



The Bay Run



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

Volume 22 Issue 12
March 2015

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

THE HISTORY OF TUCKERS ISLAND AND ITS LIGHTHOUSE

Tuckerton was named for its founder, Ebenezer Tucker, who settled there in 1698 and eventually became New Jersey's Congressman in the House of Representatives. It seems that the town was originally named Clamtown until Ebenezer decided to throw a big party naming the town for himself. Reuben Tucker was the first postmaster. The first stagecoach line between Tuckerton and Philadelphia was established; the trip took 2 days. Tuckerton was considered New Jersey's first summer resort off shore from Little Egg Harbor.

This building (*photo*) is a replica of the Tuckers Island Lighthouse off the southern end of Long Beach Island and near the entrance to Little Egg Harbor Bay in New Jersey. This is the second lighthouse on Tuckers Island; the original was built in 1848 but was abandoned and no longer in use by 1859. The original lighthouse was a one-story building that had a very dim light that was so weak it could be mistaken for the light from a ship. Built by businessmen, it was once used for the storage of merchandise. At that time, the people living in the lighthouse were scavengers. The light was extinguished during the Civil War.



In 1867 when the remodeled lighthouse was opened, the Rider Family was the first family to inhabit it when Eber Rider Sr., was named Keeper of the Light. Research shows that a keeper was paid \$160 annually. Mr. & Mrs. Rider had twenty-one children who helped maintain the light and the surrounding area. Luckily thirteen lived to adulthood. Their family's continual lighthouse keeping for 60 years set a record for service.

The obituary for Eber Rider, Sr., in 1906 noted that under him and his wife, Mary, the lighthouse was known to be a haven for those in distress. Many unfortunate sailors and needy boys found food, clothing and shelter there. The article said that in the early days, the Life Saving Stations were not equipped to provide care for shipwrecked sailors, and Captain and Mrs. Rider often fulfilled that need on Tuckers Island.

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A BEAM FROM THE PRESIDENT'S DESK

Angelo S. Rigazio, Jr.



I hope the long cold winter weather is going to be over soon. The record cold spells we have had this winter should remind us of what winters use to be. Luckily, we have been spared these temperatures these past few years. I went down to the Delaware Bay to check out the ice and it brought back memories of winters on Harbor of Refuge Light with the ice up against the breakwater and incased on the light. There is nothing like the sound of ice as it moves back and forth up and down with the tides, sometimes keeping us awake at night.

Also the Cape May-Lewes Ferry has been iced in causing the cancellation of 20 ferry crossings. This winter is the worst for cancellations in the history of the Ferry. The Cape May Canal is enveloped in ice and the Delaware Bay is frozen. (see photos p. 8) The coast guard ice breakers have been busy trying to keep the Bay and River channels open to the Port of Philadelphia.

So, let's say good bye to the winter of 2014-15 and welcome spring with open arms. I do hope ol' man winter will go away soon. Here is a picture of the concrete ship, SS Atlantus, in the Delaware Bay at Cape May's Sunset Beach during the winter of 1978. The bay froze over and people actually could walk out to the ship. I really don't want to complain too much as my relatives, who live up in Massachusetts, are still digging out. ***Keep the lights shining!!! Angelo***



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For Newsletter ideas, Contact

DBLHKFA c/o Maxine Mulligan

1049 Simca Terrace, Vineland, New Jersey 08360

Email: Memax1@juno.com

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Phone Numbers and Email Addresses

