



The Bay Run



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

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

“MAYFLOWER 2 “A PIECE OF HISTORY RETURNS”

The replica of the ship that brought the Pilgrims to New England in 1620 recently docked in Plymouth, Massachusetts, just in time for the 400th celebration of the original landing. This homecoming follows a three year, eleven million dollar restoration project at Mystic Seaport in Connecticut. The replica of the 106 foot Mayflower 2 returned to the living history museum of 17th century Massachusetts docking near Plymouth Rock.

There is no auxiliary motor on the ship, just as there wasn't on the original Mayflower 2 when it sailed from England in 1957, a gift from Britain to the United States for our country's support during World War II. Time, weather and water had taken a toll over six decades, not to mention the foot traffic of 25 million visitors. About 70 percent of the ship was replaced in the restoration project. Forty foot long boards were cut from the Danish Royal Forest for planking. No one knows exactly what the original Mayflower looked like, but enough was known of the designs of that day to render a meticulous facsimile of what was the workhorse of England's 17th century merchant fleet.

This year over 1,000 people were present to witness the historic homecoming. History buffs watched as suddenly a breeze, freshened from the southwest, filled the six sails, the 27 person crew sprang to action as the ship quickened its pace toward the mainland. Hundreds of watercraft, from sailboats to motor yachts to kayaks, were there to provide a nautical escort for the majestic ship. The threat of the COVID-19 delayed the ship's departure from Mystic Seaport; then there was the threat of Tropical Storm Isaias. Consequently the ship was moved to New Bedford, CT which offered greater protection from the weather. Finally after dropping its sails for a few hours off Plymouth, the crew scrambled up the rigging to gather the sails, roll them up and head for home. As the ship moved into port, it was greeted by waves of applause.



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Angelo S. Rigazio, Jr.



Hello and Happy Holidays beamed from the president’s desk. Now that Thanksgiving is past, we are looking forward to Christmas. We had to reassure our young grandson, Liam, that despite the pandemic, Santa will still be coming as he does every year as we keep seeing Santa in the stores wearing a mask and sitting behind a Plexiglas shield. The children have to keep a 6 foot distance so that they and Santa stay safe. Liam’s three magical elves showed up on Thanksgiving in their very own container so that they can self quarantine. At least the elves get an opportunity to visit Santa at the North Pole each day.

We are fully decorated at the Rigazios, both inside and out. The bright lights cheer us up and seem to help us forget all that is happening around us. We made the Christmas village much bigger this year; it’s now 5’ b 5’ and three stories tall. We even have 2 lighthouses. Our major goal is to keep our little black cat from climbing to the top.

I think everyone would like to forget what has happened in 2020. Being quarantined in your home, not seeing your family and wearing masks every time you get a chance to go out, has not been all that fun. Speaking of masks, have you noticed the originality of what some people are wearing?

I am closing this “beam” by wishing everyone a Merry Christmas, a Happy Hanukkah, or a Happy Kwanzaa, whatever holiday you and your family chose to celebrate. Happy New Year also and let us all hope that 2021 is better than 2020. Remember – Keep the Lights shining. *Angelo*

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Here we are finishing the year 2020 – FINALLY!! Have you ever witnessed such a year? I keep hoping 2021 will be better; keep your fingers crossed. Our last lighthouse organization meeting took place in February; the banquet scheduled for April never took place; our Delaware Bay Lighthouse cruises scheduled for July and August were cancelled but we were able to take part in the New Jersey Lighthouse Challenge in October. Due to COVID-19, rules and regulations were changed for this year’s Challenge. Throughout the entire month of October, all those interested were invited to take the Challenge virtually or take a drive throughout the state to photograph the lighthouses, the lifesaving stations and visit the museums. Some lighthouses were open on the Challenge Weekend. Lighthouse enthusiasts were invited to visit the lighthouses when convenient, rather than on the Challenge weekend, to avoid crowds and long lines of people waiting to climb. All lighthouses had restrictions on how many people were allowed in the lighthouses at one time. It was stated that only the grounds would be open at some of the lighthouses,

Our group worked at East Point on Saturday, October 17. It is always nice meeting and talking with the people who were participating in the Challenge. They are very sociable and interested in learning about the Delaware Bay Lights. Our President, Angelo, (the last Keeper stationed on Harbor of Refuge Light) loves answering questions, giving information and talking about his time served in the coast guard stationed on the light. The day started out chilly but luckily it warmed up as the day went on. Thanks so much to Nancy Patterson-Tidy, her husband, Carl, and the rest of the crew for their hospitality and an enjoyable day.

