

Delaware Maritime Hall of Fame

The Delaware Maritime Hall of Fame honors those who have given uniquely and generously of skill, energy, heart, and time in building Delaware's maritime heritage. The Hall of Fame is sponsored and managed by the Overfalls Foundation, an all-volunteer non-profit organization that is committed to preserving one of America's last remaining lightships, the LV-118, a National Historic Monument. An important part of its mission is *"to preserve, teach and honor the United States lightship service and the maritime history of our community through the preservation and display of the Lightship Overfalls (LV-118) and its collection of associated maritime artifacts."*

Outstanding nominees are now inducted into the Delaware Maritime Hall of Fame on a biennial basis. They will be inducted and honored for their contribution to Delaware's maritime heritage during a public recognition event and will have their names engraved on the Delaware Maritime Hall of Fame Monument located adjacent to the Lightship Overfalls (LV-118) in Canalfront Park in historic Lewes, Delaware, *A Preserve America Community* since 2006.

Since its initial 1631 whaling settlement, Delaware has had an intimate relationship with the sea. Watermen, pilots, lifesavers, navigators, tradesmen, businessmen, and military personnel depend on their proximity to the Delaware Bay and the Atlantic Ocean for their life's work. The Delaware Maritime Hall of Fame not only honors those who have contributed to Delaware's maritime heritage but also serves to educate future generations about their important contributions.

The Delaware Maritime Hall of Fame selects and inducts individuals who meet the criteria and spirit of contribution to Delaware's maritime heritage.

Eligibility

- Nominees must have made a significant impact upon the lives of others.
- Their contributions to maritime heritage should have lasting significance.
- Distinguished selfless achievements also may be the basis for recognition.
- Nominees must be native-born Delawareans or have a strong connection to the state.

Applications for the Delaware Maritime Hall of Fame are available for download at the <https://www.overfalls.org/> website. Completed applications can be mailed to

DMHOF
Overfalls Foundation
P.O. Box 413
Lewes, DE 19958

Completed applications can also be emailed to DMHOF@Overfalls.org. Please include "DMHOF Application" in the subject line.

Inductees - 2021

Connie F. Benko



Connie F. Benko is honored for her efforts as an educator and volunteer whose tours of Lewes have educated tourists and Delaware citizens alike on the maritime history of Delaware and Lewes.

In 2004, for the Lewes Historical Society (LHS), Connie Benko developed and led a weekly Historic Lewes Trolley Tour for eight weeks in the summer. The ferry terminal provided the trolleys and drivers. Within four years, under her active leadership, the program continued and expanded to 36 tours per week with 12 docents. Connie conceived an expanded tour program to include the history of other activities of the coastal area (menhaden fishing, pilots) and the structures of the historic Harbor of Refuge (lighthouses and breakwaters) as well as the maritime defense and naval activities of Fort Miles. She personally conducted a one week trial tour in the summer of 2013. It was such a great success that it was conducted several times a week for the following three seasons, only ending when busses were no longer available.

Many hundreds of out-of-state visitors have taken Connie's tours and returned home with an enhanced understanding of the maritime history of Delaware's maritime heritage. The numerous docents that she trained continue to give walking tours for the Lewes Historical Society.

In addition, Connie helped start "UD at the Sea", a four-day seminar for Delaware residents via University of Delaware Osher Life-long Learning (LLL). Each year there are over 200 attendees and four additional LLL sessions on Lewes maritime history.

James M. Falk

James M. Falk is honored for his visionary leadership to the Delaware and national Sea Grant programs. Jim Falk's career was a steady stream of local, regional, and national successes that improved land use, water quality, environmental literacy, and coastal economies.



His leadership of the Delaware Sea Grant program emphasized his favorite interests of coastal tourism and sustainable coastal development. Because of Jim's vision, tireless efforts and demonstrable outcomes, the state supported a Sea Grant sustainable coastal community program, including a landmark Inland Bays Water Use Plan. Through Jim Falk's advocacy and contributions that "Resilient Communities and Economies (RCE)" have become a core NOAA Sea Grant national focus area. It is now part of most state Sea Grant program strategic plans. Because of his expertise, Jim became an executive committee member of the Sea Grant Sustainable Coastal Community Development Extension Network and a member of National Sea Grant Sustainable Coastal Development Focus Team. He has participated in over 40 boards and committees, including chair positions, with the Sea Grant Network within Delaware and nationally.

As a result of his commitment, he has received at least 17 awards and honors. Jim contributed to the founding of Delaware Coast Day over 40 years ago. That event at the College of Marine Studies/College of Earth, Ocean and Environment has increased ocean literacy about research and education activities in thousands of participants. The event has been appropriated by many state Sea Grant Programs and has been presented with numerous state and national awards.

Lisa B. Himber



Lisa B. Himber is honored for her life-long career promoting maritime business on the Delaware River and Bay. By her talent and effort, Lisa Himber rose to increasingly responsible positions when few female managers existed in the port industry. Currently, Vice President of the Maritime Exchange for the Delaware River and Bay, a nonprofit trade association representing port business and organizations in the tri-state region, she has been able to effect lasting policy changes at both the local and national levels. Lisa successfully implemented a regional automation system designed to quickly clear cargo with U.S. Customs at a time when most port business had not yet embraced computer technology. She co- led an effort to improve processing of agricultural products through regional ports which resulted in a new national USDA policy in 2016.

Ms. Himber was appointed by the U. S. Secretary of Homeland Security to the National Maritime Security Advisory Committee in 2005, served as its Chair and in other leadership positions

until her term expired in December of 2015 and then became a member of the Sector Delaware Bay Area Maritime Security Committee Managing Board. Lisa has served as president of the Seamen's Center of Wilmington Board since 2017, sits on the Ports of Philadelphia Maritime Society Board, and holds leadership positions within the National Association of Maritime Organizations (NAMO) and Maritime Information Services of North America (MISNA). She is also a founding member of the Delaware Bay Chapter of the Women's International Shipping & Trading Association.

Michael J. Morgan



Michael J. Morgan is honored for his career as a teacher, writer and speaker who has raised public awareness of Delaware's rich maritime history. No one has done more to convey the maritime heritage of coastal Delaware than Mike. For 45 years, his over 2500 weekly newspaper columns and many longer magazine articles have been read by residents and visitors alike, raising their awareness of the rich maritime heritage of the area. In addition to articles on notable people and events, he has written about shipwrecks, military vessels, the shipping industry, seagoing bootleggers and more. His articles are thoroughly researched and illustrated with archival images, and stand as a valuable body of work that chronicles the area's maritime history.

His nine books are written in popular style, yet researched in academic depth and accuracy. They have conveyed the history of the area to a wider audience. His talks are regularly scheduled by all the local historical organizations and are overwhelmingly popular and well-attended by those wishing to know more about their local history.

Mike's service with the maritime historical community extends beyond the Delaware coastal area. During his 32 year career as a secondary school teacher he conducted research related to the historic frigate Constellation. That work has been adopted by the Navy Heritage and History Command and the Smithsonian Institution. He served as an interpretive guide at Fort McHenry. For his service with youth education programs, in 2014 Michael Morgan was awarded Disney's prestigious "Partners in Excellence Award."

Leland C. Jennings, Jr.



Leland C. Jennings, Jr. is honored for his efforts to save and improve the Delaware Bay maritime defense forts—Fort Delaware on Pea Patch Island and Fort Miles on Cape Henlopen. As the first Chief Historian of Delaware State Parks, Lee focused the funds and staff to save the forts from gradual neglect. He helped establish and worked with the two volunteer groups at the forts—The Fort Delaware Society and the Fort Miles Historical Association (FMHA) —to supply the necessary volunteer labor to do the “heavy lifting” work required to bring both forts back to a state where public tours could take place both inside and outside their facilities.

Lee remained as the state liaison between the two volunteer organizations and made sure that the state and the two organizations shared common goals and efforts. He developed and implemented the necessary Memoranda of Understanding between the two groups and the state. As progress was made, Lee spent much time designing and implementing interesting programming for both facilities.

He worked with FMHA to get Fort Miles on the National Register of Historic Places. Leland Jennings was recognized in 2008 by the Governor of Delaware with the Roy Klein Hall of Fame Award at the Governor’s Tourism Summit on April 17, 2008. He was selected for his role in the preservation and interpretation of both Fort Delaware and Fort Miles which helped contribute to the over 8 million tourists visiting the state.

Inductees - 2018

Frank Saulsbury (Pats) Carter Sr



Frank Saulsbury (Pats) Carter Sr. was a naval officer who served in both World War I and II. As a family man, his maritime interests inspired his daughter to marry a pilot and his son and grandson to naval service. He was a civic leader, businessman and sailing enthusiast in Lewes.

Frank Carter graduated from the U.S. Naval Academy in 1909. He served in the Atlantic on cruisers and during WW I on the battleship USS Georgia on convoy operations. He remained aboard Georgia as flagship of the Pacific Fleet. Returning to active duty again in 1939, as Lieutenant Commander, he served as the first Officer-in-Charge of the Harbor Entrance Control Post (HECP) at Fort Miles on Cape Henlopen until January 1944. The HECP was the keystone in the defense of Delaware Bay and the vital national defense industries inland. His leadership kept the HECP continually alert to identify, meet, board, inspect and control the movements of all ships approaching the bay and to authorize their entry past the army mine and gun defenses and navy anti-submarine defenses. Commander Carter took the lead in assisting the Coast Guard and pilots as they took over new roles in creating and operating a convoy system. He later served as Executive Officer of the Torpedo Station on Long Island, NY.

Frank Carter was a prominent citizen of Lewes. He had several businesses, was a town Commissioner, Vestryman of St Peters and, with his wife, a founding member and Commodore of the Lewes Yacht Club.

Dale W. Clifton

Dale W. Clifton is an internationally recognized marine archeologist, museum developer, public speaker on maritime history and devoted educator who shares his love of maritime preservation with others, especially children.

