



The Bay Run



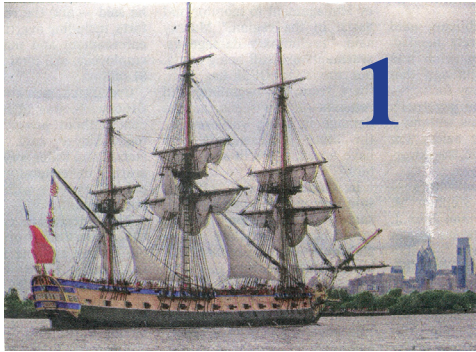
Newsletter of
The Delaware Bay Lighthouse Keepers
and Friends Association, Inc.

Volume 24 Issue 14
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“Our mission is to preserve the history of the
Delaware Bay and River Lighthouses, Lightships and their Keepers”

PARADE OF SAIL – *The Tall Ships Come to Philadelphia*

One of Philadelphia’s biggest events of the year took place in June when the tall ships sailed up the Delaware River into the Ports of Philadelphia, PA and Camden, NJ. Ships came to this parade from all over the world; some by sailing through the Panama Canal. There were 16 tall ships in all; the last time they came into this area was in 2000. In order for some of these ships to fit under the Delaware River Bridges, they had to sail up the river at low tide. Some had only 6” clearance under the bridges and announced their arrival by firing their cannons.



L’Hermione (1) is a replica built to recreate the historical voyage made by the Marquis de Lafayette to reaffirm the relationship between the United States and France. It presently has a crew of 242 and took approximately 27 days to cross the Atlantic to take part in the Parade of Sails.

Spain was proudly represented by El Galeon (2), a full size reconstructed sailing vessel used in early Colonial times to transport cargo. It sometimes carried gold, silver and other treasures. This type of ship was also used by explorers looking for new trade routes. They were often taken over and converted into pirate ships in the rough Caribbean waters. The El Galeon has the distinction of being the only galleon class vessel sailing



JOHN ZIMMELCOCK/POST
El Galeon cruises the Delaware River as the Tall Ships Philadelphia Camden event gets underway. El Galeon is a replica of the late 16th-century fabled merchant vessels and warships that made up the early navies of Europe.

the seas today. It is 170 foot long and its masts are as tall as the ship is long.



JOHN ZIMMELCOCK/POST
Picton Castle cruises the Delaware River as the Tall Ships Philadelphia Camden Festival gets underway. A 179-foot long, 284-ton, three-masted barque based in Lunenburg, Nova Scotia, Canada, it is best known for sail training voyages around the world. Over the past decade, the ship has made the complete circumnavigation of the globe, and many more voyages.

The Picton Castle (3), a 179 foot, 284 ton 3 masted barque hails from Nova Scotia, Canada. This tall ship is known for world circumnavigation; workshops complementing daily life are conducted aboard this vessel.

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Angelo S. Rigazio, Jr.



Another Labor Day has come and gone. Let’s hope the hot summer weather will be over soon and we can enjoy cool fall evenings.

This year we were fortunate to have all successful cruises to the Delaware Bay lights without any cancellations. The last one that went out to Ship John Shoal on August 29 was sold out. I’d like to thank Captain Mike Rothman and his son, Buck, for the great trips and hope to continue the relationship we have into another year. Also, I must say thank you to all those members whose help made these trips possible including Rod and Maxine Mulligan, Anthony Giletto, Melissa Small, Elma Gardner and Ron Simmons.

The Lighthouse Challenge of NJ will be coming up soon. Once again we will be with the wonderful people at Herford Inlet Lighthouse. They have always been a partner with us for this, Maritime Days and National Lighthouse Day. Thanks again Steve Murray and staff.

East Point Lighthouse is now operating and open for visits under the direction of Nancy Patterson Tidy. Thanks to her determination and hard work, the light will be refurbished and the history of the light will be told.

***Hope to see you all at our outreaches and meetings in October and January.
Till then, keep the light shining!!! Angelo***

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*The Delaware Bay Lighthouse Keepers and Friends Association, Inc. (DBLHKFA)
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It seems like only yesterday we were celebrating the first day of spring and here we are looking back at Labor Day already. It has been a very busy summer with still more things on our agenda. The cruises have gone well. I think the cruise to Harbor in August was the best one yet. Our picnic meeting at the Tidy's and the tour of the Mauricetown Museum was enjoyed by everyone attending. Maritime Days at Hereford Inlet was a busy and profitable weekend for our group. Thanks again to Steve Murray and Betty Mounier for all their help. National Lighthouse Day was a mix up; weather forecasting must be one of the only jobs where you can be wrong half the time and not get fired.

