



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"

UNITED STATES COAST GUARD TRAINING CENTER Cape May, New Jersey

The US Coast Guard Training Center in Cape May is the home of the Coast Guard enlisted corps and is the Coast Guard's only enlisted accession point and recruit training center in the United States. The area occupied by this Training Center is known as Sewell Point. It started out as a converted amusement center built and abandoned along the oceanfront for military use.

In 1924, the Coast Guard occupied the base and established air facilities for planes used in support of the US Customs Service. During the Prohibition Era several cutters were assigned to Cape May to foil the rumrunners operating off the NJ coast. For a short period of time, part of the base was used as a civilian airport. The Navy returned to train aircraft carrier pilots after WWII using the larger airstrip that was constructed. The over the water approach simulated carrier landings at sea. In 1946, the Navy relinquished the base to the Coast Guard. All recruit training functions were then consolidated in Cape May in 1982.

The future of the US Coast Guard enlisted corps starts here. Only four percent of applicants are selected to serve in the Coast Guard. Those select individuals are tested physically, mentally and emotionally for the honor to become US Coast Guardsmen. The recruits learn the values of respect and devotion of duties plus learning about commitment, courage and the highest trait of character. This training prepares recruits for their duties on board ships and for the stress associated with emergency response situations.

Some of our members, former "Coasties" had this to say about their experience as recruits at Cape May:

President Angelo Rigazio: "I ran the print shop on the Base, was then assigned to Harbor of Refuge and eventually ended up with Search and Rescue. I remember vividly those survival drills in Cape May Harbor in February and also remember praying that my wet suit didn't have a hole in it. I was a bus driver for the recruits and met my future wife at the USO."

Board of Directors Chairperson Rod Mulligan: I remember arriving in Cape May via train from Eastern Long Island; it seemed like the train ride would never end. There was a meal ticket issued on the train for a cooked meal. Then on to the Training Center in July of '57; it was a long, hot summer with no air conditioning. I don't even remember fans; just an occasional ocean breeze if you were lucky. One of the first things we experienced was the infamous GI hair cut. Some of the recruits from the Deep South had long hair covering their ears. They actually cried when their hair was shaved off. There was even an "Elvis".

I also remember a 1st Class Bos'n's Mate, an African American, who was second in command. That didn't set too well with the Southerners, having to take orders from a person of color. But, adjustments were made as time went on. Time spent in the pool was refreshing. We had to climb a vertical line about 25'--30' from the surface of the pool. We also had a training session on the firing range where we were taught the proper procedure to handle and fire a 45 caliber hand gun and the M1 rifle which had to be disassembled and reassembled while we were blind folded.

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Angelo S. Rigazio, Jr.



We have returned home from our relaxing trip to Beaverton, Oregon to meet our newest grandson and my namesake. Our son and daughter-in-law even drove us up to Washington State to see the lighthouse, Cape Disappointment. We visited the Oregon Zoo, Cannon Beach and Astoria, Oregon where the 1985 movie, "The Goonies" was filmed. The weather was perfect while we were there—sunny with temperatures in the 70's and low 80's and no humidity nor rain.

Our calendars are set for the summer season. Let's hope the weather cooperates giving us sunny skies and calm seas for all the cruises.

The banquet on April 28 was a success with a good turnout of members. Congratulations to "Keeper of the Year," Charles Bolton and "Volunteers of the Year," Eva Moffatt and Elma Gardner. I am sure everyone enjoyed the presentation by Commander Tim Dring on Life Saving Stations and the Delaware Bay Lights. I know I did. Finally, I would like to thank Bill Geilfuss for accepting the open position of Vice President. As always our organization is only as good as its members and volunteers.