His career in preserving maritime history started at a young age on the beaches of Delaware, collecting artifacts. He was employed for many years by the state bureau of museums at the Island field site, Zwaanendael Museum and Prince Georges Chapel documenting and describing their histories. Meanwhile, he began investigating and mapping shipwreck



and colonial sites along Delmarva. As a marine archeologist, he has worked on hundreds of recovery projects including the discovery and salvage of artifacts from the Spanish treasure fleets of 1622 and 1715.

Mr. Clifton opened a museum in 1991 to house his vast collection of artifacts. In 1995 he moved it to Fenwick Island where it is open free of charge to the public. Mr. Clifton regularly interacts with many of the museum's 80,000 annual visitors, 40% of whom are children, explaining exhibits and their associated history. He especially talks with the young people, encouraging their education in history.

Mr. Clifton was the organizer of the effort by DiscoverSea and a group of local historians to preserve Delaware's maritime history through mapping, documentation and media databases to be made available to everyone. He assists other museums such as the Treasures of the Sea at DelTech, was a founding board member for the Indian River Life Saving Project and regularly lectures on maritime history to local organizations.

Patrick Cooke



Patrick Cooke is a man with a strong love of the waterfront and the maritime community. He has worked on the river for over 40 years. As a member of the ILA (International Longshoremen's Association) Local Union #1694 he has had a major influence on the labor force and on the expansion of the Port of Wilmington.

Pat Cooke began his career on the waterfront in 1962. He initially worked in the "hole," and then became a crane / heavy utility operator. He quickly rose to "gear man" and shortly thereafter was promoted to Superintendent of a Stevedoring Company. He traveled to many different ports to model proper performance and handling of equipment. He was specially requested to supervise the unloading of equipment in the Middle East.

In 1988 he was elected President of the ILA Local #1694 and served for 10 years. During that time through his vision, advocacy and fostering a partnership between labor and management, he was a major influence on the continuing vitality and expansion of the Port of Wilmington. His foresight and commitment made a lasting impact not only on the Port of Wilmington but the surrounding community. During 1999-2003

he volunteered many hours for Tall Ships Delaware, Delaware Port Days and Maritime Festivals. After retirement because of his love of the waterfront he has continued to volunteer and work for the port.

Mr. Cooke has been awarded the John E. Babiarz Maritime Award for his significant contributions to the Port of Wilmington. He has received the local NAACP Lifetime Community Service Award.

William R. (Red) Moulinier



William R. (Red) Moulinier's long commitment to and leadership of the Delaware River and Bay Lighthouse Foundation (DRBLHF) have been critical to assuring the restoration and preservation of the 92 year old Harbor of Refuge Light. While he served the Foundation in many positions, it was his vision, as President, to build a permanent dock at the Light, followed by his tireless efforts at fundraising and skillful project management that have facilitated making the historic Lewes landmark lighthouse again available to everyone.

Because of nature's continual destruction of docks, tours and preservation work had ended. Red's vision was to build a permanent dock, a monumental and expensive project. Red personally led and actively participated throughout the effort with a small team of volunteers. He undertook community education and fundraising, wrote successful grant requests, and recognized the opportunity to gain additional funds after Hurricane Sandy. Red initiated the process and worked with the DRBLHF Board and State offices to choose the engineers, contractors and builders. The dock was completed in November 2016, in the spring of 2017, work began to clean, paint and gradually restore the beauty of this iconic landmark and tours resumed in June 2018

Red's sense of volunteerism with non-profit organizations has been a major focus in his life. His additional commitments to the maritime organizations have been as Chairperson of the Pilot Town Cemetery Committee, serving on the Board of Directors and as Commodore of the Rehoboth Bay Sailing Association (RBSA) and as President of the Rehoboth Bay Foundation

Captain Stephen Roberts



Following in his father's wake, **Captain Stephen Roberts** has been a Delaware River Pilot for 34 years. Known as a pilot's-pilot, he serves as a role model and mentor to junior pilots, a senior steward of the Pilots' Association's continued viability and a champion for those who make their livelihoods on the Bay and River Delaware.

Steve has served on multiple maritime boards and committees making significant contributions in the areas of navigation safety, technology, port security and development. He redesigned the buoy system at the entrance to Delaware Bay to avoid close vessel encounters. He authored and managed a federal grant to expand radar coverage from Cape Henlopen to Philadelphia. A vessel transit protocol he created now enables ships with deeper draft than the channel depth to safely transit the river, increasing revenue to our region's ports.

A highlight of Steve's career is his tenure as Chairman of the Port of Philadelphia's Mariner's Advisory Committee, where he helped to set navigation safety policy and improve communication regarding port navigation hazards. As Chair, he helped secure continued funding for the P.O.R.T.S. real time tide system. His role on the Maritime Transportation System Recovery Unit was critical in facilitating the safe resumption of commerce within 24 hours of hurricanes Irene and Sandy. He also founded our region's first Wind Energy working group, which was a catalyst for the USCG's first coast-wide study of marine traffic in the U.S. For these and other efforts he received a 2013 USCG Meritorious Public Service award.

Inductees - 2016

Capt. Jack Hearn III



Capt. Jack Hearn III is from an extended maritime family. He began his career as an Ordinary Seaman while still attending Cape Henlopen High School and rose via the U.S. Merchant Marine Academy to become a licensed U.S. Coast Guard Master Mariner, Unlimited Tonnage upon Oceans, a First Class Pilot in Alaskan waters and a Naval Reserve Officer. His seagoing career spanned forty years, twenty-five commanding many ships and crews, often under arduous conditions.

Serving twenty years in Alaskan waters he developed and demonstrated considerable capabilities in handling cold and heavy sea conditions and becoming expert in ice navigation. He also commanded maritime sealift ships supporting the U.S. military in Mid-East combat zones and under enemy fire. He was awarded the U.S. Navy Meritorious Public Service Medal, the United Seamen's Service Mariners Plaque twice for heroism, and both U.S. Army and Navy Commendations.

Captain Hearn is a founder, the first Executive Director and a principal officer of the American Professional Mariners Association. The APMA is a national non-profit organization established to help mariners and their families with career and support services. His leadership contributed greatly to the development and career enhancement of individual mariners, union reform and management aspects of the U.S. maritime industry. In addition to his service through the APMA, he continues his professional work in the maritime industry as a Watch Officer for the Delaware River and Bay Pilots Association and maintains his long-time active volunteer involvement in various national and local community organizations.

Commodore Thomas Macdonough

Commodore Thomas Macdonough (1783-1825) Thomas Macdonough was a hero of the Barbary Wars and victor in the battle of Lake Champlain, which brought the British government to the negotiating table and set conditions to end the War of 1812, "status quo ante", a draw. He was, however, more than a hero and commander. Historian Theodore Roosevelt wrote of Thomas Macdonough:



Down to the time of the Civil War he is the greatest figure in our naval history. A thoroughly religious man, he was as generous and humane as he was skillful and brave; one of the greatest of our sea-captains, he has left a stainless name behind him.

During the First Barbary War Midshipman Macdonough volunteered to be by Lieutenant Stephen Decatur's side in the surreptitious, daring raid into Tripoli harbor to burn the captured frigate Philadelphia. Lord Horacio Nelson called this "The most daring act of the age." Macdonough was again at Decatur's side in hand-to-hand combat during gunboat battles inside Tripoli harbor. In September 1814, as the commander of a small naval force on Lake Champlain he helped stall a British invasion short of Plattsburg, New York. Then, by a well-planned strategy, innovative seamanship, and determined leadership while injured, he defeated a superior naval reinforcing force, gained control of the lake, and precipitated the withdrawal of the invaders. Alfred Thayer Mahan called his victory the "decisive" battle of the war. In his subsequent career Captain Macdonough rose through command of frigates and ships-of-the line to become Commodore of the Mediterranean Squadron.

Constance Marshall Miller



Constance Marshall Miller is a ninth generation member of a Lewes maritime family. She is a locally, nationally and internationally recognized sailor. She has been instrumental in establishing the Delaware Bay as a regatta destination and a sailing center. She has also devoted her time and talents to working with children and volunteering with community organizations.

Connie is a lifelong family sailor, racing with her father in Mobjacks for 46 years. Subsequently, she became a nationally ranked Master Sunfish sailor and continues as a nationally ranked Senior Sunfish sailor. She has served as sailing and regatta chairperson for the Lewes Yacht Club. In that role she helped establish the first public sailing school at the Lewes Yacht Club and accompanied many young sailors on the National Sunfish Regatta circuit. Connie was elected to be the first and only female Commodore of the Lewes Yacht Club.

Connie worked to bring national and international regattas to the area. Through her initiative the Hobie North American

Championships, Mid-Atlantic Sunfish Championships and the Sunfish World Championship have been held locally.

In addition to her sailing interests Connie taught art in Delaware schools for 24 years. She is an internationally acclaimed artist specializing in making Sailor's Valentines from tiny seashells she collects from around the world. In 2004, Connie co-authored a book about Sailor's Valentines.

Among her many volunteer activities, Connie serves on the Board of Directors of the Children's Beach House and leads volunteers to work on their fundraisers. Every summer she teaches ceramics to young artists at the Children's Beach House.

Harry Steven Rogers



Harry Steven Rogers is a maritime historian of many talents--- researcher, educator, artist---who has made significant contributions to the genre of wooden boat building and to preserving the fishing heritage of Lewes. Steve discovered and catalogued a collection of menhaden fishing boat drawings in the Maine Historical Society. From one, he recreated the plans of the *Helen Euphane* of Lewes and wrote her history.

Steve is a faculty member of the Wooden Boat Building School in Brooklin, Maine. He is a founder of the Bevin Skiff boat building program in Lewes. He has collaborated on five books on boat building. Steve displays his artistic talent on both canvas and in wood. He is a Signature Member of the American Society of Marine Artists. His many paintings of fishing and its boats are widely shown and sold. The one most often viewed, "Race to the Finish", is in the Lewes Public Library.

