



The Bay Run



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

Volume 21 Issue 11
December 2014

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

EAST POINT LIGHT – AN ENDANGERED LIGHTHOUSE

Due to damage done by Super Storm Sandy, East Point Lighthouse is in bad shape. The dunes that once protected the lighthouse are now gone. Built on marsh land, the basement fills with water during various storms



and high tides. During Sandy, the water was 24 inches deep at its foundation. The soft brick and mortar that were used in 19th century buildings will not be able to resist the action of the water much longer. Unless something can be done to stop the erosion, East Point is in danger of being lost.

This lighthouse, guarding the entrance of the Maurice River, was built in 1849 and manned until 1911. The second oldest lighthouse in New Jersey, it was once reported to be 460 feet from the high tide line; it is now 118 feet. Many fishermen, oystermen and recreational boaters have relied on this light to guide them back to shore after a day out on the Delaware Bay. The Army Corps of Engineers is prepared to do a study as to what should be done to help preserve this historic lighthouse. The only thing standing in front of the lighthouse now is several feet of reeds. A group from Rutgers is studying what can be done to help the problem. Possibly a berm could be built for protection. Fill-in is needed. There are no plans for moving the lighthouse at present since all the surrounding area is low land.

"Part of a first stage process of ascertaining the economics and feasibility of doing protection work at this site is determining what the lighthouse protection alternatives are. The beach and the berm alternative is one of the least extensive protection proposals," stated Heather Jensen from

the US Army Corps of Engineers. Predicted cost could reach as much as \$1.9 million some of which the township and other non-federal sources would have to finance. Before any project can be started, there must be a sponsor and a partnership agreement. It seems that it will be several years before any projects can begin. Sea levels are rising

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Angelo S. Rigazio, Jr.



MERRY CHRISTMAS TO ALL!!!

It’s that time of year again when we decorate our homes and our yards to welcome the season. My wishes are for everyone to have a joyous Christmas and a Happy New Year. I hope to see everyone at our first meeting in January; it would be nice to have a large turnout. At that meeting we will be setting the agenda for the upcoming year – boat trips, outreaches, and all other events in which our organization takes part each year.

Let us hope this winter will not be as cold and snowy as last year. Until then, Buon Natale and keep the lights shining. How do you like my new part time job!!!

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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Effects of Super Storm Sandy on the Delaware Bay

While the focus of the damage caused by Super Storm Sandy has been mostly aimed at the areas along the Atlantic coast line, the damage that occurred along the coastline of the Delaware Bay area has been ignored grossly, given mostly lip service. This has had a negative impact on those who depend on the Bay to support their livelihood, both commercially and recreationally.

The experience that our organization had was how our Delaware Bay Lighthouse Cruises were affected. Captain Mike Rothman and his staff of the Bonanza II did a splendid job accommodating the needs of the passengers who came on the cruises so they could enjoy what is left of the Delaware Bay Lighthouses. Super Storm Sandy had deposited a vast amount of sand and silt in the Fortesque Creek where Higbee's Marina is located. This created a serious problem making it almost impossible for the Bonanza II and other boats to navigate through the channel at low tide, sometimes causing damage to these vessels.

The USCG automated lighthouses approximately 40 years ago with modern electronic devices able to control the Fresnel Lens and fog horns. The focus of the coast guard was to maintain the aids to navigation. Because personnel was no longer assigned to these structures, building maintenance was not a priority. After 9/11, the coast guard was assigned to be in charge of Homeland Security which involved a lot of personnel and equipment and less time devoted to lighthouses.

OUR DELAWARE BAY LIGHTS

Observing the condition of the Bay Lighthouses this past summer, it was noticed how the lighthouses are rapidly deteriorating. Ship John Shoal may have been sold to a private individual. A pane of glass is missing from the lens room. The upper section above the lens room has turned a grey-white color due to the waste from the sea gulls and other fowl that make the Delaware Bay and River their home.

Miah Maull Shoal Lighthouse seems to be in fairly good condition. Its true color is supposed to be red but it has a history of fading.

