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Mr. Henry P. Marshall

[00:00:00]

Interviewer: Henry P. Marshall of Louis, whose family arrived in 1740 and the family which has remained since 1740 is now involved in the Bicentennial operation sale from Louis. Mr. Marshall what's the story on that?

Mr. Marshall: Well operation sale was a project on the Bicentennial to welcome the tall ships into the United States waters for the Bicentennial, the 200th anniversary of the founding of the nation. The cities involved were Boston, New Port, Rhode Island, New York City and Baltimore. For some reason or other Philadelphia was not a part of the operation so the operation sale that was to be handled at the Delaware capes, that is Cape May and Cape Henlopen was passed to the Louis Bicentennial committee from the Delaware state committee of Bicentennial and from the Sussex county Bicentennial committee. And I took on the job of trying to give a plight to the list of ships that was sent to me from Philadelphia to put a pluck board on each ship that entered the harbor here and greet them in that matter.

Interviewer: How do you put the pluck on the ship?

Mr. Marshall: This whole operation was coordinated through the Delaware Bay and River Pilots Association otherwise it would have been impossible to contact these ships and place a pluck board. They have a list of ships coming in and going out through the maritime exchange and through their cooperation I was aware of when a ship was due and I would ride out on the pilot board because all the foreign ships had to take a pilot and the United States ships and a draft took a pilot and I rode out with a pilot and presented the pluck to the pilot as he boarded the ship and he presented it to the captain or the commanding officer if it was a naval vessel.

The United States coast guard training ship Eagle came in Louis in May and they were aware of operation sale and that we were into operation sale. And they requested that I board the Eagle at Louis here and they would hold the ship and that the captain would meet me at the ladder and I would present the pluck to the captain personally on the Eagle. And that is the only one that I went aboard and personally presented. Otherwise I would present the pluck to the pilot or hand it up to the man on the ladder and told him it was for the commanding officer.

Interviewer: What about the early sea stories that you grew up with around the break water? You were talking about meeting the boat, all of your family has been involved with the water isn't that true?

Mr. Marshall: That's right. Okay. My father was one of the skippers at the East End Lighthouse of the Delaware breakwater. That was in 1914, '15 and I went out there in 1916 as a small child and my mother and I and we stayed with my father his 20 days on the lighthouse then we would come ashore, go out in the summer time because it was very pleasant out there. It was cool you could do a little fishing and see the ships coming in and out of the bay. And at that time the Cape Henlopen point was not as far up into the bay as it is now. You could look from the lighthouse and look directly out at sea without seeing any land. But now you cannot look out from the east end of the Delaware breakwater without looking over the point of Cape Henlopen.

The reason for that is that from the time the first breakwater was built, Delaware breakwater was built, the beach has been eroding on the ocean side and coming into the bay making the point of Henlopen go up into the bay. Now this has created quite a problem for the harbor. It's silted up the beach as you rode it away and that has been going on for hundreds of years which has created a problem all around in the bay.

[00:05:13]

Interviewer: You have to have a breakwater to keep the ocean out I guess from the channel, is that right? What can you do about the changing because of the breakwater?

Mr. Marshall: The Delaware breakwater was originally built to give a harbor for small sailing vessels. The Delaware breakwater was started in 1828 to make a harbor for small sailing vessels and that was the first public works that the new nation started. And in the marine museum operated by **[inaudible] [0:05:52]** there is a document in there signed by John Princy Adams which gave the go ahead to build that Delaware breakwater and it took 40 years to build it because they could only work in the summer they got appropriation every year and they didn't have the proper equipment to handle the large stones. So it took 40 years to complete the breakwater.

By the time they got the breakwater completed, it took so long to build it that it was too small, the ships were bigger, there was more ships and they had to build another breakwater which they called the harbor of refuge to handle the larger ships. And just as it said the harbor of refuge

was a place of refuge for steamships and sailing ships that were coming in to get away from the storm.

Interviewer: Is this a stormy coast right here? It must have been for them to build this.

Mr. Marshall: Yeah the bay was a large area water and it was necessary to have a place where small ships could get in back off and lay to it during the storm and the reason is on this side of the bay, on the Delaware side, the deep water and the channel is over on the Delaware side over at Cape May you have the over fall shawls and many other shawls on the Cape May side. So the breakwaters had to build on the Delaware side because at the time that they were building there was 16 to 17 feet of water around the breakwaters and right now in some places there's that much water but the harbor has silted up and become filled with sand and there's some very shallow places right now.

Interviewer: Are they dredging that out now?

