



The Bay Run



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

Volume 20 Issue 10
Fall 2014

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

THE LAST VOYAGE OF THE BOUNTY

(Editor's note: On this, the second anniversary of "Super Storm Sandy," I'd like to pay tribute to the tall ship The Bounty and its crew out of St. Petersburg, FL. Thanks to former Bay Run editor Jim Moffatt for providing this information taken from 3 successive editions of The Tampa Bay Times, Tampa Bay, FL.)

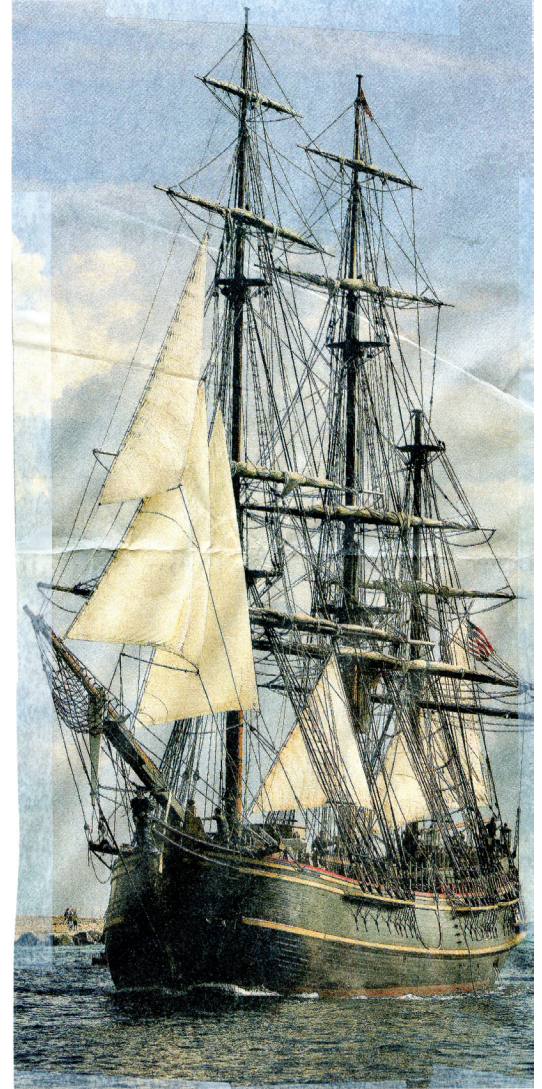
Everywhere The Bounty went she was the star of the show. She had taken part in many movies starring as herself. Docked, she was the main attraction and on the water, she was essentially a private yacht. The sailing ship had successfully navigated through the Erie Canal, the Cape Cod Canal, the Panama Canal and traveled through the Chesapeake Bay and Long Island Sound; up the Hudson River and down the St. Lawrence with Robin Walbridge as her captain for 17 years.

When preparing to set sail from New London, CT, Capt. Walbridge was asked about the storm developing in the Caribbean. Sandy was expected to cause catastrophic damage along the East Coast and was now classified as a hurricane. Walbridge felt that the strong winds would help propel The Bounty back to its home base in Florida. He believed that it was better than waiting, tied to a dock where the ship might be damaged. Explaining that the waves weren't supposed to be higher than 30 feet, he knew the Bounty had experienced that, plus he felt ships were always safer at sea. On October 25, Walbridge made the fateful decision to set sail immediately but gave the crew the opportunity to not go if they wished. He also felt they had enjoyed pleasant weather all year and the storm would be a chance to test their training.

When they were south of Long Island, about 100 miles off shore, Walbridge logged: "No one would ever know there was a raging storm out there. It is a beautiful morning. Sun shining. Not a cloud in the sky." The storm, meanwhile, had grown to almost 2,000 miles wide and was moving north at about 10 miles an hour. The ship was moving south at about the same pace. The waves were getting higher and the wind was getting stronger as the two moved towards each other in a collision course.

Early Sunday morning, October 28, they were headed towards

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BOUNTY

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A BEAM FROM THE PRESIDENT’S DESK

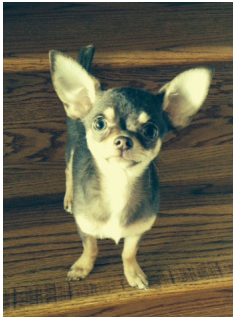
Angelo S. Rigazio, Jr.