A. Rigazio-(609) 884-1329 • Keeperang54@yahoo.com

R & M Mulligan-(856) 691-8224 • Memax1@juno.com

Jim & Elma Gardner-(856) 825-0123 • elmagardner@verizon.net

Katie Moser-(215) 884-8548 • KatieMos@aol.com

Bill Geilfuss-(215) 872-9506 • billyrio@aol.com

D. Rigazio-(609) 884-1329 • Darlenej50@yahoo.com

P. Stapleford-(484) 947-3191 • mspegstapleford@dejazzd.com

Tony Giletto-(856) 482-8874 • Nino21328@aol.com

K. Mulligan-(856) 691-8224 • Kelly@delawarebaylightkeeper-friend.org

*The Delaware Bay Lighthouse Keepers and Friends Association, Inc. (DBLHKFA)
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I was hoping we were going to have a mild winter this year to make up for last year's polar-vortex, but it didn't happen that way. Before the really frigid cold set in, we had a very well attended winter meeting in January at Tuckerton Seaport with an excellent presentation by Paul Hart on the history of the lighthouse and seaport. Next up will be our spring meeting and banquet on April 12 at the Sea Isle City Yacht Club; then there are Maritime Days on June 20 and 21 at Hereford. Our summer Picnic meeting and other outreach programs listed in the Bay Run round out the year.

Katie and I started out this year with a trip to Lewes, DE to see the "Anchor Drop" at the Overfalls Lightship on New Year's Eve. The hot chocolate helped to keep us warm. We are looking forward to a trip to Mississippi this summer to see some of the Gulf Lights.

We lost a long time member and good friend of the lighthouse community when Rich Veit "Crossed the Bar" on January 29. We'll miss you Rich. Hope to see you all at the Banquet.

CROSSED THE BAR - RICHARD VEIT

"Rich" passed away January 29. He was a member of our association, active in the Absecon Light House Society and the New Jersey Light House Society. A graduate of Ocean City High School, Rich served in the United States Navy as part of the flight crew with the Hurricane Hunters in Jacksonville, FL in 1960. His smile and sense of humor will be sorely missed. He is survived by his wife Elinor. In lieu of flowers, a donation may be made in Richard's name to the Absecon Lighthouse, 31 South Rhode Island Ave., Atlantic City, NJ 08401

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THE HISTORY OF TUCKERS ISLAND AND ITS LIGHTHOUSE

After being pounded for days by a severe storm in 1927, the lighthouse fell into a raging sea. This event was recorded in a historic sequence of photographs on display at the Seaport. The photographs were taken by Paul Rider, great grandson of Eber Rider, Sr. The ocean continued to wash away the island, and by the 1940s, Tuckers Island was barely visible as a sandbar. Tuckers Island was once Tuckers Beach, part of Long Beach Island but by 1952, no land was visible where the island used to be.

\$350,000 worth of damage was done by Super Storm Sandy in the Seaport area; this damage cost \$600,000 to repair. Three hundred homes suffered extensive damage from the storm and thirty-two homes were completely destroyed. Grants and donations helped rescue the seaport which now boasts a \$1 million budget. Former NJ Governor Christie Whitman was there for the opening of the Seaport in 2000 and will be returning this June to join in the celebration for the 15th anniversary.

Tuckerton Seaport is dedicated to preserving the unique contributions of its maritime bay men through boat rides, boat builders and decoy carvers. It has preserved its history through creative new festivals every summer. Stop by, check out the lighthouse, wander through historic buildings and watch informative demonstrations in this seaport village. The working maritime village covers 40 acres and includes 17 historic and recreated buildings connected by a boardwalk.

(Information thanks to Brian Dietrick and Paul Hart)

by Peggy Stapleford Activities/Program Chair



Sunday, April 12 – Annual Keepers Banquet, Sea Isle City Yacht Club; Meeting Noon – 1PM; Buffet 1 – 2 PM; Dessert and Guest Speakers 2 PM: Keeper, Bill Geilfuss and Madame Keeper, Katie Moser - “Lighthouses We Have Known and Loved” Menu and reservation form included in Newsletter.