Mr. Marshall: The only dredging they do is years ago they dredged the channel from the fish factories in Louis to the east end of the Delaware breakwater so that the fish boats could come in and out. But now that the fish factory has been sold and dismantled the channel will no doubt be maintained between the ferry dock and the west end of the old breakwater because that is a ferry route.

Interviewer: When was the Harbor of refuge completed?

Mr. Marshall: The harbor of refuge was started in 1897 it only took them four years to build it. They had different machinery for handling the large stones and it was completed in 1901. It took four years to build that and the Harbor refuge stone came from Brandy Wine quarry, north of Wilmington, I think that quarry is now used by the Artesian Water company as a large reservoir.

Interviewer: Your father was in the lighthouse keeper service, was that the name of it and how long did it last?

Mr. Marshall: The lighthouse service had a varied history at one time they were under the marine cutter service which was a revenue service when they had boats off shore to keep goods from being smuggled into the country without paying duty. And from that they went into a lighthouse board which controlled the lighthouses and pointy keeper. And then from the lighthouse board in went into the lighthouse establishment and then in

1938 or 39 the coast guard took over the lighthouse service and it became the United States Coast Guard as it is today.

When this country separated from... shortly after this country separated from England, after the revolution they had to get a navy they had to get revenue cutter service to keep smugglers from coming in and at that time they took over the few lighthouses that was around the country. And then later on they built more lighthouse and then they had keepers and the pointy keepers and then they finally grew and they changed as the country grew they shifted from one department to another of the official government. One time they were under the treasury department they were under a different department, department of commerce and then they finally wound up being placed under the coast guard.

[00:10:55]

Interviewer: In your father's career in keeping the light were there ever any problems? Any wrecks or anything?

Mr. Marshall: Well around the breakwater there was wrecks at different times and some of the keepers assisted and saved lives just like around any harbor you always had wrecks and so forth. The keepers was assisted in any way that they could.

Interviewer: What did they do? Did they go out with the boat or what? When you said they saved lives?

Mr. Marshall: The keepers at all the bay stations had their own boats that they used to get yourself back and forth and if it was necessary they used those boats to go to a ship to help them or they would signal ashore, there was no communication zone only by a signal at that time.

Interviewer: Your father's light was always electric wasn't it?

Mr. Marshall: No the early lights they used well oil, sometimes they had to use lad, melt lad and use it for it was a light and then they came along and used kerosene and they called it kerosene vapor lamp which gave a very brilliant light but it was a light that had to be continually watched otherwise it would smoke and you wouldn't be able to see the light because it would smoke itself up. And it was only in later years that the lights were electrified.

The famous Cape Henlopen light which was built in 1765 due to the erosion of the coast fell into the ocean in 1926 and that light was never

electrified. The beacon light that they put to replace the Cape Henlopen light was electrified but the Cape Henlopen original light was either, it started out with well oil, when they couldn't get well oil they used tallow, in the candles for candles in burner and then they came along and used a kerosene which they put a pressure on made a kerosene vapor which was a good light but it had to be continually watched.

Interviewer: Your grandfather before your father was also on the light; did he spend all of his career as a lighthouse keeper?

Mr. Marshall: My grandfather started out in the coast and geodetic survey. The boats that had to do with mapping the harbor as far as the depth of the water and surveying the coast. From the coast and geodetic survey he went into the lighthouse service and he retired, he had 44 years service of lighthouses and coast and geodetic survey.

Interviewer: Some of your ancestors were pilots on the river is that not correct?

Mr. Marshall: Yes, several ancestors were pilots and at that time the pilots was not an organized thing, they had groups that had their own boats and they would race out to the ships to see who could get to the vessel first to put on a pilot. It was a competition.

Then they decided in about the end of the 18th century, about 1898 they decided they should organize and become one organization and stop competing with one another. And so then they had the Delaware Bay and Rivers Pilots association which was a group from New Jersey, Pennsylvania and Delaware that all worked together.

[00:15:12]

Interviewer: Now you and your retirement from the Louis Post office have been very active from beginning the new Louis marine museum. Could you tell us about how that developed and about the Louis Historical society itself?

Mr. Marshall: The Louis Historical society was started about 1961 and their first project was to save an old building that was build about at the first part of the 1800, it was on 2nd Street that was to be torn down to make way for a large store. And this building was given to the Historic Society if they would move it off. So the historic society found a large lot at the corner of 3rd and *[inaudible]* **[0:16:15]** Street and they moved this house from 2nd street which they named the Batnigram house because that was the people that had lived in the house and had owned the house. They moved it down to the lot on 3rd Street and restored it to its original state

back in 1800s. Over the years a part of it had been burned and had never been replaced and they put that down there and restored it and that was our first project.

