The Delaware River and Bay Authority was created in 1962 by compact between the States of Delaware and New Jersey and approved by the Congress of the United States of America.

The bi-state Authority operates the Delaware Memorial Twin Bridges, the Cape May-Lewes Ferry system, the Forts Ferry Crossing, and five general aviation facilities — two in New Jersey and three in Delaware.

The following is a report from the Authority to the Governors and Legislatures of the two States on fulfilling its mission and on its financial condition in 2014.
Celebrating a half century of the Cape May-Lewes Ferry

TABLE OF CONTENTS

2014 COMMISSIONERS 2
LETTER TO GOVERNORS AND LEGISLATORS 3
CAPE MAY-LEWES FERRY ANNIVERSARY 4
CAPE MAY-LEWES FERRY 9
DELAWARE MEMORIAL BRIDGE 10
DRBA AIRPORTS 12
POLICE 14
EMPLOYEES 15
2014 AWARDS AND RECOGNITION 16
2014 SERVICE AWARDS INSIDE BACK COVER
DELWARE COMMISSIONERS

CHAIRMAN

WILLIAM E. LOWE III
Lewes

CRYSTAL L. CAREY
Dover

RICHARD W. DOWNES
Smyrna

JAMES L. FORD III
Lewes

SAMUEL E. LATHEM
Bear

TERRI C. MURPHY
Wilmington

NEW JERSEY COMMISSIONERS

VICE CHAIRMAN

JAMES N. HOGAN
Franklinsville

REV. EDWARD W. DORN
Pedricktown

CEIL SMITH
Salem

DOUGLAS L. VANSANT
Bridgeton

SHIRLEY R. WILSON
Seaville
To the Governors and Legislators of Delaware and New Jersey:

On behalf of the Commission of the Delaware River and Bay Authority we are proud to present the 2014 annual report of the Authority. Pursuant to Article 20 (Reports and Audits) of the Delaware-New Jersey Compact establishing the Delaware River and Bay Authority, the following is a detailed report from the Authority to the Governors and Legislators of the two states on fulfilling its mission and financial condition in 2014.

The year 2014 always will be synonymous with the 50th anniversary celebration of the Cape May-Lewes Ferry. Months of detailed planning resulted in a celebration that will be long remembered. It took much hard work by a large number of our employees, who were joined by enthusiastic volunteers, to ensure the events of June 28-29, 2014 occurred as planned. How appropriate that 2014 should also be the first time in 15 years Ferry ridership increased.

We are pleased to additionally report the staff and employees of the Authority had an outstanding year as they continued to work with our regional partners on a number of projects of importance.

For instance, our Police Department earned the Gold Standard with Excellence Award from the Commission on Accreditation of Law Enforcement Agencies. Only one percent of all law enforcement agencies in North America are accredited and of them only fifteen percent receive this award. We are justifiably proud of the police department and their accomplishment.

Our direction is clear. Our job is to continue to provide our customers with the very best service we can. We are proud of the efforts our employees make every day toward improving both customer service and the customers’ experiences on our bridge, in our terminals, and on our vessels.

Once again, on behalf of the Commission, staff, and employees of our great agency, we are pleased to present this report on another successful year of operations, of fulfilling our mission, and on the financial condition of the Authority.

Sincerely,

Bill Lowe, Chairman
Jim Hogan, Vice Chairman
Celebrating a half century of the Cape May-Lewes Ferry

The Cape May-Lewes Ferry celebrated 50 years of remarkable trips across the Delaware Bay with speeches, concerts, a legacy program for its fans, memorials, face painting, a screening of a 60-minute documentary on the Ferry's history, food of all kinds, carnival games, live entertainment, two classic car shows, and reduced fares for both people and cars. Neighbors in the region and fans from everywhere joined the Ferry system in its celebrations that took place on both sides of the Bay. Each person attending the celebration received a commemorative 50th Anniversary Ferry pin. The two days of parties were filled with fun and laughter, remembrances and tears. It was an excellent start to the next half century of serving the region!

Anniversary events were held on June 28 in New Jersey and on June 29 in Delaware.

The Delaware ceremony, which was standing room only, took place on the Lewes boardwalk near the Sailors Memorial. Delaware's governor, Jack Markell, was the keynote speaker at the Lewes Dedication Ceremony during which he proclaimed that the Ferry is the "best boat ride in America!" He also noted it is important to the regional economy.

