

SAILING RAMS

Second Edition

A HISTORY OF
SAILING SHIPS
BUILT IN AND NEAR
SUSSEX COUNTY
DELAWARE

1974

JAMES E. MARVIL, M.D.

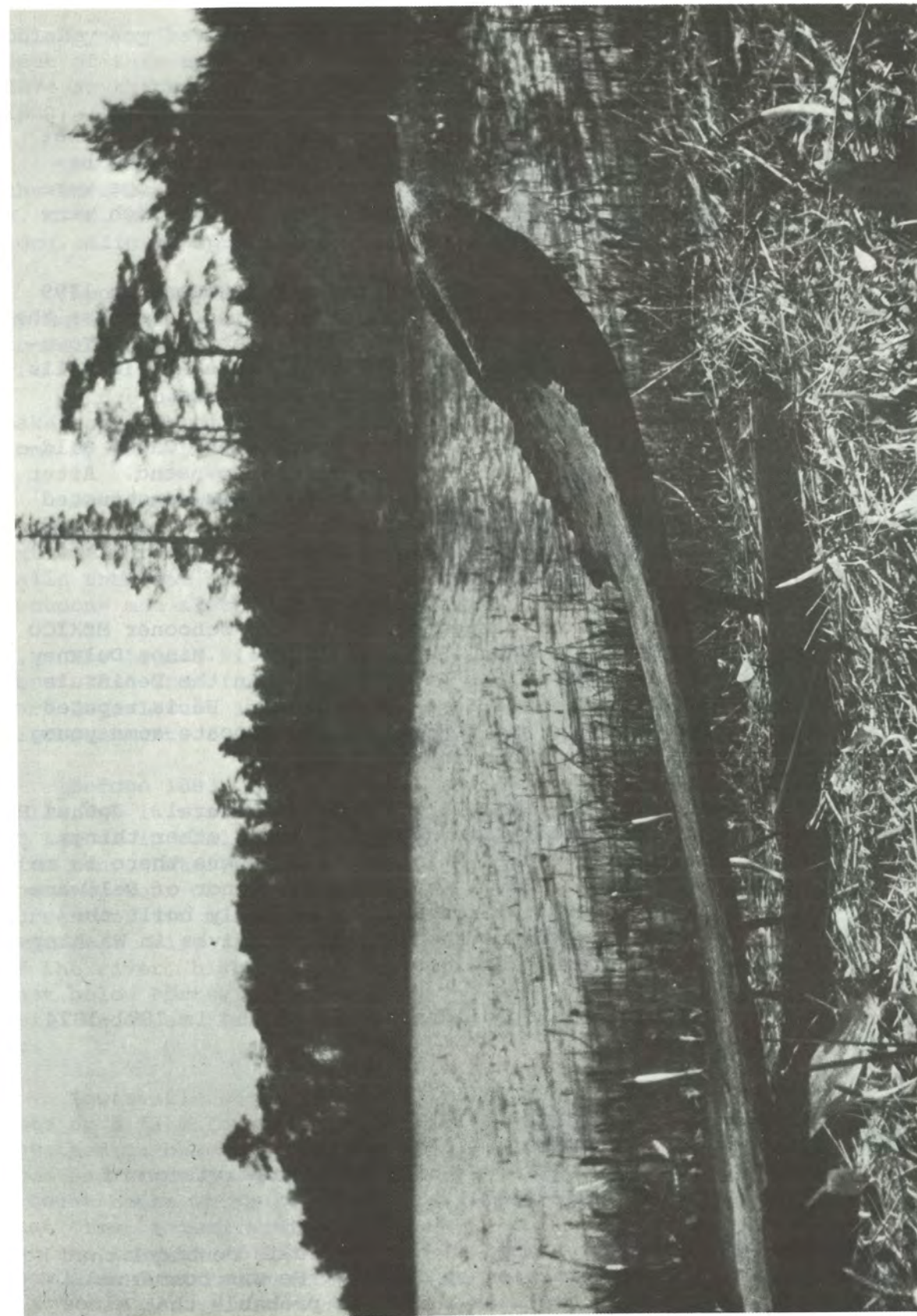
INTRODUCTION

This volume is an effort to record the history of the sailing vessels built on the Nanticoke River and its tributary, Broad Creek in Sussex County, Delaware. Also included are sailing vessels built elsewhere but trading in this area. Efforts have been made to record facts about the men who built and sailed the ships, and the ultimate fate of the ships.

Along Nanticoke River was the birthplace of many three and four masted schooners, and the place of origin of the famous Chesapeake Rams, about which most of this volume is concerned.

The Ram was designed and built by J. M. C. Moore of Lewisville, Delaware which was called Bethel after 1880. The Ram was designed so that it would pass through the locks of the Chesapeake and Delaware Canal, and built without topmasts or jibbooms so that one or two less sailors would be required in the crew. There are many conflicting versions as to why it was given the nickname of Ram. One of the popular ones is that someone noticing a Ram going thru the locks of the Chesapeake and Delaware Canal, commented that "that ship is pushing its way thru just like a ram."

The Nanticoke River has its origin in central Sussex County, Delaware and empties into Tangier Sound in the lower third of the Chesapeake Bay. It is one of the smaller rivers and one of the shortest. Before it reaches the Chesapeake Bay it passes through many miles of broad marshes, and it is probably for this reason that the Nanticoke was not settled as early as some of the other rivers. The delay in settling this area is the probable reason that large stands of untouched virgin timber were found in the Nanticoke region as long as the late 1800's. Heavy timber of the type needed for ship building was plentiful and was used to build the ships about which this volume is concerned.



I

SHIP BUILDING ON THE NANTICOKE

Ships have been built on the Nanticoke since the days of the first settlers. At first they were small in size. Gradually they became larger as tools became plentiful and more powerful. Shallops were replaced by pungies, bugeyes, and even four masted schooners which were large enough to sail around the world.

According to Scharf's History of Delaware Barkely Townsend in 1799 was the owner of a shipyard near Portsville, Delaware which is across the river and west of Bethel, Delaware. It is also known that Barkely Townsend operated a tannery and lumber mill in very early times at Big Mills, one mile west of Laurel on the Laurel branch of the Nanticoke.

The shipyard at Portsville had earlier been operated by Caleb Baldwin. This yard was operated until about 1825 by Thomas Townsend. After 1825 vessels were built occasionally, the last of which was constructed by Thomas Bacon in 1850. It is difficult to find records of the period before 1833 since the National Archive files, which contain old United States Custom House records, begin in 1833.

In 1833 James Fletcher, master carpenter, built the schooner MEXICO for Nathaniel Hearn and Nehemiah Redden, Esq., at Laurel. Minos Dulaney, a negro, was the next shipbuilder in the Laurel area. In the Peninsula Directory of 1859 - 1860 he was listed as a shipbuilder. He is reputed to have been of great intelligence and to have helped educate some young white men who later held high positions in the state.

In 1864 the Schooner JOSHUA H. MARVIL was built at Laurel. Joshua H. Marvil at that time was a contractor, having built, among other things, one of the Methodist churches in Laurel. In some old papers there is an item of a scow built by Joshua H. Marvil who became Governor of Delaware in 1895. It has been suggested that Minos Dulaney probably built the Schooner J. H. MARVIL, but records at the National Archives in Washington, D. C. do not indicate the exact builder.

David W. Moore was the next shipbuilder at Laurel and in 1871-1874 built the following schooners:

Schooner ANNA E. MOORE	(1871)
Schooner AMELIA HEARNE	(1873)
Schooner JOHN MCGINNIS	(1874)
Schooner JOHN A. CURTIS	- Built under supervision of
W. R. McIllvaine	(1874). ³

Although David W. Moore was listed as builder, it is doubtful that he had any actual part in the construction or design. He was concerned in a great many different types of business and it is probable that Minos

Dulaney may have done the actual supervisory work so necessary to a project of this type. J. M. C. Moore, a brother of David, was listed in 1874 as shipbuilder at Laurel, as well as at Lewisville (Bethel after 1880).

David Moore's ships bear a remarkable similarity to the design of the ones built by J. M. C. Moore and very likely were influenced by J. M. C. Moore. All the above were more graceful than the rams. They had long, slim bowsprits and topmasts which added greatly to their appearance.

Apparently many ships were built along river banks (see Sussex County Built Ships) without benefit of a formal shipyard. When it was agreed to build a ship, the material was assembled and work began.