Then a little later they had a chance to purchase what was called the Rollin House that was located by the Louis Post office and that was the last standing house that was hit by a cannonball in the bombardment of 1813. There was two other houses hit but one had burned down and one had been torn down. So the Rollin house which the Historic society named the Cannonball House because it had been hit by a cannonball, they kept that on the original location because they had a chance to buy the ground and the house and then after several years of restoration the society decided that they would make it a marine museum and they started to collect things for the marine museum.

One of the men that did great work in starting the museum was Captain John Wallenstein a retired merchant ship captain that moved to Louis during the 2nd World War or around that time and he got the Museum going and set it up. And then when he passed away the museum was just operated by the society and then I was appointed to look after the museum.

Interviewer: Two questions, one the work was done very quickly after the formation of Historical society, the moving of the original preserved house and then the restoration. What was the cost for moving and then what was the cost for restoration? You must have been able to get contributions from people.

Mr. Marshall: Well this restoration was more or less borrowed money part of the time and then the other part of it was pay as you go but we were very fortunate of having a man by the name of Fred Hudson that he likes to restore old houses and do that kind of work which you don't find people every day that like to take an old house and take it apart and try to put it back the way it was supposed to have been originally.

So we were very fortunate in having him and the work was expensive and I don't know but at one time the society owed several thousands of Dollars for this restoration work but over the years it has been paid off either by the projects that the society has helped to make money or by gifts from people that was interested in that kind of work and we still get gifts from different Delaware Council gives us grants for different things and different organizations interested in Historical affairs give us grants from time to time.

[00:20:10]

The Historical society has been very fortunate in having people that did give us advice grants of money. Mrs. Harry Clark Aboden of Newark has been a great aid to the society in giving us money for this and that and recently she restored a house over around Georgetown Maryland and gave it to the National trust. And Mr. and Mrs. Ellis McDonald that live in the Greenville area of Wilmington have been very helpful to us they have purchased pictures and donated them to the society and they bought a large building on 3rd street which we use as the administration building and a warehouse. So people like this have been very helpful in aiding the society in purchasing these houses and restoring them and helping the society with money grants.

Interviewer: What are some of the prize in terms of the materials that you've collected for the Museum collection? What are some of the things that you are especially proud of?

Mr. Marshall: Well a few of the things that attract the most attention is a strong box, iron chest that is supposed to have been with the Spanish Armada and this was given by Mr. and Mrs. Leech of Wilmington I think this Mr. Leech was connected with the Collie Beacom College. And this strong box is very heavy, has an intricate locking system on it and it supposed to have came along at what they call the 2nd Arnage of Spain and it was supposed to have been with the Spanish Armada.

Some people have questioned it being the Spanish Armada because the Spanish Armada was supposed to be sunken in the English Channel but what they don't take into consideration is that the Spanish Armada had a base in the New World at St. Augustine Florida and that was one of the reasons for establishing the St. Augustine Florida by the Spanish was a new world base for the Armada and we think that the chest was with the Spanish Armada. And most people that come in the museum are very much interested in the chest.

One of the other items in there that creates interest is one of the early radio transmitters that was used for transmitting the Morse codes when the navy established a radio station around 1906 on the point of Cape Henlopen to communicate with ships by the Morse code. And that radio station was established there then and it was a radio station up until the time where the 2nd World War when they combined it with the navy and so forth and then they didn't have that communication station and this radio transmitter is a very elaborate system of coils which was later used by one of the doctors supposed to have taken the first X-ray south of

Wilmington which was used for an X-ray because v father helped Dr. Burton take the X-ray.

Interviewer: What about some of your pictures? You said that you had had a donation of pictures from the Donaldson?

Mr. Marshall: McDonalds.

Interviewer: McDonalds, and also how did John Leech happen to become interested in the museum?

Mr. Marshall: That I don't know, I can't say but somebody must have told him that we're starting a museum and he get there, I just don't know what the story was on that. There was many pictures given by the McDonalds and one of the very nice groups is color photographs of the breakwaters in at Louis, the two breakwaters the Cape May light in Cape May and all the lights up in the bay, the brainy wine shawl, 14 foot mymal, elbow crossled and Ship John light they are all color photographs and Ariel photographs of and it's a very nice display.