On the New Jersey side of the Bay, local officials, past and present DRBA Commissioners, and Ferry representatives led the ceremony which included dedication of the Commissioners' Plaque as well as the unveiling of the refurbished Sandman Plaque and the J. Fred Coldren Memorial Bench.

Ceremonies at both terminals featured the burial of a time capsule, the unveiling of commemorative plaques and dedication of special engraved brick pavers purchased by those friends and fans who wanted to be a part of the Ferry's future too.

To help celebrate the anniversary, the Ferry held a classic car show which brought 1960s model cars to both terminals, giving an atomosphere of what it was like when the Ferries first sailed.

The buried time capsules will help memorialize not on the first 50 years of the Ferry's history but the celebrations themselves. The capsules contain countless sentimental items from customers and employees, as well as video well wishes and ceremonial resolutions from the celebration. Chairman Jim Hogan led the ceremony in Cape May; Vice Chairman Bill Lowe led the one in Lewes.

Commemorative plaques recognizing the service of current and past Commissioners were unveiled at the entrances of both terminals during the ceremonies.

In the months leading up to the celebrations, displays of great moments in the Ferry's history were mounted in both terminals, accounts of customers' Ferry-related experiences were posted on the Ferry website, and sales of commemorative bricks were launched.
The 50th Anniversary celebration was comprised of numerous events and activities that took place over almost a year, several of them commemorations of ardent supporters of the Ferry who have passed away. The following are some of the many of the events that took place on both sides of the Bay to help celebrate this amazing milestone.

DRBA Commissioners, past and present, took part in events on both sides of the Bay. In the photo at top left, Vice Chairman Jim Hogan led the time capsule ceremony with New Jersey Commissioners taking part in the dedication. In the photo below, Chairman Bill Lowe placed the Lewes Terminal time capsule into its resting place beneath the legacy brick anniversary capstone.

One of the goals of the Authority in planning this Golden Anniversary celebration was to provide ways for customers and “fans” to be a part of the fun. From the art contest that kicked it all off two years earlier to the results of the legacy brick program shown at left, the celebration included something for everybody. On the facing page are photos of some of the memorable anniversary events. Carnival games, face painting, a bounce house and acrobats entertained children and adults alike. Two Classic Car Shows were part of the fun, one at each terminal. A Cape May County artist, David Macomber, son of Ferry Captain Dave Macomber, amazed watchers as he painted a mural before their eyes.

Information and exhibits, live music and food, activities and events reminded event-goers on both sides of the Bay that it had been a glorious 50 years for the Ferry, and that taking part in the story of the best boat ride in America will continue to unfold.
Celebrating a half century
of the Cape May-Lewes Ferry

Infographics in the terminal

Watching the artist at work

Bounce house and acrobats

One of the 1960s car shows
Celebrating a half century of the Cape May-Lewes Ferry

In January, displays inside the gift shops in both terminals prepared customers for the 50th anniversary celebration to come with photos and memorabilia of the early days of the Ferry service.

Congressman Charles W. Sandman was an ardent supporter of the Ferry and was a primary force behind its creation in 1964. Members of the Sandman family helped unveil the refurbished plaque which was also moved from the Lincoln Blvd. and Seashore Rd. intersection to the entrance of the Cape May Ferry Terminal building.

The Billion Mile Journey
WHYY's documentary "Billion Mile Journey: The Cape May-Lewes Ferry," produced in honor of the 50th Anniversary, is now available online. The documentary features some of the most interesting stories about the Ferry over the past 50 years. From weddings to operations to rebuilding engines, the documentary has it all. It is available at www.whyy.org/specials/billionmilejourney.

Delaware Governor Markell, members of Ted Freeman's family, elected officials and DRBA representatives unveiled a new plaque honoring local hero, Capt. Theodore C. Freeman on June 18. The new historical marker is positioned near the main entrance to the Lewes passenger terminal building. Capt. Freeman was a member of the Manned Spacecraft Center in Texas and lost his life in a training flight as he steered his disabled airplane away from military homes on the base. He was the first American astronaut to lose his life in the country's race to the moon.

