



The Bay Run



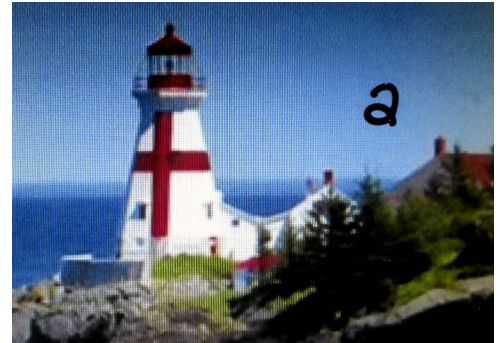
Newsletter of
The Delaware Bay Lighthouse Keepers
and Friends Association, Inc.

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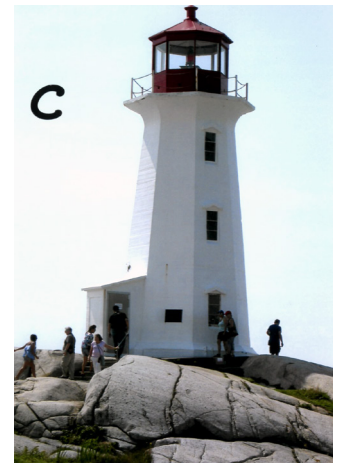
"Our mission is to preserve the history of the
Delaware Bay and River Lighthouses, Lightships and their Keepers"

ON THE ROAD AGAIN ... HEADING NORTH

Having never been to the Eastern Maritime Provinces of Canada, we decided to sign up for a nine day bus tour of New Brunswick, Nova Scotia and Prince Edward Island. After traveling north and going through customs, we crossed the US/Canadian border at Calais, Maine. Moving our watches one hour ahead to Atlantic Daylight Saving Time, we proceeded to the Hilton Hotel in St. John, New Brunswick. Our hotel was located on the Bay of Fundy noted for its drastic tide changes. The tide ebbs or rises one foot every 15 minutes. Another feature of this Bay is the "reverse falls;" when the tide ebbs, the water flows UP the falls...strange indeed. Two of New Brunswick's earliest recorded lighthouses are both located on the Bay of Fundy. One, **Campobello Island Light (a)**, was constructed on the island where President Franklin Roosevelt spent his summers. This lighthouse is accessible on foot only at low tide. The other located on the Bay of Fundy is the eight meter tall **Cape Enrage Light** built in 1848. The majority of Canadian lighthouses are red and white so they can easily be seen during the heavy winter snowstorms. New Brunswick boasts of over 90 lighthouses. We crossed from St. John, NB to Digby, Nova Scotia by ferry and continued on to Wolfville, NS. Although European sailors and fishermen had been navigating these waters for over 1,000 years, it was not until 1734 that the first lighthouse was built in Nova Scotia. It was constructed by the French to guide their military vessels into the often foggy harbor. Our entertainment at dinner that night was provided by Lloyd Smith, the "town crier" wearing a Scottish kilt and all accompanying accessories.



We were all sworn in to the Loyal Order of Town Criers and received documentation. Nova Scotia has 4,200 miles of coastline and is home to 170 lighthouses. **Sambro Lighthouse, Georges Island (b)** and **Peggy's Cove (c)** were near the area where we were staying. **Peggy's Cove Light**, clinging fast to the rocks at the edge of the Atlantic Ocean, has become the very image of Nova Scotia and is one of the most photographed lighthouses in this province. William Crooks, whose descendants still live in Peggy's Cove, became the light's first keeper in 1868. There are two stories as to how Peggy's Cove was named. The first story relates that a ship sank off the coast, all onboard were lost except for an infant girl who washed ashore. The inhabitants of the area rescued her and named her Peggy; hence "Peggy's Cove". The other story is that the cove was named for a relative by the explorer, Samuel de Champlain. We all favored story #1. The lighthouse is near the area in the North Atlantic where the luxury cruise ship, the RMS Titanic, on the night of April 15, 1912, hit an iceberg and sank. It was carrying 2,240 passengers; over 1,500 died. We visited the cemetery in Halifax where some of the victims are buried. Our guide told us that as bodies were plucked from the Atlantic, they were numbered since there was no way to identify them. Their assigned numbers are on the tombstones which are arranged to resemble the hull of a ship. Women and children were to get in the lifeboats first but there were several women and children who did not survive. The following day



In This Issue:

- | | |
|---|--|
| 2 - A Beam from the President's Desk | 5 - Did You Know? |
| 3 - A Message from the Chairman of the Board
and The AJ Meerwald | 7 - Lewes, Delaware, and The Greenwich Tea Party |
| 4 - Peggy's Corner, and Continue Featured Article | 8 - Holiday Greetings |

Angelo S. Rigazio, Jr.