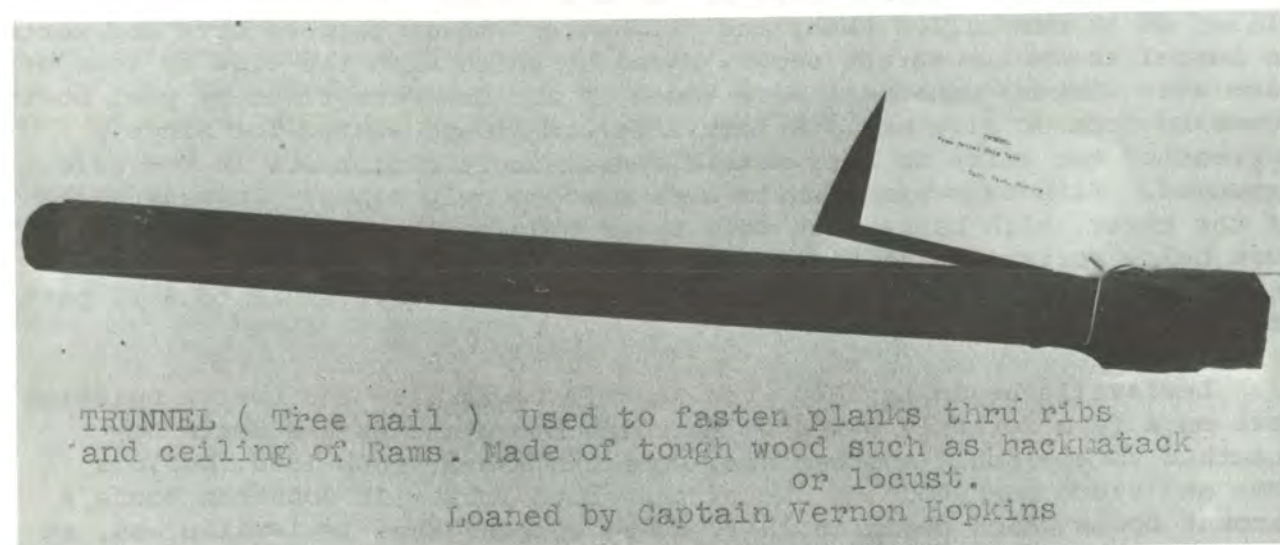
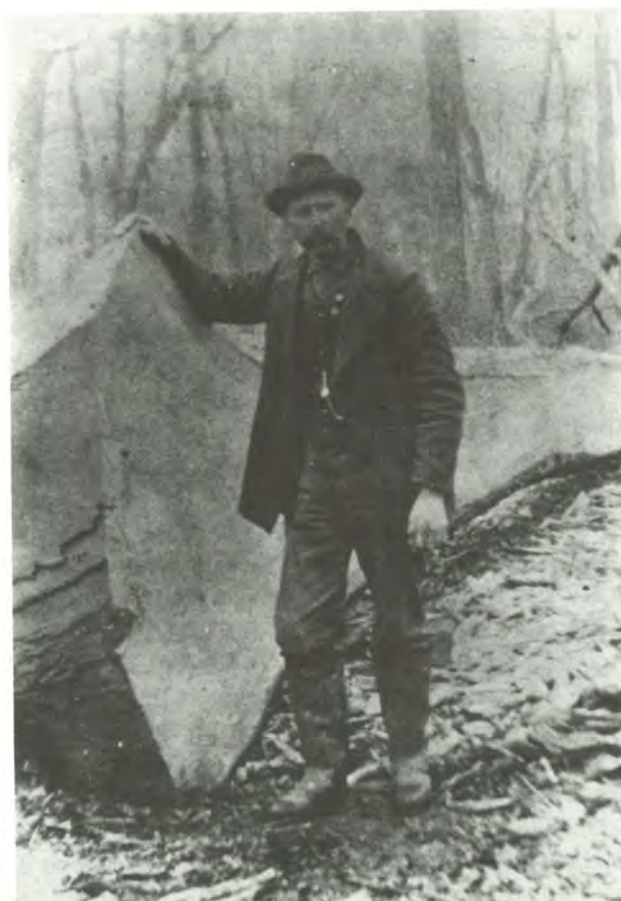
Since power was not used in local shipyards until 1883, it did not make too much difference where a ship was built since all the work was done by hand.

David Moore's ships were built at Laurel between the two highway bridges and were launched sideways. This was necessary because of the extreme narrowness of the river at this point. Captain Orlando Moore recalls that one of the David Moore ships had to be floated to Bethel on pontoons and also that it was necessary to wait for a very high tide.

The Laurel River, or Broad Creek as it was also called, was dredged about 1845 from funds raised by a public lottery authorized by the Delaware Legislature in 1835.¹⁵ It was again dredged about 1883 by the Federal Government, following the efforts of J. M. C. Moore.³

Before 1883, sailing ships of any size stopped at Bethel or Lewisville, as it was called then, and "lightered" their cargoes back and forth to Laurel in shallow draft scows, rowed or poled with the tide by four or five men. Later, schooners were towed up and down the river by yawl boats rowed by four or five men. A fair tide was always waited for since a current of two miles an hour made a considerable difference in the effort expended. With fair wind, sails were used to help along. In many parts of the river, high banks with tall trees made sailing almost impossible. Just below Portsville at River Bend Farm, a difficult spot to sail is still known as "Devils Reach" since it was always impossible to sail past it.

Lewisville began in 1840 when Kendall Lewis laid out twelve building lots on a farm formerly owned by Matthias Moore and at his death bequeathed to his son. Another son, Jonathan Moore, 1808-1890, built a home and store next door on one of the above lots. In Jonathan Moore's account books which began in 1842, it is evident that Lewisville was, at that time, a very active port. This was probably due to the fact that the shallowness of Broad Creek caused the lightering of cargoes to and from Laurel to begin from that spot.



Upper No. 3 Vessel Log Cutter - Photo courtesy H.W.T.Purnell
Lower No. 4 Trunnell used at Bethel Shipyard - Courtesy Vernon Hopkins

Most of Jonathan Moore's customers were either families of seafaring men or were schooners needing stores or work such as "graving," since a railway had not yet been constructed to haul ships out.

Bethel, or Lewisville, as it was called before 1880, became important in the 1860's as a ship building center. Scharf's Delaware History speaks of it being a great shipping point to Baltimore and that, in 1866, John Windsor built boats there. He was followed by Jonathan Cathell, a sailing captain, who was master of the ship SALLY in 1810 when it was boarded and all movable valuables such as sails, etc., were stolen by thieves in the Chesapeake Bay.²⁰

The Lewisville Marine Railway built several schooners, the first being the Schooner HATTIE E. GILES - three masts.

In 1869 a railway was built with Jonathan Moore managing owner. Many local persons had shares in the yard and the stock was gradually sold and found its way in the hands of three men; Captain George K. Phillips, Captain W.T.Moore and J.M.C.Moore, a son of Jonathan Moore.

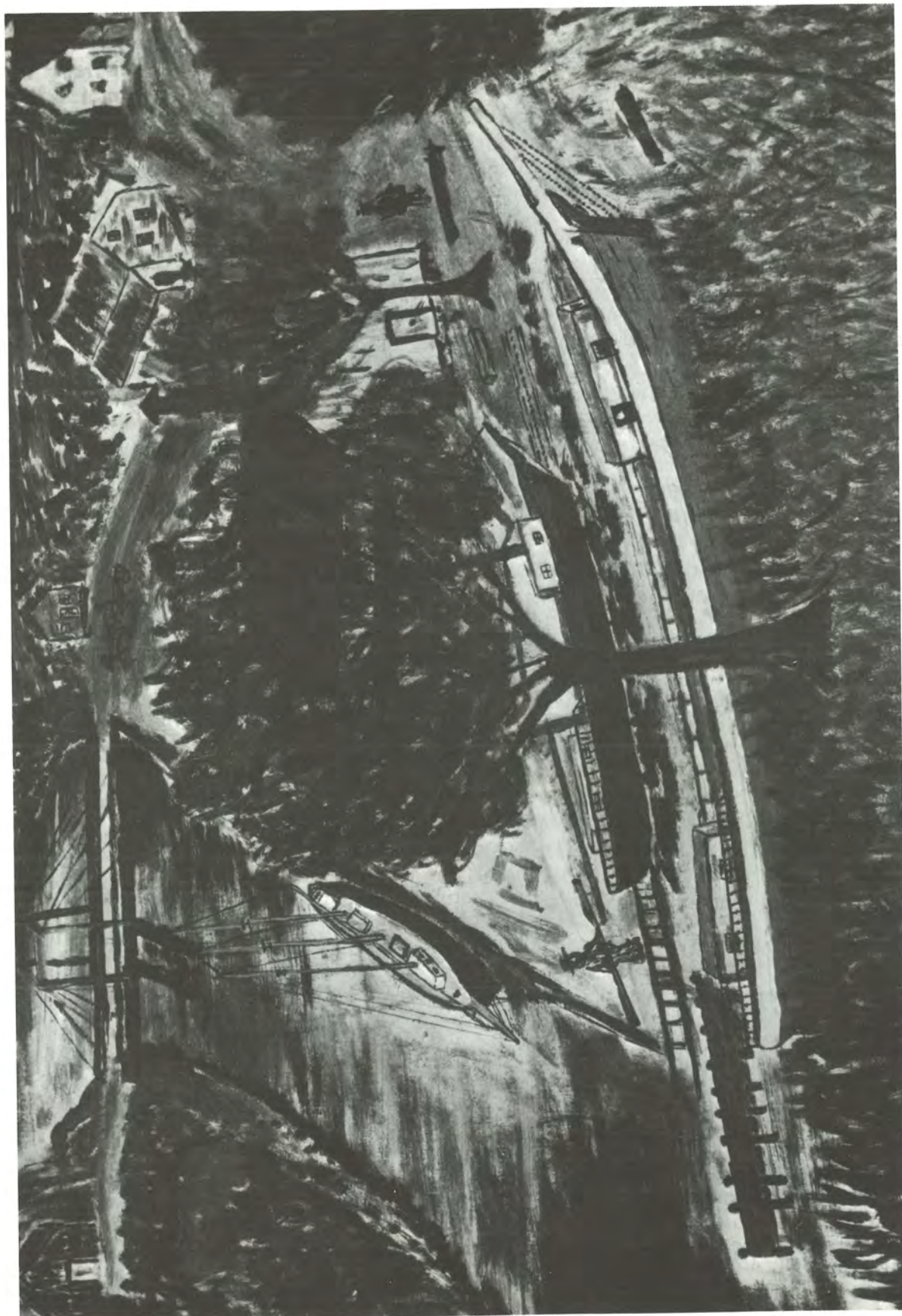
In 1870 the Lewisville Marine Railway began under the management of the three owners above, with J.M.C.Moore as superintendent. The yard was very active from the beginning. Account books show hundreds of sloops, pungies and schooners being repaired. The A.J.Horsey Company of Laurel managed many ships engaged in Bay and River trade, and was a large client with about forty ships receiving annual, and oftener, repair and maintenance at the Lewisville Marine Railway Company yard. A.J.Horsey operated a water powered lumber mill and tannery at Big Mills, between Laurel and Bethel, in 1850.