[00:25:03]

Interviewer: How were these lights different from other lights in other parts of the country? Did they have their own regional characteristics?

Mr. Marshall: A good many of the lighthouses we might say were built on the same, either they are a tower and sometimes if the architecture was good, when it was built. If it was built in the 1880s while some of the houses would look like they would look in 1880 and a lighthouse was strictly a functional and it didn't necessarily make it any architectural design it was built to serve a certain purpose the tower could be tall, the tower could be short, the tower could be on top of a house or could stand off in a field by itself. It could be a steel tower or a brick tower or it could be a skeleton tower with just a framework with the light on top of it.

Interviewer: You mentioned in a recent article about you and the Delaware coast press about the special building that they used, the noggins, brick noggins. What were they?

Mr. Marshall: The cannonball house at the Marine museum the original part was built between 1725 and 1750; it was a storey and a half. The other part which is two storey was built in 1790 and the walls of the building between the studs is lined with a brick noggins, brick noggins is a piece of brick and it's set in cement and that was lined for it to give the house a structural

strength and also it was an insulation, made the house warmer. Between the studs it was lined with brick but today they put in insulation or Styrofoam or pump it in or used other kinds of insulation but this was. And the noggins were just pieces of bricks.

Now some of the houses around the lease of that age are lined with coal breaks but this one was lined with brick noggins which was pieces of bricks. So maybe they were cheaper than the whole brick. At this time there is an old building built in the early 1800 located on the business street of Louis known as 2nd Street that the owner wants to have moved and restored or if it isn't he must tear the building down. This building is lined with whole bricks between the stud for insulation and at one time it was part of a girl's school that was located on the corner of 2nd and Savannah Road. The family that had it was the Rodney family which was related to the famous Caesar Rodney that made the ride from Delaware to Philadelphia to sign the declaration of independence and right at this time we are trying to find someone to move this place and save it otherwise it's going to be torn down.

The Historical Society is not at this time financially able to move and restore the house so we are trying to find someone to do it, and someone has it in mind if they can get someone to move it. It's so close between two buildings that some of the movers shy away from it, they think it's too big a risk to move.

Interviewer: What kind of construction is that house, is that a shingle on the outside?

Mr. Marshall: Right at the present time it has parts the shingles on it, I don't know what the shingles but we do know that back of the shingles is a brick lined walls; it has two far places in it. One far place has been cut off at the attic and the other far place is open. The roof isn't as old as the rest of the house because there was a fire at the back of the house at one time a large hotel called the Rodney House that burnt and when the Rodney House burnt the roof of this house was probably damaged and the original roof was replaced.

Inside of the house, the second floor is much of the original paneling and the framework of the doors as when the house was built in the early 1800s. The downstairs has been a business for years and years restaurant and otherwise and the downstairs is a very little, nothing practically nothing left of the original building.

[00:30:14]

Interviewer: You said Historical Society in Marine museum was called the Cannonball house is there a cannonball in it? And what happened in 1813 to Louis?

Mr. Marshall: Well in April of 1813 during the war of 1812 a demand was made on Louis for provisions for one of the British ships and this demand was refused so they'd said that if the demand was refused they would bombard the town. So after some days they bombarded the town but their range was off and most of the cannonballs either went over the town and landed in a pond back of the present BB Hospital or they fell into the marsh.

There was only three buildings said to have been hit and that was one on Gills Neck Road and one of Fudge Street at the main museum and another on 2nd Street. And the only building left is the main museum and the cannonball hit the foundation and tore the foundation out, and this foundation was repaired and you can see where the new bricks was put back in and the society has put a cannonball in the brick to make it more realistic, to show that it was where the cannonball hit.

Interviewer: The people of the West were pretty courageous to say go ahead and bombard it we're not going to help you?

Mr. Marshall: Yes they did, they just said go ahead and bomb the town and that's what they did but it was very little damage done maybe they didn't try to correct their angle afar to make more cannonballs to fall in the town but those cannonballs have been dug up for years in the canal in the marsh and when I was growing up I would say practically every house on Poletan Road had a treasury cannonball that they used for doorstops or they would use it to hold the front gate too to make a little war basket and put a couple of cannonballs in it to keep the gates closed. And use them for doorstops, collar stones doors back and now they are collectors' items and if you can find a cannonball that somebody wants to sell you had to pay probably \$30 or \$40 for the ball.

The last two cannonballs that I know were sold I think it was the postmaster in Louis bought them, they were *[inaudible]* [0:33:08] small board. There are several sizes of cannonballs there's a, like one's a nine pounder another is some other pounder. I think he paid around \$15 a piece for two small cannonballs.

