hope they grow up to become contributing factors to our community and to society. At least during the dormant months of hibernation, we can keep track of where they are.

No plans have been made as to where to go on vacation this year. We would like to stick around the Delaware Bay area since different parts of the Bay have different salinities and we are kinda use to where we are. I prefer not being agitated too often even though it is said to “deepen the cup”. Sorry guys, not interested. We are hoping to visit somewhere on the East Coast.

I just wanted to keep in touch; didn’t want you to think I have forgotten ya’all. ‘Til next time.

Ollie



CRUISE NEWS FOR SUMMER 2023

Cruises to the Lighthouses of the Delaware Bay have been scheduled for Saturday, July 22, and Saturday, August 26, leaving at 3 PM...the 4 hour SUNSET CRUISE (July 22) goes to Brandywine and returns north in the bay...the 4 hour SUNSET CRUISE (August 26), to Ship John returning south in the bay. These narrated cruises take place aboard the USCG approved Bonanza II out of the NJ State Marina (Higbee's -slip #5), Fortescue, NJ, 08321. RESERVE SOON – BRING A RELATIVE, FRIEND, AND/OR NEIGHBOR. THESE CRUISES FILL UP QUICKLY!! (NOTE: Fortescue is “The Weakfish Capital of the World”.) Check out this quaint fishing village on the Delaware Bay. PLEASE NOTE CHANGE OF TIME – LEAVING DOCK AT 3 PM. (NOTE: We must have 30 people sign up for the cruise in order to pay for the fuel.)

The cost for the cruises is \$45 for adults and \$20 for children 5 - 12 years of age. Passengers must be at the dock at least one half hour before departure time. Lighthouses visited are: Miah Maull, Cross Ledge, Elbow of Cross Ledge, Fourteen Foot Bank and either Brandywine or Ship John. You are asked to bring bug spray (just in case), a jacket and a box lunch if you wish. Soda and water are provided onboard. Masks must be worn embarking or disembarking from the vessel.

For reservations please contact: Darlene or Angelo Rigazio (609) 408-6692 e-mail: darlenej50@yahoo.com; Keeperang54@yahoo.com. Checks (payable to DBLHKFA) are NOT deposited until after the cruise; if the cruise is cancelled due to inclement weather, your check will be returned. We must have a home & cell phone number for you in case of a cancellation OR you can call the number listed above. Refunds WILL NOT be made if you DO NOT let us know you WILL NOT be there. Payment is due 2 weeks BEFORE the cruise, checks can be mailed to: Maxine Mulligan, Treasurer, 1049 Simca Terrace, Vineland, NJ 08360.

There are former lighthouse keepers, members of the coast guard and members of our organization aboard these cruises to narrate and answer your questions. Background information on the Delaware Bay and the history of each lighthouse will be given. Spend some time on the historic Delaware Bay viewing the lighthouses... excellent “photo ops”. Come join us for a relaxing, enjoyable time and watch the beautiful sunset on the Delaware Bay.



EAST POINT UPDATE

NOTE: The following information was received from Nancy Patterson-Tidy, Curator of East Point Light.

The New Jersey Department of Environmental Protection is currently blocking greatly needed projects at East Point Light. We have been battling the DEP for years trying to get a berm to address the damaging issues, trying to get a berm and regrading project that could give the lighthouse some time until proper erosion protection can be added. Sadly, now we must start removing furnishings from the lighthouse to protect the antiques and artifacts in hopes of getting better air flow allowing the walls to dry.

We currently received a notice that there will be an annual fee the society will have to pay to the DEP along with the full responsibility to pay all the costs of maintaining the lighthouse as well as the costs of offering it to the public. There will be a new lighthouse management lease for which we will have to compete. The DEP hasn't restored the lighthouse or maintained it for 50+ years!! What a deal!! If we get the bid we will have to PAY THEM as WE continue taking care of the property.



Before



After

A SAILOR'S LIFE FOR ME?

SHIP FEVER – Disease was always a danger on board early sailing ships. The importance of eating fresh vegetables was not known and scurvy was a particular problem. Sailors tried to treat themselves by trimming the rotting black flesh from their gums and washing their teeth in urine.