Don't forget our upcoming meeting at the Charlesworth Restaurant October 3. It will be our first chance as a group to see the restaurant after the rebuilding following Super Storm Sandy. Katie, Tony and I have been working with the lighthouse managers all year planning for the "Lighthouse Challenge of New Jersey" which will be held October 17 and 18. We can use all the volunteers we can get to make this a profitable event. It is one of our biggest fund raisers of the year. We will be at Hereford Inlet Lighthouse, so come out and help. Hope to see you there.

Due to some health problems, Katie and I didn't get to travel much this summer but we still are going to try to see some lights along the Gulf Coast and visit some friends in Mississippi this fall. And, yes, the Overfalls lightship is still in Lewes, DE and looking better than ever.

REPORTED LIGHTHOUSE HAUNTINGS *In and Around Our Area*

Are there such things as ghosts? What is it that is so fascinating about the supernatural? We love to hear stories about ghosts that have "returned to reclaim" their property, making their presence known in various ways. Many of these tales involve the victims of tragic shipwrecks along the Jersey shore, pirate spirits returning to claim their bounty, and other tales that continue to haunt the 127 mile long stretch of the beaches of New Jersey. Some of these haunting tales deal with lighthouses where strange lights appear, ghostly images float around the lantern room and inhuman sounds emanate from the tower.

The Absecon Lighthouse at the Jersey shore is reported to be haunted; they even have "Haunted Lighthouse Tours". It seems that footsteps have been heard ascending and descending the stairs to and from the tower; whiffs of cigar and pipe smoke can be detected by visitors; there are voices and laughter heard in the lantern room, and a spectral hand coming out of a coat sleeve with a white cuff would appear than disappear on the railing. Since there have been 7 deaths in the lighthouse, plus over one thousand deaths and many shipwrecks in this area, "ghost hunters" were called in to check out this supernatural phenomena. Cameras and other equipment were placed in various areas of the lighthouse. Strange voices, shadows and crazy sounds emerged from the 3rd landing; the wind howling around the tower sounded like ghostly conversation. Footsteps were heard in the keeper's quarters. According to the "ghost hunting" equipment, something supernatural was taking place in this lighthouse.

Ghost hunters were also called in to check out paranormal activity at Hereford Inlet Lighthouse. According to the report, there was no activity recorded but if you just happen to sit on a certain bench in the beautiful Hereford gardens, it has been said that you can hear former keepers talking and other ghostly activities taking place within the lighthouse.

Then there is the tale of a handsome, young ghost couple that strolls along the beach near Barnegat Light looking for their lost baby daughter. It seems they were separated from the infant when the schooner they were aboard ran aground near the light. If you visit Barnegat Lighthouse around 7 PM some evening, you just might catch a glimpse of this ghost couple walking on the beach, softly humming a lullaby while looking for their lost child.

It seems there are also angry, restless Confederate ghosts who haunt Finn's Point Light and Fort Mott. The tale is told that every day during the Civil War, boatloads of Confederate corpses were hauled into the area near the light and dumped into trenches. On foggy, moonless nights, visitors to the light have reported hearing the faint notes of taps being played amidst moans and shouts from an adjoining graveyard. Ranks of soldiers marching in formation are also seen on occasion. Over 2500 soldiers died at Fort Delaware in this same area. Speaking of Delaware, it seems that even though the Cape Henlopen Lighthouse toppled into the sea several years ago, on foggy nights its ghostly beacon can still be seen guiding ships safely through the fog.

by Peggy Stapleford Activities/Program Chair



Saturday, October 3 – Fall meeting to be held at the Charlesworth Inn located on Delaware Avenue in Fortescue, NJ. Itinerary - 10:15 – Social hour (meet & greet); 11:15 – Meeting; 12:15 lunch (*limited menu of soup, sandwich and salad offered); 1:15 Program presented by Shirley & Jim Fonash, owners of the Charlesworth Inn, who will be discussing the affects of Hurricane Sandy on their Inn, recovery in Fortescue and information on Miah Maull Lighthouse.

***MENU:** Choice of - Chicken salad and pasta salad platter; soup (chicken orzo or vegetable); OR Ham and cheese sandwich and soup. Dessert: Sheet cake. Beverages: Iced tea, coffee, soda, water. Cost \$15 per person. DOES NOT INCLUDE GRATUITY.

