



The Bay Run



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

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Summer 2022

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

WHY BRANDYWINE?

In my travels I have come across the compound title Brandywine on various occasions. Since I have a curious nature, I had to do some serious research to find out why this name appeared so often and why it was used in so many different ways. There is an entire area of Brandywine Valley, a battle, a racetrack, a river, a school, a museum, Brandywine Shoal Lightship and, of course, we can't forget Brandywine Light. Brandywine was once the name of a distilled wine from the Dutch term brandewijn. It seems that the name could have also originated when the Dutch ship of the same name, carrying this potent distilled spirit, was wrecked at the mouth of the river. Another account tells of an early settler Andreas Brainweinder (or Brantwyn), who established one of the first grain mills in the lower part of the river, had the area named in his honor.

The Lenape Indians were the first to live in the region which included Northern Delaware, Eastern Pennsylvania, Southern New Jersey and Southeastern New York. Eventually the Dutch settled in this area and named it. Brandywine is also the area where the DuPonts settled and made their fortune.

The first light vessel known to have been stationed in the Delaware Bay was the Brandywine Shoal Lightship. It served there from 1823 through 1850. Since it was difficult keeping a lightship on station in the Delaware Bay throughout the winter months, an attempt was made in 1927 to replace the lightship by constructing the Brandywine Shoal Lighthouse. This structure was not strong enough to withstand the ice and the sea at this location. Twenty-two years later, a second attempt was made. This time the technology chosen was the screw pile foundation first developed in England; the screw pile foundation used at Brandywine Shoal was the first used in

the United States. This lighthouse was one of the most historically significant lighthouses erected in the New Jersey-Delaware region.

Throughout the following years, repairs to the lighthouse were necessary. An ice breaker was constructed and about 60,000 pounds of new iron and steel braces were placed between the pilings and the ice breaker. Plans were then made to replace the original Brandywine Shoal Lighthouse and on the evening of October 20, 1914, the light was first lit. To make landings easier, a large amount of stone and rip-rap was put in place near the lighthouse to form a small, protective harbor. *Continued on page 6*



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Angelo S. Rigazio, Jr.



The Memorial Day holiday was celebrated with many visitors coming to the Jersey Shore. The day was perfect with warm, sunny weather but most of the locals knew not to go out and about due to the crazy driving by the visitors.

Our spring meeting held at the US Life Saving Station #30 Museum was very educational with John Loeper speaking about the lives of the brave surfmen who responded to shipwrecks off the South Jersey coast. The tour of the museum included the boat house which displayed all the equipment once used for many rescues. The second floor, which displayed the sleeping quarters, is laid out exactly as it was when occupied by the surfmen. One room has all the bunk beds as used by the crew; another room was specifically for the captain who had his own private sleeping quarters and private bath. Who said rank doesn’t have its privileges?

We are now taking reservations for our summer cruises. There are two cruises planned: July 16 which goes north in the bay to Ship John Shoal; the August 20 cruise goes south to Brandywine. We are hoping to fill both trips and show all our passengers a great time.

With summer fast approaching, I think it will be interesting to see how the price of gasoline and food will affect the businesses at the shore points. Sadly it seems that some of these businesses may not survive due to these changing times. It makes every day a challenge. Have a great summer and remember...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 \$25.00 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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FROM THE LOG OF THE INTERIM VICE PRESIDENT *by Rod Mulligan*



Our spring meeting was held at Ocean City Life Saving Station #30 on May 21. The heat index was high inland but it was a beautiful day by the shore with a breeze off the Atlantic. After our meeting an informative presentation was given by John Loeper, Curator of the Museum and President of the US Life Saving Historical Society. We learned about the history of the life saving service, were given information on the current status of the building and what the plans were for the future. The Ocean City Life Saving Station is one of only 3 original stations still standing in New Jersey. In 1886, the building was near the ocean; at that time there were an average of 4 shipwrecks a month which certainly kept the surfmen busy. It has since been moved a few blocks inland and is currently located at 801 East Fourth Street.

Research has been done and every shipwreck from Cape May to New York City has been logged including names of men serving and the ships involved, including pictures of the ships. Loeper told of the blackouts during WWII and related how the German submarines were lurking only one mile offshore. One of these submarines, The Gray Wolf, was torpedoed off Ocean City. When any ship was torpedoed, the “entire island shook”. John told about researching the 34 surfmen’s graves recently located in this area. Among these graves, some local names such as Corson & Young were investigated providing some biographical information on the men. Some graves bore the Masonic symbol.