This bench, named in honor of the late J. Fred Coldren, will be placed on the boardwalk near the vessel slips in Cape May. Mr. Coldren was deeply involved in the anniversary preparations at the time of his death in January 2014.
In addition to the 50th anniversary celebration, the Cape May-Lewes Ferry also celebrated the 40th anniversary of the MV Delaware which received a new coat of paint, a spiffy new racing stripe, anniversary logos on her stack, and new furniture on her decks in honor of the occasion.

Although the major focus of 2014 was the 50th anniversary celebration, many other events and even other celebrations were taking place at the Ferry.

In January, the Ferry marked yet another milestone by celebrating the 43 million passengers who have sailed across the Bay on the Ferry system.

And then in May the 2014 Ferry summer season opened with a news event combined with a celebration of the 40th birthday of the MV Delaware. In preparation for the season, the marine crew painted the vessel, including a new retro racing stripe, and installed 50th anniversary logos on the stacks. Also new were 40 Adirondack chairs on the bow of the 2nd Deck. The work took more than 720 work hours and 226 gallons of paint. The MV Delaware was launched from the shipyard in Texas on April 1st, 1974 and began service in the Delaware Bay shortly thereafter. It is estimated that she has made 80,000 crossings totalling 1.36 million miles in more than 120,000 hours of service.

In December, the Authority received a U.S. EPA grant for nearly a million dollars to retrofit the MV Delaware with clean air, low-emitting marine propulsion engines. The new engines will replace older diesel Fairbanks Morse engines.

In June, the second annual Escape the Cape Triathlon was held at the Cape May Ferry Terminal when 1,500 athletes tested their endurance and abilities in the East Coast’s premier, one-of-a-kind sporting event. This event, like the first one, started aboard a Cape May-Lewes Ferry vessel in the Bay.

In December, in a complete change of pace, two electric vehicle charging stations were installed at the Lewes Ferry terminal. The charging stations were provided by a collaborative research project between the University of Delaware and the Delaware Department of Natural Resources and Environmental Control. The program, Charging Up Delaware, is designed to promote a network of charging stations to facilitate long-distance trips with electric vehicles within the state. The stations are located in the public parking lot near the Lewes Terminal building.
The Delaware Memorial Bridge celebrated increases in both traffic and revenue in 2014. More than two million commercial and 15 million non-commercial vehicles crossed the twin spans in 2014, both numbers up slightly over the previous year.

Early in 2014, the Authority relocated its popular E-ZPass Walk-in Customer Service Center from inside the Main Administrative Complex to the atrium of the Vincent A. Julia Center Building, adjacent to the Bridge Toll Plaza. The move improved both customer service and the efficiency of the operations by consolidating the toll operation department in one central location, which has advantages for staffing and supervisory needs.

Renovations took approximately eight weeks with agency maintenance, electronics and IT personnel performing much of the work. The Customer Service Center is open Monday through Wednesday and on Friday from 8 a.m. to 5 p.m. with extended hours on Thursday to 7 p.m.

U.S. Senator Tom Carper of Delaware toured the Delaware Memorial Bridge in September and met with staff, engineers and representatives of the International Union of Painters & Allied Trades. For more than a year, the bridge has undergone extensive painting overcoat which will help preserve its steel. Sen. Carper noted that Congress has been reluctant to pay for infrastructure, instead using short term borrowing as a solution to financial needs. He concluded that a better way to fund infrastructure is needed.

U.S. Senator Carper (in center) visits bridge crew
DELAWARE RIVER & BAY AIRPORTS

Photo by R. Todd Miller, Business Manager
Wilmington-Philadelphia Regional Airport (ILG) celebrated the 200,000th passenger to use the commercial air service just 11 months after Frontier Airline began service here.

Airport and airport officials marked the milestone by awarding gifts and promotional items to the 200,000th passenger and the DRBA gave gift bags to each of the travelers on the sold-out flight to Chicago-Midway on which the passenger traveled.

Continuing the celebratory mood, airport officials threw a party on July 31 to celebrate the first anniversary of Frontier’s service at ILG. All visitors and passengers that day received gifts, free refreshments and entry into a drawing for gift cards for future travel on the airline.

**Millville Firefight**

Millville Airport was ground zero in a firefight in April when a forest fire burned about 2,500 acres of forest and brush near the airport. Support operations at the airport began about 3 p.m. and ended at 8 p.m. Because of adverse wind direction, a temporary service area was set up on Taxiway E to accommodate the aircraft.