Saturday & Sunday – October 17 & 18 – Lighthouse Challenge of NJ throughout the State. Visit 11 land-based lighthouses, one museum and two life-saving stations in one weekend. Participants will pay \$1 at their first stop and receive a souvenir at each location they visit. The “Challenge” is to visit each site and collect all 14 souvenirs. All completers will be included in a drawing in which one person will win \$1000 in prizes. Check this out on Lighthousechallenge of NJ on Facebook or visit the Web Site at www.lighthousechallenge.nj.org (Volunteers always needed.)

Saturday, January 9, 2016 – (NOTE: These plans are tentative; venue may change.) Winter meeting at Lobster House in Cape May, NJ; Jeff Stewart, owner of Brandywine Lighthouse, will speak on his plans for the Lighthouse. Stewart also owns The Whale Watcher. Lobster House menu and more information to follow in the Winter Newsletter. (Snow date January 16)

April 10, Tentative date for Annual Reunion Banquet at Sea Isle City Yacht Club. Buffet luncheon.

(NOTE: Background research on Miah Maull Lighthouse will be continued in the winter newsletter.)

“The First Town in the First State” **DESTINATION LEWES, DELAWARE**

“Off-season” visitors know the best time to explore the Lewes area is in the fall. Nature has blessed the region with an impressive array of aquatic, winged, and animal wildlife which offers a fascinating educational and visual treat for hikers, explorers, and sightseers. Founded in 1631 by the Dutch, Lewes occupies a historically significant and environmentally strategic location at the mouth of the Delaware Bay. It is flanked by woodlands, fields, streams, and estuaries and is situated along the Atlantic migratory flyway. Try hiking one of the many nature trails or taking a walking tour enjoying the fall foliage of the historic old city that withstood a fierce British shelling during the War of 1812, saving Philadelphia and Wilmington.

Cape Henlopen State Park offers a three-mile long paved trail that loops around the park. In October they have “The Leaves they are a’ Changin’ Hike;” after which you are invited to enjoy a warm glass of cider! Visit Fort Miles, located near Lewes, the largest of America’s seacoast fortifications on the East Coast during WWII, protecting the harbor defenses of the Delaware River. Whoever controlled the Delaware River and Bay controlled the city of Philadelphia and the important chemical plants and oil refineries in that area which were vital to America’s effort in winning the war.

Check out the Lightship Overfalls, one of only nine surviving floating lighthouses that is open to the public. Learn about the contributions that these ships and brave crews made as they guided other ships to safe harbor in fair and foul weather. Tours are also offered at the University of Delaware—admission is free.

Check with the Lewes Chamber of Commerce for the “Boast the Coast Maritime Festival” and take advantage of the Merchants’ Fall Sidewalk Sales offered in October. The Lewes Historical Society has a craft show the same day. Information for these events may be obtained at www.leweschamber.com or www.historiclewes.org Events are planned in Lewes all year long. (Delaware Tourism Office)

BITS 'N PIECES

***Congratulations to the United States Coast Guard on the celebration of its 225th Anniversary on August 4. This service was created by Alexander Hamilton and is the oldest continuous seagoing service in the United States. Thanks to all you "Coasties" for your service and dedication to our country.

***Congratulations also to The Maine Lighthouse Museum that celebrated its 10th Anniversary in June. A United States Coast Guard Memorial Marker was placed at the gravesite of Ken Black, founder of the Museum. He was known as "Mr. Lighthouse". (Lighthouse Digest)

***Lighthouse Digest is taking the lead to honor men and women who served at our nation's lighthouses by placing United States Lighthouse Service Memorial markers at their gravesites. Contributions to help this effort may be made to www.GoFundMe.com/USLHSGrares. (*Lighthouse Digest*)

***Interested in a Cape May Coast Guard Reunion? It's been 13 years since the last reunion. Please contact Tom Laskey at tl@fmys.com

***Gay Head Lighthouse, located in Martha's Vineyard, among the most endangered historic landmarks in the US, began its march back from a rapidly eroding cliff side in May of this year. Powerful hydraulic pistons inched the 160 year old lighthouse about 5' at a time along steel rails lathered with soap. By midafternoon, it had moved more than 25 feet. The 52 foot high, 400 ton brick and mortar structure is expected to arrive at its final destination (*a concrete pad about 135 feet due southeast*) by May 30. (*Atlantic City Press*)

***A would-be drug bust by the US Coast Guard turned into a rescue off the coast of Central America last month. A suspicious item was spotted floating in the water and the coast guard was sent to investigate. The crew found two sea turtles entangled in fishing line and makeshift buoys. The guardsmen managed to cut free both turtles; one turtle was close to choking to death but didn't stick around to celebrate; the other one, a 70 pound turtle, also made a quick exit.