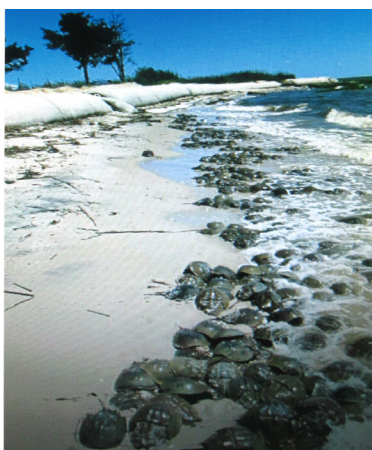
Renovations to the life saving structure are ongoing; donations of artifacts are still being accepted. The US Life Saving Station #30 is definitely an asset for the city. Summer hours are 10 AM – 4 PM and it is open 6 days a week. Located at 801 East 4th Street, in Ocean City (08026); the phone # is (609) 398-5553. Stop in, browse and learn.



Top Left: Pres. Rigazio shows our organization’s appreciation to John Loeper.

Top Right: Horseshoe crabs along the Delaware Bay

Bottom: Ocean City Life Saving Station



Top: Listening to John Loper

Bottom: Bay Day volunteers L to R. ME Walker, M. Mulligan, R. Mulligan, A. Rigazio, D. Rigazio





SAVE THE DATES – Mark Your Calendars:

Saturday, July 16, 2022 – Sunset Cruise of the Lighthouses of the Delaware Bay. Four hour sunset cruise to Ship John Shoal Light leaving New Jersey State Marina (Higbee's Harbor) in Fortescue, NJ at 3 PM. Call (609) 408-6692 for further information.

Saturday, August 6, 2022 – Summer meeting scheduled at barracks at Cape May Point – time 1 PM. Speaker to be announced.

Sunday, August 7, 2022 – National Lighthouse Day celebration. We will be at East Point Lighthouse. Volunteers always welcome.

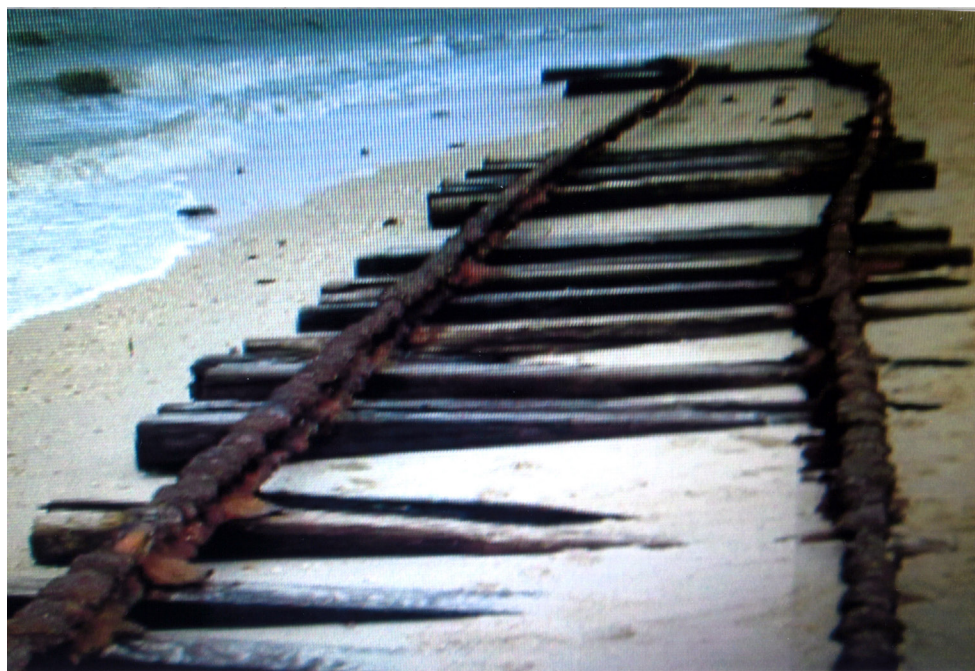
Saturday, August 20, 2022 – Sunset Cruise to the Lighthouses of the Delaware Bay. Four hour sunset cruise to Brandywine Light leaving New Jersey State Marina (Higbee's Harbor) in Fortescue, NJ at 3 PM. Call (609) 408-6692 for further information.