**Cape May Airport**

Since an Airport Historic District was established at Cape May Airport late in 2013, activity in the district has increased, including the receipt of a historic U.S. Coast Guard rescue boat that is being restored and the opening of a restaurant that overlooks the static aviation displays in the NASW museum.

**Received DAP grant**

At Delaware Airpark, DRBA officials as well as Delaware’s entire Congressional delegation, and FAA representatives and students celebrated the $5 million federal grant which will be used to update and expand the Delaware Airpark. The project is Phase XI of a multi-year expansion project which includes construction of a new runway, a parallel taxiway, connector taxiways, and apron system. Two additional phases remain. More than $15 million has been invested so far.

The Airpark is home to 45 aircraft, Delaware State University’s Aviation Program, and corporate and recreational fliers year-round.
The DRBA Police Department earned Gold Standard Re-accreditation with a unanimous vote from the Commission on Accreditation of Law Enforcement Agencies, Inc. (CALEA).

The Gold Standard with Excellence Award is CALEA’s highest recognition that is earned in a process that is both challenging and thorough.

DRBA Police Administrator Richard H. Arroyo noted that only one percent of all law enforcement agencies in North America are accredited, with only fifteen percent of those achieving CALEA’s Gold Standard with Excellence Award.

The rigorous assessment focuses not only on inspecting compliance files, but also permits on-site inspectors more time observing personnel in the field. The assessment process measures the impact of accreditation on operations rather than simply confirming compliance through a field review.

During August, the CALEA assessment team at the DRBA Police Department headquarters reviewed 483 standards, conducted staff interviews, inspected equipment, and observed daily operations. In November, Col. Arroyo and Accreditation Manager M/Cpl. Kristen Todd appeared before CALEA’s 21-member governing body to represent the Department and to complete the re-accreditation process.

The Department was first accredited in 1996 and has maintained its accredited status.

In the last six, every-three-year review, re-accreditations were awarded a 100 percent compliance rating.

**Click It or Ticket**

In May, the Department hosted a multi-state Click It or Ticket kick-off event at Veterans Memorial Park near the Bridge. The State and local law enforcement effort promotes stricter seatbelt laws and compliance. A follow up two week Zero Tolerance enforcement blitz stopped and ticketed motorists who were not wearing seatbelts in Pennsylvania, Maryland, New Jersey and Delaware.

The 2014 effort had added importance—for the first time in five years, fatalities for unrestrained passenger vehicle occupants had risen.

**Police Memorial Services**

DRBA Officers attended the annual Police Memorial Service in Dover, DE in honor and memory of those DRBA Police Officers as well as other Delaware police officers who made the ultimate sacrifice while on duty.

A week later, the DRBA Police Department was represented by seven officers at the annual Law Enforcement Police Officers Memorial Service in Washington, D.C., paying tribute to those police officers nationally who had died in the line of duty.
New Port Captain

Captain Stan Hansen of North Cape May is the new Port Captain of the Cape May-Lewes Ferry. Capt. Hansen, who has more than 40 years of experience in the maritime industry, began his official duties on November 3, following the retirement of the former Port Captain, Bryan Helm. Capt. Hansen joined the Ferry as an Able Bodied Seaman in 1988 and advanced through a number of positions, including Mate, Pilot and Captain.

New Police Deputy

Michael C. Howard of Fredericksburg, Virginia has been named as the Authority’s new Deputy Police Administrator with a rank of Lt. Colonel. Mr. Howard, who has more than 31 years of law enforcement experience at the federal, state and local levels, began his duties on November 3, 2014.

Annual Memorial and Veteran Services

On May 30, the annual Memorial Day service was held at the Authority’s Veterans Memorial Park. In November, the annual Veteran’s Day service took place. The events honor those who have made the ultimate sacrifice for our freedoms.