It always seems like time is flying by. One day it is summer, Thanksgiving is now over and Christmas is just around the corner. Time to get out the decorations, put up the tree, decorate inside and out, shop, and finally, sit back to enjoy the season. This past year has me having many mixed emotions. We were disappointed with Hereford Lighthouse’s end results. I sincerely hope the residents of North Wildwood remember how the lighthouse was taken over when they go to the polls in the next election.

We had one successful cruise this past summer; it was sold out!! Just what was needed to help our budget. We hope that next summer we can have all successful cruises. The future issues of the Bay Run will keep you posted on all the events for the coming year. I hope you are able to attend some of these events. We value your continued friendship and membership; our organization couldn’t continue without your support.

Enjoy the holiday season. I wish you a healthy and prosperous 2019. Remember...keep the lights shining.

Buon Natale, *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.

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A MESSAGE FROM THE CHAIRMAN OF THE BOARD



On a beautiful fall day in September, our association meeting was held in the classroom at Cape May Point State Park. Rich Chiemingo, our guest speaker, supplied us with interesting information regarding this area along the Delaware Bay. Originally from Media, PA, he was fortunate enough to spend summers here with his family while a young lad. Chiemingo said these were “idyllic times—back in the 50’s”. He stated it has been cited that Indians once lived at the Point and proven by archeologists who have found evidence of Powwows, piles of shells and Wampum. Some explorers investigating this area were: William Penn and the Quakers, John Cabot and Henry Hudson; Harriet Tubman of Underground Railroad fame was also here. This area was known to have the closest fresh water lakes near the ocean in North America. Many pirates came ashore to refill their water supply and to get fresh produce. The whaling industry also brought settlers into Cape May Point.

Eventually Cape May was the #1 seashore resort in the nation. The “Republic”, a large steamboat would bring as many as 2,500 people down the Delaware River from Philadelphia to visit Cape May. Coaches would meet the steamboat and take passengers into the hotels in Cape May; eventually the tourists were transported into Cape May by trains and then trolleys. Cape May Point was a very important area since it was the gateway to the Port of Philadelphia. The Cape May Canal, built as a short cut from the Atlantic Ocean to the Delaware Bay, was especially affective during war time.



*Guest Speaker
Rich Chiemingo*

A special thank you to Rich Chiemingo for enriching our knowledge of Cape May Point, concluding a very interesting fall meeting.



Selling Merchandise at the Challenge

A BIOGRAPHY OF THE AJ MEERWALD, NJ'S TALL SHIP

by Rod Mulligan

(NOTE: I had the pleasure of working on the MEERWALD when it was going through its restoration.)

The AJ MEERWALD, was once a gaff-rigged oyster dredge without top masts, just one of the hundreds of schooners built along South Jersey’s Delaware Bay Shore before the decline of the shipbuilding industry. In 1942, the Maritime Commission commandeered the ship and it was turned over to the US Coast Guard; most of her sailing rig was removed and it was outfitted as a fireboat. Ownership then passed to Cornelius Campbell in 1959, who used her primarily as an oyster dredge, until the MSX parasite came along resulting in the demise of the oyster industry. The 70’s found the MEERWALD retired until her donation to the Bayshore Schooner Project in 1989. Her name was changed to the CLYDE PHILLIPS and in 1992 the ship was given to the Schooner Project and set up in Bivalve for restoration. Three years later, the boat was rechristened, launched as the AJ MEERWALD and added to the National Register of Historic Places. After an eight year, \$800,000 restoration, the MEERWALD began her mission as a sailing classroom. On Earth Day of 1998, the Governor of New Jersey, Christine Whitman, designated the AJ MEERWALD New Jersey’s Official Tall Ship. Since that time, it has hosted hundreds of education, cultural and public sales as the Delaware Bay’s sailing ambassador. Recently the MEERWALD, celebrated its 90th birthday by having a birthday cake with all the trimmings and joining the Parade of Tall Ships in Philadelphia. *(The Reminder, May 2018)*



PEGGY'S CORNER – Event Calendar

by Peggy Stapleford Activities/Program Chairperson



SAVE THE DATES – Mark Your Calendars:

(FYI - Carole F. Reily Scholarship Application, Membership Renewal Form, and the Banquet Reservation Form will be included in the Spring Newsletter.)