A few ships were built then such as the Schooner EMILY BURTON, Schooner HATTIE E. GILES, Schooner CHARLOTTE MOORE and the Schooner BESSIE BROWN.

Rams were built in most cases in ninety days. There are several years where the records show three or four rams built in a single year. Most of the time books show approximately fifteen men at work on a ship. Ten hours a day, with five or six hours on Saturday, was usual and twenty cents an hour was as much as most ship carpenters at Bethel were paid. J.M.C.Moore paid himself thirty cents an hour in many of the early records. When ships were being built at Sharptown it was necessary to drive a horse about eight miles before seven a.m. and after six p.m. in order to put in a full day's work.

Many famous clippers were framed from Sussex County oak. H.W.T.Purnell has loaned an 1890 photo of a Mr. King, formerly of West Virginia who made a profession of supplying framing for ships. Captain Orlando Moore describes the six and eight mule teams hauling heavy loads of oak timbers to the Bethel Yard from swamps near Gumboro. John Abbott and Gove Lynch of Georgetown shipped vessel knees and later railroad ties. Orders were placed so that the timbers arrived in time to be used promptly to avoid unnecessary handling, since all work was done by manpower. Oak was used for planking in the first few ships built at Bethel, but as it became scarce was replaced by pine. When Sussex County pine in the proper sizes was gone, North Carolina pine was shipped from Baltimore to Bethel by ship.

Decks of rams were made of pine. Seams were caulked with oakum and



No. 5 Painting of Bethel Shipyard as it was About 1880.

then filled with hot pitch. Many of the old timers speak of the pitch pot and the open spring nearby and how the tin drinking cup usually had a coating of pitch on the outside. A workman, Bayard Smith, was burned by a bucket of hot pitch and jumped overboard because of intense pain and burning. He was three months recovering. All workmen, except one, paid twenty five cents a week in a pool for him. In addition he was paid the usual wages by J.M.C.Moore.³

Masts were shipped in by freight from Oregon on two railroad cars since they were about one hundred feet in length. Sometimes masts were shipped to Philadelphia by ship and then put in the water as a raft of six logs and towed from Philadelphia to Bethel by the first ship coming that way. The masts arrived square or hexagonal, and were rounded by work men by use of the broadax and drawing knife. The masts were so perfectly rounded that they appear to have been done in a lathe, which was not the case.

The absence of topsails and jib boom eliminated the need for two men in the crew, which was a considerable saving even when men before the mast received twenty dollars a month and board. A few of the early rams had one or two topsails, probably to satisfy individual requests. None of the later rams were so equipped.

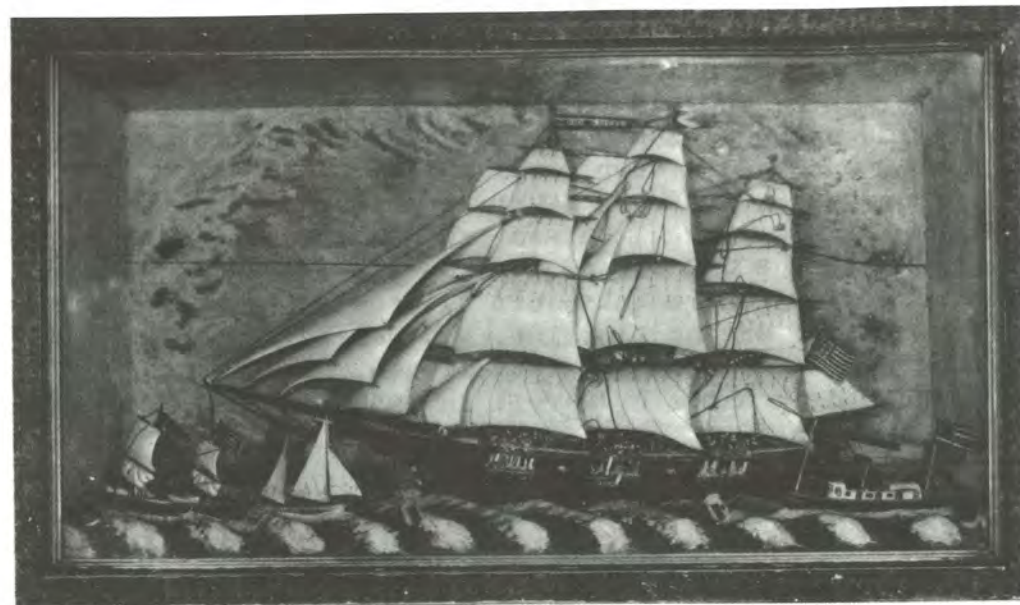
The ram was the most successful ship of its size and type on the Chesapeake Bay. It filled a definite need and when that need was no more it quietly disappeared from the scene. In 1960 only two remain, the Schooner JENNIE D. BELL and the Schooner VICTORY CHIMES, ex EDWIN AND MAUD.

The ram was able to survive longer than any other type. It was well designed and heavily built. Only one sailor is known to have lost his life from a ram until the LEVIN J. MARVEL tragedy which should not be held against the rams.

In 1880 a United States Post Office came to Lewisville. The towns' name was then changed to Bethel (biblical name for Sailors Retreat) to avoid confusion with another Sussex County town, Lewes, frequently called at that time, "Lewestown."

The Lewisville Marine Railway then soon became the "George K. Phillips Company," named for a partner in the shipyard company. The name of the company was changed in the early 1900's to the Bethel Marine Railway and was sold in 1909 by the original partners to Samuel J. Furniss and James M. Eskridge, who built one ship - the Schooner Ram GRANVILLE R. BACON. The last two ships built were during World War I and were ocean going schooner barges SMITH AND TERRY NO. 1 and NO. 2.

The yard remained idle until dismantled in the 1940's.



Upper No. 11 Model of full rigged ship HOMEWARD BOUND - Waller photo
 Lower No. 12 Grave stone of Captain Hugh Martin of Seaford, Delaware.
 The author has not been able to establish a connection between the
 two HOMEWARD BOUNDS Author's photo

II

CONDENSATION OF THESIS BY MISS BETTY KNOWLES,
 GREAT GRANDDAUGHTER OF
 CAPTAIN WILLIAM THOMAS MOORE.

In 1711 an Act of the Maryland Assembly created this section of land as an Indian reservation. It is at this point that a true historian can understand why the territory west of Laurel and Seaford passes from mention as playing any real part in the early development of the lower part of the state.

It must be remembered that the area mentioned became involved in the great boundary dispute between Penn and Lord Baltimore. When one realizes that the territory was claimed by two semi-independent proprietors, little wonder is there that settlers would not want to buy or purchase land within the area. Oldsters were just as intelligent in those days concerning their security as we are today, and no settler buying a grant from Penn would want to settle and have the cavaliers of Lord Baltimore at his back driving him from his purchased land.

This area was considered part of Somerset County, Maryland, having as its parish name, St. Stephens. It was not until 1770 that Broad Creek Hundred built its first Anglican parish church near Laurel. (Christ Church, Broad Creek)

After the establishment of the southern and western boundaries between Delaware and Maryland by Watson, Mason and Dixon about 1756, it would be expected that the area along the navigable waters of Broad Creek and the Nanticoke would develop with great rapidity. Such, however, was not the case and the "V" shaped piece of land between Broad Creek and the Nanticoke remained for many years without substantial habitation. It was a timber region with considerable growth of pine and cypress, with small farms dotting the area here and there. Oddly enough it was this virgin timber that attracted the shipbuilding industry.

On April 29, 1909 George K. Phillips, William T. Moore and John M.C. Moore sold the Bethel Marine Railway Company yard to Samuel J. Furniss and James Manlove Eskridge. Three boats were built after this time. Smith and Terry, Inc., purchased the yard in 1916, but due to certain difficulties concerning the ownership of the title, the purchase only resulted in the operation of the yard during construction of the two Smith & Terry barges, No. 1 and No. 2 in 1917 and 1918.