As I sit and write this I am thinking where did this summer go? Wasn’t it just Memorial Day a few days ago? Well, once again we had a year with three successful boat trips. We had a full boat for the Harbor Cruise and even some repeat customers on the following cruise. The trip to Fort Mott for our annual picnic meeting was a history lesson that I didn’t expect. It was quite enjoyable. As fall and winter approach, I will be looking forward to seeing you at our out-reach events and meetings. This organization has the best members and getting together is always a fun time. I hope you all will try to make it out to one, if not

all of our events.

As some of you know, we have a new addition to our home. Darlene just can’t say no to a Chihuahua puppy. Rusty came to live with us in July and only weighed 1 ½ pounds at that time. As of now, he is 4 months old and weighs almost 3 pounds and is growing every day. Ask her about his sharp little teeth and how hard it is to crochet with him around. Especially when he takes off across the room with the ball of yarn! He is a lot of fun and I’m sure the older dogs could take him or leave him. And who would believe his buddy would be Tiffany, the cat. Go figure.



That’s all for now from the Rigazio Zoo. 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 \$20.00 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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*The Delaware Bay Lighthouse Keepers and Friends Association, Inc. (DBLHKFA)
is a 501(c)(3) non-profit preservation and educational organization.*



It was a long, cold winter, a short, cool summer and I hope by the time you read this, I don't have three feet of snow in my driveway again. PAM on the shovel helps!! For my year in review: We started the year with a great meeting at the Anglesea Fire House with Steve Murray presenting a history of the keepers at Hereford Light. Next was our Spring Annual Keepers Banquet at the beautiful new Sea Isle City Yacht Club with speaker Mike Horan. We had the Bay Days at Bivalve that many of our members enjoyed. We all had fun at our summer picnic at Fort Mott with a side trip to Fort Delaware on Pea Patch Island, the Union's answer to Andersonville. Yogi didn't show up for our "pic a nic;" we had Prez Angelo instead—not as cute but still a clown.

Maritime Days came along in June with all our friends at Hereford Inlet. Then there were our cruises. Where else can you find sun, moon, bay waters, lighthouses and old and new friends at such a great price? We are looking forward to the Fantastic Fifteenth Lighthouse Challenge of New Jersey. Tony Giletto, Katie Moser and I go to the Lighthouse Managers Meetings each month to help plan the upcoming Challenge. This is shaping up to be one of the best ones yet!!

It's great to answer, "No we're good" when they ask does anybody need help finding volunteers to help? BUT, we still need new blood to help out – not just the same people for each outreach. Come out and lend a hand. You are always welcome. See you at the CHALLENGE.

Continued from Page 1

LAST VOYAGE OF THE BOUNTY...

Hatteras Canyon off North Carolina's coast, perilously close to the hurricane. Captain Walbridge had decided to sail between the storm and the shore instead of going out to sea to avoid the hurricane. He didn't count on Sandy's size making avoiding the storm impossible. They were also heading towards the area where two strong currents collide, known as "The Graveyard of the Atlantic" – the area, where since the 16th century, roughly 1,000 ships sank. After checking the ship's automatic indicator system, Walbridge discovered they were out in the ocean – alone. He figured he had been involved in many catastrophic situations before which he had always managed to handle.

The strong winds had torn The Bounty's main sail; the floor had started to float in the engine room and the water was lifting up the floor boards. Even with the pumps working constantly, water was rising at a rate of 2 feet an hour. The ship was listing 45 degrees. It was time to call in the Coast Guard. When the Coast Guard's C-130 and MH-60 helicopter arrived, they couldn't see anything through Sandy's thick shroud. The Bounty radioed they had seen the C-130 go over. The pilots had asked them to shine a battery powered spotlight from the deck so they could see them. The plane headed towards the light. The masts looked like telephone poles in the middle of the ocean. The crew was thinking about abandoning ship, Walbridge said no; they donned their survival suits.

Exhausted, pinned under the low, sinister sky, encroaching clouds and wind-blown rain, stuck in what felt like a fishbowl surrounded on all sides by steep black walls of waves, someone called out to Walbridge – "The bow is going under". Some of the crew jumped, some of them slid into the treacherous Atlantic. Overhead the crew of the C-130 raced toward The Bounty at 150 miles an hour only 170 feet over the ocean. The plane screamed over The Bounty as the crew pushed out the bright red rafts filled with water, food, whistles and flares.

It was now time for the Coast Guard Search & Rescue swimmers. The helicopter followed the blinking lights on the rafts as the divers got close to them. Swimming over and under 30 foot waves, the young Coast Guard swimmers helped one of the survivors into the basket hoist so he could be pulled up into the helicopter. This scene was reenacted over and over again until 14 members of The Bounty crew were rescued. The Coast Guard continued searching. One of the crew members, Claudene Christian's body was found a few days later but Captain Robin Walbridge, as tradition states, had gone down with the ship.