Interns

For the third year, the agency sponsored a 10-week summer internship program for undergraduate and graduate students. The program offered experience and leadership opportunities in the following departments: Social Media/Marketing; Ferry Operations; Maintenance; Engineering; Human Resources; Public Information; Airports; Safety & Environment; Business Administration. All eight of 2014’s interns assisted with the 50th anniversary celebration as well as having specific departmental assignments.
On October 3, the Authority held its annual Employee Service and Recognition Banquet. The response to the 2014 Employee Recognition Awards Program had been exceptional with 43 nominations of more than 80 coworkers in the categories of Volunteerism, Customer Service, Operational Excellence, Teamwork and Leadership. Chairman Jim Hogan, Vice Chairman Bill Lowe and Deputy Executive Director Frank Minor presented the awards.


**LEADERSHIP** Stan G. Hansen

**OUTSTANDING CI VOLUNTEER** June M. Reidenbach

**OUTSTANDING VOLUNTEER OF YEAR** Peggy P. McCann

**CUSTOMER SERVICE**

Joseph A. Ogden at center in photo at left and George Murray, center in photo at right. (Eugene C. Kortee, Daniel A. Slater Jr. not pictured)
SERVICE AWARDS

FIVE YEAR SERVICE AWARDS: Rickey Brown, Gregory Chambers, Timothy Coulter, William Harron, Frank Minor


THIRTY YEAR SERVICE AWARDS: E. Patrick Canning, John Cawman, Dale Findlay, Joseph Olson, Michael Scanlon, Joseph Shavack, and Robert Vance.

THIRTY-FIVE YEAR SERVICE AWARDS: Richard McCann and David Schwaab.
THERE'S JUST SOMETHING ABOUT A FERRY

DELAWARE RIVER & BAY AUTHORITY
ANNUAL REPORT VOLUME II—PHOTO HISTORY OF CAPE MAY-LEWES FERRY
There's Just Something About a Ferry

Delaware River & Bay Authority
2014 Annual Report Volume II—Photo History of Cape May-Lewes Ferry
CURRE\N DRBA COMMISSIONERS

WILLIAM E. LOWE III
Chairman
CRYSTAL L. CAREY
RICHARD W. DONNES
JAMES L. FORD III
SAMUEL E. LATHEM
TERRI C. MURPHY

JAMES N. HOGAN
Vice Chairman
REV. EDWARD W. DORN
CEIL SMITH
DOUGLAS L. VANSANT
SHIRLEY R. WILSON

Vice Chairman James N. Hogan and former Commissioner Albert A. Fralinger, Jr. unveil the Commissioner Memorial plaque during the 50th anniversary celebration.

FORMER DRBA COMMISSIONERS

James G. Smith, Jr. (1962-1969)
J. H. T. McConnell (1962-1965)
James T. Ferrl (1962-1967)
William R. Murphy (1962-1966)
Howard S. Abbott (1962-1968)
Alexis I. Dupert Bayard (1965-1969)
James Julian (1968-1996)
Benjamin F. Shaw II (1968-1974)
Louis E. Edgell (1972-1973)
Ernest E. Killen (1973-1983)
Garrett B. Lyons (1974-2001)
Hilda E. Donnelly (1990-1994)
Thomas H. Draper (1990-1997)
Mark G. Schaeffer (1992-2001)
Kenneth L. McDowell (1994-1996)
Dian C. Taylor (1997-2000)
Gary B. Patterson (2001-2008)
Verna W. Hensley (2001-2009)
F. Michael Parkowski (2003-2009)
Thomas J. Cooper (2003-2009)
Scott A. Green (2009-2012)
Gary F. Traynor (2009-2014)
Fernando N. Guajardo (2012-2014)

Bayard L. England (1962-1964)
Clarence B. McCormick (1962-1988)
Thomas J. Gallagher (1962-1971)
T. C. Bright (1962-1966)
Walter F. W. Maack (1966-1990)
James L. Smith (1968-1970)
Leroy H. May, Jr. (1971-1975)
Frank LoBiondo (1971-1978)
John Vinci (1975-1982)
Angelo J. Falcian (1979-1994)
Jack Sparks (1982-1992)
Albert A. Filaggi, Jr. (1996-2001)
Maureen T. Koebig (1996-2006)
Paul J. Morris (1999-2001)
Dr. Warren S. Wallace (2002-2006)
Niels S. Favre (2004-2012)
John M. Jackson (2004-2006)
Gary F. Zimmerman (2005-2009)
Susan Atkinson DeLanzo (2006-2011)
Richard S. Mroz (2012-2014)
Things were happening in 1964, big things. The Beatles came to America, appeared on the *Ed Sullivan Show*, and even spent a few days in Cape May; the first Ford Mustang rolled off the Detroit assembly line; and breakfast innovations like Lucky Charms and Pop Tarts hit the supermarket shelves. Locally, our region had much to celebrate. Traffic began to flow on the Atlantic City Expressway; in Lewes, Fort Miles began its transition to Cape Henlopen State Park; the first WaWa convenience store served its first customer; and, the Cape May-Lewes Ferry (CMLF) made its debut on July 1, 1964.

