



Cain Chamberlin/Cape May Star and Wave

Above left, the crew of the RV Explorer during the dive to the SS Manhattan. From left to right are John Copeland, Brian Sullivan, Morgan Bodie, Bart Malone, Rusty Cassway, Bruce Leinen and Edward Christopher Zerne. Above center, Malone, Cassway, Bodie and Leinen show off the brass plaque made by Bodie, which they attached to the wreckage of the SS Manhattan, honoring Bodie's great-great-grandfather. Above right, Malone and Bodie go over the dive plan during the two-hour journey to the wreckage site.

Deep

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Before coming to Cape May, Bodie had a brass plaque made honoring his great-great-grandfather and the famous shipyard the Manhattan came from (see sidebar, inset). Bodie and the other divers secured the plaque to the wreckage, which is scattered across roughly 300 feet of the ocean floor. "All of the RV Explorer crew gathered around and each had a part in placing the plaque, feeding the chain through the engine piping, bolting the ends of the chain together and hammering the bolt ends down to assure that the plaque doesn't go away anytime soon," Bodie said. "The guys are an amazing team and it was great watching them come together for

this completely symbolic task."

It took about two hours for the RV Explorer to arrive at the site from Cape May, with blue skies overhead and clear visibility in the water up to approximately 30 feet. "We couldn't have had a better day," Cassway said. "These are the best conditions we've ever had diving the Manhattan."

Bodie had an idea in his mind of what the wreckage would look like, but was eager to get in the water and see it for himself. "The condition was just as I expected - it was pretty busted up at the bow and the coral had taken its toll over the years," Bodie said. "It was just amazing though. They put a lot into these ships - it's true craftsmanship. A lot

According to Bodie, John Roach was an Irish-American immigrant who came to this country in 1832 a penniless 16-year-old kid, but later in life became known as the "Father of American Iron Shipbuilding." Roach came to the U.S. with no family, money or formal education and started out working in Howell Ironworks in Monmouth County.

Bodie said it was there Roach learned every aspect of the ironworkers' trade as he labored his way up through the ranks in the company and in 1852 entered into a partnership with three other iron molders. They paid \$4,700 for a bankrupt foundry in New York City called Etna Iron Works. In 1853, Roach purchased his partners' shares in the foundry, as they didn't share the same eagerness and ambition to expand the company.

In 1859, his close friend, John Baker, a wealthy New York attorney, passed away and left Roach a \$70,000 trust fund. He used the funds to expand Etna Iron Works, enabling him to bid on a contract for the construction of the Harlem River Bridge in 1860, which was used for 30 years.

"The structure clearly displayed the high level of Roach's engineering and industrial skills," Bodie said.

Through the 1860s, Roach noticed a trend in Great Britain, in which wooden ships were rapidly being replaced with

John Roach built a shipbuilding empire

iron-hulled steamships. Roach believed there would be a similar occurrence in America. In 1871, he purchased the Reaney, Son and Archbold Shipyard on the Delaware River in Chester, Pa., and renamed it Roach & Son Shipyard. Bodie said the shipyard was ultimately worth \$3 million with its enormous size and modernized machinery. It produced a larger gross tonnage of ships than its largest two competitors.

In 1883, Roach submitted the lowest bid on a contract to produce the first four steel-hulled ships in the Navy. The vessels were known as the ABCD ships because they were named the USS Atlanta, USS Boston, USS Chicago and USS Dolphin. Bodie said although Roach was awarded the contract based upon diligence in building the largest and most efficient shipyard in the

country, his competitors claimed he received the contract through his political influence.

In 1884, democrat Grover Cleveland was elected president and gave Roach's opponents a chance to destroy the famous entrepreneur and craftsman. Cleveland's Secretary of the Navy, William C.

Whitney, falsely claimed that the USS Dolphin had structural deficiencies and refused to pay for it or the other three ships. When it was found the ship was in perfect working order, Whitney said the contracts for the ships were invalid and again refused to pay. The lack of payment drove Roach into bankruptcy while he battled cancer of the mouth at the same time.