Fourteen Foot Bank Lighthouse is probably in the worst shape of all the Bay lights. Fourteen Foot has been privately owned for a number of years but it appears that not much effort has been put forth to restore it. The desk plates have rusted and are buckled, thus the well known privy that a lot of people go on cruises to see, is now leaning toward the left. Also the cassion is seriously leaking so there is probably quite a bit of salt water damage to the interior of the cassion.

Brandywine Shoal also appears to be in sound condition. A private company has become custodian of Brandywine Shoal and has plans to restore the lighthouse to its original condition. It has been planned to have the lighthouse open for public tours by boat from Cape May, NJ. This will be an asset to both Cape May and South Jersey.

Harbor of Refuge also has sustained a great deal of damage. Some of the rip rap was removed by the Super Storm. The entry door is off the hinges thus allowing wild life to enter the structure. Eagles have built a nest on top of the lighthouse and nest building materials are hanging down the sides over the upper portion of the panes of glass.

We did not get close enough to Delaware Breakwater to observe the condition of this light. East Point Lighthouse is covered in the feature story of this Newsletter.

NOTE: You may contact the following elected officials about your interest and concerns involving these issues: US Rep. Frank LoBiondo, 5914 Main St., Mays Landing, NJ 08330 (609) 625-5008, (800) 471-4450 or (202) 225-6572; State Sen. Jeff Van Drew and Assemblyman Bob Andrzejczak, 1038 E. Landis Ave., Vineland, NJ 08360 or 219 N. High Street, Millville, NJ 08332 (856) 696-7109 or (856) 765-0891. Assemblyman Samuel L. Fioocchi, 942 S. Delsea Drive, Unit A, Vineland, NJ 08360. (856) 457-5504. To email any state legislator, visit www.njleg.state.nj.us. Click on "Find Your Legislator" and then click on "Electronic Correspondence." Check the box of the representative you wish to contact.

by Peggy Stapleford Activities/Program Chair



Saturday, January 10, 2015 – Winter meeting at **Tuckerton Seaport, Tuckerton, NJ.** (Snow date Saturday, January 17) Speaker: Paul Hart, Executive Director of Tuckerton Seaport, TOPIC: “US Coast Guard and Light Ship Stations Of the Jersey Shore”. Schedule: Social hour 10 – 11AM (Coffee, donuts and conversation); Meeting 11 – Noon; Lunch Noon – 1 PM (Lunch may be purchased at restaurant next door); Speaker 1 PM.

Sunday, April 12, 2015 – Annual Keepers’ Banquet at Sea Isle City Yacht Club, Meeting 11 AM Delicious buffet; beautiful view; delightful company. Mark the date!!!

DIRECTIONS TO

TUCKERTON SEAPORT, ROUTE #9, TUCKERTON, NJ

FROM THE NORTH: Take Route #9 South, after going through the town of Tuckerton, the Seaport will be on the left. Parking lot will be on the right upon entering the Seaport area.

FROM THE NORTH WEST: Route #72 East to Route #9 South.

FROM THE WEST: Route #30 East to Hammonton to county route #542. Across from the former Kessler Hospital, turn left onto #542 toward Nesco, Batsto, New Gretna. At New Gretna, turn left on route #9 North. Tuckerton Seaport will be on your right (approx. 3-4 miles).

FROM SOUTH WEST: Take route #54 North to #30 East to route #542.

FROM THE SOUTH: Route #9 North or the Garden State Parkway to Exit #52 to Route #9.

MAIL CALL – “Letters, we get letters (and email)”

I am a maritime historian and have a small museum dedicated to the US Lighthouse Service. We are researching material for a story to be submitted to the Maritime historical publications. Of special interest is documenting the official policies and directives given for disposition of the original obsolete equipment as directed by the USCG during 1945 – 1970’s when most automation was occurring.