The Executive Committee is planning to meet sometime between or after the holidays to plan our 2021 agenda. You will be notified of the organization’s schedule in the spring newsletter. PLUS, we just have to name those newborn spats. Hope to see you all soon. Happy Holidays.



(Above) Signing up for a tour



(Right) A Monarch Butterfly stops by.



(Left) Workers at the challenge, Angelo Riggzio, Maxine and Rid Mulligan.



(Above) Steve Murray showing his book to a young fan.



DID YOU KNOW?



The carcass of a critically endangered species of whale was found floating off the NJ coast. The whale was a North Atlantic Right Whale whose species number only about 400. They have suffered high mortality and poor reproduction in recent years. The Marine Mammal Stranding Center in Brigantine is scheduled to perform a necropsy to determine the cause of the whale's demise. *(AC Press, Sunday, June 28, 2020)*



Roughly 200,000 Americans and about 4 million people around the world are Leap Day babies. Life isn't easy when you only have a birthday once every four years.



Kudos to the Coast Guard crew for saving a turtle that was ensnared in a fishing line while sharks were encircling it. The Coast Guard Sector Delaware Bay received a call from the Marine Stranding Center in Brigantine. The crew of one of the Coast Guard's 87' long patrol boats came to the rescue by distracting the circling sharks and freeing the turtle. Members of the crew stated it was one of the proudest days on the cutter.



In 1854, Alcatraz Island was originally designated for a lighthouse but the funds ran out during the Civil War and the Island lost its ownership to the Army. The building, the first lighthouse on the west coast, became a citadel and a fortress. A newer lighthouse was completed in 1909. *(Thanks, Jim, our Florida correspondent)*



And for those of you living in New Jersey – The Great Falls in Paterson, NJ are the second highest falls on the East Coast; Highlands is the highest elevation along the Eastern Seaboard from Maine to Florida. Speaking of highest, New Jerseyites also have the highest cost of living, the highest auto insurance and the highest property taxes in the nation. But there is one consolation, we don't have to pump our own gas!!



Cape May County was discovered by Hendrik Hudson in his ship "The Half Moon" and named for Cornelius Mey who explored the coast in 1620. The chief industry of the early settlers was whaling. Cape May was also a favorite resort of Captain Kidd, Blackbeard and other famous sea pirates who visited there in the 1700s. *(The Land of Fun, New Jersey, 2000)*



September 9 was the anniversary of the first time our Pledge of Allegiance was read. It was read by Thomas Bellamy, who wrote it in 1892. "Under God" was added later during the Eisenhower administration. *(Thanks, Jim.)*



The Battleship NJ has reopened for tours on weekends for the rest of the year. It was announced that \$1 million of annual state aid was restored to the battleship in New Jersey's revised fiscal 2021 state budget.



Members of the Citizens United to Protect the Maurice River and Its Tributaries gathered together to construct new osprey platforms. Their goal was to move them close to the river beyond the phragmites.



A Delaware Bay oil spill covers up to 7 miles of the Lewes, Delaware coastline. Approximately 215 gallons of oil washed ashore at Delaware's Broadkill Beach. An extensive clean up has started. *(10/21/20)*

BARNEGAT LIGHT SHIP RUSTING AWAY ON THE DELAWARE RIVER

Sitting in mud at the Pyne Poynt Marina, a rundown marina in North Camden located directly across from Philadelphia, is the Barnegat Light Ship (LV 79). Surrounded by dozens of other deteriorating ships and various kinds of debris, it is literally part of a trash heap. The marina's owner recently passed away and the marina is now closed. Built in 1904 in Camden's New York Shipyard, it is one of a few ships of its kind to be saved from the scrap yard and survive over the years. Part of our maritime history, the 668 ton Barnegat was propelled by steam and used by the coast guard long before the invention of the GPS. During WWII, it patrolled our coast line which was crawling with German submarines at the time. After 115 years of service, the light ship was retired in 1967 and returned to Camden, its homeport.