Unsanitary conditions on board and the fact that wooden eating and drinking utensils were washed in water from the harbor when the ship was in port, helped spread other diseases such as dysentery. Taking on water in the tropics often led to disaster and resulted in spreading infections on board through crowded conditions, poor sanitation and the numbers of vermin, especially rats. Every ship had its rat population which gnawed and contaminated casks of food. Sailors even ate the rats when food was short.

Punishments for sailors during the days of sailing ships were very harsh. For minor offences a flogging was common. For flogging, a special whip, called a cat o' nine tails, made from knotted ropes was used. Sentences of up to 200 lashes with this fiendish instrument were quite common. Victims were often seriously injured. For really serious crimes, a sailor would be "flogged around the fleet." He was rowed to every ship in the harbor and received flogging on each one. Not many sailors survived such a punishment.

(Wood, Tim and Ian Dicks, WHAT THEY DON'T TEACH YOU ABOUT HISTORY. Great Britain, Simon and Schuster Books, 1990.)

MEMORIAL DAY TRIBUTE

The custom of honoring ancestors by cleaning cemeteries and decorating graves is an ancient and worldwide tradition. In early rural America, it was usually performed in summer and was an occasion for family reunions and picnics. The ritual of visiting family graves and memorials was never a morbid tradition. Rather, it was an annual act of remembrance, as well as a chance to clean and decorate family memorials. Often, families would picnic as well; cemeteries were often the only open green spaces in crowded cities.

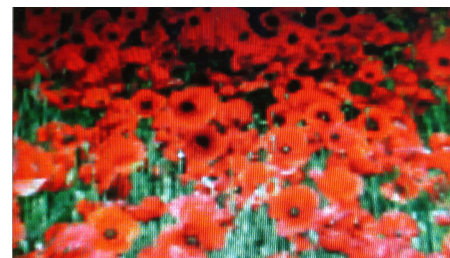
Memorial Day was originally known as Decoration Day, starting with the American Civil War. It is believed that the tradition of honoring the dead was inspired by the way Southern states decorated the graves of both Confederate and Union soldiers with flowers, wreaths, and flags.

After World War I, Decoration Day included all fallen soldiers, not just those from the Civil War. The term “Memorial Day” started being used. By World War II, Memorial Day became the term in more common usage, across different states adopting resolutions to make it an official holiday. In 1971, Memorial Day became a national holiday by an act of Congress. The Uniform Monday Holiday Act took effect in 1971, a few federal holidays were moved to Monday to create three-day weekends; Memorial Day was set to occur on the last Monday in May.

In the war-torn battlefields of Europe, the common red field poppy was one of the first plants to reappear. Its seeds scattered in the wind and remained dormant in the ground, only germinating when the ground was disturbed as it was by the very brutal fighting of World War I. The red poppy became the symbol of Memorial Day. (Farmers Almanac 2023)

In December of 1915, during World War I, John McCrae composed the poem “In Flanders Field” during the Second Battle of Ypres, Belgium. The red poppy has become a symbol for those military who died in combat.

“In Flanders Field, the poppies grow,
Between the crosses, row on row, that mark our place
And in the sky, the hawks, still bravely singing, fly.
Scarcely heard amid the guns below
We are the dead.
Short days ago we lived, felt dawn, saw sunset glow
Loved and were loved and now we lie in Flanders fields.”



US WAR BATTLE DEATHS:

American Revolution (1776-1783)	4,435
War of 1812 (1812-1815)	2,260
Mexican War (1846-1848)	1,733
Civil War (1861-1865)	74,524 Confederate 140,414 Union
Spanish-American (1898-1902)	385
World War I (1917-1918)	53,402
World War II (1941 – 1945)	291,557
Korean War (1950 – 1953)	33,739
Vietnam (1964 – 1975)	47,434
Desert Shield/Storm (1990 – 1991)	148

(The Reminder, Volume 30, May 26, 2021)

“We will fight for the many; we will fight for the few; We will live, we will die for the red, white and blue.”

Author Unknown