We are trying to contact any surviving USCG personnel who were directly involved with updating lighthouses and ATON’s, especially in Maine during 1959 – 1960. I wondered if there is a way to publish a notice that we are seeking retired USCG ATON officers and crew who may have served on the east coast from the 50’s thru the 60’s and were involved with lighthouse automation and modernization and can recall what the directives and policies were during that time.

Any help you might offer is truly appreciated; the Museum uses its antique ATON collections for tours and history lessons to fund many non-profits such as Leader Dogs for the Blind, Special Ministries, and LACA-SA, supporting the domestic violence shelter.

I can be reached at (810) 599-5147. Email: steve@chestnutdev.com
Thanks. Steve Gronow, 5990 E. Grand River Ave., Howell, MI 48843

TO: Tony Giletto

The enclosed is an official stamp from the lighthouse at Key Biscayne, FL. On a recent trip, we visited the lighthouse, not a far drive. Since you have visited so many, you may have seen this one. We really enjoyed it but DID NOT climb the stairs. We were also able to go through the two story cabin home where the family lived. It was amazing and of very sturdy construction. Two park rangers were at the house and I told them a bit about you. One of the rangers provided us with the official lighthouse stamp. Just wanted to share this with you.



MEMORIAL TO COAST GUARD ENLISTED PLANNED FOR CAPE MAY

Plans are in the making at the service's training center in Cape May for a memorial to the Coast Guard's enlisted personnel. The design calls for a park like setting with three granite walls listing the names of members lost in the line of duty. This arrangement will be enhanced by a bronze eternal flame. A bronze ship's bell will hang for use in memorial services; the site will be illuminated at night by in-ground lighting.

The engraved names beginning in 1915 reflect those involved in the merging of the Revenue Cutter Service and the US Lifesaving service combining into what we now know as the Coast Guard. An event to raise funds for this memorial was held on August 4, Annual Coast Guard Day. Anyone wanting to make a contribution or find out more information regarding this proposed memorial is welcome to do so by visiting the organizers' Facebook page, www.facebook.com/CoastGuardMemorialFundraiser, or contacting Kirk Moore (609) 709-5036, kmoore@app.com

(Information courtesy of J. Bolton)

CROSSED THE BAR

Member **Robert B. Barnes** of South Daytona, FL passed away on November 18. Bob was a native of Delaware, graduating from high school in Florida where he proudly fought in the Golden Gloves competition. Following high school, he enlisted in the United States Coast Guard; after serving time in the coast guard, Bob became a Delaware River Pilot retiring in 2001 after 44 years of service. He loved traveling, (especially cruises) and enjoyed gardening, history and spending time with family and friends. Bob did a lot for our organization including attending meetings and donating many items for our raffles and door prizes. He was a very quiet, unassuming, good natured gentleman who will be deeply missed.

EAST POINT LIGHT – AN ENDANGERED LIGHTHOUSE

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faster than at any time in the past 4,300 years. The majority of the Sandy recovery money went to the projects along the Atlantic shore. The Bay Shore communities are poor. All of these proposed studies by various groups take time and money. The life of East Point Light has spanned 165 years and three centuries. If steps are not taken to protect this structure and the land on which it stands from the slow degradations of time and tide, it may not see a fourth. East Point is in desperate need of work parties to help restore the needed repairs on both the interior and exterior of this iconic landmark. *(See photos p. 8)*

In 1980, the US Coast Guard reinstalled a beacon in the structure and put East Point Lighthouse back on the list as an Active Aid to Navigation. The Coast Guard maintains this light, stopping by every so often to make sure it is in working order. The lighthouse is a symbol of the maritime history of the Delaware Bay and its place in the development of Southern New Jersey. It must be protected from the waters of the Bay.

East Point Lighthouse is open to the public on the third Sunday of each month from April to October. (Information provided by Dave & Diane Ewan, Gail Robinson and the Corps of Army Engineers.)

Editor's note: It was recently announced that the state Department of Environmental Protection is providing \$500,000 toward a project that will likely include beach fill and a protective berm in front of the lighthouse.