Efforts have been made to get funds to restore this historic ship. Listed on the National Register of Historic Places in 1979, it is the only ship on New Jersey's Historic Top 10 Endangered List. Historians, the Director of Preservation in New Jersey and other maritime enthusiasts feel that this ship should be saved, restored, lit up and put on display but that takes funds which they do not have. They feel it should be preserved like New York's Nantucket Lightship and the Overfalls Lightship in Delaware.



“MAYFLOWER 2 “A PIECE OF HISTORY RETURNS” *continued from page 1*

“What a beautiful sight to witness,” exclaimed Bill Abbott, Commodore of the Hyannis Massachusetts Yacht Club. “Just seeing her sail under her own power, to see her reborn, is such a treat. There are no big winches. It's all by muscle and pulleys.” The Mayflower 2 is now open to the public. “A piece of our history came to life.” (The Boston Globe, August 11, 2020 compliments of our Massachusetts correspondent, Thanks, Diane)

THE MAYFLOWER COMPACT

With 102 passengers aboard, the original Mayflower set sail from Plymouth, England in mid-September 1620. Due to bad weather combined with navigational errors, the 90 foot vessel, which was headed for Virginia where the colonists had been authorized to settle, dropped anchor off the site of present-day Provincetown, Massachusetts on November 21. Forty-one of the adult male passengers gathered in the cabin of the ship where they formulated and signed what became known as *The Mayflower Compact*.

The Compact, which was the first constitution written in America, consolidated the passengers into a civil body politic with the power to frame and enact laws for the settlement. Thus the first basis in the new world for written laws was established.

PEGGY'S CORNER – Event Calendar

by Peggy Stapleford Activities/Program Chairperson

SAVE THE DATES – Mark Your Calendars:



(NOTE: We are awaiting results of the COVID-19 rules and regulations before doing any scheduling.)

BREAKING THE ICE WITH THE USCG

The Coast Guard operates three oceangoing icebreakers, the newest of which is the *CGC Healy* (pictured below), launched in 1997, commissioned in July of 2000 and the service's largest ship. The *Healy* is 420' in length, displaces 16,000 tons, has a speed of 17 knots and a range of 16,000 nautical miles. Designed for conducting a wide range of research activities, it provides accommodations for 50 scientists and more than 4,200 square feet of scientific laboratory space in which to work. This ship is capable of breaking 4.5 feet of ice continuously at 3 knots and can operate in temperatures as low as minus 50 degrees F. It has capabilities for accommodating two H-65 Dolphin helicopters or one Dolphin and one Jayhawk helicopter.

Besides the *Healy*, the Coast Guard also operates, the *Mackinaw*, the *Polar Star* and the *Polar Sea* (scheduled to be decommissioned), icebreakers on the Great Lakes. These ships, built to serve in the Arctic and Antarctic, are capable of continuous progress through ice 6 feet thick at a speed of up to 3 knots. These capabilities also enable them to provide supplies to remote stations, perform search and rescue, conduct ship escorts, furnish environmental protection, and enforce laws and treaties in places most ships cannot reach. They are fully equipped for helicopter landings and deck operations.

All icebreakers are painted with an "icebreaker red" hull to make them noticeable in the ice-covered waters. Their homeport is Seattle, Washington. (Wikipedia, January 2020)



THE NAMING OF SHIP JOHN SHOAL

It was Christmas Eve, 1797 and Captain Robert Folger was guiding the vessel JOHN up the Delaware Bay on its last leg of its transatlantic voyage from Hamburg, Germany to Philadelphia. Aboard were more than 50 German passengers in addition to the crew. Patches of ice were slowly floating by the ship. Any thoughts of Christmas Day festivities were rudely interrupted when the JOHN ran hard aground on an unnamed shoal near the entrance to the Cohansey River.

The captain and the crew hurriedly commenced hauling off the cargo. Heavy ice on the bay sliced through the vessel's hull sealing its doom. Hence, SHIP JOHN SHOAL (and eventually the Lighthouse) was named in memory of the ship that sank on the once unnamed shoal. *(Information from Internet 2020)*



Coast Guard renovating Ship John Shoal Light (2020).