Saturday, January 12, 2019 (snow date Saturday, January 26) – We will be meeting at East Point Lighthouse, 10 Lighthouse Road, Heislerville, NJ 08324. Agenda: 10 AM – 11 AM Donuts and Coffee; 11 – Noon Meeting; Noon – 1 PM Lunch (Brown Bag); 1 PM Speaker: Ken Whildin, Maurice River Township Committee Member, who will speak on

“Protecting East Point Light”. All are welcome.

Sunday, April 28, 2019 – 24th Annual Keepers Banquet to be held in the Crows' Nest at the Sea Isle City Yacht Club, 4487 Venician Road, Sea Isle City, NJ 08242. Agenda: 10 – 11 AM “Meet and Greet” social hour; 11 – 12 Noon Meeting; Noon – 1 PM Banquet buffet; 1 PM Guest speaker TBA. Additional information and reservation form in the spring newsletter.

(NOTE: We are always looking for interesting guest speakers, topics and maritime locations. Suggestions can be sent to: mspegstapleford@windstream.net)

ON THE ROAD AGAIN ... HEADING NORTH *(continued from page 1)*

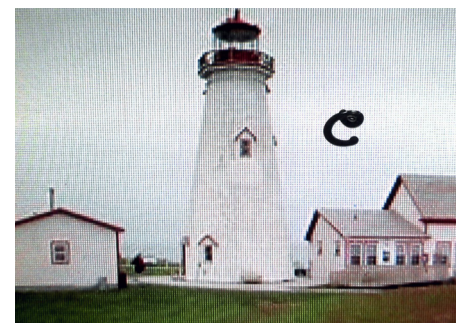
we visited the Atlantic Maritime Museum to see some of the ship's artifacts that had been recovered.

Sambro Island (d) is home to North and South America's oldest surviving operational lighthouse; it is located at the entrance to Halifax Harbor. In 2015, the Canadian government promised \$1.5 million to rehabilitate the structure of this lighthouse. After all, they stated, “It is a National Historic Site and a maritime treasure.” From our hotel we could see the sturdy concrete **Georges Island Lighthouse (b)** which was constructed in 1876. These lighthouses were of great importance during World Wars I and II as merchant vessels from all over the globe were moored in the harbor; plus they were used for transmitting messages. The war brought about major technological advances to the seafaring community. Fog horns still warn vessels transiting this busy harbor. Route 103 in Nova Scotia is called the ‘Lighthouse Route’ or “Lighthouse Trail”



Leaving Halifax, we traveled to Caribou, Nova Scotia to board a ferry to Woods Island, Prince Edward Island, Canada's smallest province. The ferry had three decks; the top deck for passengers, the other two for vehicles. Prince Edward Island also has an **East Point Lighthouse (e)** located where the mighty tides of the St. Lawrence and Northumberland Strait meet. Built on the extreme end of the Island in 1867, it was originally close to the coast but due to a local marine disaster in 1882 plus erosion, it had to be moved further inland. To counterbalance this, at the opposite end of the island stands **West Point Lighthouse** which was constructed over 100 years ago and is the Island's tallest lighthouse at 67'. It is located on the western entrance to the Northumberland Strait. While some of the earliest Canadian lighthouses were constructed of stone and mortar in the European manner, it was not long before local authorities opted for wooden towers. Several factors influenced their decision: lower building costs, an abundance of local timber and shorter construction time. There was also a ready supply of carpenters capable of building a sturdy, wooden lighthouse. Skilled masons may have been harder to find. There are approximately 50 lighthouses on Prince Edward Island. Traveling on to Cardigan, we were treated to a pound of mussels as an appetizer followed by a complete lobster dinner. The next morning, after checking out of the hotel, we traveled to the Anne of Green Gables Museum where we toured the museum, had a horse and carriage ride and took turns planting potatoes. 80% of the potatoes in Canada are produced on Prince Edward Island. Eventually we returned to New Brunswick across the 9 mile recently constructed Confederation Bridge back to the Hilton Hotel in St. John.