Saturday, June 6 – Delaware Bay Day at Bayshore Project Bivalve, NJ

Summer picnic – Date, time and place TBA

Saturday & Sunday, June 20 & 21 –Maritime Days at Hereford Inlet Lighthouse, North Wildwood, NJ. Come out and enjoy the displays, vendors, entertainment, the ocean breeze and don’t forget to tour the lighthouse. Stop by our tent. *(Volunteers always needed.)*

Sunday, July 19 – 4 hour Delaware Bay Lighthouse Sunset Cruise *(see Cruise News for more information)*

Sunday, August 2 – 5 hour Old Fashioned Delaware Bay Lighthouse Moonlight Cruise to Harbor of Refuge *(see Cruise News for more information)*

Friday, August 7 – National Lighthouse Day at Hereford Inlet Lighthouse, North Wildwood, NJ. Plan to attend, listen to the program and join in the fun; plenty of food and vendors. *(Volunteers needed)*

Sunday, August 16 -- 4 hour Delaware Bay Lighthouse Sunset Cruise *(see Cruise News for more information)*

Saturday, August 29 – 4 hour Old Fashioned Saturday Night Delaware Bay Lighthouse Moonlight Cruise *(see Cruise News for more information)*

Fall Meeting tentative date October 2 – Information TBA

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.lighthousechallengeofnj.org *(Volunteers always needed.)*

Saturday, January 9, 2016 – Tentative date for winter meeting possibly at Cape May Lighthouse – speaker on Brandywine Light

MIAH MAULL SHOAL LIGHTHOUSE

Miah Maull Shoal Lighthouse is located in the shipping channel about 7 miles west of Fortescue, NJ. The last offshore lighthouse to be erected in the Delaware Bay, Miah Maull marks one of a series of shoals along the eastern side of the shipping channel between the Elbow of Cross Ledge Light and the Brandywine Shoal Light. The name of the shoal commemorates Nehemiah Maull, an English river boat pilot, who was drowned in 1780, when the ship in which he intended to sail to England was wrecked on the then unnamed shoal.

Due to financial problems, the lighthouse was not set in place until 1909. A wooden shed was mounted and the light first exhibited that September but the superstructure was not completed until 1913, again due to financial requirements. A fourth order Fresnel lens imported from France was used and later replaced with a conventional modern 500 mm beacon.

In June of 2011 General Services Administration offered Miah Maull and 11 other lighthouses to public organizations willingly able to preserve them; in 2012, the lighthouse was offered for auction.

(Courtesy of Wikipedia and Downe Township Real Media)

(Editor’s note: Ironically, I received an e-mail from a descendent of Nehemiah Maull who was planning a family reunion this year and inquired about an opportunity to view the lighthouse.)



CRUISE NEWS FOR SUMMER OF 2015

2015 Cruises to the Lighthouses of the Delaware Bay have been scheduled for the following **SUNDAYS**: July 19, August 2 and August 16. The July 19 cruise will go to Ship John Shoal in the upper Delaware Bay. This 4 hour sunset cruise will leave the dock in Fortescue, NJ at 3:30 PM. The 5 hour August 2 moonlight cruise will leave the dock at 3 PM going to Harbor of Refuge in the lower part of the Bay. The August 16 Sunset Cruise will go to Brandywine and north in the Bay leaving the dock at 3 PM. The **SATURDAY NIGHT MOONLIGHT CRUISE** will take place on August 29 and will go to Ship John Shoal and south. It will leave the dock at 2:30 PM. All cruises take place aboard the Bonanza II out of the New Jersey State Marina (*Higbee's -slip #5*). **RESERVE SOON --CRUISES FILL UP QUICKLY!!**

Cost for the cruises will be \$45 for adults and \$20 for children under 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. Harbor of Refuge is included in the 5 hour cruise. You are asked to bring bug spray (just in case), a jacket and a box lunch if you wish. Soda and water are provided.

For reservations please contact: Elma Gardner (856) 825-0123 e-mail: elmagardner@verizon.net; OR Darlene Rigazio (609) 884-1329 e-mail: darlenej50@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 any of the above numbers. 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 and members of the coast guard aboard these cruises to narrate and answer your questions. Background information and the history of each lighthouse will be given. Photographers will have an excellent opportunity to get beautiful pictures. Spend a "Day (*or night*) on the Bay"; it will be a pleasant, rewarding, educational experience.