Till then, 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

Board of Directors

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Ways and Means.....Anthony Giletto
Newsletter.....Maxine Mulligan
WebmasterKelly Mulligan
Scholarship CommitteeAnthony Giletto

Phone Numbers and Email Addresses

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

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

J Jones-(856) 825-3386 • jeanjones@fast.net

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

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

Katie Moser-(215) 844-8548 • KatieMos@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)
is a 501(c)(3) non-profit preservation and educational organization.*



Our Annual Banquet was held on Sunday, April 28 at the Deauville Inn in Strathmere, NJ. It was a beautiful day, the food was delicious and the view inspiring. Our member, retired Coast Guardsman Charles Bolton, was honored as Keeper of the Year. He had served on the Lightship Ambrose, was transferred to the Corson's Inlet Life Saving Station, and was awarded a plaque and a Lightship jacket for his service and dedication to our country. Our two "Volunteer of the Year" awards went to former membership chairperson, Eva Moffatt (who is leaving for sunny Florida) and our new membership chairperson, Elma Gardner who also helps with our lighthouse cruises. They were both awarded plaques. Tony Giletto, our "Man of the Hour" won both the 50/50 and the first prize basket in the raffle.

Retired Navy Commander Tim Dring, our guest speaker, discussed the "History of the Delaware Bay and South Jersey Coast Guard Life Saving Stations," along with a slide presentation. He spoke about maritime history stating that in the early days, the majority of immigrants arrived by ships primarily through the Port of New York. Ships at that time had no lifeboats, life vests nor any types of life saving equipment. Many ships ran aground; people drowned; their bodies washed ashore and they had to be buried in mass graves. Life saving stations (known first as "rescue stations") were established but unmanned. They depended solely on volunteers who lived in the area. Eventually men were assigned to the boat houses in the winter since that was when most ship wrecks occurred. These boat houses were called "beach front stations". The boats had to be carried down to the water, launched and the men rowed out to rescue people from the wrecked or grounded boats. Local fishermen were hired to man these surf boats. Some mobile homes are now used as Life Saving Stations. This presentation was both interesting and informative. Dring, along with William Wilkinson, has co-authored the book, "American Coastal Rescue Craft."

Following this presentation, attendees were invited to tour the Corson's Inlet Life Saving Station. Our next meeting will be held at the Cape May Coast Guard Base on Saturday, June 22. Be sure to register with our secretary, Darlene Rigazio, if you are going to attend. Her address is: 108 Willow Drive, North Cape May, NJ 08204 (609) 884-1329 email: Darlenej50@yahoo.com A list must be prepared for the coast guardsman on duty at the base for your admittance. You must also present a photo ID. An interesting day has been planned including a tour of the base.

UNITED STATES COAST GUARD TRAINING CENTER

Cape May, New Jersey *Continued from Page 1*

There was training in small boat handling while providing power by oar. Fire-fighting training was held in a specially designed building which could be reused. The use of an oxygen breathing apparatus was also taught. It was definitely a good experience.

New Jersey native, D.C. recalls "doing hundreds of pushups, sit ups and squats and putting in long days from 5:45 AM to 9:30 PM".

E. R. states that "the training involved both physical and mental stress, a tough transition to military life BUT, boy, was I ever proud to put on that uniform!"

REMINDER: You must register to attend the annual picnic meeting to be held at the Cape May Coast Guard Base. Please contact: Darlene Rigazio, (609) 884-1329 or email her at: Darlenej50@yahoo.com We must present a list to the Base of people attending. If you register, your name will be on a list at the gate. For admittance, you must provide a photo ID.

By Peggy Stapleford
Activities/Program Chair



SAVE & MARK THE FOLLOWING DATES ON YOUR CALENDAR:

Sunday, May 26 – Lighthouse Cruise aboard AJ Meerwald, NJ's Tall Ship (leaves at Noon) narrated by Angelo Rigazio & Rod Mulligan

Saturday, June 1 – Shell Pile, NJ BAY DAY/FUN DAY – by, in or on the water. No booth to mind, no sellin', just strollin', lookin', munchin'. Come on down, be a tourist for the day.