Many of the ships that were built at the Bethel railway were brokered and sold by Wootten and Fooks, of Laurel, Delaware, and after launching rarely, if ever, returned to Bethel.

In most every instance the masters and crew of the ships were cho-

sen from the town's population.

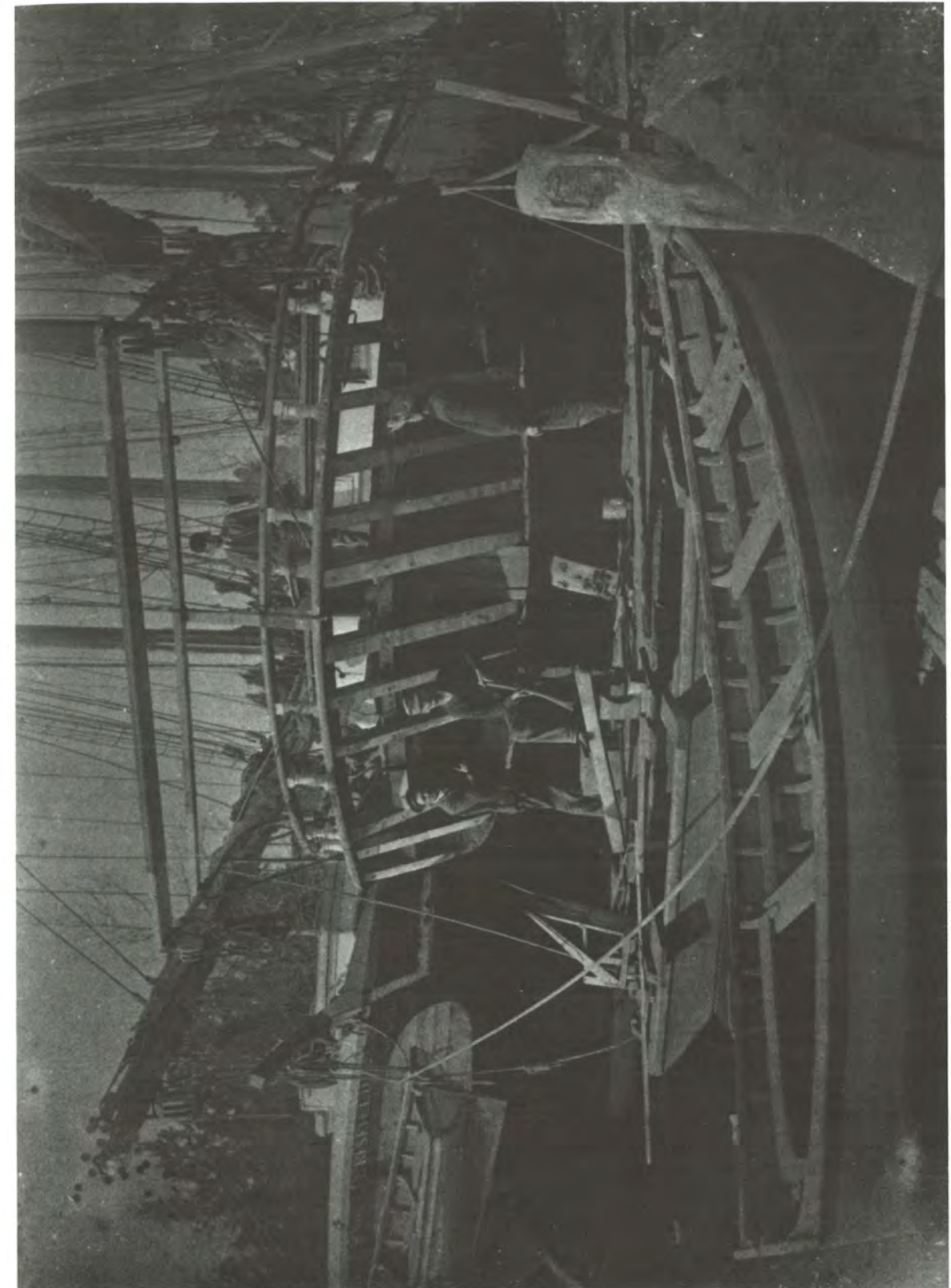
Once having left Broad Creek and the Nanticoke, they began to ply their coastwise trades which ranged from the Chesapeake Bay ports south to Cuba and north to Halifax. They carried south the commodities of the north and brought back lumber, turpentine and other naval stores. In the management of the vessels, the captains received one half share of the charter and the owners the other half. In those days the captain was the manager, not only in regard to the finances, but also obtained the cargoes, figured the tariffs, kept the ship in repair, managed the crew and made his report to the owners. The captains, therefore, must have been men of substance, not only business managers but they also had to be seamen.

Bethel profited through their experiences and by 1900 the town was a place of rather noted men. To mention a few, William T. Moore, John M. C. Moore, William J. Insley, J. B. Quillin, Reuben Quillin, Manlove Eskridge, George W. Elzey and others. Bethel reflected these experiences in the nature of the homes they built. Each of the above mentioned men had in that locality quite pretentious homes for Sussex County in that day and age. Today some of them still stand but their fences are not in repair and some are in sad need of paint. This is due to the architecture of the time in which they were built, which called for numerous porches and wooden trimmings of various cuts and shapes. Today the average painting bill on one house would amount anywhere from \$1200.00 to \$1400.00, (1955)

The inhabitants of the town in those days lived a strange life. The population probably never reached two hundred fifty people, but twenty five percent of the heads of the families sailed the bays, rivers and oceans and on Sundays when everyone went to church the congregation was predominately feminine.

During the week the general store was the common meeting place. In the town supper was served at five o'clock and by six the general store became full. The center of attraction was the captain newly returned to his home while his ship was undergoing repairs at some Atlantic coastal port. It was at these gatherings that the townsfolk learned first hand the latest information concerning people and events, for these sea captains were travelers and talkers with many thrilling experiences.

The winter months were particularly somber. The newspaper "Philadelphia Record" was avidly read by the population for it was considered to have one of the best pages on shipping, and it was from its columns that the people of the town learned the coming and goings of their ships. The women would almost plot the courses of their husbands as their ships sailed from Savannah, Jacksonville and Charleston northward, and the women of the town all knew the probabilities of endangered ships and captains with storms on the Atlantic off Cape Hatteras and Cape Henry.



No. 13 Schooner HATTIE E. GILES being repaired at Otis Lloyd's Shipyard, Salisbury, Maryland approximately 1900
Mariners Museum photo

It was at these times that the women congregated at the homes of the captains most likely to be affected by the storm.

On an average the captains got home about once every three months, and in the summer time the wives and children of the captains often made trips with their husbands and brothers.

Bethel was essentially a religious town and the Methodist Church, built in 1885, was very well supported. The inhabitants of the town together with some Methodists in Laurel founded the Laurel and Bethel Camp Meeting. This Camp was probably the largest and best attended Camp on the Eastern Shore. Its revival services attracted attention from all the eastern seaboard. It lasted for two weeks in the beginning of August. Families would rent or own one of the very small houses surrounding the commons of the Camp. The Pennsylvania Railroad Company ran excursion trains from Wilmington south to Broad Creek, which is the railroad crossing midway between Seaford and Laurel, and two miles eastward from Bethel. One can see the Camp from this railroad crossing.

These men of the sea also had an interest in the political life in their hundred, and eventually many of them served in the State Legislature. William T. Moore, a Democrat, was a State Senator, John M. C. Moore a Republican, served many times in the House of Representatives. S. J. Furniss was a Democrat and represented the hundred in the Senate. Captain Eskridge was also a Democrat and George W. Elzey was a prominent Republican and after his retirement was an employee in the State Department at Dover.

Electricity came to Bethel about 1912. The quaint little oil street lamps at that time were taken down and destroyed, but at the same time another type of change was passing across the face of the village and this was nothing more than progress written in the words steam and naphtha. With the advent of steam coastwise shipping was absorbed by the larger vessels. The naphtha engine, the forerunner of the gasoline engine, made transportation by small boats propelled so much faster than sail. The marine railway at Bethel never got away from sail. Maybe if Smith and Terry of New York had obtained clear title to the land of the railway, the conversion might have taken place and Bethel would have been a flourishing town, still building small craft. At the present time there is not even a skeleton of the railway on what was the old property.

The town is being reclaimed by retired business men and is becoming a residential area, very beautifully kept and improved. There will never be any more future in industry so far as the Creek is concerned, and it will probably remain a sleepy little town, and with no historical recognition by placard. This is an incident in history that covers little

time, lots of energy and forgotten credit.

Seaford may have her nylon - Laurel may have her baskets - but Bethel had its romance, and after all - What is life without romance?

Jonathan Moore - Founder of
Lewisville Marine Railway Company
1809 - 1890

Was the son of Mathias Moore, Laurel, Delaware who died in 1821.