BITS 'N PIECES

** It seems that the Coast Guard in Maine and New Hampshire are planning to convert old-style foghorns to newer technology. The people in the shore towns are objecting to this since they “find it a very pleasing, comforting sound”. “The signal adds to the ambiance of living on the coast.” It gives them a sense that someone is on guard watching over those who are on the water. So far the Coast Guard has changed seven foghorns, costing \$800 to \$1,000 per foghorn; plans are in the making to convert 18 more.

** After the extensive damage it suffered from Hurricane Sandy two years ago, the Charlesworth Hotel and Restaurant located on the Delaware Bay in Fortescue, NJ, reopened its doors on New Year’s Eve. An iconic property on the bayshore, it’s a place where people can go to eat, celebrate the bay and enjoy the view.

** A rare US Coast Guard boat recently found tucked into the corner of a Navy warehouse in Virginia, has recently been acquired by the Cape May Maritime Museum. The hope is to fully restore the 36 footer and use it as a floating museum in Cape May Harbor.

** The Overfalls Foundation in Lewes, DE opened the American Lightship Museum in June of 2014. The Lightship Overfalls (LV 118) was recently designated as a National Historic Landmark and is now part of the Delaware Maritime Hall of Fame. The Museum will work in conjunction with the lightship to tell the story of American lightships and the crews who served aboard them. In addition to telling the lightship story, the Museum houses some significant and unique artifacts. The Museum’s open hours are from Memorial Day through Columbus Day. Refer to their website www.Overfalls.org

** On display at the Twin Lights Museum at the Navesink Light Station in Highlands, NJ are several items that have never before been shown to the public. This includes a lifejacket recovered from the ill-fated SS Morro Castle, a life ring off the 1930’s era Staten Island Ferry Miss New York and a flag from 1893 that covers an entire wall. Other historical artifacts are also on display including a 19th century account of the Battle of Navesink, the history of the Highlands Bridge, and the stabilization effort on the original Marconi wireless cottage. For more information, log on to their website at www.twinlightslighthouse.com

** The US Coast Guard assisted a cargo ship that ran aground on Miah Maull shoal in January. The 470 foot Liberian flagged ship was on its way to Philadelphia. A helicopter and two tugboats were dispatched to assist the Liberian container ship. (AC Press)

** According to the newest edition of “Archeology” magazine, workers encountered the remains of what appears to be a 19th century shipwreck while building a wall to protect the coastline damaged by Hurricane Sandy. Authorities decided not to disturb this site further but think it might be the remains of Ayrshire, a Scottish brig that went down in an 1850 storm.

** An application for the Carole F. Reily Memorial Scholarship is enclosed. Family of members are eligible. Please have applicants fill out and return by May 15.

MAIL CALL – from **JOE KEGLOVITS, CDR USCG Retired**



I started my USCG career in 1966 and spent some time on the Delaware Bay and River via the CGC Sauk and Cape May Group and Station. I made many, many lighthouse and light vessel log runs. I now spend much of my time taking North East Pennsylvania Vets all over the east Coast, from the CGC Eagle tour to Headquarters, including going to Oswego, NY and Ohio for the Great Lakes Coastie Reunions. I enjoy visiting and talking with veterans and folks interested in the maritime community. Retiring from the USCG in 2000, I would like to stay involved in the history of the Coast Guard.

This is a sketch of the MLB doing the Light House Crew Swap Run on Thursdays. The designer, Larry Stoffregen and I served together at Cape May Station the latter half of the 60’s; I made many of these weekly runs in hot or cold weather, regardless of sun, rain or snow. Enjoy. Semper Paratus.

“Every veteran is someone who, at one point in his life, wrote a blank check made payable to the ‘United States of America’ for an amount of up to and including his life.”