Saturday, June 22 – Annual Picnic to be held at Cape May Coast Guard Base – Aids to Navigation talk & Base Tour Social Hour 11 -12; Bring your own brown bag lunch 12 -1; speaker & tour 1 PM (For admittance to the base ADVANCED REGISTRATION A MUST!!! Contact Darlene Rigazio (609) 884-1329 or e-mail: Darlenej50@yahoo.com)

Saturday, July 13 – BRAND NEW Delaware River Cruise – see article in Newsletter

Saturday & Sunday, July 20 & 21 – Maritime Days at Herford Inlet Volunteers needed for both days.

Sunday, July 28 – Sunset Cruise to Ship John Shoal – information in Newsletter

Wednesday, August 7 – National Lighthouse Day at Herford Inlet Volunteers needed.

Saturday, August 17 -- Moonlight Cruise to Harbor of Refuge – information in Newsletter

Saturday, October 5 – Fall meeting to be held at Bayshore At Bivalve Oyster Sheds (Lunch – choose from menu provided.)

Saturday & Sunday, October 19 & 20 – New Jersey Lighthouse Society Lighthouse Challenge Weekend – Volunteers needed

Sunday, October 27 – Lighthouse Cruise aboard the AJ Meerwald, NJ's Tall Ship narrated by Angelo Rigazio & Rod Mulligan – leaves dock at Noon

(NOTE: Volunteers always needed and appreciated)

DEPT. OF INTERIOR GIVES LIGHTHOUSE TO LOCAL GROUP

From Cape May County Herald Article by Jack Fichter

It looks likely that the National Park Service will award ownership of the Brandywine Shoal Light Station, located seven miles off the Cape May County coast, to a non-profit organization headed by Capt. Jeff Stewart, Sr., and Jeff Stewart, Jr. owners of the Cape May Whale Watcher boats and the Miss Chris Marina. Their organization, Brandywine Shoal Lighthouse, Inc. was selected by the National Park Service based upon its application to own the lighthouse.

Cape May Whale Watcher has been running Lighthouse Adventure boat trips in conjunction with Mid Atlantic Center for the Arts and Humanities since 1993. The other contender for ownership of the lighthouse was the Cape May Maritime Museum and Education Center headed by Kevin Maloney. Stewart Jr. said the paperwork to apply for ownership was daunting with an initial application of 350 pages.

The selection recommendation is subject to administrative review. Cape May Maritime Museum had 15 days beginning Feb. 11 to petition a review of the recommendation. Maloney told the Herald Feb. 20 he was awaiting the advice of counsel about the possibility of asking for an administration review "to make sure the process was followed." Stewart Jr. said the lighthouse needed a lot of restoration work before the organization will offer tours inside the building. He said a number of items needed to be addressed to make the lighthouse safe for work crews. He also said that there was a possibility of lead paint in the lighthouse plus railings needed to be installed.

"There is the subject of being able to just get up into the lighthouse," he said. "There is a ladder but it's a very poor ladder." The lighthouse has no electricity. Its light and horn are solar powered. Stewart said the organization's plans call for installation of a generator in the lighthouse's generator room. He said to restore the lighthouse would take about ten years—and a lot of money.

Brandywine Shoal Light Station may be the most important lighthouse in the Delaware Bay since it is the first main light a ship encounters at the mouth of the Delaware Bay where shipping traffic lines up for Paulsboro, Marcus Hook and Philadelphia.

Our Board Chairman has announced plans for a new 10 hour narrated cruise of the Delaware River. This cruise is scheduled for Saturday, July 13 and will take place from 8 AM to approximately 6 – 6:30 PM. Boarding the Bonanza II at Fortescue will be from 7:30 – 7:45 AM. The cost for this cruise will be \$100 for adults, \$50 for children. You are to provide your own food and beverages (NO glass containers) and let us do the rest.