At 6:47 a.m. that day, the SS Cape Henlopen departed the Lewes Terminal with eight vehicles and fifteen passengers. While the CMLF encountered some rough seas in its early years, local support and changes in scheduling, fares, and cost structure paved the way for better days ahead.

For its first three decades, the Ferry's primary mission was to transport people and products across the Delaware Bay. Commercial traffic—hauling agricultural and seafood products—used this important Route 9 link. Annual growth in passenger and vehicle traffic, coupled with the onset of casino gambling in Atlantic City, spurred capital investments, including new ferries and landside improvements at both terminals. If you wanted to travel north-south, your best and quickest option was the CMLF.

Ridership peaked in the 1990s. Changing demographics and vacation patterns, new casinos in Delaware and Maryland, highway improvements—particularly U.S. Route 1 in Delaware, and other factors have all reduced the "need" to take the Ferry. More so than ever before, our customers' decision to take the Ferry is discretionary.

Customers used to take the Ferry because it was faster than driving around. Now, people take the Ferry for the experience. It
is not just a means to get to the other side, but it’s an attraction integral to the tourism communities on both sides of the Bay.

One example is how the Ferry is working with tourism partners to offer bicyclists a connection to a bi-state scenic bicycle path. The Gordons Pond – Breakwater Junction Loop and the Lower Township – Cape May County Zoo trails on either side draw thousands of bicyclists. People travel to the “other side of the Bay” for many reasons and the Ferry makes that vital connection.

Surely no one in 1964 envisioned 1,500 people jumping off a perfectly good Ferry to swim to shore! Yet, the Escape the Cape Triathlon has become an instant bucket list event for elite athletes in our region and beyond. Those folks will forever remember jumping off the Ferry into the Bay to start a triathlon race.

Special programs can’t solve everything. Similar to other ferry systems, the Cape May – Lewes Ferry has operated in the red for most of its existence. But, unlike others, this Ferry is not supported by tax dollars from either New Jersey or Delaware. During the past decade, operational changes have taken place to reduce costs while maintaining a 365-day schedule. We’re also looking ahead to repowering our existing vessels with newer, more fuel efficient engines. Our promotions and toll structure have been tailored to encourage ridership. A new fare class for senior citizens and members of the military has been implemented. We also reduced vehicle fares in the shoulder season months to encourage more ridership when capacity is at its greatest.

But one thing remains critical—our approach to customer service. We must exceed our customers’ expectations every day. In the end, the Ferry must be “tuned” into the customer and laser-focused on their experience.

The early returns are encouraging. Customer satisfaction numbers are at an all-time high. For the third consecutive year, the Ferry received TripAdvisor’s coveted Excellence Award for customer satisfaction in 2014. The Ferry is blessed with an outstanding team of talented and dedicated people who work hard to make your trip across the Bay a safe and enjoyable one.

Without our customers and continued community support, the Ferry would not be in a position to celebrate 50 years of continuous service. In today’s fast paced world, we offer customers the chance to slow down, and get in touch with the Bay and all its natural beauty. There is something about a ferry, the rumble of the engines, the sound of the ship’s horn, the smell of the sea air. Whether on foot, by car, RV or even bus tour or in a tractor trailer – once you experience it, we know that you’ll be back.

In the meanwhile, enjoy this look back at the history of the Cape May-Lewes Ferry. It is your history, too.

Sincerely,
Scott A. Green
DRBA Executive Director
CROSSING THE DELAWARE BAY BY FERRY...

The story of the Cape May-Lewes Ferry (CMLF), begins with establishment of the Delaware River and Bay Authority. The Compact that created the DRBA as a bi-state agency gave it ownership and operational responsibility for the Delaware Memorial Bridge that spans the Delaware River and the task to establish a southern Delaware Bay crossing as well. Ultimately, the CMLF emerged as the means to achieve that bay crossing objective.