Roach passed away on Jan. 10, 1887 believing he had lost everything he had worked so hard for. Bodie said because of the financial strength of Roach's shipyard and iron works, the businesses were not lost, which led to his son, John Baker Roach, taking the reins until passing away in 1907. While it existed, John Roach's shipyard produced over 175 ships - the SS Manhattan being one of them.

of it was still intact after all these years."

Bodie dove down 90 feet to the wreckage twice that day. The plaque was attached on the first dive, and on the second, Bodie and his fellow divers went looking for artifacts. Bodie found a piece of an old plate from the kitchen, while Sullivan and Copeland came to the surface with a brass

gear from the engine room.

Malone, who has been diving the wreck for decades, gave Bodie an 1889 silver coin from the safe he found in 1985, as well as a wooden deadeye used for attaching rigging components to the Manhattan. Cassway gave Bodie a glass bottle he found among the wreckage years before.

"These guys love the things they find on shipwrecks and for them to part with these items is extremely humbling to me," Bodie said. "To devote so much of their shipwreck scavenging time to commemorate the builder of

a ship show how much more the shipwrecks mean to them than just artifacts and salvageable items. They have a genuine respect for the ships and their history."

Bodie and the other divers have video footage from the dive, using their GoPro high-definition cameras to examine the wreckage. Bodie said he was happy to be able to take footage of the experience home with him.

Malone, who has been diving for much of his life, said no matter how many times he visits a wreck site, it always makes the dive much more interesting and enjoy-

able when a person who has some sort of connection to the vessel tags along.

Bodie said he has made shipwreck dives in the past, mostly in the Carolina region, but this particular one was by far the most memorable.


"I placed my hand on the bow of the Manhattan, much as I imagine John Roach did in 1879 before the ship slid down the greased skids from the John Roach and Son Shipyard into the Delaware River," Bodie said. "Through the bubbles of my regulator, I assured him that he and his ships will be remembered fondly."




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**DIARY OF A WIMPY KID PG (1:15), 3:10, 5:05, 7:05, 9:05
**BOURNE LEGACY PG-13 (1:20), 4:00, 7:00, 9:45

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Councilman Walt Craig nominated, and council voted to appoint attorney Victoria Roach to fill the township's Public Defender position.

Resident Ed Butler questioned the authorization of a nearly \$1.8 million bond ordinance to provide funds for road and drainage improvements in the township. Beck said the money was being authorized to maintain roads and take care of drainage problems, including outfall pipes.

"You have to repair what you have," Beck said.

Voll said the money would be used "as needed," but Butler cautioned against spending, saying the township should not be "running up the credit card." Butler said the township should look for outside money, meaning grants, to fund road and drainage projects.

"We look to save money every way we can, we look at every possible grant," Voll said.

He said the township has to provide roads and adequate drainage for the residents, and the township financially is in very good shape.

The township council authorized payment of vouchers totaling \$4,342,510.14.

Council also authorized the approval of a loan from the township's revolving loan fund for economic development for Cape Brewing

Please see Unit, page A3

TIDES

AUGUST 2012
Eastern Standard Time

| | High | Low | | |
|----|-------|------|-------|-------|
| | A.M. | P.M. | A.M. | P.M. |
| 8 | 12:46 | 1:19 | 6:46 | 7:32 |
| 9 | 1:35 | 2:10 | 7:30 | 8:30 |
| 10 | 2:29 | 3:06 | 8:19 | 9:30 |
| 11 | 3:30 | 4:04 | 9:12 | 10:29 |
| 12 | 4:31 | 5:00 | 10:07 | 11:23 |
| 13 | 5:27 | 5:50 | 11:01 | 11:59 |
| 14 | 6:18 | 6:36 | 11:51 | |
| 15 | 7:03 | 7:18 | 12:52 | 12:38 |

Moon Phases
Full Moon, Aug. 1, 21
Last Quarter, Aug. 9
New Moon, Aug. 17
First Quarter, Aug. 24
Apogee, Aug. 10
Perigee, Aug. 23