Steve's boat models are authentic and detailed. His large model of the *City of Lewes*, also in the library, is a work of art but also a reference work. His model of the B. F. McComber in the Cannonball House Museum highlights a story of maritime danger. His model of *Helen Euphane* was awarded a *Certificate of Commendation* at the 2000 World Model Shipbuilders' Competition. Steve's generosity is unbounded. He has donated models for display and prints for sale, but has also given the proceeds from his work and his time to local preservation causes and art groups.

Dr. Gary David Wray



Dr. Gary David Wray is an educator and noted military historian. As a founder and President of the Fort Miles Historical Association, he has provided the vision and leadership for the restoration of World War II coastal defense Fort Miles and the creation of a preeminent WW II museum and gun park. That complex will provide displays and programs covering unique aspects of Delaware and national maritime history: Delaware's historic bay forts, enemy submarine operations within Delaware's waters, the successful naval submarine war in the Atlantic marked by a submarine surrendering at the fort, and victory in the Pacific as Japan surrendered under the gun barrel of the battleship Missouri now on display in the park.

Dr. Wray initially collaborated with State Historian, Lee Jennings, to conceive and plan the restoration and to motivate a group of enthusiastic and hardworking volunteers to begin the effort. By expanding his vision and publicizing it, he generated wide public interest and gained support for several successful fundraising campaigns. His diligent work at all levels of the state government has established the Fort Miles Historic Area within Cape Henlopen State Park as a cooperative effort of Delaware State Parks and the Association.

Dr. Wray's work has brought the cape area and Delaware national recognition. In 2005, Fort Miles was listed on the National Register of Historic Places. In 2012, Dr. Wray and the Association received the Historic Preservation Award by the Association of State Parks Directors. Dr. Wray has been recognized by the Governor and the Legislature of Delaware.

Inductees - 2015

Franklin Daiber



Franklin Daiber, Professor Emeritus, (1919-2003) was hired by the University of Delaware in 1952 as its first faculty member to teach marine science. He also was charged with developing a marine program. He became chief of the UD Marine Laboratory in 1962 and director in 1968. He was a leading force in establishing the UD College of Marine Studies.

Frank developed an outstanding graduate program in marine fisheries and tidal marsh ecology and trained over 70 graduate students, many of whom went on to become leaders in their fields. He and his students published their discoveries in over one hundred scientific journal articles.

Frank was a world-renowned pioneer in tidal wetlands research and brought Delaware to the forefront of tidal wetlands conservation. He authored two books (*Animals of the Tide Marsh and Conservation of Tidal Marshes*). He greatly assisted Delaware's Division of Fish & Wildlife in developing needed management measures for the state's fisheries and tidal wetlands. Frank served on numerous national, interstate, and state boards and committees. He was the Governor's appointee to the Atlantic States Marine Fisheries Commission and the first chairman of Delaware's Advisory Council on Tidal Finfish.

In 1986, the US Navy housing complex in Lewes, previously transferred to UD, was dedicated to and renamed the "Franklin C. Daiber Residence Complex", honoring Frank's distinguished career in estuarine research and his leadership in developing the UD marine program. Those in UD's College of Earth, Ocean, and Environment and Frank's former students and their progeny stand on his shoulders today.

E. Michael DiPaolo

E. Michael DiPaolo has displayed his deep connection to Delaware Maritime History through his numerous contributions and achievements. Perhaps most notably, his vision, leadership and hard work produced the transformation of the Cannonball House (c. 1760). He helped transform Lewes' Cannonball House into a modern maritime museum presenting



interpretive and interactive displays, signage and artworks that convey Lewes' relationship to the sea. It is one of the most visited museums in the region.

Mike's outstanding reputation has resulted in his being utilized frequently for design ideas, educational programs and speaking engagements, including the Delaware Day Dinner in 2014. He is also known for his work on Lewes' 375th anniversary celebration, War of 1812 Commemoration, Lewes' Maritime History Trail and Lewes' preservation efforts.

His leadership qualities are well-evidenced by his national, state, and local service in: National Trust for Historical Preservation, U.S. Life-Saving Service Heritage Association, Institute of Museum and Library Sciences, Small Museum Association, Delaware Heritage Commission, Delaware Tourism Alliance, Delaware Museum Association, and Preservation Delaware. He has a long history of community service achievements and has earned the Nancy Hanks Memorial Award for Professional Excellence, American Association of Museum Award 2011, 2007 Delaware Tourism Person of the Year, and 2006 Southern Delaware Tourism Person of the Year.

Mike resides in Lewes with his wife and family. He serves as Executive Director of the Lewes Historical Society. He has been selected for induction due to his steadfast commitment to preserving and sharing the history of Lewes and its maritime history.

Willis C. Hand



Willis C. Hand was a waterman whose lifetime dedication to the oyster industry helped revive the Delaware shellfish industry in the last half of the twentieth century following MSX disease in the fifties and the spring storm of 1962. He was instrumental in implementing the oyster reseedling program in Delaware.

As a young boy in Kent County Willis worked on his father's boats raising and processing oysters at the Hand Oyster business in Port Mahon. Eventually he took over the business from his father and partnered with Danny Fox to work natural oyster beds and seed leased areas. By shifting to crabbing he survived the decline of the oyster industry.

His leadership among waterman is apparent by the many commissions and offices he held over his lifetime. Willis served

on the Delaware Shellfisheries commission and Delaware Council of Shellfisheries from 1969 to 2001, where he served thirty years - twenty-five years as chairman. Willis saw the policing activities of the oyster industry move over the years to DNREC. He was the only waterman to be appointed to the Delaware Farm Bureau for eight years, and he was elected vice president. He served six four-year terms nationally on the American Farm Bureau Federation Aquaculture committee.

In retirement he keeps his licenses up-to-date and continues to operate his boat collecting conchs and crabs. Because of his reputation and knowledge of the Delaware Bay the experts continue to seek his opinions about Delaware's shell fish industry and the health of Delaware's waters.

Capt. Jacob Jones



Capt. Jacob Jones was a naval commander from Delaware during the War of 1812. He was raised in Lewes during the Revolution. Before joining the Navy, Jones served the Dover community as a doctor and also as the Clerk of Delaware's Supreme Court.

In 1812 as Master Commandant of the *USS Wasp*, Jacob Jones sailed from the Delaware River and defeated the Brig *HMS Frolic* in a fierce naval battle in the Atlantic. This action helped keep the supply lines to Philadelphia open on the Delaware Bay. A contemporary historian stated that: "Of all the victories achieved by single vessels, perhaps the most brilliant, and which will probably long stand on record without parallel, is that of the *Wasp*."

As the War of 1812 continued, Jones commanded the *USS Macedonia* in New York and Connecticut. Later he helped maintain control of the Great Lakes as commander of the *USS Mohawk*. His actions played a critical role in assuring United States' independence and territorial integrity as guaranteed in the Treaty of Ghent.

After the war Jones continued to serve in the Navy until his death in 1850. For his service he was honored as a national hero by the city of New York, the city of Philadelphia, and the State of Delaware. His commissioned portrait hung in Delaware's Old State House. He was inducted into the Society of Cincinnati on July 4, 1813. Delaware Governor John M. Clayton described his U.S. Navy career by stating, "The love of country was his ruling passion."

Elaine Simmerman



Elaine Simmerman was a leader in the group who came together in 1999 to save Delaware's U.S. Landmark – the Overfalls Lightship, LV118.

As a long-time member of the Overfalls Board of Directors, she served as its second president, secretary, newsletter editor, fundraiser, ship guide, and education committee chairperson. As a direct result of Elaine's leadership, determination, creativity, and fundraising skills, she was responsible for raising the 1.2 million dollars needed to save the endangered Overfalls Lightship, which serves as an example of the lightships that served as navigational aids for vessels entering the Delaware Bay.

In addition Elaine helped establish the Delaware Maritime Hall of Fame and was instrumental in creating the Lewes Education Coalition, a Lewes-based group committed to bringing the richness of Lewes's maritime heritage to Delaware's school children.

The Lewes City Council chose Elaine to serve on the Lewes Historic Preservation Commission, which is charged with preserving the historic and maritime character of the City of Lewes. As chairperson she encouraged the other commissioners to share responsibility for writing, editing, printing, and distributing a guide for Lewes property owners who were interested in rehabilitating Lewes's historic houses. Under her leadership she publicized and promoted the use of Delaware tax credits for historic restoration efforts.

Throughout the state Elaine has encouraged others to join the effort of preserving Delaware's maritime past and become stewards of Delaware's maritime community. Elaine has empowered others to spread the word of Delaware's maritime heritage so that it remains memorable.

Inductees - 2014

David Bernheisel



Dave Bernheisel spearheaded a complex effort that restored the Lightship Overfalls culminating in its being designated a National Historic Landmark on September 28, 2011. The Overfalls is the only ship in Delaware to have this recognition, and the only National Historic Landmark in Sussex County. Starting in 2000, Dave was a member of the Overfalls who was directly involved in administration and board work, belonged to the Dirty Hands Gang (which did the ship's physical restoration work), actively raised funds, gave hundreds of ship tours, and established local and national relationships to benefit the Overfalls. Thus he understood better than anyone else the administrative problems of establishing and growing the Overfalls Foundation, the mechanical challenges of ship restoration, and the seeming fiscal impossibility of bringing the ship back to life. His personal skills focused multiple teams on one overarching goal and instilled the belief that their goal could be accomplished despite the obstacles and challenges they faced. He served as board chair from 2005-2007 and 2009-2010.

Dave served in the US Navy from 1954 -1957; captained a Mainship 34 trawler 6,227 miles around America's Great Loop from Delaware up into Canada, across to Chicago through the Mississippi to the Tennessee Tombigbee waterway, around Florida and back in 2002-2003. He was captain of the George Washington University Sailing Team; received his BBA in Business from George Washington University and MBA in International Business from Southeastern University; was an International Election Observer, traveling to many countries from 2000 to 2013.