Early the next morning, we left the Hilton, passed through customs and were back in the good ol' USA. Staying in Andover, Massachusetts, we left early Sunday morning to return to New Jersey, tired and well traveled but much more knowledgeable about some of the area, the lighthouses, their history and other information regarding historical sites of the Atlantic Canadian Eastern Maritime Provinces.





The decommissioned 42 year old 320' former Lewes-Cape May Ferry, the Twin Capes, was sunk in 130' of water 25 miles off the Jersey shore. It will become the Del-Jersey Land Reef and will be used as a fish habitat and an attraction for divers and anglers.



The federal government has sold or transferred over 100 lighthouses since 2000. Sixty-eight were transferred at no cost to preservationists and thirty-six were sold by auction to the public. (*Patriot Ledger, September 2017*).



Nearly 100,000 visitors flock to Pemaquid Point each year to stop by Pemaquid Point Light. They flock to this area not just because this lighthouse is engraved on the back of Maine state quarters but because it is one of Maine's most photographed images and is located in a very scenic area.



The \$200 million National Science Foundation's only ice-capable vessel in the nation, is heading out to the edge of the polar ice caps allowing the scientists to study firsthand the effects of climate change on Arctic ice. The ship SIKULLAQ was named for an Inupiaq Eskimo term meaning "young sea ice that is safe to walk on". This ship is capable of slicing through up to 1 meter of ice that has formed in the last year.



The original Boston Light tower was blown up by the British in the Revolutionary War. The tower was rebuilt in 1783. Boston Light is the country's first colonial and oldest continually staffed light station.



Alcatraz Lighthouse (1854) was the first American-built lighthouse on the West Coast.



One of the most famed incidents of WWII was the capture at sea of the German submarine U-505. Today that submarine is the only enemy vessel of its type on display in the United States.



The Delsea Drive-In Theater, located in Vineland, NJ, opened in 1949, closed in 1987 and reopened in 2004. It is the only drive-in left in New Jersey and one of the few left in the United States.



October 28, 1991 "The Perfect Storm" began forming hundreds of miles east of Nova Scotia. The crew of the Andrea Gail would be lost at sea in this storm.



The United States Coast Guard has fought in every major conflict since its founding in 1790. (*Thanks, Angelo*)



John Heinz National Wildlife Refuge is American's first urban National Wildlife Refuge. This refuge was established to protect Pennsylvania's largest remaining freshwater tidal marsh and provide environmental education. It is located at Tinicum, outside of Philadelphia. (*SNJ Today, July 4, 2018*)



Harbor of Refuge Light reopened for tours 9 years ago; it was then closed due to damage to the dock. A new dock was constructed allowing restoration crews to restore inside making tours possible once again. (*Lighthouse Digest*)



Sandy Hook restoration has been completed; the tower reopened. It had been closed since September 2017. (*Lighthouse Digest*)

CROSSED OVER THE BAR

Jeanie Corliss, of Hopewell Township, NJ, a friend and a devoted member of our organization, passed away November 17. She was formerly employed by Bellco Glass in Vineland, NJ. Jeanie enjoyed belonging to the Red Hat Society and loved entertaining in her home and hosting dinners, especially at Thanksgiving. NASCAR, the Philadelphia Eagles, traveling and shopping were also among her favorites. We will miss seeing her and talking with her at the lighthouse meetings.

Bill Horn, of Bridgeton, NJ, former member of our organization, member of the Coast Guard Auxiliary and an Owens Illinois Glass Co. retiree, passed away in October. Bill is fondly remembered by all for dressing as Santa Claus to deliver gifts to the coast guard men stationed out on the lighthouses. A special thank you to him for all he did for our men and women in uniform. He will be missed.



Sam Mastrogiacomo It is with regret that I post the passing of member and long-time friend, former US Army 8th Air Force Master Sergeant Sam Mastrogiacomo. He enlisted and served in the Army Air Corps as a Tail Gunner on a B-24 Liberator during WWII, retiring after 33 years. He also worked as an aircraft machinist at the Philadelphia Navy Yard for 30 years. His interest in aircraft continued as he was a valued member and docent of Timeless Wings and Wheels in New Smyrna Beach, Florida and a member of the 8th Air Force Historical Society. He was awarded the Distinguished Flying Cross in 2003. Sam wrote a book about his adventures in the service. He will be greatly missed by all who knew and loved him.