Happy Holidays to All

BITS 'N PIECES

**The Hotel Charlesworth, located along the Delaware Bay in Fortescue, recently received a grant to rebuild from damage incurred from Super Storm Sandy.

**We were informed that some of the volunteers at the Bay Shore Discovery Project experienced sailing on the ill fated Bounty. They are fine.

**Happy Anniversary to the US Coast Guard celebrating in 2015.

**The Museum of NJ is the home of the Center for US War Veterans' Oral History Project. It is the Center's mission to collect and preserve the memories of veterans through recorded oral history interviews. They also plan to collect the memoirs of living veterans, as well as artifacts, letters, photographs and mementos from their war experiences. These memories are recorded and housed at the Militia Museum in Sea Girt, NJ. Future visitors will have the opportunity to access this Oral History collection which contains more than 400 interviews of veterans of all branches of the service from all wars and conflicts. For further information on access to this collection, or to participate in the program, please visit or contact Carol Fowler at the Museum in Sea Girt at (732)974-5966. To complete the Oral History Project biographical questionnaire form, please check their Web Site at: <http://www.nj.gov/military/museum/oralhistoryform.html>

**The Boltens just returned from the Lightship Sailors Reunion and the US Life Saving Service Heritage Association meeting. Next year's reunion will be held in Mystic Seaport. Details to follow.

ONE OF AMERICA'S "MOST BEAUTIFUL"

Listed by "Budget Travel" as one of America's Most Beautiful Lighthouses, Kilauea Point Lighthouse, is located in Kaua'i, Hawaii. What a coincidence! Our neighbors just visited Hawaii and sent us a picture of this lighthouse. History states that at the start of the twentieth century, shipping between Asia and the west coast of the United States mainland increased. The need for a lighthouse to serve as the first landfall seen by eastbound ships became evident. As the northernmost point in the main Hawaiian Islands with an elevation of 180 feet, Kilauea Point was the perfect choice. In 1909, the US Government purchased the 31 acre site from the Kilauea Sugar Company for \$1.

The center of Kilauea Point's light is 217 above sea level and can be seen by ships 22 nautical miles at sea. During its centennial anniversary last year, Nineteenth Lighthouse District Inspector Arledge, who was in attendance at the lu'au celebration, recalled: "I believe that this is the most beautiful light station I have witnessed."

(NOTE: Maine and Hawaii top the list as having the most "most beautiful" lighthouses.)



BUS TRIP TO THE PENTAGON

SEPTEMBER 2014

We were fortunate enough to be involved in a tour of the Pentagon, headquarters of the Department of Defense, in Arlington County, VA. A couple of months before going, we had to provide information to the travel agent for security clearance. Due to security measures, our bus had to park approximately one-third of a mile from the security processing site. This tour completed our visits to all three sites of the September 11 terrorist attacks. We then went through a security check before entering the building. After waiting in the tourist area, we were assigned a tour guide, a very knowledgeable young soldier who had recently completed an assignment as part of the Honor Guard at the Tomb of the Unknown Soldier. He was then assigned to escort groups of people touring the Pentagon, memorizing 33 pages of information as a result of this assignment. (NOTE: He amazed us by walking backwards during the entire tour that included both up and down escalators.)