Joshua Fisher

Joshua Fisher (1707-1783) was born in Sussex County to a prominent Philadelphia Quaker family and inherited land in Sussex. As an intelligent youth, he was interested in mathematics and surveying and became skilled in navigation and coast survey.



He set up in Lewes as a hatter, trading with natives and inland farmers for beaver and for other fur-bearing animal skins and shipping excess skins to Philadelphia and England. After moving to Philadelphia, he established Fisher and Sons Mercantile Firm and a packet line between Philadelphia and London. Navigation on the bay to Philadelphia depended on local Pilots. In 1730 Fisher used an invention known as the “Reflecting Octant” to take angles at sea to determine latitude of Cape James now known as Cape Henlopen. His crowning achievement was publishing “Delaware Bay from Sea-Coast to Reedy Island” chart in 1756, which was the first accurately plotted chart of the entrance to the bay, its anchorages and channels. Copies were sent to Thomas Penn in England, the merchant and pilot subscribers, and Benjamin Franklin, despite efforts to suppress it due to the French and Indian War. It was revised in 1776 and extended to Philadelphia. This was reproduced in London, Paris, and elsewhere and used until the United States Coastal Survey of 1848.

Fisher’s work was used to settle the Penn and Calvert boundary dispute. His charts allowed Pilots to navigate the Delaware Bay thus creating a safe voyage and promoting trade and industry.

Roy W. Miller



Roy W. Miller served 43 years as fishery biologist, supervisor, manager, and administrator for the Division of Fish and Wildlife within Delaware’s Department of Natural Resources and Environmental Control. Striped bass, American shad, river herring, weakfish and the horseshoe crab are among the fishery species of Delaware’s waters that have benefited from Roy’s service. As a charter member of the Atlantic States Marine Fisheries Commission’s Striped Bass Technical Committee beginning in 1978 and later its Striped Bass Management Board, Roy played a significant role in restoring this keystone species in the Delaware River and Bay. His leadership on the Horseshoe Crab Board came at a critical time as decisions were made to rescue horseshoe crabs from overfishing. Roy’s achievements also include coordinating fish kill investigations for the State for 25 plus years, helping design an accessible fishing pier for disabled anglers at the Ted Harvey Wildlife Area, supervising completion of Lewes’s public

boat ramp, initiating trout stocking in lower Delaware, negotiating settlement agreements with a utility that brought \$15.5 million to DNREC for public works, and helping design the DuPont Nature Center at Mispillion Harbor. Roy published many scientific articles and taught college courses in field biology and fisheries management. Since retirement, Roy has worked as policy coordinator for the Delaware Center for Inland Bays, drafted the 2013 shellfish aquaculture legislation, and serves as the Governor's appointee on the Atlantic States Marine Fisheries Commission. Roy is being inducted for his many contributions to maintaining healthy fisheries in Delaware's estuaries.

Judith Roales



Judith Roales' research and photo documentation of Delaware's lighthouses and range lights led to her writing a series of lighthouse books, which include information about lighthouse technology, construction techniques, Fresnel lenses, stories about local keepers, and commentary on the status of Delaware's lights. Judith's presentations, articles, and books inspired Delaware's Lighthouse trail, which guides interested visitors to the state's existing lighthouses, sites of former lighthouses, and the location of lighthouse artifacts.

A longtime president of the Delaware River and Bay Lighthouse Foundation, she helped the organization become a well-organized, financially sound, prominent entity devoted to educating and promoting Delaware's maritime history. She developed the historic materials and displays inside the East End and Harbor of Refuge Lighthouses and opened the Delaware East End Lighthouse for public tours. She made presentations throughout Delaware to schools, senior centers, historic societies, and other organizations regarding the history and plight of the Harbor of Refuge Lighthouse. Her fundraising efforts secured over three million dollars for the stabilization and repair of the National Harbor of Refuge Breakwater. In addition Judith prepared detailed documentation of the wall's original construction materials and its repairs, which she donated to the Lewes Historical Society as a permanent record of the wall's history.

During her career, Judith has worked as a national award-winning reporter and newspaper executive.

Through her innovative leadership the Foundation created the Lighthouse Festival at Lewes Ferry Terminal and helped the City of Lewes develop the Lewes Maritime History Trail. Her efforts have helped preserve Delaware lighthouses.

C. Harwin Smith



C. Harwin Smith is known in the boating community as an educator and leader. His personal qualities have earned him great respect from his mentees and peers who speak highly of his commitment, knowledge, patience, and helpful nature. His leadership skills have been evidenced throughout a lifetime of contributions and activity in all aspects of boating and navigating. He promoted high standards in boat handling and navigation that enhanced enjoyment and safety. Having taught many classes for the Wilmington Power Squadron, he has impacted over 400 students. He used both unique classroom training techniques and on the water training on his sailboat “Stinger” to teach the art and science of navigation rather than sole reliance on electronic instruments. Harwin was born in Wilmington, DE where he spent most of his life. He is part of a rich family history involving the sea and sailing which was passed along to his children. He is married to Jane Hinton-Smith and currently resides in North Carolina.

Harwin has acquired an outstanding racing record, consistently finishing at the top of the fleet in over 800 career races. He has achieved the rank of Senior Navigator with a full certificate in the Wilmington Power Squadron and became a Commander in 1983-84. He assisted with the production of a training film which is still in use today. In addition to holding many leadership positions within maritime organizations, he also found time to donate to the Wilmington YMCA and the Boy Scouts. Harwin was awarded the National Mariners Award for the 1983 Sailor of the Year.

Inductees - 2013

Jack Gallagher



John (Jack) L. Gallagher

Since the start of his doctoral research at University of Delaware in 1968 and continuing to the present, Jack Gallagher, Professor of Marine Biosciences for 32 years at UD, and currently Professor Emeritus, has been pursuing his passion to understand how salt marsh ecosystems function and how to enhance wetland restoration and creation with plant selections that will sustain salt marshes and their vital estuarine food web functions in the face of human impacts and sea level rise.

In well over 100 peer-reviewed scientific journal articles, Jack, with his students and colleagues, published discoveries spanning ecosystem to molecular levels. Prior to Delaware, Jack led research at the University of Georgia and US-EPA Oregon Lab involving above and belowground production, decomposition processes, mineral/metal/nutrient transport, and ecosystem modeling.

At Delaware, his work with the extensive underground system of *Phragmites* revealed the optimal time to apply control measures to this invasive plant and uncovered the nature of the rhizome advantage had by the exotic ecotype. He and his colleague revealed the genetic variation within the dominant grass, *Spartina alterniflora*, and determined the impact of genotypic differences on the functioning of salt marsh ecosystem components, e.g. detritus, fish, algae.

For his collaborative research on salt marsh plants, Jack holds a concurrent professorship at Nanjing University in China. Currently, Jack is leading the development of salt marsh plants for sustainable agriculture in lands surrounding Delaware Bay and elsewhere salinized by tidal flooding. For his innovative research on marshes of the Delaware coast and beyond, Jack is being inducted into the Delaware Maritime Hall of Fame.

Hazel Brittingham



Hazel Brittingham is the “go to” person in Lewes for anyone seeking information concerning property, genealogy, the state of Delaware and its maritime history and in particular, Sussex County. Mrs. Brittingham’s many years of leadership in the area of historic research and documentation will have a lasting impact on future generations who will benefit from her efforts.

In 1998 she wrote a book, *Lantern on Lewes: Where the Past is Present*, which captures many true stories of historic Lewes. Her articles about the maritime history of Delaware Bay include *The Delaware Bay Breakwaters*, and *The Fort was named ‘Miles.’*

In addition to her many activities with historic preservation Hazel has always shared her love of history with presentations for service organizations, women’s clubs, and school classes. In 2002 the Lewes Historical Society awarded her its “Dr. James E. Marvil Lifetime Service Award” for her over 20 years of service to the Society and its mission of historic preservation. Hazel was instrumental in gaining recognition of the unknown sailors cemetery with the placement of a historic marker at the Cape May- Lewes Ferry Terminal.

The executive director of the Lewes Historical Society, Mike DiPaolo, said “the Society couldn’t do its job without Hazel.” Her generosity in sitting down with me or a researcher, writing articles or graciously donating her collections to the Society make Hazel’s accomplishments all the more impressive. In short, it is her service of selflessness that makes her so remarkable.

Capt. Paul Ives

Capt. Paul Ives of Lewes was a Licensed Pilot for the Delaware Bay and the Chesapeake canal. Paul developed a childhood interest in radio and electricity. He apprenticed as a pilot in 1951 and served in the US Army Signal Corps during the Korean War. During this period he became an amateur radio operator.

Upon his return to the Pilots’ he noticed the lack of bridge-to-bridge communications. His unique combination of skills placed him at a critical juncture in

maritime safety and communications. He worked tirelessly for the Pilots and the Ports on the Delaware River to be early implementers of VHF Single Channel bridge to bridge communications. This system ensures that all ships and pilots will be in constant communications, improving safety and reducing collisions.

Mr. Ives was appointed to the Joint Executive Committee for the Improvement and Development of the Philadelphia Port Area. He worked to overcome hurdles to the implementation of the system. He traveled around the Country giving presentations for the adoption of the Single Channel System as an industry standard. He was appointed to the executive Committee for the Radio Technical Commission for Marine Services and served on a myriad of other Marine safety and communications organizations.

Mr. Ives has received numerous commendations for his work including being named the Ports of Philadelphia Man of the year in 1992. His efforts directly led to the adoption of the single channel system now in use, saving countless casualties that might have resulted from collisions on the River and Bay.

Suzanne Thurman



Suzanne Thurman founded the Marine Education, Research & Rehabilitation Institute, Inc. (MERR) in 2000 for the purpose of providing stranding response for marine mammals and sea turtles that were ill, injured, or dead. The program has a rescue facility, which provides veterinary treatment to animals in need. Suzanne and her volunteers conduct research on those that have died.