GENERAL GEORGE GORDON MEADE, DESIGNER OF LIGHTHOUSES

General George Gordon Meade, a career US Army Officer, was also a civil engineer. His father was a wealthy US Naval agent stationed in Spain when George was born. The family then came to the United States where Meade graduated 19th in his class at the US Military Academy at West Point. He had not intended on pursuing an Army career even while attending the Academy. Taking part in several battles before and during the Civil War, he eventually worked his way successfully through the ranks and was asked to take command of the Army of the Potomac against Lee's Army of Northern Virginia. General Meade is recognized for defeating General Robert E. Lee at the Battle of Gettysburg. This is known as the "turning point of the Civil War."

Before and after becoming involved with the military, Meade was a Civil Engineer for the War Department, involved in the coastal construction of several lighthouses in the New Jersey, Delaware and Florida areas. Knowing that the United States had inferior navigational aids, he developed an interest in pharology and had the desire to improve these aids. His first assignment was to design lighthouses in and around the Delaware Bay. The Bay was a difficult site due to the harsh conditions of the open ocean and the unstable bed of the Bay. Through the years, Meade is accredited with designing the Delaware Bay's Brandywine Shoal Lighthouse and the land lights of Barnegat, Absecon and Cape May. Assigned to do something with the Florida reef "graveyard of ships" from south of Miami to the confluence of the Atlantic Ocean and the Gulf of Mexico, he designed the lights at Florida's Jupiter Inlet and Rebecca Shoal. Using the knowledge he gained from working with other engineers, Meade designed the lighthouse at Florida's Sombrero Key. The hydraulic lamp he had the distinction of designing was adopted by the Lighthouse Board for use in American Lighthouses. The lamp was first used at Sand Key in Florida. Meade also aided in surveying the Great Lakes.



General George Gordon Meade died in 1872 and is buried in the Laurel Hill Cemetery in Philadelphia, PA. (*DeWire*)

“Where the sun, the sand and the sea are still the main attractions” is the motto of this quaint, historical village and the Delaware terminal of the Cape May – Lewes Ferry. Lewes claims to be the “first settlement in the first state”. Founded in 1631 by the Dutch, it was originally a whaling and trading port named Zwaanendaal by the Dutch meaning “Swan Valley”.

The settlers had a rough time in the beginning between the Indians, who were already living in the area, and the English from Maryland attacking and burning their settlement. Eventually the Delaware colonies were given to William Penn by King Charles II in payment of a debt. Penn then renamed the area Lewes in commemoration of sites in England. Lewes became an important stop on the Underground Railroad. Residents would place a single candle in the top window of their home designating safety for escaping slaves.

In 1949 the United States built Fort Miles on Cape Henlopen. The Fort’s purpose was to defend the Delaware Bay and River, the oil refineries and factories along the river and the city of Philadelphia. It was one of the largest and most heavily armed coastal fortifications ever built.

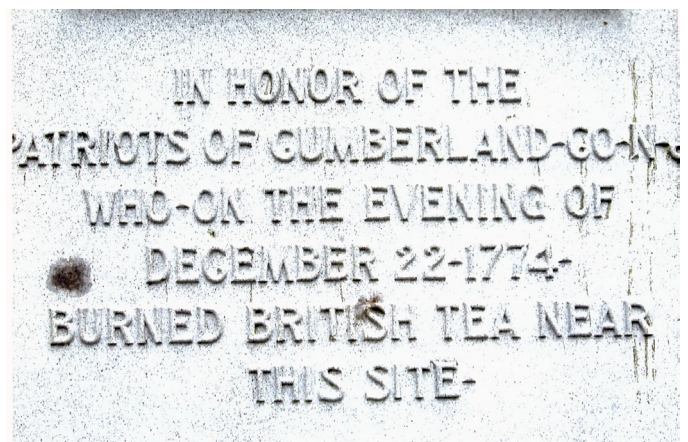
Lewes now houses the US Lightship Overfalls moored in the Lewes-Rehoboeth Canal and the refurbished, privately owned Misipillion Lighthouse located in Ship Carpenter’s Square. Just offshore, the National Harbor of Refuge is home to Delaware Breakwater East End and Harbor of Refuge Lighthouses.