(Note: In a recent article from the Tampa Bay Times, a Coast Guard report states that: "the ship, which sank in a hurricane, should not have sailed. The National Transportation Safety Board also blamed the captain, calling Walbridge 'reckless'.")

by Peggy Stapleford
Activities/Program Chair

Saturday, October 4 –

Fall meeting at Heislerville
Community Hall, Heislerville,
NJ. Coffee hour 10 – 11 AM;

Meeting 11 – Noon; Lunch (*Bring your own*) Noon
– 1; Round table discussion: Update on East Point
Light. Following discussion: Tour of East Point
Lighthouse (*See directions below.*)



Saturday & Sunday, October 18 & 19 –

New Jersey Lighthouse Challenge. We will again
be taking part in the Challenge by participating at
Hereford Inlet Lighthouse in Anglesea, NJ. Come
out and enjoy the festivities. Volunteers needed as
always.

Saturday, January 10, 2015 – Winter meeting at
Tuckerton, NJ. Guest speaker TBA. Snow date
January 17.

Sunday, April 12, 2015 – Annual Keepers' Banquet
– Sea Isle City Yacht Club 11 AM
Delicious buffet; beautiful view Mark the date!!

Ship John Shoal Lighthouse *continued from Summer Bay Run*



One of the most noted items salvaged from the Ship John was the carved figurehead. The "Figurehead" described as an elegant carved image of a lady with straight, flowing hair and skirts, is the work of William Rush. This was salvaged by Eli Elmer, who gave it to General James Giles where it was kept at his ice house on the corner of Broad and Giles Streets in Bridgeton. It was later presented to the US Coast Guard who placed it on the Ship John Shoal Lighthouse. It was then loaned to the Atwater Kent Museum from 1939 to 1949 and in 1949 it was turned over to the Cumberland County Historical Society. After the vessel sank, the US Government bought 3 acres of ground at Finn's Point where a wooden lighthouse was built for \$1,200. In 1876 the lighthouse was destroyed by ice; that same year a steel lighthouse was built. In 1874, the lighthouse was erected offshore but proved to be unsafe and was eventually abandoned. Congress appropriated money for the construction of the Ship John Shoal Lighthouse in 1876. The new superstructure was exhibited at the International Centennial Exposition and finally placed in

position in 1877. The first light shone from the new structure on August 10, 1878. Because of the threat of ice, a large riprap was placed around the base of the light. The lighthouse was automated in 1893; automatically the fog horn sounds 24 hours a day. An Aids to Navigation team from Cape May operates the light.

The Ship John Figurehead is now located in The Gibbons House in Historic Greenwich (*Photos by photographer, Stan Bennett*). Information in article from Jean Jones (*reprint from Bay Run Spring 2009*)



OUR TRIP TO HISTORIC FORT DELAWARE

On Saturday, June 14, our annual picnic meeting was held at Fort Mott. After the meeting, eating and socializing a bit, we ferried over to Historic Fort Delaware on Pea Patch Island in the Delaware River. We were informed that construction of this fort began in 1849 and was completed in 1859 just two years before the Civil War. This Pentagon-shaped fort covers about six acres, has 32 foot high solid granite and brick walls and is surrounded by a 30 foot wide moat. The building contains the commanding general's office and officers living quarters; enlisted men's quarters, mess halls and kitchens were also in the barracks.

The fort became a prison compound and was expanded to house 10,000 Confederate prisoners. After the Battle of Gettysburg, there were 12,500 prisoners on the

island. 2,400 of these prisoners are buried in the national cemetery at Finn's Point, NJ which adjoins Fort Mott State Park. Fort Delaware played an important part in the Spanish-American War and both World Wars. The fort was built primarily to protect Philadelphia and its harbor. Closed completely in 1944 and declared surplus property, the fort was eventually turned over to the State of Delaware in 1947.



Fort Delaware - Pea Patch Island

Photo by Eric Crossan



Civil War Soldier & Fearless Pres. Rigazio

Fort Delaware

BITS ‘N PIECES

Jean Jones Honored

Member, Jean Jones, was honored by the South Jersey Cultural Alliance by being presented with the Paul Adkins Encore Award. This Award is presented to volunteers whose dedicated efforts sustain the arts, history and cultural treasures of the region. The black tie affair is held every spring; this year it was held at the Levoy Theater in Millville, NJ. Congratulations, Jean.