As MERR's executive director, Suzanne leads more than 100 dedicated volunteers. She is noted for her tireless efforts, resourcefulness, tenacity, patience, and willingness to take time to explain and educate. MERR provides education/outreach programs that reach more than 10,000 participants each year. She also mentors high school and college students, providing internship opportunities and guidance as they pursue careers in marine conservation.

Suzanne communicates effectively with beach officials, business owners, and government officials who might be

impacted by a stranded animal. She serves as an advocate and activist for ocean health issues, and frequently provides comments to local, state and federal officials regarding issues that impact the health and welfare of the oceans and marine life, such as seismic testing, outfall pipes, and dredging.

MERR fills a potential void for the State of Delaware by addressing emergency response and providing educational awareness of marine animals. Her work complements that done by the State and without MERR such immediate response would not be possible due to funding restrictions. Suzanne Thurman saw a need and through her own efforts, created a highly respected organization, utilized a volunteer base, and contributed a much needed service to the State of Delaware.

Malcolm Mackenzie

Malcolm Mackenzie was born in Texas January 19, 1926. His lifelong love of the sea began after a trip to South Africa. Following graduation from Maine Maritime Academy, Malcolm served in the Merchant Marines, and later graduated from Brown University.

Malcolm began a marketing firm that often focused on environmental issues. When hired to conduct a comprehensive study of Delaware's Shoreline (Delaware Shoreline 2020) that included how to improve it and the development of "creative ideas" for making it a tourist attraction, Malcolm stressed the tourist potential for the Wilmington Waterfront. As a result, empty warehouses were replaced by viable businesses and the half sunken Wilson Liner was replaced by a replica of the Kalmar Nyckel, Malcolm's idea, one of two ships that brought early settlers to Wilmington in 1638. Today, the Kalmar Nyckel travels throughout the Atlantic Coastal Region as Delaware's Tall Ship and Ambassador.

The building of the Kalmar Nyckel, restoration of Wilmington's waterfront, and establishment of The New Sweden Center were the direct result of dedication of Malcolm Mackenzie along with his wife Marianne and his ally, Nick Dupont. Senator Harris B. McDowell said "I have not known of anyone who played a more meaningful role in the revitalization of Wilmington's Water Front".

Today's Wilmington waterfront and public access to The Delaware River at Fox Point State Park are a direct consequence of Malcolm's dreams. The beauty of the Kalmar Nyckel sailing in the river or bay fills Delawareans with pride as a result of the dedication and commitment of Malcolm Mackenzie.

Capt. Jacob Nicolas Jones

2013 Meritorious Service Award



Capt. Jacob Nicolas Jones was born on a farm near Smyrna, DE, in March 1768. From 1772 until 1784 he lived in Lewes, where he developed his love of the sea. Later in Dover he served as a local physician and also as the clerk of the Supreme Court of Delaware.

In 1799 he was appointed as midshipman, United States Navy. By 1803 Jones was assigned to the Frigate USS Philadelphia. She ran aground in Tripoli Harbor. The crew spent twenty months in captivity, where Jones' medical skills were put to good use. By 1810 he commanded the USS Wasp, which defeated the Brig HMS Frolic in 1812. This raised morale since the two vessels were considered equal, but later the Wasp was captured and taken to Bermuda. After being exchanged, congress voted prize money, Jones made Captain and put in Command of the ship Macedonia. She was used in 1814 to maintain control of Lake Ontario. American control of the Great Lakes was confirmed in the Treaty of Ghent, 1815.

After the war Jones continued to serve in the Navy until his death in 1850. For his services he had been honored by the city of New York, the city of Philadelphia, and the State of Delaware. His commissioned portrait hung in the Old State House. He was inducted into the Society of Cincinnati on July 4, 1813. As Governor Clayton said "The love of Country was his ruling passion."

Inductees - 2012

Henry R. Buckaloo



Henry R. Buckaloo (1900-1973) was born in Port Norris, NJ, and moved to Lewes in 1932. He came from a family of watermen.

Henry owned 3 oyster boats, dock facilities employing many boat crews and captains in Lewes, Rehoboth, and Port Mahon. He was the first to plant and harvest oysters in the Rehoboth Bay. Delaware Wildlife bought land he owned on the St. Jones River and named it the Buckaloo Tract.

Henry participated in the diving endeavor over the shipwreck *HMS DeBraak*, featured in [The Saturday Evening Post](#) in 1954. He partnered with Otis Smith and rebuilt and repaired Smith's fish docks, and built the Lewes city dock while Smith was mayor. Henry bulkheaded the western Canal bank from the railroad bridge to Smith's property. He also managed Smith's oystering interests.

Henry was appointed to three consecutive terms on the Delaware River Pilots Commission starting in 1961, received a Distinguished Service Award from President Lyndon Johnson in appreciation for promoting nationwide observance of United Nations Day in 1964. He was appointed to the Shellfish Advisory Council of Game and Fish Commission in 1971.

Henry Buckaloo's efforts to rebuild and bulkhead the docks along the canal have had a significant and lasting impact. The city dock has generated untold visits to Lewes by private and historical vessels whose owners and their crews have benefited from his efforts. It is for this reason that Henry Buckaloo is being inducted to this year's Delaware Maritime Hall of Fame.

Jeanette Killen

Jeanette Killen was born in Smyrna Landing, Delaware, in 1924. She grew up in a waterman's family observing local fishing, crabbing, and oystering. She married a



waterman, Harry Killen, at age sixteen and worked with him on his boats. One, the *Maggie S. Myers*, was Delaware's oldest (1893) working oyster schooner. She worked on boats part time when no crabbing licenses were required. Jeanette received the first Delaware woman's commercial crabbing license, and continues to hold current crab and oyster licenses in 2012. She ran a crab boat out of Leipsic full time until 1967, then part time until 2008.

Respected for her knowledge of the Delaware Bay waters, she keeps in touch with current watermen, doing maintenance on boats, and working with her grandson. When the oystering business declined in the late 1950's and 1960's, she took a job in the commissioner of Elections Office and was credited with the early automation of Delaware's elections.

Holding licenses in both Delaware and New Jersey, she participated with her husband in the efforts to revive the oyster industry. Dredging oysters and net fishing in winter, crabbing in summer helped support the community. Jeannette made regular donations of crabs to the Leipsic Volunteer Fire Company, held crab parties in her basement, and cooked crabs on the dock on weekends for sale. She was especially active during the Bicentennial, providing tours and boat rides on the *Maggie S. Myers*. The Delaware Maritime Hall of Fame is proud to recognize her outstanding waterman's career.

William J. Miller, Jr.

William J. Miller, Jr. was born in Wilmington in 1917. After graduating from Drexel University as a Civil Engineer and distinguishing himself during World War II, Mr. Miller returned to Delaware. In 1963 he was appointed the first Executive Director of the Delaware River and Bay Authority, and served until 1991.

Under his guidance and in 1968, the "Twin Span" of the Delaware Memorial Bridge was opened in 1968 connecting northern Delaware and New Jersey.

Ferry service began in 1964 under Mr. Miller's leadership. The first ferry was secured from the Chesapeake Bay Bridge Tunnel District. Five new world-class vessels would later make the Cape May-



Lewes Ferry System not only a transportation link but a major tourist attraction for the entire Delaware Bay.

Bill Miller was chosen Drexel's Man of the Year, Delaware Outstanding Professional Engineer, President of the Delaware Society of Professional Engineers, President of the International Bridge, Tunnel and Turnpike Association. He has served as Chairman of the March of Dimes, Board of the Blood Bank of Delaware, Delaware AAA, Delaware Safety Council and first chairman of the Council of the Laity of the Diocese of Wilmington.

He is a distinguished author of two books, *Crossing the Delaware* and *A Ferry Tale*. The Cape May Lewes Ferry has carried 13,800,000 vehicles and 42,000,000 passengers since its inception.

Bill Miller's efforts have promoted tourism and commerce and he has left a legacy of service to residents along the shores of the Delaware River and Bay.

William Reader



William Reader was born and raised in New Castle. After graduating from the University of Delaware, Bill worked for 38 years for Hewlett Packard, where he was the site operations manager at its Little Falls site.

His interest and leadership in preserving Delaware history and maritime heritage has been evident since 1979, when he began his 18-year elected position as a member of the Trustees of the New Castle Common. He served on the Boards of Directors for the Lewes Historical Society, the Overfalls Foundation, and the Lewes Yacht Club, where he was elected Commodore in 2001 and 2002.

In 2011 Bill was awarded the Historic Naval Ship Association's *Ship Maintenance/Preservation/Exhibition Award*. This award is for a Fleet Member staff or volunteer person who has provided exemplary work on a daily basis toward the long term maintenance and preservation of an historic naval vessel and/or toward the proper exhibition of that vessel to the general public.

Bill Reader is being inducted into the Hall of Fame because of his twelve year tenure as the leader of the “Dirty Hands Gang,” a volunteer group that restored the Lightship Overfalls LV118, which was declared a National Historic Landmark in 2011. Bill’s leadership skills made this impossible task a reality. Clearly he did not do it alone, but his many talents brought together the resources and established an environment in which it could happen. He is widely recognized for his talents which include the ability to plan, administer, motivate, supervise and manage.

Nancy M. Targett



Nancy M. Targett joined the University of Delaware College of Marine Studies faculty in 1984. Dr. Targett grew up in Pittsburgh and received her Ph.D. from the University of Maine. She came to the University of Delaware from the Skidaway Institute of Oceanography in Savannah, GA, where she was an assistant research professor.

Her scientific area of expertise is marine chemical ecology. She developed an artificial bait for horseshoe crabs which is currently in commercial testing, and she demonstrated that phlorotannins in brown algae do not follow the latitudinal gradient as previous thought. She was an aquanaut on three missions to HydroLab, an underwater habitat deployed near St. Croix. She has mentored numerous graduate and under graduate students. Dr. Targett served as Dean of the Marine College since 2005 after serving as Associate Dean for five years.