THE GREENWICH TEA PARTY

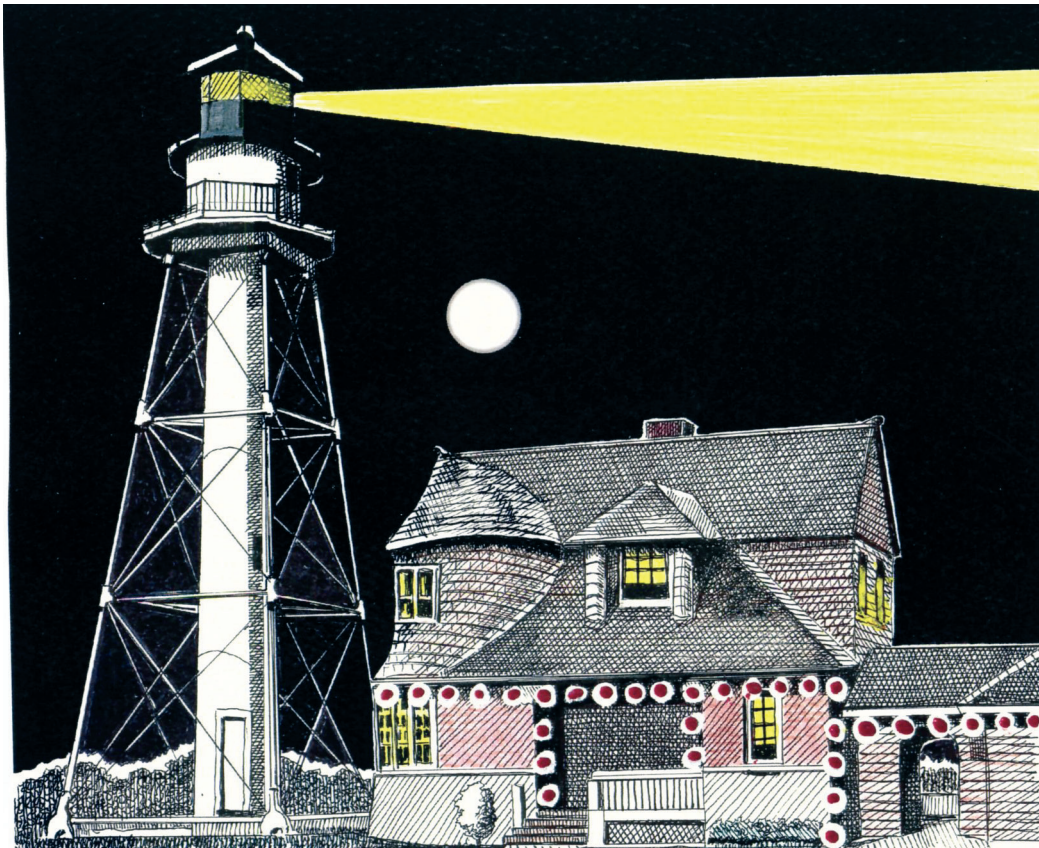


The 244th anniversary of the Greenwich Tea Party will take place on December 22 of this year. Early in the American Revolution, in what is now Greenwich Township, a small community in Cumberland County, NJ, on the Cohansey River, a group of 40 Patriots dressed as Native Americans torched a boatload of tea meant to be sent overland into Philadelphia. This event took place in 1774, a year after the Boston Tea Party. One participant of the Greenwich Tea Party was Richard Howell, who would become the third

governor of the state of New Jersey. His granddaughter, Varina Howell, eventually married Jefferson David, President of the Confederacy. In 1908, a monument was erected by the Cumberland County Historical Society to commemorate the tea burning. In the fall of 2008, there was a weekend event held in celebration of the 100th anniversary of the erection of the monument. The monument is located at Main Street at Market Square in Greenwich Township. (*Wikipedia, 2018*)



**... I HEARD HIM EXCLAIM AS HE
DROVE OUT OF SIGHT -**



**“ PROTECT AND PRESERVE
THOSE BEACONS OF LIGHT”.**

(Drawing by Paul Bradley)