Cape May-Lewes Ferry Celebrates 50th Anniversary

The Cape May-Lewes Ferry celebrated its 50th anniversary on both sides of the Delaware Bay with both terminals hosting events. The very first ferry departed Lewes, DE at 6:47 AM on July 1, 1964. It was carrying just eight vehicles and only 15 passengers. In the years since, more than 43 million passengers and more than 14 million vehicles have made the scenic 17 miles, 85 minute trip across the Delaware Bay. The Ferry offered special vehicle and passenger rates during this time to celebrate the milestone. (*AC Press, "At the Shore" June 25, 2014*)

Coast Guard Honors Kathleen Moore

After saving 21 people during her 61 years of service, Keeper Kathleen Moore was finally honored with a headstone for her service. She passed away in 1899. The Coast Guard is also scheduled to commission Coast Guard Cutter Kathleen Moore, a 154 foot Sentinel-class Fast Response Cutter, in her name. Ironically, she saved many lives in the 1800s but still wasn't allowed to vote. Moore was the lighthouse keeper of the Black Rock Harbor Lighthouse on Fayerweather Island, a small seaside community near Bridgeport, CT. It seems she first stood watch at the age of 12 when her father began tending the light after a shipboard injury prevented him from going to sea. As Moore grew older and her father's health worsened, she took on most of the duties. She was officially appointed head keeper in 1871. The cutter named for her will protect the harbor off Bridgeport, Connecticut as she once did. (*Philadelphia Inquirer, May 9, 2014*)

Tarpon Artist Carries The Torch

Florida Tarpon Springs artist, Elizabeth Indianos, has recently signed with a Hollywood producer to make a movie based on her script *Libertaire*. Her script won Best Screenplay at the 2013 LA Femme International Film Festival. The story's plot tells about two men, Bartholdi and Pulitzer, who made Lady Liberty happen. When the gift from the French was finally shipped to New York Harbor, the statue remained disassembled in 214 crates for months. The United States hadn't kept up its end of the bargain—to build a \$50,000 pedestal on which the statue would stand.

Some people thought the Lady wasn't sexy enough and should show more leg. The church was against it; they thought she was a pagan goddess. Pulitzer used the power of the press to urge middle-class America to fund the pedestal.

It will take three to four more years before *Libertaire* makes it to the big screen since the movie has to be shot, edited and marketed. Indianos remarked, "I hope the audience is inspired, not only by the determination of my characters, but by the poor and middle classes in both France and America." Coming to a theater near you. (*Tampa Bay Paper, April 2014 – Thanks to Jim Moffatt, former Editor of The Bay Run*)

National Anthem 200 Years Old

The "Star Spangled Banner" celebrates its 200th anniversary this year. Still topping the charts today, it's the only song Francis Scott Key ever wrote.

Coast Guard Facility Receives \$14 Million

The federal government is set to spend nearly \$14 million on the Manasquan Inlet Coast Guard Station to protect it from future storms like Hurricane Sandy. The facility will have its own generator so it can operate for up to two weeks without electricity. This station is manned by a crew of 35 men and women responding to about 600 search and rescue cases each year. (*AC Press, July 13, 2014*) The Coast Guard celebrated its 224th anniversary in August.

Check Out Lighthouse Models

If you are in the vicinity of the Bayshore Discovery Project in Bivalve, NJ, stop in at the museum located in the sheds and check out the beautiful lighthouse models built by Fred Ruddick, who recently donated them to the museum. Fred and Martha Ruddick are former members of our association.

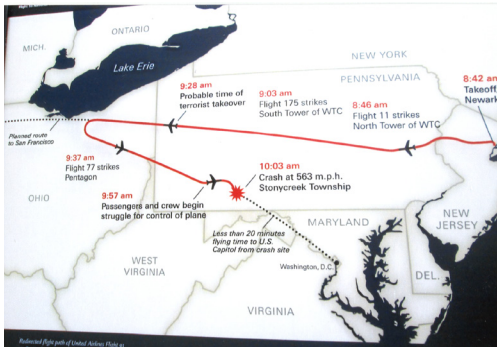
Take A Cruise on New Jersey's Tall Ship

The AJ Meerwald will be cruising out to see the lighthouses of the Delaware Bay on Sunday, September 21 from Noon to 6 PM. Member Ron Simmons will narrate the cruise. For further information, please call Monica Halverson at (856) 785-2060 ext. 107.