But long before that happened, there had been a desire for dependable Delaware Bay transit. In 1895, the Queen Anne’s Railroad of Maryland extended its rails to Lewes. Though the line went out of business, the connection helped to develop the Rehoboth Beach area, giving early rise to Delaware’s beach resorts. From Lewes, travelers could connect by steamship with Cape May.

Prior to the development of the Delaware resorts, Cape May had become a magnet for summer visitors, first arriving and departing by steamship, and later by rail during the mid and latter half of the 1800s. As the two resort areas developed, travel between them by steamship increased, but steamship didn’t provide the frequency or regularity of a ferry service.

A ferry service had been envisioned relatively early. Maps from the first part of the 19th century show a ferry landing near Cape May Point and show carriage roads connecting the landing and the developing resort town of Cape May. Despite the early efforts, no regular, lasting ferry service connected the states across the bay until the CMLF began operations in 1964.

Further north on the Delaware River, ferry service had proven an essential means of connecting Delaware and New Jersey. The Wilson Line Ferry initiated service between Wilmington and New Jersey in 1913, transporting foot passengers and automobiles in one of the earliest adaptations of ferries to the automobile. In 1926, another service, the New Castle-Pennsville Ferry, began operations across the Delaware River. It became an important river-borne, road-to-road link in the northeastern and mid-Atlantic motor vehicle network of the time, with each vessel in service able to carry up to 75 automobiles.

The growing popularity of automobiles encouraged car ferry advocates to take action. A Cape May County Ferry Commission was formed in the early ’30s, but lack of funding ended that project. The federal government considered financing a ferry across the Bay during World War II, but the end of the war reduced urgency, so the ferry plans were mothballed.
In the meanwhile, other ferry companies flourished, including the Wilson Line between Wilmington and New Jersey in 1913 and the New Castle-Pennsville Ferry in 1926. But by the late ‘40s, these services were proving to be inadequate and Congress authorized the building of a bridge. As a result, the Delaware Memorial Bridge opened on August 16, 1951. The northern ferries made their last crossings on that date, having been made immediately obsolete by the bridge.

In 1961, following years of negotiations between Delaware and New Jersey, the Delaware River and Bay Authority was created and was given both authority and responsibility to manage all crossings between the two states, which included the mandate to address another bay crossing which was acknowledged to be a ferry between Cape May and Lewes.

About the same time, Virginia serendipitously decided to replace its ferry system with a fixed crossing of the Chesapeake, which turned out to be the Chesapeake Bay Bridge Tunnel. After funding and plans were secured, negotiations between the DRBA and Virginia began which concluded with the DRBA purchasing four vessels from Virginia in April 1964. The ferries were rechristened the SS Delaware, SS New Jersey, SS Cape May, which were steam ships, and MV Cape Henlopen, which was a motor vessel. The DRBA also hired its first general manager from Virginia and he was put in charge of modernizing the vessels. The DRBA also hired four veteran ferry captains and other personnel from the Chesapeake operation. The long dreamed of ferry system was finally a reality.
GRAND OPENING CELEBRATIONS 1964

Bi-state celebration in 1962

Dedication ceremonies were held at both terminals.
Loading the first ferry at Lewes, 1964

The first car and passenger on the first ferry in Cape May, 1964
Cape May-Lewes Ferry in 1964

The toll booth at Cape May in 1964

An early trip on one of the steamship ferry boats.

A ferry docks at Cape May on July 2, 1964
EARLY DAYS OF THE FIRST CMLF FERRIES

The MV Cape Henlopen, one of the original ferries purchased from the Virginia Ferry system, on a run across the Delaware Bay in 1964.

The SS Cape May, one of the original steam-propelled ferries purchased from the Chesapeake Bay Ferry system, on a run across the Delaware Bay in 1964.
AERIAL VIEWS OF THE CAPE MAY TERMINAL

Cape May Terminal, 1987

Cape May Terminal, 2013
CONSTRUCTION OF MV DELAWARE 1974

The MV Delaware under construction at the shipyard in Texas in 1974 at left. The finished vessel at top right. The interior of the brand new 1974 ferry vessel at right.