Jonathan Moore ran a general store in the town of Lewisville and his account books show charges as early as 1842. Many of his accounts are in the names of schooners, showing that Lewisville was an active port in the early 1800's. This is probably because Broad Creek became shallow at this point. It was necessary to unload sailing ships at Lewisville and lighten cargoes to and from Laurel by means of scows and boats which were rowed by four to six men.

Jonathan Moore sold many marine supplies and supervised minor repairs on ships before the installation in 1869 of the Marine Railway.

Before the railway, ships were careened (turned on alternate sides) by lateral pull on top of masts, for the purpose of cleaning and painting bottoms and caulking. As early as July 1854 the schooner NUNCIO was charged \$8.02 for "auger graving." In 1873 the Marine Railway, which was horse operated, attempted to haul the schooner CLARA GOODMAN and because of the weight of the ship the apparatus broke causing the ship to fall back into the water. J. M. C. Moore, son of Jonathan Moore, obtained a steam engine from a nearby lumber mill at Portsville and rigged it to operate the hauling out cradle after that, also to operate saws, etc. at the yard.

Jonathan Moore organized the Marine Railway at Lewisville and was managing owner for several years. His account books show that he owned a large interest in the Railway.

LEWISVILLE MARINE RAILWAY COMPANY

(Name later changed to G. K. Phillips & Co.)

Charges in 1880's.

Copper paint first used on bottoms, 1875, at Lewisville Marine Railway Company.

1 Main boom for Sloop WILLIAM C. ELLIS, \$10.50.
Ship carpenters paid \$1.50 per day (10 hrs.)
Yard charge, \$2.00 per day for ship carpenters.
Ship caulkers (pronounced "corkers") were paid \$2.00 per day.
Yard charge, \$2.75.
Log for taffrail - \$5.00.
Putting on name of schooner NOBLE GRAND, \$1.00
Barrel of pitch - \$4.50.
500 deck plugs, \$2.00
Cash paid for boy to go to Laurel, \$.50 (6 miles round trip)
1 log for rudder, \$3.25.

SHIPS BUILT AT BETHEL (LEWISVILLE) BEFORE RAMS.

SCHOONER SAILOR 76 Tons

Presumably built at Lewisville, Delaware.
Registered at Customs House, Vienna, Maryland, July 16, 1833.¹
K. M. Lewis of Lewisville, Delaware - owner and captain.
K. M. Lewis, father of H. C. Lewis of Laurel and grandfather of Dr. Warren Lewis of M. I. T., was buried at M. E. Churchyard, Bethel, Delaware. In 1840 Kendall Lewis laid out twelve lots on site of present town (Lewisville) which is now called Bethel, (Biblical name for sailor's retreat). Kendall Lewis also built a wharf on the shore of Broad Creek, probably at site of Lewisville Marine Railway shipyard.

SCHOONER EMILY BURTON 88 Gross Tons, 83 Net Tons. 85.5 ft. x 24.5 ft. x 6.4 ft.

Built at Lewisville, Delaware 1871.
Captain - Burton Insley.
Owned in Philadelphia.
One of crew died aboard at Washington, D. C. (was relative of Captain Thomas Marshall) was brought to Bethel by train.³
Owned 1908, Baltimore, Maryland.

SCHOONER HATTIE E. GILES (later IDA O. ROBINSON) 134 Gross Tons. 110.5 ft. x 23.7 ft. beam, 7.5 ft. depth.

Built 1874. 3 masts and 3 top masts. Square stern - billet head (billet is decorative scroll below bowsprit)
First captain - John P. Owens of Bethel, Delaware.
First ship built by J. M. C. Moore (Lewisville Marine Railway) Lewisville Delaware.
Managing owner - A. J. Horsey Company, Laurel.
Owners - Thomas B. Giles, Isaac Giles, Thomas C. Horsey, Gibson Cannon,

Captain John P. Owens, A. J. Horsey, Robert Lambden, L. J. Marvel, G. K. Philips, M. M. Ellis.
Sailed waters of Atlantic Coast and "went foreign" March 19, 1875.
Certificate issued for change of captain or otherwise, November 30, 1892, Baltimore, June 20, 1902, Baltimore, January 28, 1908, Baltimore, April 8, 1911 sold at Baltimore.¹
Was rebuilt at Sharptown, Maryland in 1911 and renamed IDA O. ROBINSON for wife of A. W. Robinson, who later was president of Marvil Package Company of Laurel, Delaware. In 1925 was owned by J. M. Addison of Baltimore, Maryland. Abandoned 1929 (M.V. of U. S.)⁵

SLOOP - ALLIE VIRGINIA (2) (named for daughter of J. M. C. Moore, Mrs. Arthur Philips) 42 ft. x 14.8 ft. x 3.4 ft.

Second ship built by J. M. C. Moore in 1877 at Lewisville.^{1,2,3}
Later sold to Spry Gray, Elliotts Island, Maryland.
Was owned in Baltimore, Maryland in 1895.

SCHOONER ALERT 66 Gross Tons, 63 Net Tons 77.1 ft. x 21.3 ft. x 6.1 ft.

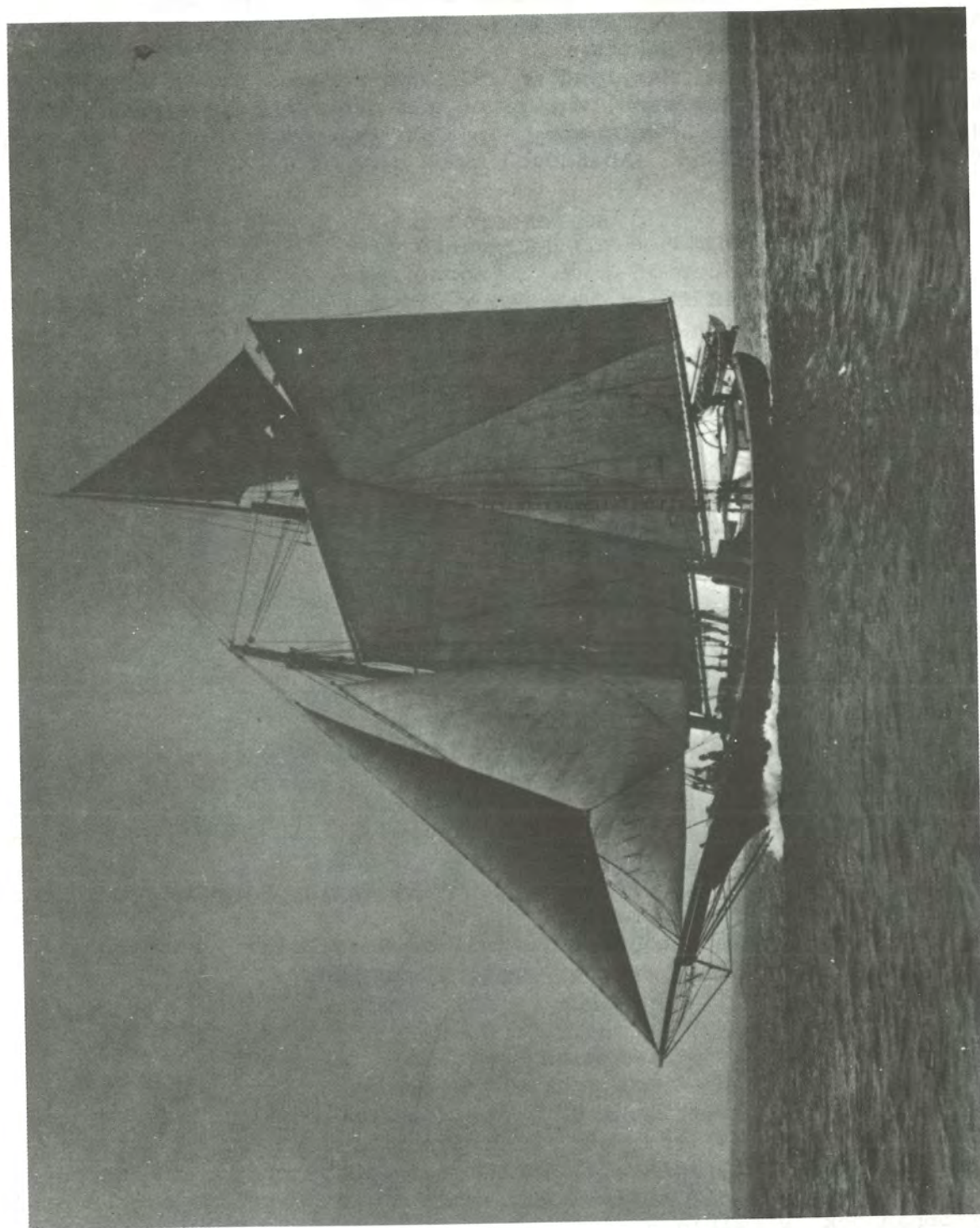
Built in 1881 at Bethel, Delaware.
In 1925 owned by Winfield Scott, Seaford, Delaware.^{1,2,3}

SCHOONER CHARLOTTE MOORE (named for wife of Captain W. Thomas Moore) 18 Tons. 42.5 ft. x 16 ft. x 4.2 ft.