As dean, Dr. Targett has worked to keep UD at the forefront of ocean science and education. Believing strongly that earth and ocean systems are linked, she moved the College of Marine Studies to embrace a broader footprint, ultimately becoming the College of Earth, Ocean, and Environment. This has enhanced the College’s visibility and its impact. Dr. Targett also serves as Director of the Delaware Sea Grant Program whose mission is to deliver science that informs the citizens of Delaware’s coast. Dr. Targett is a board member for the Greater Lewes Foundation, for the Cadbury retirement community, and formerly for St. Thomas More Academy, and a founding board member for the Jefferson School and for the Sussex Academy of Arts and Sciences.

Inductees - 2011

The Delaware Maritime Hall of Fame inducted its 2011 class during a banquet October 8 at the Lewes Yacht club. A record crowd of 165 people attend. It was one of the best HOF's ever with speeches from the inductees containing many salty sea stories and intimate details of their lives.



The following were honored for their many contributions to Delaware's historic maritime tradition which has shaped the state's fortunes for centuries.

George Elliott

George Elliott was born in Gumboro, Delaware in 1937 and grew up in Laurel. He married Trennock Marvel of Lewes. During a time of transition and growth, he championed the saving of the derelict historic Overfalls Lightship. He acknowledged that the Lewes Historical Society needed to locate an outside group to accomplish this. George had a very personal commitment to the lightship's restoration and served on the Board of Directors of the Overfalls Foundation as its treasurer and as manager of the Overfalls Ship Guides.



After graduating from U.S. Naval Academy in 1959, he served in the U.S. Navy for thirty years. His naval career was distinguished by commanding three ships, receiving numerous decorations including two Bronze Stars, serving two years in combat in Viet Nam, and retiring with the rank of Captain in 1985. During his naval career he earned a Master's degree in International Affairs from George Washington University and studied at the Naval War College.

Under his leadership as its president, George elevated the Lewes Historical Society to one of the most respected city historical societies in the state of Delaware. He introduced a computer/software system to catalog and track the society's historic maritime history collections, managed the refurbishment of three historic house museums, installed a permanent executive director, proposed an endowment fund, and transferred ownership of the historic Overfalls Lightship to the Overfalls Foundation, who restored the ship and secured its status as a U. S. Landmark. It is because of Capt. Elliott's dedication to preserving our maritime history, museums, and landmark that he is being inducted into the Delaware Maritime Hall of Fame.

Charles Epifanio



Charles Epifanio was born in New York in 1944. He joined the University of Delaware College of Marine Studies faculty in 1970 upon receiving his Ph.D. from Duke University. Although he has worked with bivalves and fish, his passion is the blue crab which supports major fisheries from New Jersey to Texas. The blue crab fisheries in bays along the mid- Atlantic coast were once believed to be separate entities with larvae produced remaining in the bay of origin, so the fisheries in those bays were managed independently. After two decades of research on the Delaware Bay and Atlantic coast, Dr. Epifanio demonstrated that the larvae were transported to the open ocean from where they may or may not return to their natal estuary. For example, there is likely mixing of larvae from Delaware Bay and Chesapeake Bay. Some get transported long distances. He determined that variation in river discharge and wind patterns controlled the year-to-year variation in recruitment of young crabs. Dr. Epifanio and colleagues employed mathematical models to simulate larval transport under a variety of discharge and wind conditions allowing them to simulate effects of extreme

weather events such as hurricanes and potential impacts of climate change on blue crab populations.

Dr. Epifanio has held several administrative positions at the College of Marine Studies, including Director of the Marine Biology-Biochemistry Program, Associate Dean of the College, and is currently Interim Director of School of Marine Science and Policy. He is an Endowed Harrington Professor of Marine Science, recipient of the University Graduate Mentoring Award, and has published over 120 articles in scientific literature.

Laurence Knapp



Laurence Knapp was born in Lewes and graduated from Lewes High school. After graduation, he joined the U.S. Marine Corps and was honorably discharged following service in Korea in 1953-54. He was a member of the Pilots' Association for the Bay and River Delaware, served on its Board of Directors, and was chairman of the apprentice training program. He is a member of the Lewes Historical Society, volunteers as a docent at the Cannonball House, and volunteers on the Project Liberty Ship, John W. Brown. His superior piloting skills were relied upon by many members of the maritime community.

In 1967, Capt. Harry Rowland, owner of Wilmington Tug, selected Capt. Knapp to assist him with docking and sailing of ocean-going vessels at the Port of Wilmington and other docks on the Delaware River. From the time he started until present, Larry has handled approximately ten thousand ships. According to Hick Rowland, "The success of Wilmington Tug and growth of the Port of Wilmington is due in no small measure to the skill and hard work contributed by Captain Knapp." The Port of Wilmington is vital to commerce in the State of Delaware. Without skilled pilots to ensure safe passage of ships from the mouth of the bay to the northern part of our state, the state's commerce would surely suffer. Capt. Knapp has been inducted into Delaware Maritime Hall of Fame in recognition of his outstanding maritime career.

Mary Emily Miller

Mary Emily Miller was born in Wilmington in 1934. She was born to a family that was active in maritime activities. Thus, she wrote an article about Frederica while at the



University of Delaware, which was published by Delaware History in 1971. While at Boston University, she did her Ph.D. thesis, "The Delaware Oyster Industry," which was also published by Delaware History in the 1970's. Both of these articles remain valid references as illustrated by the 2007 citation of her published research articles by the U. S. District Court in the court case of New Jersey vs. The State of Delaware.

Dr. Miller has taught maritime history at Salem, Massachusetts, the Elder Hostel in Rehoboth Beach, and the Southern Delaware Academy of Lifelong Learning. She has drawn attention to long forgotten portions of Delaware's history and its people by emphasizing local history in maritime affairs. Dr. Miller received the Methodist College Medallion, in Fayetteville, NC, which recognized her 35 years of distinguished service to teaching, The Delaware Small Business Longevity Award, and commendations on the Family Farm's 325th anniversary. She has been an active crew member and docent for the Kalmar Nyckel, Delaware's tall ship.

Dr. Miller has been a role model and has had a lasting impact on her students. As a philanthropist, she has provided scholarships for many of her students. Dr. Mary Emily Miller is being inducted into the Delaware Maritime Hall of Fame because of her talent as an excellent researcher, educator, and writer in the field of Delaware Maritime History.

Hick Rowland, Jr.



Hick Rowland, Jr., born in Lewes, is a business owner, an entrepreneur and visionary leader who founded or co-founded several businesses and organizations which have been crucial to the success of shipping on the Delaware Bay.

Under Hick's leadership Wilmington Tug built the first ASD A-drive "tractor tug" in the United States to address the challenge of docking the Ro/Ro car ships that called at the Port of Wilmington. These safer tractor tugs have become the industry standard in the ship assist business across the United States. Wilmington Tug operates the largest tractor tug fleet operating commercially on the U. S. East Coast. As its president Capt. Hick Rowland expanded the Wilmington Tug Company from a one-tugboat operation to the largest ship assist tugboat company of the Delaware

River operating from bases in Wilmington and Philadelphia. In 1973 Hick founded Delaware Bay Launch Service to service the tankers performing lightering operations. Then in 1983, he co-founded Marine Lubricants, Inc., the largest supplier of engine lubricants to ships that call on the Delaware River.

Bringing in hundreds of ships per year, Hick saw firsthand the need to build a Seaman's Center in Delaware. Under the Homeland Security regulations, these volunteers provide the mandatory escort for seafarers to get off the ship; otherwise, mariners would not be allowed ashore. He recruited community members, corporations, and the Port of Wilmington Maritime Society to establish the Seaman's Center in 1990.

Harry Frazer**



Harry Frazer is The Delaware Maritime Hall of Fames ***Meritorious Award*** recipient. Capt. Frazer had an illustrious 34-year career in U. S. Coast Guard and was the first Delawarean to graduate from the U. S. Coast Guard Academy. Well respected for his leadership as a commanding officer, his junior officers gained confidence and experience under his guidance. In 1973, he stood on the bridge of The Lightship Overfalls as master seaman and Coast Guard representative when the historic lightship was brought to its berth in Lewes. Throughout his Coast Guard career, he was awarded nine medals.

Harry Frazer was well respected for his initiatives to improve safety on Delaware's waters. Harry wrote a pamphlet about maritime safety titled "Your Holiday Unmarred by Accident". He was selected to serve on several committees, whose missions were to improve lifesaving rescues, maritime safety, and the Coast Guard law of the sea. Upon his retirement Harry and his wife returned to his boyhood home in Lewes in 1971.

He had a full military honors funeral, including 27 honor guards from Arlington National Cemetery escorting his flag draped casket and a horse drawn caisson, while another seven sailors waited grave side to give a 21- gun salute.

Inductees - 2010

Henry Fisher

Henry Fisher (1735 – 1792) was a native and lifelong resident of Lewes and was one of Delaware’s foremost leaders in the struggle for American Independence. The first Committee of Safety in Philadelphia engaged the pilot-patriot to remain permanently in Lewes to superintend the defenses of the entrance to the bay. He was commissioned as a Major in the state’s militia, and he continued to play a key role throughout the Revolution, helping to protect maritime commerce that was vital to the young Nation’s survival and communicating valuable intelligence about British activities. Through the use of his own vessels and via overland express, he was the ‘eyes and ears’ of the Continental Congress at this strategic location, providing information of great importance to American success.

The Port Wardens of Philadelphia called on Fisher to select the site upon which the first lighthouse at Cape Henlopen was to be erected in 1765. He did soundings of the river to determine the proper locations for the buoys which improved navigation and safety on the bay and river. His efforts positively impacted the growth of maritime commerce with Europe and with the other colonies.

Major Henry Fisher’s efforts during the Revolution played a significant role in America’s independence which ultimately contributed to America’s growth as a great maritime nation.