40TH ANNIVERSARY OF MV DELAWARE

The MV Delaware underwent an overhaul in anticipation of the 2014 season, including a new paint job featuring the racing stripe shown in the photo above. The lower photo shows the new interior finishes on the vessel.
CAPE MAY NEW JERSEY TERMINAL

The Cape May Terminal 2013

The new Cape May Ferry terminal was completed in 2002.
LEWES, DELAWARE TERMINAL

The Lewes Terminal in 2007

The Lewes Terminal in 2007
CMLF VESSEL PARTICULARS

FIRST THREE VESSELS
MV Delaware (July 1974)
MV New Jersey (November 1974)
MV Twin Capes (May 1975)

Todd Shipyard Corp.
Houston, Texas

Naval Architect
Coast Engineering Co.
Norfolk, Virginia

Length: 320 feet
Draft: 7 feet
Capacity 800 Passengers, 100 cars
Main Engines: 2 Diesel, 4000 HP
Bow Thruster: 5000 lbs thrust
Speed: 15-16 knots
Single End Propulsion
Hull Design: CE-2096
Cost for all three vessels: $11,720,000

FOURTH AND FIFTH VESSELS
MV Cape Henlopen (July 1981)
MV Cape May (May 1985)

Norfolk Shipbuilding and Dry Dock Corp.
Norfolk, Virginia

Naval Architect
J. J. Henry Company, Inc.
Mooresstown, NJ

Breadth: 68 feet
Depth: 17 feet
Displacement: 2100 tons
Generators: 2-300 KW, 1-150 KW
Classification: USCG & ABS
Double End Loading
Single End Propulsion
Snack Bar
Cost: MV Cape Henlopen: $10,754,920
MV Cape May: $14,500,000

THE CURRENT CMLF FLEET

In 1975, ferry operations were reduced from 24 hours to 16 hours per day and operational costs were slashed while revenues remained steady. In 1972 the Authority contracted for three new vessels. As traffic and revenue increased, the Ferry had capacity problems that the existing vessels could no longer handle. With the introduction of gaming in Atlantic City, the problem worsened. The Authority authorized its fourth new vessel, the MV New Del (later MV Cape Henlopen), which was launched in 1981; four years later the fifth new vessel, the MV Cape May, went into service. In the 1990s all five vessels were completely refurbished in a five-year, $55 million master plan. Both passenger terminals were similarly upgraded beginning in 2000 at a cost of more than $12 million. Access highways, parking lots, and support facilities have all been upgraded and enhanced during the 50 years the system has been in service. Today, three vessels are operating between Cape May, New Jersey and Lewes, Delaware.
MV CAPE HENLOPEN

Fourth ferry vessel to be built by DRBA; same specifications as first three. Launched on June 1981 as the MV New Del; was later re-named the MV Cape Henlopen. Refurbished in 1998 with new indoor and outdoor seating and again in 2012 with new interior lighting, flooring, seating and climate control.
MV DELAWARE

First ferry vessel built by DRBA
Christened at Lewes, DE by Gov. and Mrs. Sherman W. Tribbitt of Delaware on June 10, 1974.
Christened at Cape May, NJ by Gov. and Mrs. Brendan Byrne on June 11, 1974.
MV Delaware began service on the CMLF's 10th anniversary
Renovated several times over 40 years of service
MV NEW JERSEY

MV TWIN CAPES
Third vessel built by DRBA; currently for sale.

MV CAPE MAY
Fifth ferry built; sold in 2013.
IN MEMORIAM

J. Fred Coldren, retired business administrator and unofficial historian at the Cape May-Lewes Ferry, died unexpectedly on January 29, 2014.

A dedicated public servant, his five-decade career began as a reporter for several regional newspapers before he transitioned to government employment as the special Assistant, Press & Legislative Aide to U. S. Congressman Charles W. Sandman, Jr. (2nd Dist. NJ).

Although retired, Mr. Coldren, was very much involved with the planning of the Cape May-Lewes Ferry’s 50th Anniversary celebration at the time of his passing.

Much of the information contained in this retrospective look at the Ferry was found in Mr. Colden’s collection.

COLDREN MEMORIAL BENCH

The memorial bench has been placed on the boardwalk near the vessel slips so Fred can keep watch over his beloved Cape May-Lewes Ferry.