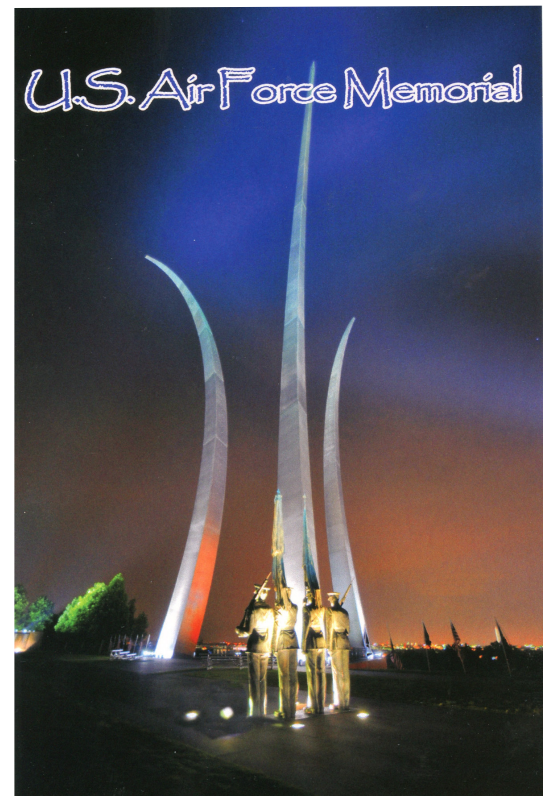
Ironically, ground breaking for the Pentagon took place on September 11, 1941. Of all the branches of our military, the Coast Guard is the only one not to come under the jurisdiction of the Department of Defense. It is part of Homeland Security so this group is not included in the Pentagon. The Pentagon, has 23,000 employees, 12,000 military officers and enlisted personnel; the rest are civilians. It is the largest office complex in the world and contains 110,000 miles of wiring for communication. Approximately 600,000 phone calls are made a day. Exhibits of all the branches of the military including the Coast Guard are shown in the waiting area.

Starting the tour, we walked through the Pentagon Mall, a large area with various types of stores supplying everything that would be needed by the employees. There are also many offices occupied by dentists, doctors, etc. so the workers can take advantage of appointments without leaving the complex. We also learned that housed within the building is a large gymnasium that can be used by employees. Of the 17 ½ miles of hallways, our tour covered a mile and a half. There are 5 floors above ground and 2 below. There is a central plaza informally (and ironically) known as “Ground Zero” which is a “no salute” area. The time passed quickly since there was so much information gleaned plus interesting sights and exhibits to see including the Hall of Heroes dedicated to Medal of Honor recipients.

Our main objective was to visit the indoor Pentagon Memorial, honoring the 184 people whose lives were lost at the Pentagon on 9/11. As we entered the Memorial Room, we noticed that the walls were covered in gray aluminum. We were told that this covering depicted the skin of the American Airlines air craft involved in the crash. The names of the 184 victims are engraved into the black marble altar type table at the front of the room. There were 3 loose leaf books on the table if anyone wished to write a tribute to the families of the victims. We were told that we were standing exactly at the point of impact; we would have been standing directly under the wing of the aircraft that crashed into this section of the building. At the time of the crash, this area was coming to the end of a 10 year renovation period. A web of steel reinforcement columns was being installed along with 2” glass windows weighing 2,500 pounds each, replacing the original ones. (NOTE: These windows stayed intact during the blast.) This renovation came about as a result of the Oklahoma City bombing. Since construction had been going on at the time, there were approximately 2,000 people that had been moved out of the area. That along with the replacement windows and more modern materials being used saved many more lives from being lost. This indoor memorial was guarded by two members of the honor guard; another guard followed our group into the Memorial plus we were accompanied by our tour guide.

On our way out, we saw quilts and other gifts from all over the world expressing condolences for our country’s loss. As we were getting ready to leave the building, there was one large quilt hanging on the wall that had the pictures of all the people who lost their lives in the 9/11 tragedy. It was truly an inspiring visit; we left knowing much more about that part of our government – the Department of Defense.

There are a few outdoor memorials including the Pentagon Memorial Gateway and the Memorial dedicated by the US Air Force (see photo) depicting the flights of the aircrafts in New York City, Shranksville, PA and the Pentagon. These outdoor memorials are landscaped with 85 trees clustered around the Memorial Units which are not dedicated to any one victim. As the visitor moves through this Memorial, the wall gets higher, growing from three inches (the age of Dana Falkenberg, the youngest victim) to 71 inches (the age of John Yammicky, the oldest victim). These Memorials are dedicated to all whose lives were lost and all who have sacrificed that we may live in a free country. These Pentagon Memorials are also dedicated to future generations that they might reflect upon and renew their faith in shared American values. It was a truly moving experience and well worth the trip.





Photos courtesy of Nancy Patterson Tidy