Many historic places along the Delaware will be cited—a perfect opportunity for photographers and historians. Some of the places viewed will be: Ship John Shoal, Nuclear Generating Station #2, C & D Canal, Philadelphia Union Stadium, Port of Wilmington, USS Olympia, USS Becuna, & USS New Jersey, Philadelphia Airport & Naval Shipyard and several range lights. Going under the Delaware Memorial, Commodore Barry, Ben Franklin & Walt Whitman Bridges offers a very different prospective for our passengers. We will also have an opportunity to view the Lightship Barnegat moored at Pyne Point Marina in North Camden, NJ. What a unique way to spend the day “Cruising up the River on a Saturday Afternoon”.

Other cruises planned for this year are: Sunday, July 28, a 4 hour sunset cruise from Ship John Shoal Light South, leaving at 4:30 and Saturday, August 17, a 5 hour moonlight cruise to Harbor of Refuge Light North leaving at 4 PM. ALL cruises are narrated by former coast guardsmen and/or lighthouse keepers. The cost of these two cruises are \$40 each for adults and \$20 for children ages 5 – 14. Beverages will be provided for these two cruises.

MEMBERS WILL HAVE FIRST CHOICE.

ALL the cruises are on the Bonanza II out of the New Jersey State Marina (Higbee’s Marina in Fortescue, NJ slip #5). Reservations are taken on a first come, first served basis. Checks are made payable to DBLHKFA and may be mailed to: Maxine Mulligan, Treasurer, 1049 Simca Terrace, Vineland, NJ 08360. These checks are NOT deposited until AFTER the cruise takes place. If you can NOT make the cruise, you must let us know as soon as possible so the passengers on standby may be notified. If you do NOT let us know, your money will NOT be refunded. Money will only be refunded in case of a documented emergency.

We must also have a cell phone # where you can be reached at any time in case of a cruise cancellation due to inclement weather. You will be notified of the cancellation as soon as the captain notifies us. Reservations and other information may be obtained by contacting Rod Mulligan (856) 691-8224 Memax1@juno.com; Elma Gardner (856) 825-0123 Elmagardner@verizon.net; Jean Jones (856) 825-3386; OR Darlene Rigazio (609) 884-1329 Darlenej50@yahoo.com.

Directions to Fortescue, NJ for ALL cruises –

FROM NORTH: (For any of you living near the Garden State Parkway). Take the Parkway South to the Rio Grande exit (Route 47 North). Stay on Route 47 North about 30 miles to the traffic light by the WAWA & the gas station. Make a left and follow directions below.** Others coming from the North: Take Route 55 South to Route 47 South. Stay on 47 South for approximately 3 miles and bear right at the intersection of Routes 347 and 47 to the traffic light by the WAWA & the gas station. Make a right and follow directions below.**

**Go west over the Mauricetown Bridge to the 2nd blinking caution light which will be Route #676 (Highland Ave.). Turn right; the NJ State Police will be on the left. Continue on #676 to Dividing Creek. At stop sign, turn right onto Route #553 North; continue on #553 to Newport.

Turn left on Baptist Road for approximately 5/10 miles. At next caution light in Newport, turn left on Route #637 which is Fortescue Road. After crossing the bridge in Fortescue, the first right is the NJ State Marina, the Bonanza II is moored at dock #5 on your right. We board ½ hour before departure time.

FROM SOUTH: STAY on Route #47 North, turn left at WAWA and gas station. Follow directions above**.

FROM PENNSYLVANIA: Come across any bridge into New Jersey, get on Route 55 South. Follow Route 55 South to end and pick up on directions above**.

Any problems, please call Rod Mulligan’s cell phone (856) 383-5780.