***Interesting books recommended by members: "The Finest Hours" taken from a book written by Michael J. Tougias, a true story about the 1952 Coast Guard's sea rescue in New England. Both movie and book are highly recommended. "Lighthouses of New England" by Jeremy D'Entremont is a virtual guide on New England Lighthouses and an excellent book.

***And for you "Trick or Treaters"...Heading the top 10 list of haunted houses to visit in the United States is the Eastern State Penitentiary's "Terror Behind the Walls" located in Philadelphia, PA. This abandoned Penitentiary is an interactive haunted house where evil pervades. Willing guests are grabbed, separated from the group, dragged into secret passageways and sometimes end up as part of the show. It was selected by the Haunted Attraction Association Awards Banquet where the "Oscars" are presented. Check out the HAA at [Haunt Finder](http://HauntFinder.com) to locate a haunted house near you...if you dare!!!

REPORTED LIGHTHOUSE HAUNTINGS *In and Around Our Area*

Continued from page 3

According to some books, Cape May holds the record for being the "most haunted seashore resort". Almost every Victorian house, inn, shoppe and even Congress Hall and Higbee's Beach has had their share of ghosts and stories of haunting. Bunkers near Cape May Point built during World War II reportedly are still manned by a ghostly crew. Public visiting this bunker witnessed "spectral sailors" performing their duties inside and outside the edifice. Eerie conversations were heard; ghostly lights appeared as cigarettes were lit. These men, so devoted to duty, remain on guard long after they have passed away.

Visitors to Cape May Lighthouse reported seeing spirits ambling around the lighthouse. Could it be Captain Kidd looking for the infamous Cape May diamonds that it is said he once buried at Cape May Point? Lake Lily, a pirate watering hole near the Cape May Lighthouse is said to still attract pirate specters searching for fresh water and for the treasures once buried there.

If you are planning on visiting New Jersey, sign up for one of the ghost tours offered in most shore towns. AND, don't forget...we also have "The Jersey Devil". Guess he just hasn't gotten around to visiting a lighthouse lately!!

Macken, "Haunted Cape May," 2002. Martinelli & Stansfield, Jr. "Haunted New Jersey," 2004.



President Rigazio presenting check to scholarship winner, William Coughlin

WILLIAM COUGHLIN AWARDED SCHOLARSHIP

William Coughlin, a recent graduate of Lower Cape May Regional High School, was awarded the Carole F. Reily Scholarship. Our organization awards this scholarship annually to a top graduate in the area. Applications are available to all members and their families. Coughlin is planning on attending the Rochester Institute of Technology in Rochester, NY where he will major in computer engineering. He states his career goals are to graduate from college and work at a large computer company designing and recording new computer hardware. Accompanying his application was the following essay. Congratulations William.

HOW LIGHTHOUSES AFFECTED COMMERCE IN THE DELAWARE RIVER AND BAY

Lighthouses are used as beacons to guide ships through the water. It is dangerous to pilot a ship without knowing what lies ahead. Commerce relies greatly on these lighthouses to ensure the safety of ships and sailors traveling in the Delaware Bay. The Delaware Bay is an important shipping channel; therefore, it's important to make sure ships are properly guided through it.

The first lighthouse in the Delaware Bay, the Cape Henlopen Lighthouse (Cape Henlopen Lighthouse, Delaware), was built in 1767. This lighthouse collapsed in 1926.

Before the lighthouses were constructed, if a ship strayed slightly off course it had no way of knowing if there was a dangerous formation in the water ahead of them. Ships also had to worry about fog, which made it very easy for ships to get off course and not be able to see a dangerous obstacle until it was too late. Ice was another hazard ships had to worry about when traveling in the Delaware Bay. Ships could also run aground without the lighthouses to guide them. All of these dangers affected shipping and commerce. If a ship was lost, the products being shipped would be lost, and possibly the lives of the sailors onboard.

Presidents, such as John Quincy Adams and Millard Fillmore, have acknowledged the importance of lighthouses in the Delaware Bay among other important commerce locations. John Quincy Adams stated this in his annual address: "The lighthouses and monuments for the safety of our commerce and mariners, the works for the security of Plymouth Beach and for the preservation of the islands in Boston Harbor, have received the attention required by the laws relating to those objects respectively" (Adams).

On Christmas Eve 1797, the ship John, transporting goods and passengers, was traveling up the Delaware Bay when it ran into a shoal. Later, ice sliced through the hull of the John where it was stranded on the shoal. The Ship John Shoal Lighthouse was constructed on this shoal where the ship John sank. The story of the ship John shows the importance of lighthouses in the Delaware Bay.