Interviewer: You've lived in Louis all of your life and you are now retired, what about the change for example when did the fish factory cease its operations, what did the fish factory make or do? And how many Louis people were

employed approximately at the fish factory? And what was the name of the company?

Mr. Marshall:

To the best of my knowledge the first fish factory was established in Louis around 1882 or 1884 by people named Luce from New York, LUCE. And for years one of the fish boats was called Luce Brothers, they were the originators of the fish processing here. Later the company was owned by Louis people practically all the stock in it was owned by Louis people and they called that the Louis Fish Company, we called it the Louis Factory. Another people came down from New York by the name of Haze Tom and Richard Haze and they had a factory next to the Louis plant which they built and enlarged.

And after the and those two factories in the late 30s, Louis plant in the late 30s was bought by the Smith family which had other factories in other place which they came down from upper Jersey or New York. And they bought the Louis plant, and renovated that in the late 330s just prior to the war. And then later they purchased the Haze brother's interest, Tom and Dick Haze which went by the name of Consolidated Fisheries. And then they changed the name to C Coast Company and the other was called Fish Products Company.

[00:35:41]

At one time one of them was known as Smith Mill company because when the Smiths purchased it. So the Smiths wound up with owning both plants and they processed the Manhattan fish which are small oil fish and there was many uses they cooked the fish up, pressed the oil out and the oil was used for maybe a hundred purposes, soap, paint, everything, plastics. And the residue from the cooked up fish was called the fish meal was used for chicken feed, turkey feed, hog feed, cow feed, everything. Later on after the World War II this fish meal was processed so that it would make a low grade flour which they could give ship to the countries that were under nourished and didn't get the proper protein.

The Smiths fish factories had a research section and they tried to refine the fish meal which is used and was at one time thrown away and later used in chicken feed, turkey feed, hog feed, and feed for cattle refined that meal because of the protein content to be able to send or sell to countries that had a protein deficiency.

He had a laboratory that worked on this basis and at first the department of agriculture would not consent that this could be used for human consumption but later on they did come to the conclusion that it could be

used for human consumption and the fish oil was used for many things. Paint, perfume, and in the old days, back in the 20s Proctor & Gamble company bought thousands of gallons of fish oil to use in soap and there was even fish oil used in some of the perfumes and it was used in paint and many uses for fish oil.

But Soy bean came along and displaced some of the uses for fish oil, yeah. Now these fish factories had large number of boats working for them in summertime they would use their own boats or boats that they chartered from other places that caught the Manhattan fish to bring them into the factories and at one time there was many Louis people working at the factories, I don't know how many but at least a hundred people from Louis at one time worked at the factories. And the a few of the fish boats that was owned by local factories had local men on them and a lot of local crew but many of the boats that came up from Virginia the crews were from Virginia and at one time the boat would have a crew off 20 to 30 men on each boat.

And then they mechanized them while they cut the crews down and at one time the fish factory employed many people from Louis and of course in the summertime they employed more. But in the winter time there was quite a few standby workers but as the business progressed along there was fewer and fewer Louis people that worked in the plant all the year round because they was not needed. But the factory was a big employment thing for the Louis both the skilled and unskilled labor. But then later on they brought a lot of unskilled labor in from different places and they were displaced but it was...

[00:40:20]

Interviewer: Why did they bring people in from outside? Do you know that?

Mr. Marshall: Well one reason for brining people in from the outside at one time was the low wage, and they would get people from Baltimore and some of these cities and just hire anybody that they get to work. They would come here and work a while and maybe get some clothes and then they'd leave. It was due to the pay scale.

Interviewer: Did Louis then really not like the fish factory management as an employer?

Mr. Marshall: The town was divided on their fish factory business a lot of people didn't like the factories because of the smell and of course the wages was not the highest type of wages. The smell I think was one of the big things but

if you were making money or had your interest in the fish factory then you didn't mind the smell.

Interviewer: What about when you think back over your long life in Louis and you think about the summer traffic and influx of people and then the winter, could you tell something about what Louis people do in the winter? How it might be different from another place?

Mr. Marshall: Of course in the summer all the activity almost anybody can work that wants to and when the winter comes the pace slows down and a lot of people that work in the summer maybe they don't have to do too much in the winter. And the winter activities now would be attending your society meetings and large meetings and things like that. And then of course the schools are larger there's more school projects going on but the general pace of the town slows down in the summer when the summer people are gone.