Saturday & Sunday, October 22 & 23, 2022 – Lighthouse Challenge of New Jersey. Our organization will be stationed at East Point. Volunteers needed and always welcome. Join the Challenge!! How many NJ lighthouses can you visit in one weekend?

NOTE: We are planning our fall meeting to be held on the Cape May Lewes Ferry. We will cruise across, meet the Delaware members and have our meeting on the return trip to Cape May. Plan to come out to spend an enjoyable “day on the bay”. All are welcome. More information to follow in the fall newsletter. Stay tuned.

INFAMOUS “GHOST TRACKS” REAPPEAR IN CAPE MAY

Every so often the infamous “ghost tracks” reappear on the shore of the Delaware Bay at Higbee's Beach in a remote stretch north of Sunset Beach in Cape May. A recent coastal storm churned up the waters and shifted the sand making these tracks, which are visible only at low tide, visible once again. The rail line was once used for a variety of purposes during the early to mid 1900's. Some of these uses included support for mining facilities, the collection of sand for local glass plants and for munitions operations by Bethlehem Steel during World War I. The reappearance of the “ghost tracks” was documented by CBS Eyewitness News.

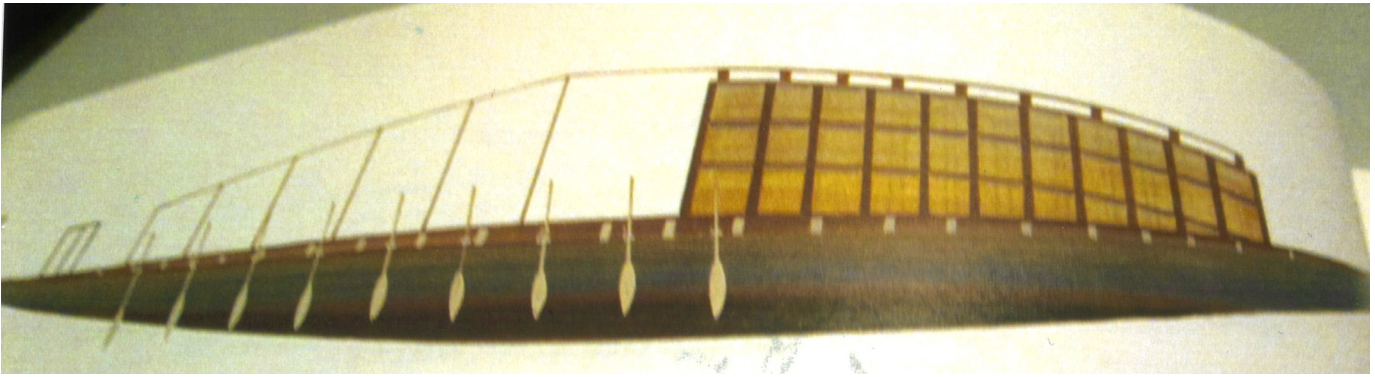


THE EVOLUTION OF SHIPBUILDING

It is likely that early human beings first ventured into the water to catch fish close to shore and may have climbed onto passing logs only for sport. The accidental use of logs or tree trunks as a means of water transportation may have been the starting point in the evolution of ships. The civilizations that emerged along the coast of the Mediterranean and neighboring waters produced the first vessels that could truly be called ships and its evolution.

The earliest findings of ship building dates back to 3100 BC. Evidence from ancient Egypt shows that the Egyptians knew how to arrange planks of wood into ship hulls. The wooden planks would be held together by woven straps; reeds or grass was stuffed into the seams to prevent leakage. Besides the Egyptians, the Greeks, Romans, Indians and Chinese all contributed to the history of shipbuilding.

According to Egyptian beliefs, the soul of the dead person accompanied the sun on its eternal journey through the heavens by boat. It is stated that archeologists have found a boat or a model of a boat in the majority of the Egyptian tombs they have excavated. Boats were a very important means of transportation. Egyptian Mythology relates that Ra, the Egyptian Sun God, traveled through the sky by boat each day from sunrise to noon. From noon to sunset, he traveled through the Underworld. One of the oldest, largest and best preserved boats, described as “a masterpiece of craftsmanship” was discovered in the tomb of the Egyptian Pharaoh Khufu. King Khufu’s 44’ barge was used to transport his body down the Nile River. Ancient pottery also depicts pictures and drawings of early boats.