Another lighthouse, Cross Ledge Lighthouse, warns ships of a dangerous ridge near the entrance to the Delaware Bay. A three-mile-long ridge called Cross Point, poses a hazard to ships that have strayed off course. Before the lighthouse was built, a lightship was used to warn mariners of this ridge. Lightships were used where it was believed it wasn't possible to construct a lighthouse. However, lightships often had to abandon station when winter came and ice formed to seek somewhere safer. A lighthouses were constructed in place of these lightships. Lighthouses are more permanent solutions than lightships since they do not need to seek safer waters when ice is expected.

Lighthouses have been an important part in keeping ships safe in hazardous regions for centuries. The Delaware Bay and River lighthouses keep one of the most important shipping lanes in the United States safe for ships. Hazards in the water, such as shoals, ice and shallow water, threaten ships traveling through the Delaware Bay and River. Lighthouses guide ships and help them avoid these obstacles. Without lighthouses, the Delaware Bay and River may not have the wealth of commerce it has today.

PARADE OF SAIL – *The Tall Ships Come to Philadelphia*

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In 1998, the AJ Meerwald (4) became New Jersey's official tall ship. The Meerwald along with the North Wind from Gloucester, NJ and the Picton Castle are used as floating classrooms. The Meerwald is a restored oyster dredging schooner out of Bivalve, NJ. It is 85 foot long, weighs 57 tons and can carry 44 passengers.

People waited anxiously along the Delaware to see the world's largest rubber ducky sail into the port with the aid of a tugboat. It is 6 stories high, weighs eleven tons, deflates for transportation the Tall Ships Festival.

and added a bit of humor to

One of the tall ships was nicknamed the *When & If*. It seems that General Patton said he wished to go sailing, "when and if this damn war is ever over". Another tall ship was, *The Pride of Baltimore II*, an authentic reproduction of the ship that helped to win the War of 1812. It represented the clipper type of vessel. This replica was launched in 1988. The *Hindu*, representing Key West, is its only historic schooner. This 90 year old schooner assisted the US Coast Guard in patrolling along the Eastern Seaboard. Ownership of this vessel has changed hands many times. In 2011 William Rowan bought the 79' *Hindu*. This vessel spends its year split between being docked in Key West, FL and Provincetown, Massachusetts.

Escorting the Parade of Sails was the 295' US Coast Guard Cutter *Eagle* (5) out of New London, Connecticut. This 295' barque, originally built as a German training vessel in 1936, is known as the "World's Tall Ship". It is one of only 2 commissioned sailing vessels along with the USS Constitution. Part of the Coast Guard Academy curriculum is training at sea on this sailing vessel. The primary mission of this training is developing future officers for the coast guard. It has a standing permanent crew of 7 officers and 50 enlisted men.



Our thanks to the US Coast Guard who were instrumental in planning for the safety and security of this sail and for bringing it to Philadelphia for all of us to enjoy.

THE CAPE MAY COUNTY HISTORICAL MUSEUM – *Haunted??*

The property on which the museum stands was first purchased in 1695. Since then it has passed through the ownership of various people until purchased in 1976 by the Cape May County Historical and Genealogical Society. The Society turned it into the lovely museum that is there today. It has been reported that the present curator has had some paranormal encounters. She is now in the habit of saying "hello" to the invisible residents each time she opens the museum for the day. One experience the curator relates is that a music box began to play in the Old Toy Room. Going back to that same room later in the day, she searched but found NO music box. As a volunteer was walking by one of the rooms, he heard people conversing. When he checked the room, it was empty. While walking through the museum, he and a friend heard a young girl humming softly behind them. Again, no one was there when they turned around.

Lights go off and on by themselves, doors open and close mysteriously, and sometimes childish giggles and footsteps are heard throughout the house. Stop by and enjoy a tour of the period era rooms, learn about maritime history—the ghosts just may tag along with you on the tour!!



Cruise, All Aboard!



Capt. Mike Rothman & Ron Simmons



Cruise - Members Ed Slaughter & Cindy Moelius



LH Day - Nancy Patterson Tidy and East Point's Display



Pirates on the Cruise



August 7, 2015



President Rigazio & Vice President Geilfuss



Steve Murray, Historian & Curator of Hereford Inlet Lighthouse



President Rigazio explaining our cruises



*Lighthouse Keepers & Friends
(l. to r.) Tony Giletto, (sitting) Angelo Rigazio, Joanne Bolton,
Charles Bolton, Melissa Small, Katie Moser*



Our exhibit