Built in 1877 at Lewisville, Delaware.
Third ship built by J. M. C. Moore (Lewisville Marine Railway)
Vessel had 2 masts and 1 top mast.^{1,2,3}
Later sold to Captain George Jones (negro) of Deal Island, Maryland.
Was owned in Elizabeth City, North Carolina, in 1908.

140673 SCHOONER LENA WILLING 53 Gross Tons, 50 Net Tons 72.7 ft. x 22.7 ft. x 5.7 ft.

Built in 1883 at Bethel, Delaware.
Crew of 3.
1908, Tappahannock, Virginia.²



No. 15 Schooner LULA M. PHILLIPS - Mariners Museum photo

SCHOONER BESSIE BROWN
260 Gross Tons, 247 Net Tons.
123.8 ft. x 32.3 ft. beam 9.7 ft. depth.

Built at Lewisville, (Bethel, Delaware), June 1884 for Captain George K. Philips.

Designed and laid out by W. R. McIlvain.³ Captain Philips had some changes made but she still was a fine looking ship. Had deep draft, (long legged) with high masts and looked like a clipper from descriptions by old Bethel sailors. She was a fast sailor and had 10 ft. draft when fully loaded. The ship was built without the help of any kind of power machinery. Took two years to build.

Was built across the road from the regular launching ways and launched down stream instead of upstream as the majority of the ships were at the Bethel yard. At launching the ship stuck in the mud on the opposite side of the creek and several days were necessary to free it with the aid of tugs from Baltimore. A general holiday was taken in town and Bethel was overflowing with visitors watching the process of getting BESSIE out of the mud. Bob Bell and his wife, respected negroes of Laurel, did a "landoffice business"¹ selling cakes and pastries at the scene.

George F. Philips, a broker in Norfolk for whom a ram was named, is reputed to have written a story about BESSIE BROWN, for which he received two hundred dollars.⁴

Official No. 76483

SCHOONER - JENNIE E. MARSHALL
187 Gross Tons, 177 Net Tons

Built in 1884 at "Devils Reach," 150 yards beyond William Davies' farm, for Captain William Marshall.

In 1900 - listed as barge.

1900 owned in Norfolk, Virginia.² Later lost at sea.³

SCHOONER - LULA M. PHILLIPS
61 Gross Tons, 53 Net Tons.
77.5 ft. x 22.0 ft. x 5.6 ft.

Rebuilt 1913 at Bethel, Delaware for Captain Matt Moore.

Was originally the two-masted schooner ANNIE M. LEONARD built 1877 at Oxford, Maryland. She was no doubt rebuilt at Bethel to such a degree that she could be renamed and given a new building date. Only the beam and tonnages of the two vessels differ. Reported that the LEONARD was raised one bend. An old sea captain, Captain John Horner, lives at Mt Vernon, Maryland and is now skipper of the power boat MARYDEL. His step-father was captain of the LEONARD when the work was done. In 1958 the PHILLIPS was used as a power boat on Chesapeake Bay.⁵

CONVERSIONS OF CANAL BOATS TO SCHOONERS AT THE
LEWISVILLE MARINE RAILWAY YARD.

SCHOONER WILLIAM DONNELLY
97.8 ft. x 17.6 ft. x 7.1 ft.

First captain - William Hopkins who gave up command for Ram GRACE G. BENNETT. William J. Riggins was next captain.
Donnelly was a canal boat converted to schooner rig at Lewisville Marine Railway Yard.
Originally built in Hamburg, Pennsylvania on banks of Raritan Canal.

Reg. No. 21739 SCHOONER LULU M. QUILLIN
(formerly Reading R. R. No. 34)
122 Net Tons, 129 Gross Tons
106 ft. x 19 ft. x 8.6 ft.

Was also originally built on banks of Raritan Canal, Hamburg, Pennsylvania, in 1863.
First Captain - Caleb Insley. W. J. Eskridge of Bethel was a later captain and part owner.
Was also a canal boat rebuilt 1882 at Lewisville Marine Railway Company and converted to schooner rig with three top masts and jib boom.
She was named for Mrs. T. F. Cottingham of Seaford.
Was apparently rebuilt in 1886. Five forty-eighth shares were sold to W. T. Moore for \$256.24, making total value of \$2460.00.¹³ According to the records of W. T. Moore, this vessel was sold in 1903 by the United States Marshal at Baltimore, Maryland in admiralty proceedings - selling price was \$535.48 above cost with interest.¹³
Lost at Little Kinakeet, North Carolina, December 11, 1917 with no loss of life.²

SCHOONER ROBINHOOD
100 ft. x 17.8 ft. x 7.8 ft.
2 Masts and 1 top mast

Originally built in Pennsylvania on the banks of the Raritan Canal, in Hamburg, Pennsylvania in 1868 as canal barge.
Was owned and sailed by Captain John Baker of Berlin, Maryland.



Geo. K. Phillips & Co.,
SHIP-BUILDERS.

RE-BUILDERS, REPAIRERS & CALKERS.

Bethel, Del., Aug 7th 1899

J. J. Frooks Esq

*Dear Sir enclosed
find our check for Three Hun-
dred Seventy one & 3/100 full
Sale & Earnings of Sch John-
Mcguire*

Yas Truly

John M. C Moore

*P.S Will bring book up first
chance*

J M C Moore

No. 16 Stationery Geo. K. Phillips & Co.

HOW RAMS WERE BUILT AT THE BETHEL SHIPYARD.

The rams at the Bethel yard were built for specific captains who agreed to sell fifty percent of the shares necessary to defray the cost of building. The first ram, the J. DALLAS MARVIL, cost \$7,638.00.¹⁴ The cost increased as the rams became larger and as timber and labor became more expensive.

One of the last built, the JOSEPH P. COOPER, cost \$20,500.00.⁶ The captain of the ship usually sold his shares anywhere except the town of Laurel. This agreement enabled the owners of the shipyard to sell their stock without much trouble. Since shares in ships were popular and very profitable property to own, it was not difficult to sell an eighth or sixteenth, thirty-secondth or sixty-fourth of a ship to nearby citizens who wished to get a return of five to twenty percent annually on their investments.

Ship brokers and chandlers in Norfolk and Philadelphia frequently purchased shares and in return got orders for sails and other items needed to complete the ships.

The captain usually took whatever share he was able to purchase at the time his ship was built.

When it was agreed to build a ram, J. M. C. Moore, with his yard foreman, Jacob Smith and later Will Smith, would order materials necessary and the timbers would be delivered from the swamps near Gumboro. They were hauled by teams of six or eight mules and a timber cart, being the large oak timbers used for keels, keelsons, ribs, beams and stanchions.

The timbers were used just as they came from the mill. No attempt was made to dry them before use. The oak timbers were more easily worked when green and since oak shrinks remarkably, the fastenings would be held more tightly after the shrinking process was complete. It is almost impossible to get a metal fastening out of a dried piece of oak.

ORDER OF BUILDING A RAM.

Keel laid first
 Floor timbers
 Ribs
 Stem and Knightheads
 Transom rudderpost and deadwood
 Establish Sheer Line for Deck Beams
 Centerboard Well and Centerboard
 Deck Beams
 Keelsons
 Ceiling - side and floor
 Planking and caulking, then closing gnaw hole
 Log rail
 Cabin and Forward deck house
 Launching
 Stepping masts, Bowsprit
 Rigging
 Spars and sails
 Anchors

MATERIALS USED IN BUILDING RAM NO. 1 - J. DALLAS MARVIL FROM NOTEBOOK OF J. M. C. MOORE¹⁴

Wrought iron, 5/8", and spikes 6"	\$ 405.00
Freight of above from Wilmington	17.47
Windlass logs	7.00
Hauling bowsprit	1.50
Freight and hauling iron in addition to above	81.00
Salt to put between ceiling and planking	81.00
Freight on hawse pipe mould	.35
To Hubert and Cottingham	788.57
J. F. Trice for iron work (Blacksmith)	131.55
To David Baird, spars	198.00
Spicer and Brother for tallow	3.46
For Boom and Gaff logs	10.00
For anchors (2)	117.00
For rigger's bill	68.75
Painting name	1.00
Sail bill	713.20
To J. L. Fooks for iron work	65.00
To Levin J. Marvel for furniture	4.84
Scow hire	3.00
1 ship's bell	2.00
4500 deck plugs	9.00
1 steering wheel and fixtures	19.80

Total for incidental expense for the first Ram \$2205.57



Upper No. 18 Home of Jacob Smith of Bethel Shipyard Author's photo
 Lower No. 19 Home of Captain J. P. Owens in 1800's Author's photo



Upper No. 20 Home of Jonathan Moore and later of G. K. Philips
 Lower No. 21 Home of Captain W. T. Moore in 1800's - Author's photo

Captain William Bell was the brother of Captain Harry Bell of Seaford and the son of Henry Bell who was also a sea captain and who died at sea in the blizzard of February 1899.

The Jennie D. Bell was not inspected by the American Bureau of Shipping to go to sea, but did so on her first trip. She has been maintained well and seemed quite sound in 1955. (3)

October 1955 Captain Heath bought Worcester Fertilizer Company's share of the Bell. In 1957 the Bell was used to haul grain to Baltimore, but because of sails being damaged in a storm, has spent almost all of the time since in Wicomico River at Salisbury, Maryland. (1960)

RAM NO. 13 SCHOONER - ALVERDA S. ELZEY
135.9 ft. x 28.5 ft. x 8.3 ft.