(Caption – 44318 off Ship John Shoal)

TRAVELS WITH THE EDITOR - A VISIT TO PERU



In November, I had the privilege of visiting Peru with a group tour. It was something I had always wanted to do—an item on my “bucket list”. My main objective was to see Machu Picchu, an Inca village built in the 1500’s high in the Andes Mountains. We flew from Philadelphia International Airport to Miami, continuing on to Lima, Peru. At that time, we received an Andean immigration card which we were instructed not to lose since it was needed to leave Peru and to reenter the United States—an important paper to say the least.

We stayed in the Jose Antonio Hotel in Miraflores on the outskirts of Lima. Since

NJ and Peru are in the same time zone, we had no problem adjusting. Lima is a very modern city, the industrial and financial center of Peru. It is the second largest city located in a desert; Cairo, Egypt being the first. Due to their beautiful weather, flowers bloom continually, trees do not lose their leaves and fresh fruit and vegetables are available all year. We visited cathedrals, monasteries and toured the catacombs where we viewed the remains of 25,000 bodies. Our guide informed us that the catacombs were the best place to be during an earthquake which was reassuring. We walked down to the cliffs along the Pacific Ocean just to check them out. A beautiful sight to behold. Located along the Pacific coast, Peru has many lighthouses but we only saw one which was generic.

A couple days of tours and we were then on our way to the airport to fly to Cusco, the capital city of Ancient Peru and the Inca Empire. Cusco is the base for the surrounding religious and archeological sites and was declared a World Heritage Site by UNESCO; it is the most popular tourist destination in Peru. Incas had lived in the area since the 13th Century. Then along came Francisco Pizarro and the Spaniards who defeated the Incas, destroyed the buildings, temples and palaces and confiscated all the silver and gold and everything else the Incas had. We visited the Sacred Valley and was amazed at the construction of the terraced farming areas. I also met Poncho, “the kissing llama” who just wasn’t feeling romantic that day – so I just took his picture!

Finally, the day I had been waiting for; we were going to Machu Picchu, “The Lost City of the Incas”. Wake up call 4:15 AM – luggage in the hall by 4:45! We had to go to the train station for a 4 hour domed vista train ride through the mountains to the Village of Machu Picchu. What a beautiful train ride; we saw mountains, glaciers covered in snow, and farms, passing through many small villages along the way. After arriving at the village, we checked into the hotel and then went by shuttle bus to Machu Picchu which was built 8,000’ high in the Andes. As we walked across the bridge, down the trail and around an enormous rock, the view of the area was breath taking—mucho grande! Truly, “seeing is believing”. The view was indescribable. We visited the Temple of the Sun, the Temple of the Condor and the Temple dedicated to the Virgins of the Sun who dedicated their lives to the Inca Sun God, Inti. Viracocha was the Inca’s main god who “created all living things”.

Machu Picchu was declared a Peruvian Historical Sanctuary in 1981 and a UNESCO World Heritage Site in 1987. In 2007, it was voted one of the Seven Wonders of the Modern World.

I was concerned about being able to breathe at this altitude but we journeyed to Cusco first where the altitude is close to 12,000’ so we had a chance to acclimate. Since Machu Picchu is “only” 8,000’, it was much easier breathing while visiting there. I had received many suggestions from people who had visited previously so I took advantage of all their suggestions, bought everything along with me and managed quite well. I didn’t want to venture all the way there and then spend time in the hotel because I was too ill to enjoy all that Peru had to offer. What a truly memorable trip.



Original lens from Brandywine Light now on display at Tuckerton



Speaker Hart and "twin" preparing to go duck hunting



President Rigazio presents donation to speaker Hart while Officers Geilfuss and Mulligan look on.



Speaker, Paul Hart

Thanks to Katie Moser for pictures of Tuckerton

"If winter comes, can spring be far behind?" (Shelley)



Delaware Bay



Cape May Ferry - Out of Service



Delaware Bay