Joseph Sudler Lofland III

Joseph Sudler Lofland III, grew up with a deep appreciation and love for the Wilson M. Vinyard Shipyard on the banks of the Mispillion River in Milford. In the mid 1980’s, because the Mispillion River was no longer navigable for commercial vessels, the Vinyard Shipyard was abandoned. A leader in preserving many of Milford’s historic properties including The Milford Ice and Coal Co Site, the 1909 Prettyman House, The Grier Lumber site, and the Mispillion Marina, Mr. Lofland turned his attention to restoring the once thriving Vinyard Shipyard in 1996.

Mr. Lofland was able to locate three of the ships originally built at the Vinyard’s Yard. He then recruited local craftsmen to restore them. The very first luxury yacht built at Vinyards was “The Augusta” in 1927. In June 2010, this refurbished 50-foot boat was refloated.

The other two restored ships were “The Kismet” built in 1938 and the “Vignette” built in 1953.

Mr. Lofland joined with the Milford Museum in securing a Delaware Humanities Forum grant to produce two videos: Wood Shavings to Hot Sparks, which documents the history of the Vinyard Shipyard, as well as, shipbuilding in Delaware and a second video, which will highlight the restoration of the yacht “Augusta.”

Through Lofland’s dedication, hard work, and personal financial backing, Milford’s historic shipbuilding industry is receiving the acknowledgement it so richly deserves. Those three restored Vinyard yachts will be a part of the Mid-Atlantic legacy of Delaware’s maritime achievements for many years in the future.

James E Marvil, MD

James E. Marvil was born in Laurel, DE, in 1904, and practiced medicine in Laurel and Lewes. During World War II, he served overseas in the Army Medical Corps.

Dr. Marvil was one of the founders and the first president of the Lewes Historical Society and began the practice of moving historic houses to its historic complex grounds. After the great response to the opening of the Cannonball House as a Marine Museum in Lewes, he procured the Lightship Overfalls from the U. S. Coast Guard and started the first “Friends of the Overfalls.”

In 1977, Dr. Marvil received the Delaware Distinguished Service Award for “Achievements in the Field of Historical Preservation.” He published three books about the Delaware Bay: Sailing Rams, The Pilots of the Bay & River Delaware, and A Pictorial History of Lewes.

His daughter, Trenny, wrote in the Lewes Historical Journal VII in 2004, “He was involved in many things and managed to do them all well.” She lists his many roles as yachtsman, soldier, hunter, fisherman, benefactor, woodworker, artist, photographer, author, historian, visionary, and a scholar. In the same article Dr. Marvil was quoted, “There are people who make excuses not to do things. There are people who make excuses to do things. I like to think of myself as one of the latter.”

Dr. Marvil has preserved our maritime history through his preservation efforts with the Lewes Historical Society, his involvement with the Cannonball House and the Lightship Overfalls, and the publication of his books.

Capt. James S Roberts

Appointed to the State Board of Pilot Commissioners by three separate governors, Captain Jim Roberts became its president and was instrumental in designing and implementing the initial drug and alcohol detection and treatment program used in Delaware and Pennsylvania. Jim was involved in improving pilot training by formulating higher qualification criteria for apprentice applicants and requiring more classroom time, testing, simulator training and greater accountability for apprentices. His longtime service on the Pilot Commission on committees and later as its president helped it become one of the premier pilot associations in the nation. During his 37- year career Jim was trusted and respected by his maritime peers. He served admirably on the Bay and River Delaware as a pilot and as a member of the U. S. Coast Guard.

Whether it was being the Delaware Director of the Pilots' Association, President of the Lewes Board of Public Works, Commodore of the Lewes Yacht Club, President of the Lewes Jaycees, or serving on the Board of Directors for the Delaware Nature Society, Jim was highly regarded for his judgment, values, and management skills. His varied leadership roles reveal his broad interests and his inclination to place a high value on serving the greater good. In 2004 Jim received the James E. Marvil Lifetime Service Award for his long commitment to the Lewes Historical Society and the Cannonball House Maritime Museum.

Wilson M Vinyard

Wilson M. Vinyard (1867-1945) was born in Milford, DE. He worked various jobs and by the 1890's was in New London, Wisconsin, where he built a gasoline powered steamboat, The Delaware, which he piloted via the St. Lawrence Seaway to Milford. He founded the Vinyard Shipyard, 1896, on the south bank of the Mispillion River. The Delaware, which was rebuilt and finally named City of Dover, ran scheduled trips to Philadelphia with cargo and passengers. The yard built barges, tugs, fishing boats, and sailing schooners. During World War I it built tugs and three sub chasers for the United States Navy, making a successful transition from sailing vessels to steam and diesel powered boats. The ninety-eight foot sailing schooner, Cutty Sark, was the last large sailing vessel built on the Mispillion River. The first steamer with a gasoline engine in the United States, a freight steamer, J. C. Ritchie was launched in Milford. In 1927, the first motor yacht, The Augusta, was launched.

He was Mayor of Milford, 1932-1936, during which time he retooled for World War II, building fourteen sub chasers, receiving recognition from the United States Navy. Between 1896 and 1951 the yard built some 150 boats, ranging from 32 feet to 110 feet long, for private, commercial and government use.

Captain Vinyard brought modern engineering techniques to the old art of shipbuilding and ushered Milford industry into the 20th century with his ideas and innovations. He has served his community as a major employer and role model for entrepreneurship.

John Robert Warren**

John Robert Warren was a native of Lewes, born in 1887 and died in 1965. He was a surfman at Cape Henlopen in the US Life Saving Service beginning in 1912, which became the US Coast Guard in 1915, and was stationed at Cape Henlopen, Indian River, Lewes, Rehoboth, and several eastern shore stations. Mr. Warren's maritime career included service in WWI and WWII. He served during the 1927 and 1937 Mississippi floods and the Johnstown flood, and he rescued people from the SS Mohawk and SS Lenape who were shipwrecked in the Delaware Bay. Mr. Warren served as bodyguard and escort to President Harding in 1923 when the presidential yacht, the Mayflower, was anchored in the Breakwater during President Harding's speech. Mr. Warren was also involved with the US Coast Guard 'Rum Running' in 1929 and 1930 in which 2,100 cases of bootleg liquor was seized. He retired from the US Coast Guard as a Motor Machinist Mate First Class in 1945 and received a US Coast Guard Good Conduct medal.

Mr. Warren and his wife, Hettie Mae, rented row boats and motors in Lewes for over 50 years. He instructed many sailors in seamanship, first aid, boat handling, marksmanship, and law enforcement. He restored lighthouses and has given maritime items he has handcrafted which are on display at the Cannonball Museum.

Mr. Warren's service to our country and state has earned him the Delaware Maritime Hall of Fame's Meritorious Award.

Inductees - 2009

Frank “Thumper” Eicherly IV

Eicherly, in a Delaware Maritime Hall of Fame precedent-setting performance, carried on the musical tradition of generations of watermen when he picked up his guitar and sang “Old Fat Boat,” a song he penned.

“Another mile from another town . . . the wind’s out of the east and the rain’s coming down. It’s a home to the sailor and home to the sea, it’s a home to the mildew and a friend to the flea,”

Eicherly sang. He thanked his parents and wife for their support during his long absences at sea. Eicherly said his wife didn’t attend the ceremony because she was flood-sitting their Bowers Beach home. Among reasons for Eicherly’s induction – he’s a working waterman – was his introduction of methods that have reduced the number of horseshoe crabs harvested as bait.

H. Dale Parsons

Inductee Capt. H. Dale Parsons said it had recently occurred to him that Lewes has played a significant role not only in Delaware’s maritime history, but also in the maritime history of the region. He said Lewes’ ship pilots – then and today – made it possible for vessels to safely navigate to ports in Wilmington and Philadelphia. “Lewes has always been a love of mine. From the time I was a child on up,” Parsons said. Parsons expanded the Lewes-based charter and head boat fishing fleet business started by his father Harry “Pappy” Parsons. Parsons is also credited with hiring some of the area’s first female crewmates, unheard of at the time, and for introducing sport fishing to a diverse group of people.

Otis H. Smith

Otis Smith, a giant in the menhaden fish processing business during the 1940s and 1950s, was inducted into the hall posthumously. Smith served as mayor of Lewes for 18 years, during which time he also continued to work as president of his Lewes-based Fish Products Co. His widow, Hazell Smith, accepted the honor on her husband’s behalf. She said Otis Smith told her that if she married him she’d “live in the nicest and most wonderful town

in the whole United States.” “He said I’d have the privilege of living with my wonderful neighbors and citizens of Lewes, who were the greatest in the world. I couldn’t resist,” she said.

James White

James White said his 45-year career as a mariner has been a great one. “ I guess I was born with saltwater in my blood. My father went to sea, and I have relatives who are pilots,” he said. White worked for Sun Transport Inc. and the Pilots’ Association for the Bay & River Delaware. He and a partner, Ched Rogan, founded Coastal Launch Service Inc., which provided supplies and services to ships in the Delaware Bay and Atlantic Ocean. White said most of his time at sea had been enjoyable but he remembers one time that was not – the sinking of the Marine Electric – a coal carrier that went down off the coast of Virginia. “We were the second ship on the scene. We tried to pick up survivors; however, there were only three who survived out of the entire crew,” White said. He said those who perished died of hypothermia. White said after the tragedy, he and Rogan equipped their vessels with life rafts and survival suits. “I’ve enjoyed my entire career. I owe a lot of thanks to my wife and family for putting up with me being gone from home 60 to 70 percent of the time,” he said.

Arthur “Skinny” Wilson

During a 35-year period, Arthur “Skinny” Wilson provided leadership and service to International Longshoremen’s Association Local 1694. Wilson, elected in 1953, was the union’s first black president. He was honored posthumously. His son, Mark, accepted the award on his behalf. “He was a helluva man,” Mark said. He said he didn’t know much about his father’s working history, and he asked Pat Cook, his dad’s former co-worker, to speak about him.

“I first served with Skinny in 1963, when I came down on the waterfront. Skinny was the man in charge of the wheel at that time – he was tough. “Skinny was a little guy, but he had a big voice. He was a powerful man, in his way,” said Cook, who nominated Wilson for induction. Cook said Wilson spent 25 years preparing him to become Local 1694’s president. “I consider it an honor to have had the opportunity to nominate him for this,” Cook said.