Built in 1899 for Captain George Elzey (1869 - 1939) of Bethel, Delaware and named for his wife.

The hull was built like a ram and was rigged like a schooner with three top masts, jib boom and trail boards. Was one of the best looking rams. "Outside type."

Captain Elzey later had built the four masted schooner George W. Truitt at Bath, Maine. Many local sailors served on the Truitt, including Orlando Moore and Irving Hastings (whose widow has a painting of the Truitt)

The Elzey was different from other rams in the number of headsails - five. Lost off Mexico January 1910. (5)

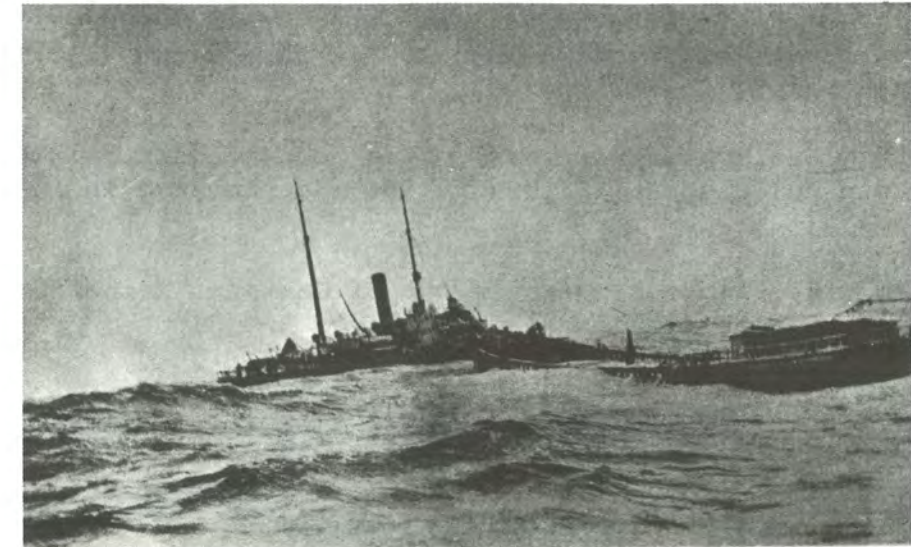
RAM NO. 14 SCHOONER EDWIN AND MAUD
(later Schooner Victory Chimes)
208 Tons. Built at Bethel
126 ft. x 23.8 ft. x 8.6 ft.

Keel laid September 5, 1899 and launched in April 1900. (14)

First captain was Robert Riggan of Bethel, 1855 - 1925. Ship was named for his children. Captain Riggan's son, Edwin, was born in 1892 and served on many merchant ships before his retirement. Edwin now is the owner of a grocery near Laurel. (1960)

Was operated in Chesapeake Bay and Coastal freight service until 1945 when Captain Knust purchased this ship with the sister ram LEVIN J. MARVEL for passenger service on Chesapeake Bay out of Annapolis. The previous owners, Albert F. Paul Company of Baltimore, had kept up the Edwin and Maud very well so that she was sound. The Marvel was older, having been built in 1891, and did not stand the wear and tear as well.

Captain Knust operated the two ships for several seasons and they were familiar sights on the Bay during the summer months, with their passengers taking life easy on deck. Oxford, Cambridge, Georgetown and other Bay ports saw quite a bit of the rams on their weekly excursions up and down the Bay. In 1954 Captain Knust was getting older and sold the EDWIN AND MAUD to Captain F. B. Guild of Castine, Maine, who used the ship during the summers of '54 and '55 out of



No. 42 Schooner Ram WILLIAM THOMAS MOORE - Mariners Museum
No. 42 Schooner Ram WILLIAM THOMAS MOORE - Courtesy W. T. Bennett

Rockland, Maine for passenger service. He bought the ship for \$18,000 and gave a mortgage to a Hosea B. Philips of New York City for the full amount. Captain Guild then began reconditioning the ship from the bottom up. The bottom was scraped and caulked, the decks were scraped and covered with "Moby Dick," which is a plastic material something like fiberglass. New sails were bent on, also new running rigging. New staterooms were built on the forward house, new water tanks (6000 gallon capacity), new galley stove (oil burning range), new thirty two volt lighting system and new paint, inside and out.

The ship was approaching new, or as good, condition. It was reported that Captain Guild spent \$11,000 in '54 and the same in '55, for renovations.

In 1961 the ship was operated out of Castine, Maine for summer tourist trade, by Captain Guild.

RAM NO. 15 - SCHOONER GEORGE F. PHILIPS
270 Gross Tons, 237 Net Tons.
130 ft. x 28.3 ft. x 8.4 ft.

Built at Bethel, Delaware. Keel laid November 27, 1900. Launched May 30, 1901. (14)
First Captain was James Furniss of Bethel who owned a share in the ship. Managing owner was Daniel J. Fooks of Laurel, Delaware who paid \$1524.38 for one-eighth share in ship. Total cost, \$12,194.64. (12)
Foundered February 1910. (5)

RAM NO. 16 - SCHOONER WILLIAM THOMAS MOORE
134.3 ft. x 28.8 ft. x 10.1 ft.

Built at Bethel, 1902. Named for one of owners of Bethel Shipyard. First captain was Thomas Marshall of Bethel. Second captain was Harry Bell, grandfather of William Bell of Bethel. Third captain was George Edward Jones of Riverton, Maryland. In 1914 the ship blew ashore and was grounded at Little River, North Carolina, while under command of Captain George Edward Jones. This happened after breaking towline from tug. J.M.C. Moore then went to North Carolina and refloated her. She was used for general cargo coastwise and Bay until 1915, when dismasted near Hatteras. Crew was taken off by U. S. Coast Guard and ship was abandoned. Two months later the hull was reported drifting near Halifax, Nova Scotia. J.M.C. Moore went to Halifax and attended to selling cargo of lumber and selling the ship which was repaired, supplied with new masts and rigging, and loaded with a war cargo for Europe. The ship was lost

in Mid-Atlantic November 16, 1916, foundered 40°05'N., 37°56' W (5)
presumably a victim of a German torpedo. (3)

IV.

BETHEL SAILORS.

Captain Kendall M. Lewis, 1772 - 1862.

Captain Lewis built the first dock at Bethel and sailed many ships in the Nanticoke. One of his ships was the SAILOR which is mentioned in another part of this book. Captain Lewis was the father of H. Clay Lewis of Laurel, and the grandfather of Dr. Warren Lewis of Massachusetts Institute of Technology, the inventor of Lewisite gas in World War I.

Captain William Henry Thompson, 1815 - 1876.

Was captain of square rigged ships. His son built the model of HOMEWARD BOUND.

Captain Elisha Carey, 1816 - 1882.

Died at sea July 29, 1882 off the Virginia Capes while master of the Schooner ANNIE E. MOORE of Laurel, Delaware. The ship was run aground in a fog at Hog Island, Virginia by the mate, Captain Carey's son, Dice, and the body was hoisted from the deck of the ship to the shore where it was transported to Cape Charles, Virginia by wagon. It was then loaded aboard a ferry and taken to Norfolk and shipped by rail to Seaford, Delaware for interment in the Methodist graveyard at Bethel, Delaware.

Captain Carey was the father-in-law of J. M. C. Moore. His daughter, Mrs. J. M. C. Moore, told of accompanying her father on some of his voyages and on one occasion remembered having the stern of the ship rise out of the water for no apparent reason. All hands ran to the rail and were surprised to see an enormous whale which had come up under the ship. As the whale swam away its back was bleeding profusely from barnacles on the ship's bottom. After that the ship leaked and had to be

taken to a railway near Boston, Massachusetts for repairs.

The ANNIE E. MOORE was one of four ships built at Laurel, Delaware by David W. Moore, son of Jonathan and brother of J. M. C. Moore. The other three schooners were:

1. The Amelia Hearn - 2 top masts
2. The John McGinnis - 2 top masts
3. The John A. Curtis - 3 top masts

The four schooner above were built at Laurel on the town side and were launched sideways. No shipyard was used. Materials were gathered as needed. It is presumed that the ships were built at the foot of Oak Street.

Captain J. P. Owens, 1824 - 1894.

Master of the CASPER HEFT, a main topmast schooner.

Captain Caleb Insley, 1828 - 1897

Sailed the converted canal boat, LULU M. QUILLIN, which was a three masted topmast schooner. Captain Vernon Hopkins and Arthur Philips were sailors before the mast on this ship in the early days, and later Captain Arthur Philips on a voyage, anchored off Potomac City and with Captain Vernon Hopkins and John Morris, a sailor, went rabbit hunting. They made their yawl boat fast on shore and saw an old colored man with long white sideburns on each side of his face, and asked him if it was all right to hunt in that vicinity. The colored man replied, "Yes indeed, go ahead" and stood and watched the hunt. Captain Vernon was quite young and did not have a shot gun so he acted as a rabbit dog. He beat the bushes and the rabbits ran out. Captain Philips shot at seventeen rabbits and got none. Since he was ordinarily a good shot he felt certain the negro had bewitched them. When they went back they found the yawl boat turned over and full of water and had great difficulty getting back to the Schooner LULU M. QUILLIN.⁴

Captain W. T. Moore, 1837 - 1915.