Greek shipbuilding was aided by the location of the country. Greece is bordered on the East & West by inland seas and many islands abounding in natural harbors. One of the first types of boats to be built was the Monoxylon which was similar to the American Indian “dugout”. It was made from a single tree trunk. The center of the truck was dug out giving an individual room to sit and propel the boat. They then advanced their shipbuilding by tying pieces of papyrus together with strong rope making an oblong boat that could carry between 30 – 50 oarsmen who were usually slaves. These boats, known as galley boats, dated from around 3000 BC; they survived well into the eighteenth century AD. The galleys were the first watercraft to be constructed with a keel and internal structure, a practice that continues to

the present day. It is the Greeks who deserve credit for lavishing the most time and effort for developing this type of vessel. Eventually, the boats became larger and in 1237 BC, large armies were transported to rescue the beautiful, kidnapped maiden, Helen of Troy. Helen was known to have “the face that launched 1,000 ships”.

According to Greek mythology, the ferryman, Charon, took departed souls across the River Styx to the Underworld by boat. A coin was placed under the tongue of the deceased in order to pay the toll to the ferryman.

Even though much of the original shipbuilding was done in the Mediterranean area, the Chinese and other Asian cultures have used the “junk” for millennia.



WHY BRANDYWINE? *(Continued from Page 1)*

Since 1850, the lighthouse was cared for by the civilian keepers of the US Lighthouse Service; in 1939 the US Coast Guard took over the operation of all of America's aids to navigation including the Brandywine Shoal Lighthouse. In the 1960's all the lights were replaced by automated lights powered by underwater electric cables from the shore or from diesel generators. Eventually the light was solarized; the historic Fresnel lens was taken apart and packed away and is currently on permanent loan to be on display at Tucker's Island Lighthouse. Brandywine Shoal Lighthouse is one of the most frequently visited and photographed lighthouses in the Delaware Bay.

(Gowdy, Jim & Kim Ruth. GUIDING LIGHTS OF THE DELAWARE RIVER & BAY, Laureate Press, Inc., Egg Harbor City, NJ. 1999.)

THE HISTORY OF SHIPBUILDING *(Continued from Page 5)*

The first known reference to the junk was around 2800 BC when they were used for fishing, transportation, trade, warfare and exploration. The junk was the first ship to feature a rudder used for steering. It was the most powerful ship in the ancient world, an easily navigable vessel that withstood rough seas. The shape of the elliptical curved sails reinforced with inner bars made of bamboo required less rigging. Some of these ships continue to be used today for fishing, trade and tourism.

Not to be outdone, the American Indian canoes or "dugouts" were approximately 22' long with rounded stems and bows. They were made by burning a hollow area in a large log and then removing the burnt remains with a stone or bone scraper. In the middle of the 16th century, cedar was the tree of choice for Indian canoes since it was relatively light and resistant to rot but these canoes proved to be very unstable. Another way the Native American Indian built a canoe was to stretch rawhide over lashed saplings and seal the rawhide with a mixture of pitch and animal fat.

One of the most famous barges is the one used by Cleopatra on her trips on the Nile River.

(To be continued)



DID YOU KNOW?



Ocean City, NJ has been home to red foxes for decades. The numbers seem to be increasing after a devastating contagious skin disease reduced the population in 2018. The foxes have been seen on the boardwalk and in various areas of Ocean City. (Barlow, Bill, "The Press of Atlantic City," May 7, 2022)



Long Branch, NJ commemorates the town's role as the "summer capital" for seven presidents: Grant, Hayes, Garfield, Arthur, Harrison, McKinley and Wilson.



Atlantic City, NJ's boardwalk is four miles long.



The Edison Memorial Tower in Menlo Park is topped by the world's biggest light bulb—an eight ton behemoth.



The New Castle Court House located in New Castle, DE is one of the oldest surviving courthouses in the United States; it also served as Delaware's first state capitol building. Historic New Castle looks much as it did 100 years ago.



Eastern State Penitentiary located in Philadelphia, PA was once home to such infamous inmates as Al Capone and Willie Sutton. The Penitentiary now offers daytime and spooky night tours.