MEET JIM & ELMA GARDNER



Elma was awarded the “Volunteer of the Year” plaque at our Annual Banquet on April 28. She is our new membership chairperson and also helps in booking our Delaware Bay Cruises. A native of the Garden State, Elma was born, raised and educated in the Marlton area. She was working as a bookkeeper for the Camden Coca Cola Bottling Company when she and Jim met at an engagement party. They were married June 5, 1964 and made their home in Vineland, NJ. They have lived in Vineland for forty-nine years and raised two children, Jennifer who lives in Oklahoma with her husband Rick, and James who lives nearby in Millville, NJ. Elma and Jim have two grandchildren, William and Cassidy.

Jim was born, raised and educated in Philadelphia, PA. He moved to Atlantic City in 1956, enlisted in the Army in 1960 and was stationed in Germany for three years. Upon discharge from the Army, he moved to Vineland to work for Firestone Tire. He attended a Christmas engagement party for his niece in 1963 and there he met Elma. His niece became engaged to Elma’s brother and the rest, as they say, “is history”. Jim is an active member of the Delaware Bay Lighthouse Association and on the Board of Directors.

After going to an East Point Lighthouse Open House many years ago, Elma became interested in helping to preserve the lighthouse and volunteered there for several years. After hearing about the need for volunteers, Jim also became active at East Point where he continues to help when he is able. It was at an East Point event that Jim and Elma met Carole Reily. Her enthusiasm and love of lighthouses was contagious and they were soon attending DBLHKFA events and meetings. Retirement has afforded them the opportunity to become more involved in the organization and devote more time to the cause. While helping to support the preservation effort, they have met many wonderful people who devote so much to lighthouse preservation and education. It has been and continues to be a great experience for them.

WHY DO WE SAY IT???

“Tar” – Sailors are called “tars” from the tar they once used in caulking their ships, the tar they once put on their pigtails, and the tarpaulins they once wore.

“Resting on one’s oars” - This is a nautical expression and is generally used in reference to a longboat manned by several hands. The man who “rests on his oars” stops rowing—and so is not “pulling his weight” in the boat.

“Out at sea” – A person who doesn’t know where he is going or what he is doing is like a ship which is out of sight of land and unable to determine its position. It, too, is “out at sea”.

“WACs” – formed from the initials of their full name—“Women’s Army Corps.” Originally, when their official title was “Women’s Auxiliary Army Corps,” they were known as WAACS”.

“WAVES” – The name was selected by the Navy Department and then a phrase was found that would embody the letters W-A-V-E-S = “Women Accepted for Volunteer Emergency Services”.

“SPARS” – Lieutenant Dorothy Stratton, USN, former Professor of Psychology and Dean of Women at Purdue University, agreed to transfer from the Navy to the Coast Guard. Stratton was the one who suggested that the women Coast Guard be known by the acronym SPARs, based on the Coast Guard motto: “Semper Paratus”.

“Under the weather” – We say a person who is feeling ill is “under the weather” because a greenhorn aboard ship who feels slightly seasick seeks shelter from the wind by crouching down beside the bulwarks—“under” their protection—on the “weather” or windy side of the ship.

Pictures from the Banquet



Our Secretary, Darlene Rigazio



*Peggy Stapleford announcing
future activities*



Katie Moser shows off her prize



*Volunteer of the Year, Elma Gardner
receiving her award from Rod Mulligan*



Penny McLosh, Winner #2



Tony Giletto, 1st Prize Winner



Joanne Bolton, Winner #3

A man with a grey beard and hair, wearing a light blue and white checkered button-down shirt, is holding up a bright red jacket. The jacket has a black collar with 'CU' printed on it. On the left chest of the jacket, there is a yellow rectangular patch with black text that reads: 'Charles W. Smith', 'American Legion Post 688', 'American Legion 101', '4th, 5851 - Fox, 5852', and 'Temper, 5853'. On the right chest, there is a circular logo with '100' at the top, 'AMERICAN' on the left, 'LEGION' on the right, and '1910-2010' at the bottom. The background shows a bar area with various bottles on shelves.

Sincerely,
Charlie Bolton