Interviewer: What do you like best then? The winter in Louis or the summer in Louis?

Mr. Marshall: Well the winter is more peaceful you can get around better and you can enjoy yourself a little more. In the summer it's full of tourists and travel is kind of hectic and a lot of the people in Louis were glad to see the summer come in but they were also glad to see it go out.

Interviewer: Like the tide?

Mr. Marshall: The Louis Historical Society has secured from the coast guard a light ship which we now have open for inspection, we charge an admission of \$1 unless you buy one of the tickets to take in all the buildings and then that would cost you about 50cents. The light ship is located along the Louis Monroe Canal beside the state small boat launching ramp.

We've had the light ship now for several years, light ships are floating lighthouses. A light ship was placed on a place in a bay or river or at the mouth where it was not feasible to build a lighthouse. And at one time in the United States around the coast of the United States in Great Lakes there was 55 lightships on station and every lightship had a crew of about 20 men which was rotated. One third was off on leave and two thirds was on the ship on duty.

Now the number of lightships is down to two, there is one on the West coast at Colombia River, the river that runs out between Oregon and Washington, the other lightship is located about 50 miles off of Massachusetts called Nan turkey. These 55 lightships have been

displaced by buoys or to age to navigation has made lightships not necessary such as radar and radio communication and so forth has made light ships out of place.

[00:45:00]

So two left and we have one here which is a museum piece now because these light ships are being sold and scrapped. There is a light ship in Essington Pennsylvania right now that's open as a museum and there's one in Portsmouth Virginia that is open as a museum. And we have one here at Louis. Those are the three that I know of, there was one at St. Michael's, Maryland which they did not desire to keep so they sold it or got rid of it; it's up at Essington Pennsylvania right now. So the one we have is a museum and open for inspection and in a few years the only way you will very see a lightship is at a place like Louis or Essington or Portsmouth, Virginia.

There was five lightships in this area at one time within the radius of a hundred miles of Louis. There was Banny Gat at the off Jersey Coast, there was one off of Cape May called Five Fathom Bank Light and there was one off Louis called Over Falls, it was on the Over Falls shores off the cape May, three miles off of Cape Henlopen.

There was one of the *[inaudible]* [0:46:20] Light and there was one down off from *[inaudible]* [0:46:25] Winter Quarter so we had five lightships in this area at one time and now we have none. Some of them were replaced by just ordinary buoys and others were replaced by a large buoy which they call a LNB Large Navigation Buoys that weighs around 100 ton, it can stay on station a year, a year and a half without being serviced unless it gets hit by a ship and it is unmanned. It serves the same purpose as a light ship and requires no man stationed on it.

The Louis Historical Society was given the present lightship called Over Falls by the United States Coast Guard on a loan for period of about 10 years provided that we had it open to the public for inspection and at the end of that time the lightship will become property of the Historical Society.

We are to maintain the ship they gave us at the beginning some paint and some plies to maintain this ship and at the end of 10 years it will be ours to do what we please with it but we will continue to maintain it as a museum. The present location of the fish factories in Louis there is a prospect of that becoming the shore terminal for the offshore drilling that they plan to do at the Baltimore canyon for oil.

This Louis location in the Louis Harbor seems to be the ideal location for this operation because it gives a harbor for the boats and a place where they can land with docks. Because the offshore drilling in the Baltimore Canyon will have to be serviced by larger vessels than the ordinary fishing parties have because of the distance off in the ocean. And they will be larger boats and they will have to carry personnel and freight out to the canyon.

So the fish factory set up would be a logical place for them to have a home base for this operation. Like when they come in they will have a sheltered place to lay up to the docks and this seems to be the place that they have settled on. And in fact right now there is some company that's going to use some equipment out there I believe that they have started an operation here to use the factory for that purpose right at the present time even though the drilling contracts have not been let out.

The *[inaudible]* [0:49:35] Association have maintained a boat out at the breakwater, what they call a polar boat on station for many years. And last year their crew, pilot boat crew struck... the union struck and the pilot boat had to be tied up at one of the fish docks. And in connection with this tie up they are thinking off building an onshore station to serve the same purpose as a pilot boat and just use a small motor boat for going out to the ships to put the pellets on rather than have a large vessel staying out on station.

And they will use the same place as the offshore drilling the base will be located on that location, the pilot station if the present plans continue into effect. But right now they are dealing about leases because all this is on public land and there is a suit in the court of chancery right now that's supposed to be decided in October about the William Pent grant and the Warner grant in connection with all public lands around Louis.

[00:50:45]

End of Audio