East Point Lighthouse in Danger

According to a report by the Army Corp of Engineers, New Jersey's East Point Lighthouse is most likely in danger of being lost unless something can be done soon to stop the erosion or the lighthouse will have to be moved. It may soon be added to the Doomsday List of Endangered Lighthouses. (*Information from Lighthouse Digest E-News*)

A VISIT TO THE FLIGHT 93 MEMORIAL



Flight Route

This summer, we had the opportunity to visit the Flight 93 Memorial on the outskirts of Shanksville, a farming and mining community, part of Somerset County, in Western Pennsylvania. It was truly a memorable and inspiring sight. One could not help but wonder how these heroic passengers managed to crash land this plane in a large field miles away from any population. In a few more minutes they would have been over Pittsburgh and were only 18 minutes flying time from returning to Washington, DC to reach our Nation's Capital. The plane hit the ground going over 600 mph making a huge crater ranging from 15 to 40 feet deep.

No one is allowed on the actual crash site, "The Field of Honor," since it is considered hallowed ground. The 1,200 foot walkway to the Wall of Names allows one time to contemplate the actions of the passengers and crew and view the large debris field of the crash site. As we walked towards the Memorial, we experienced an overwhelming feeling of reverence, awe, compassion and sorrow for the tragedy that occurred there. Visitors were acting respectfully and speaking in hushed tones. Upon reaching the Memorial, we saw the 40 white marble panels with a name engraved on each one honoring that hero of Flight 93. Gifts (from flowers to a lone tennis ball and other mementos) have been left in alcoves along the wall.



Flight 93 Memorial Wall

A piece of fuselage was one of the largest objects recovered from the crash. The cockpit voice recorder gave details of the diverted flight. This voice recorder became important evidence for the FBI since it was the only voice recorder recovered from the four hijacked aircraft to yield information. The "black box" gave critical information about the aircraft's final moments and the struggle for control. Other evidence found here would enable the FBI to trace how the terrorists' attacks were financed. Future plans for the Memorial include the planting of 40 Memorial Groves, a "Tower of Voices" with 40 wind chimes, and a Visitor Center Complex. A short distance away is a Memorial Chapel honoring the heroes of Flight 93. There is also a 31,000 pound obelisk engraved with the names and portraits of the Flight 93 Crew. There are four Monumental benches displaying the names of the passengers. As we strolled through the Memorial Garden, experiencing the peace and serenity the garden offers, we are once again reminded that "freedom is not free". Our nation truly owes a debt of gratitude to these brave men and women.



Field of Honor (The Crash Site)

CROSSED THE BAR

REMEMBERING CAPT. JOE RONKETTY

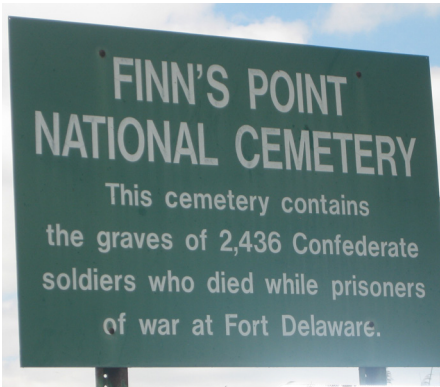
Joseph L. Ronketty, of Fortescue, owner of our cruise boat "The Bonanza II", passed away on May 22. He began his boating career by taking weekend charters from the marina in Fortescue and in 1960 commissioned the building of "The Bonanza I" continuing to operate the charter boat out of Fortescue. Joe was a leader and an advocate for the Captains and Boat Owners Association in Fortescue. He was also a member of the US Coast Guard from 1951 – 1954 and was a systems analyst for Sunoco for over 30 years. Capt. Ronketty will be sadly missed by his family, friends and our association. We sincerely appreciate all he has done for us.

REMEMBERING BEVERLY "BEV" SCHREIBER

Bev Schreiber, world renowned artist and member of our organization, crossed over the bar March 9, 2014. She traveled all over the world, visiting hundreds of lighthouses, which became the subjects of many of her paintings. Her artwork has been exhibited at arts and crafts shows winning many awards along the way. Her work has also been featured on the PBS series "Legendary Lighthouses". For many years, she was an active volunteer at Mukilteo Light Station in Washington State where she resided. She will be missed by her family, friends and our association. Her artwork will continue to live on as a tribute to her.



*Bill Geilfuss, Angelo Rigazio,
Rod Mulligan, Maxine Mulligan,
Darlene Rigazio.
Seated John and Penny McCall*



*Picnicing at Fort Mott (l-r): Pres. Rigazio,
Peggy Stapleford, Dave & Diane Ewan,
Bill Geilfuss*

Maritime Weekend at Hereford Inlet

*Katie Moser, Pres. Rigazio,
Peggy Stapleford, Betty Mugnier*



*...And the winners for best pirate couple
are...Maxine Mulligan & Bill Geilfuss*



Bill Geilfuss hooks Rod Mulligan



*Steve Murray's
handiwork at Hereford*