Ferry Park, home of the Cape May-Lewes, DE ferry terminal is currently in the process of undergoing a two year renovation. The new offerings will include four dining locations, as well as shopping, an art gallery and both indoor and outdoor space for special events, concerts, movies and more. This is the idea of Exit Zero Owner Jack Wright and his partners Lawrence Green and Patrick Lougue. (AC Press, "At the shore," May 19-25, 2022)



Blueberries are the State Fruit of NJ. They are celebrated at the Red, White and Blueberry Festival held in Hammon- ton, NJ the Sunday before the Fourth of July. ("The Vacationer of Southern NJ.")



The Tatham Life Saving Station #35 built in 1895 is the oldest building in Stone harbor. Used as a Coast Guard station from 1915 to 1945, it now serves as an American Legion Post and a museum honoring the history of the Lifesav- ing Service. ("The Vacationer of South Jersey.")



Cumberland County's Liberty Bell was cast in Bridgewater, England in 1763. Once housed in the court house, which then stood in the center of Broad Street in Bridgeton, NJ, it was used to call people together for important news and meetings. On July 7, 1776, it rang for liberty when the news of the signing of the Declaration of Independence reached Bridgeton. The bell is now housed in the Bridgeton Court House. (Pamphlet, "Discover Historic Cumber- land County." 2022.)



The Delaware Bay is home to more horseshoe crabs than anywhere else in the world. They were once collected by Native American Indians for food and to be used as fertilizer. (Delaware's History, Internet, 2022.)



After the onset of World War II, several concrete observation towers ranging between 39 and 75' tall were con- structed along the Delaware coast to protect the bay and the coastal towns from German warships. Eleven remain in Delaware and two in Cape May, NJ. ("The Vacationer of South Jersey," 2022.)

OYSTER TWINS TURN TWO YEARS OLD

Yes, Pearl and Meryl's birthday number two is Monday, August 1. Where did the time go? We will be celebrating on Sunday, July 31 since Shelley and I have to go to work on Monday. If you happen to be in the Port Norris area on the 31st, feel free to drop in. We will be in the bay right offshore. Both twins are maturing quickly. We are planning on a vacation later in August so we can expand their education and life experience. I'll be reporting on our adventures in the next newsletter. Have a great summer. **OLLIE**

THE STATUE OF LIBERTY – A LIGHTHOUSE LANDMARK

In 1886, President Grover Cleveland dedicated the Statue of Liberty, a gift from France honoring our democratic traditions. France was responsible for creating the Statue; it was to be assembled in the United States. Americans would finance and build the pedestal. “Lady Liberty” was brought across the Atlantic in 350 individual pieces packed in 214 crates. This was delivered to the then Bedloe’s Island. The original torch was not to be lit but made of solid copper to shine in the daylight. This was eventually replaced in 1984. This torch is currently on display in the Inspiration Gallery of the Statue of Liberty Museum. The original statue was restored and rededicated by former President Ronald Reagan. This statue has remained as a symbol of Democracy.

The following poem is on the plaque of the Statue of Liberty. It was written by Emma Lazarus and titled, *‘‘The Second Colossus’’.

Not like the brazen giant of Greek fame
With conquering limbs astride from land to land
Here at our sea-washed, sunset gates shall stand
A mighty woman with a torch, whose flame
Is the imprisoned lightning, and her name
Mother of Exiles. From her beacon-hand
Glow world-wide welcome, her mild eyes command
The air-bridged harbor that twin cities frame
‘‘Keep, ancient lands, your storied pomp!’’ cries she
With silent lips.

‘‘Give me your tired, your poor, Your huddled masses yearning to
breathe free, The wretched
refuse of your teeming shore.

Send these, the homeless,
tempest-tossed to me,
I lift my lamp beside the
golden door.’’

*(Poem by Emma Lazarus taken
from the Internet.)*

*The ‘‘first’’ Colossus is the Colossus of Rhodes showing the Greek God of the Sun, Helios, straddling the harbor of Rhodes, Greece. It is said that this statue was so high, ships could actually sail between the ‘‘conquering limbs’’ to get into the harbor. The statue is no longer there. According to the historical account, it fell into the harbor after an earthquake.

**WISHING YOU ALL A HAPPY, SAFE AND ENJOYABLE
FOURTH OF JULY.**