Tim Delp**

This year marked the first time the hall of fame committee has given a meritorious service award. Award recipient Timothy Delp of Lewes served a career as a Marine Sealift Command deck officer. The civilian sealift command provisions military ships at sea with food, supplies and ammunition. Delp said a while ago, his young daughter wrote two sentences that succinctly described what he did. "My daddy travels all over the world. My daddy keeps care of our country," Delp said.

Inductees - 2008

Capt. James U. Carter

Capt. Carter is a Virginia native who came to Delaware as a young man to work at Smith's Fish Products Co. in Lewes. He started his 40-year career as a commercial fisherman pulling nets loaded with menhaden, ending as a menhaden fishing boat captain. Carter's family – wife Emma, sons Michael and Robert and daughter Lisa – accompanied him to the podium where he accepted the hall of fame medallion and stained glass trophy handcrafted by Lewes artist Connie Ballato. "I'm very, very, proud of them that they thought enough of their daddy to drive to Lewes," quipped Carter. He said commercial fishing is a hard and dangerous job. "Singing chanties eased the strain of our work," he said.

Today, Carter is lead singer with the Northern Neck Chantey Singers of Northern Neck Va. He thanked friends and former crewmates for helping him during his career. Carter, in return, heard thanks read from a letter from the Rev. T. Wright Morris, pastor of Shiloh Baptist Church, where Carter is a deacon. "Fishing is a craft Jesus undertook," Morris wrote. Through song and talk teaching about the life of watermen, Carter continues to keep Delaware's – the region's – maritime heritage alive. "Then and now, God is our copilot," he said.

Capt. Thomas Rowland Marshall III

Capt. Marshall has staying power. Born in Lewes, Marshall, 86, spent 50 years as a Bay & River Delaware pilot. A lifetime sailing enthusiast – he hung up his skipper's cap this year – Marshall for years would teach anyone interested in learning how to sail. In the 1950s Marshall built sailboats from kits in his garage, and spent decades working on sailfish and mobjack sailboat designs used by vessels that raced on the Delaware Bay.

He served as President of the Pilots Association, Bay & River Delaware, 1967-1973, and on the Pilots' Commission for the State of Delaware. In 1957-58, he served as Commodore of the Lewes Yacht Club, and in 1997 was awarded a lifetime club membership.

Marshall, upon accepting induction honors, told a sea story dating to the 1930s, following completion of the Lewes-Rehoboth Canal by the Works Project Administration. He said Dave Burbage, then

mayor of Lewes, wanted to be the first person to cruise up the canal from its Roosevelt Inlet cut. Burbage stood at the bow of the boat that would take him in first.

“He had his hand in the front of his jacket like Napoleon,” Marshall said. He said out of nowhere a Coast Guard boat sputtered past the boat Burbage was aboard, and becoming first up the canal. “I’ve been through the inlet hundreds of times and that memory always comes back to me,” Marshall said, laughing along with everyone else.

Gov. Russell Wilber Peterson

Gov. Peterson was born in Wisconsin, but even many native Delawareans’ don’t seem to hold it against him. He said he fell in love with the state’s maritime beauty when bird-watching with his sons. Peterson, who turns 92, Tuesday, Oct. 3, earned a place in Delaware’s maritime history – in the state’s history – when he pushed through the Coastal Zone Act of 1971. The act was first of its kind legislation to protect Delaware’s coastal areas and marine environment from industrialization.

Accompanied by wife June to accept induction honors, Peterson, who was elected governor in 1969, said at the time, the Coastal Zone Act didn’t win him any friends. He said he was called to Washington, D.C., to face 25 men who represented 13 of the world’s largest corporations – oil and chemical giants including his previous employer DuPont – to explain himself. “They told me, ‘You’re not being very loyal.’ I said, “Hell no, I’m being loyal to future generations,” Peterson said to applause. He said the measure barely passed and it cost him reelection.

Peterson said a couple of years later he met his boyhood hero, Charles Lindbergh, who asked him to do the same kind of thing he’d done for Delaware on a worldwide basis. Peterson is recipient of more than 15 honorary doctorates and numerous achievement awards in recognition of his dedication and commitment to environmental and marine policy. “I’ve got to say that it was those birds that got me involved,” Peterson said.

Capt. Harry Hickman Rowland

Capt. Rowland founded Wilmington Tug Inc. in 1965. Today the company is the premier ship assistance and docking company in the region. Born in Lewes in March 1914, Rowland died in December 2000. For more than 43 years, Wilmington Tug has

been an economic anchor, providing employment and essential maritime services. In 1973 Rowland founded the Delaware Bay Launch Service, which provides a range of services to businesses in Kent and Sussex counties, including transportation of personnel and delivery of repair parts for ships at anchor in the bay.

“He got to do exactly what he wanted to do in life,” said son Hick Rowland who accompanied his mother, Thelma, to receive induction honors. He said during his 57-year career his father had piloted nearly every type of vessel afloat – including a submarine. When he wasn’t able to get to ships fast enough aboard existing boats for piloting jobs, he had his own built – The Little Chris – so as not to be late. Rowland said when his father was 42, he pushed for mandatory retirement for pilots at age 65 so the old men could get off the water. But his effort failed, and the mandatory retirement age was set at 70. “The first pilot to turn 70 – Harry Rowland,” his son said. He said his father loved instructing new pilots. “But I don’t think the pilots he taught loved it. He was tough. He was the consummate pilot,” Rowland said.

Jonathan H. Sharp, Ph.D

Dr. Sharp has earned international recognition as a marine-aquatic researcher. Nancy Targett, dean of the University of Delaware’s College of Marine & Earth Studies accepted the honor for Sharp, who was unable to attend because of work he’s conducting in South Carolina. “On behalf of Jon Sharp I thank you for this honor,” Targett said.

Sharp has taught and conducted research for more than 30 years, focusing on the Delaware Estuary. Sharp holds a doctorate, and has trained masters, doctoral, and post-doctoral research scientists. A longtime Lewes resident, Sharp has been an information resource for state and federal agencies working to improve the health and quality of the Delaware River and Bay. He began his career as a graduate researcher studying pollution problems in upper regions of the Delaware River. A native of southern New Jersey, Sharp is a descendent of 18th and 19th century ship captains who once lived along the Delaware Bay shore. But Targett said when asked recently where he’s from Sharp said, “I’m a native of Delaware Bay.”

Inductees - 2007

Milton W. Cooper

Mr. Cooper, 93, has a biography filled with maritime adventure and experiences spanning more than eight decades. Still living in the Bethany Beach home in which he grew up, Cooper's life has been spent in, on and around Delaware's waters and other waters of the world. He started working as a waterman at the age of nine, helping his father catch turtles and fish, which were shipped to New York City restaurants. After graduating Goldey-Beacom College in Wilmington, Cooper joined the U.S. Coast Guard in 1935, serving for 22 years. He saw action during World War II as an operator of a beach landing craft taking the first wave of U.S. Marines ashore at Guadalcanal. He was at the Battle of the Coral Sea where he witnessed the downing of 28 Kamikaze aircraft. During the 1960s, Cooper captained the University of Delaware's R.V. Wolverine and R.V. Skimmer, a position he held for 15 years.

Cooper is the last living commander of the Indian River Lifesaving Station.

Capt. David W. Hiott IV

Capt. Hiott lives fresh in the memories of those who met him aboard or had the opportunity to be part of the crew of Delaware's Tall Ship Kalmar Nyckel. Hiott, the Kalmar Nyckel's first captain, succumbed to melanoma last November. He was 47. A resident of New Castle, the Greenville, S.C. native functioned as both captain and goodwill ambassador aboard the 1600s-era, Swedish sailing ship replica. Hiott, an expert tall-ship rigger, was master and commander of a vessel that provided a classroom for teaching sailing, lessons in maritime history and breathtaking surprise when the 93-foot-long ship slipped quietly up the Lewes-Rehoboth Canal during Lewes' 375th anniversary celebration in 2006 letting loose a volley of cannon fire.

Robert F. 'Bobby' Senseny

Mr. Senseny knows just about everything there is to know about docking a ship at the Port of Wilmington. Senseny, 79, of Penn Acres in Wilmington, has served as the port's harbormaster for more than 60 years. Still on the job, Senseny, 79, oversees the docking

of every ship that visits the port. "Without a doubt, the port of Wilmington would not be what it is today without the expertise of Bobby," said Gene Bailey, Port of Wilmington executive director. Senseny's, commitment to the job is unwavering. He recently arrived at work at 4 a.m. to oversee the arrival of a cruise ship after having worked until 6 p.m. the day before.

Washington A. Vickers

Mr. Vickers entered the ranks of the U.S. Lifesaving Service in 1878 when wooden boats propelled by muscle and oar put to sea in all kinds of weather on frequently perilous rescue missions. Vickers served as a lifesaver for 37 years, distinguishing himself through his work ethic. Born in Seaford in 1842, Vickers rose through the ranks of the lifesaving service starting as a regular surf man moving to the position of keeper, the equivalent of commanding officer. "His many years of service and great courage in the face of danger have left a legacy for those who still work today to make our Delaware waters safer," read a statement nominating Vickers. In 1903, the General Superintendent of Lifesaving Services commended Vickers at a ceremony in Washington, D.C. Vickers died in 1930.

Capt. John Penrose Viriden

Capt. Viriden of Lewes is known as the father of the Pilot's Association for the Bay and River Delaware. Viriden's foresight and leadership helped usher in the era of steam-powered vessels to transport pilots to cargo-carrying ships. Viriden also brought order to what earlier had been races among pilot boats to be the first to reach a ship; getting a man aboard first meant getting the job. He served as the pilot association's first president beginning in 1891 and remaining in the position for 21 years. Viriden's home, finished in 1888 on Second Street in Lewes, today reflects the Victorian-era during which he lived.