CHRISTMAS TRADITION FIRST

CHRISTMAS TREES The first American Christmas tree can be credited to a Hessian soldier by the name of Henrick Roddmore who was captured at the Battle of Bennington in 1776. He went to work on the farm of Samuel Denslow in Windsor Locks, Connecticut, where for the next 14 years he erected and decorated Christmas trees for the Denslow family home.

The first retail Christmas tree lot was established in 1851 in Pennsylvania by Mark Carr, who hauled two ox sleds loaded with Christmas trees from the Catskill Mountains to the sidewalks of New York City.

The first president to set up a Christmas tree in the White House was Franklin Pierce. The first president to establish a National Christmas Tree Lighting Ceremony on the White House lawn was Calvin Coolidge.

In 1882, the first tree lights were sold in New York City.

CHRISTMAS CARDS The first American to print and sell Christmas cards was Louis Prang of Roxbury, Massachusetts who began publishing cards in 1875.

President Dwight D. Eisenhower is given credit for sending the first “official” Christmas card from the White House.

NEW YEAR’S TRADITIONS FROM AROUND THE WORLD

In ancient Thailand, guns were fired to frighten off demons. In China, firecrackers “routed the forces of darkness”. Today, Italians let their church bells peal, the Swiss beat drums and the North Americans sound sirens and party horns to bid the old year farewell.

In the southern US, black-eyed peas and pork foretell good fortune.

Eating any ring-shape treat (such as a doughnut) symbolizes “coming full circle” and leads to good fortune.

The Irish enjoy pastries called bannocks.

In India and Pakistan, rice promises prosperity.

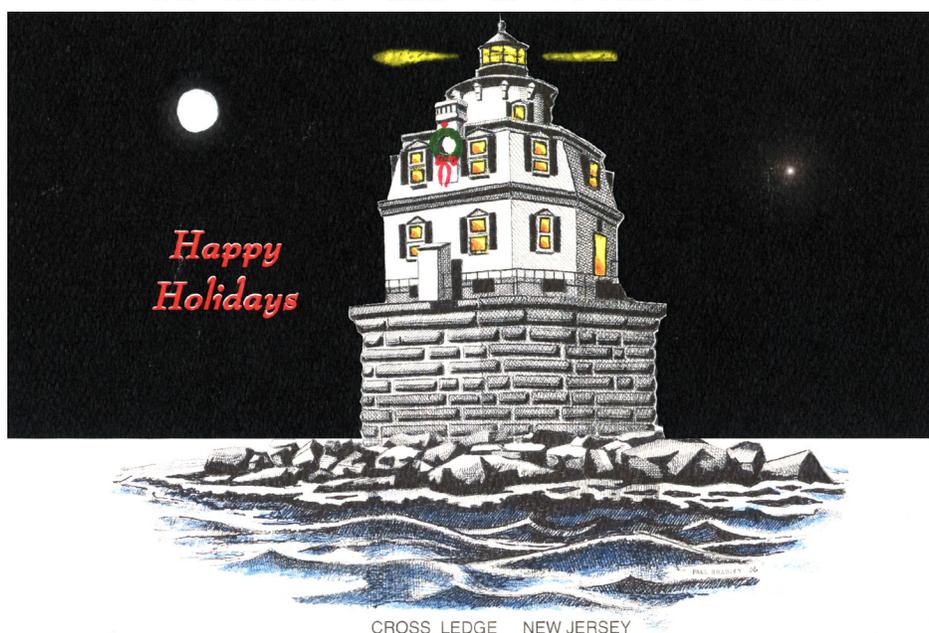
Apples dipped in honey are a Rosh Hashanah (Jewish New Year) tradition.

In Swiss homes, dollops of whipped cream, symbolizing the richness of the year to come, are dropped on the floors and allowed to remain there.

Wassal, a punch-like drink named after the Gaelic term for “good health,” is served in some parts of England.

In Holland, toasts are made with hot, spiced wine. (*The Old Farmer’s 2020 Almanac, Folklore, Fun Facts & Traditions 2020*)

STAY SAFE AND WELL. ENJOY THE NEW YEAR



Picture drawn by Paul Bradley in memory of Carole Reily, “The Lighthouse Lady,” founder of our organization. Her mission was to record the history of the Delaware Bay and River Lighthouses, Lightships and their keepers.