Had the ram of the same name built. He sailed schooners in the bay in his early life. He spent most of his time later managing his many shares in sailing schooners.

Captain Robert Coulbourne, 1839 - 1878.

Levin W. Bell, 1840 - 1881

Captain Henry W. Bell, 1843 - 1899.

Had built the Ram LEVIN J. MARVEL. He freighted North Carolina lumber to Baltimore and Philadelphia.

Captain Bell died at sea in the blizzard of 1899. His body was brought to Laurel and because of the heavy snowfall, three days elapsed before the trip could be continued to Bethel. J. M. C. Moore had a very large snowplow built at the shipyard and used it to open the roads from Laurel to Bethel so the funeral could take place. At Captain Bell's death his estate was settled by J. M. C. Moore and his shares of the following schooners were disposed of:

Schooner THREE FRIENDS
Schooner JENNIE D. BELL
Schooner AGNES S. QUILLIN
Schooner LEVIN J. MARVEL
Schooner HARLAND W. HUSTON
Schooner MABEL & RUTH
Schooner IDA E. COMLY

*Papers of J. M. C. Moore

Isaac Henry Thompson, 1844 - 1897.

Was a caulker and pitcher of seams. He built the model of HOMEWARD BOUND.

James A. Coulbourne, 1846 - 1924.

A caulker at the shipyard. Went to sea when young and was on a schooner in the Potomac River during the Civil War.

Captain Robert J. Riggin, 1846 - 1887.

Captain W. J. Hopkins, 1850 - 1896.

Was the uncle of Captain Vernon Hopkins and Captain George H. Hopkins. One of Captain Hopkins' earlier ships was the Schooner WILLIAM J. DONNELLY which was converted from a canal boat at the Bethel yard. He ran between North Carolina and Baltimore with lumber. The DONNELLY was seventeen feet beam and was very satisfactory when the ship was loaded below decks. However, when it was loaded above decks the main boom trailed in the water up to the sheet blocks. Captain Vernon remembers "that he had to walk on one foot, and on one knee when the boat was heeling." Captain Hopkins then had the Ram GRACE G. BENNETT built and died aboard it - his last ship.

James E. Spicer, 1850 - 1935.

Was also a caulker at the Bethel yard.

Captain James T. Williams, 1856 - 1927.

Had the Ram LIZZIE A. WILLIAMS built and sailed her until his arthritis prevented further life at sea. Captain Vernon Hopkins recalls seeing the LIZZIE A. WILLIAMS in the northwest Providence Channel and remembers that the ship ran between Miami and Nassau.

Captain William E. Cordrey, 1856 - 1925.

Also sailed the Schooner CASPER HEFT and later the Schooner CLARA RANKINS which he had built at Bethel. Captain Cordrey's wife, Maggie, was the daughter of Dennis Philips who owned much of the land at Bethel after it had been sold by Mathias Moore.⁴

Captain W. J. Insley, 1856 - 1914.

Had the THOMAS J. SHRYOCK built, which was named for a lumber dealer in Philadelphia.

Captain Thomas J. Marshall, 1858 - 1943.

Three Rams, the EDWARD R. BAIRD, the IDA R. COMLY and the REEDVILLE were built for him. He was captain of the LEVIN J. MARVEL, also.

Captain George B. Insley, 1864 - 1922.

Owned the Schooner C. He sailed her for a year or two and then had the barge CHARLES S. HEARN built at Bethel and sailed her for many years.

Captain Robert E. Riggin, 1865 - 1925.

Was captain of Schooner JOHN MCGINNIS. Vernon Hopkins and John Eskridge were with him as sailors before the mast. In 1900 he had the Schooner Ram EDWIN & MAUD built which he sailed for many years.

Captain S. J. Furniss, 1866 - 1930.

Was a native of Pocomoke, Maryland. He had built the Ram, GEORGE F. PHILLIPS (3 masts) and the four masted Ram JUDGE PENNEWILL. Was also master of Schooner WILLIAM AND JAMES.

Captain George W. Elzey, 1869 - 1939.

See Ram ALVERDA ELZEY and four masted Schooner GEORGE W. TRUITT.

Captain William S. Bell, 1871 - 1901.

Nickname was "Skilly." He had the Ram JENNIE D. BELL built for himself but did not keep her very long since he died three years after she was built. His earlier experience in sailing was with his father, Captain Henry W. Bell.⁴

Captain Fred Morton, 1876 - 1934.

A native of England. Came to Bethel as mate with Captain James Furniss on the Ram GEORGE F. PHILIPS. Captain Morton met Miss Kate Spicer whom he married in Bethel. She was the daughter of James Spicer. Captain Morton was later captain of the ANNA M. HUDSON and SCHOONER JACOB HOOK.

George S. Phillips, 1880 - 1935.

Was son of Jacob Smith and was adopted by George K. Phillips one of the owners of Bethel Shipyard. George S. Phillips was lost at sea, drowned off Delaware Capes from a Southern Transportation Company barge during a storm.⁴

Captain James Elvey Quillin.

Schooner Ram AGNES S. QUILLIN was built for him. He made two or three trips with this ship. Mrs. Charles Cordrey of Bethel is a daughter. He was later mate of the EDGAR C. ROSS with Captain W. J. Quillin and later was with Captain Quillin on the Schooner HERBERT MAXWELL. Captain Elvey Quillin was known as one of the best seamen to come from Bethel.⁸

Captain William H. Outten - died in 1878.

Estate was settled by J. M. C. Moore and shares of the following schooners were listed among his estate:*

Schooner OCEAN BIRD
Schooner FAIR WIND
Schooner INDUSTRY
Schooner NORTH CAROLINA
Schooner BIG BEE

*papers - J. M. C. Moore

Captain William E. Riggin.

Father of Captain Robert E. Riggin. From 1847 to approximately 1860 Captain William Riggin was in command of several different schooners: MARGARET ANN, Schooner POLLY, Schooner GEORGE HENRY, Schooner EUPHRATES, Schooner SWIFT, Schooner VANQUISH in 1851.

In the personal account book of Captain William Riggin he lists many sailors who shipped aboard his boat.

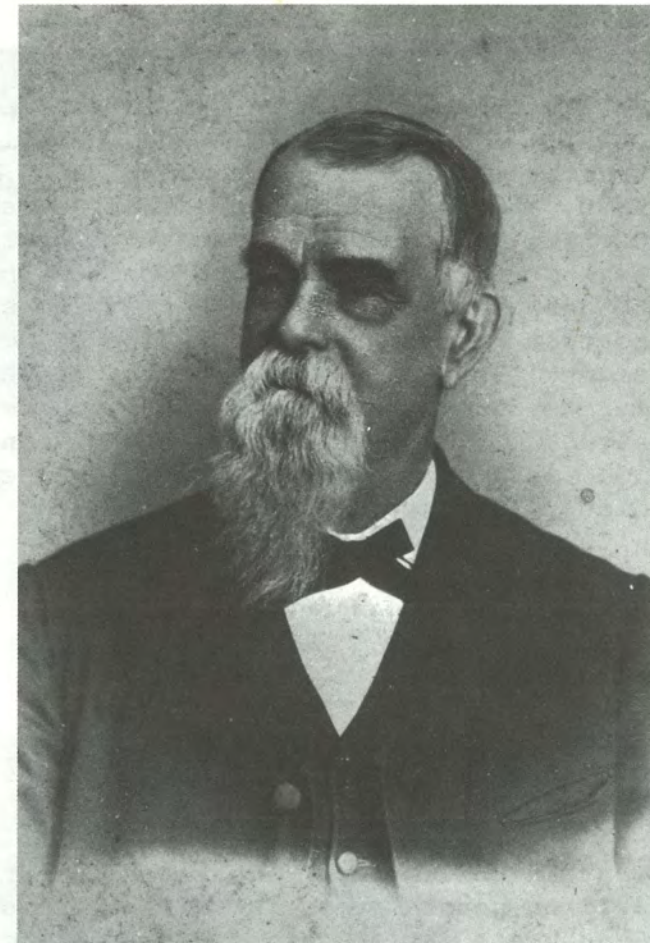
James Calloway in 1848 shipped on the Schooner EUPHRATES under Captain Riggin, for the wages of \$15.00 per month.

In the same year John Twiford shipped on the Schooner EUPHRATES under Captain Riggin for \$8.00 per month.

In 1847 Samuel Sherwood shipped aboard the Schooner MARGARET ANN at \$8.00 per month.

Jonathan Cooper shipped on board the Schooner SWIFT in 1848 under Captain William Riggin for \$10.00 per month, as also did John Hirt.

Captain Riggin must have had a period of adversity in 1851 since he shipped on board the Schooner VANQUISH at \$15.00 per month. That year must have been a bad one since William Henry Thompson shipped on the VANQUISH at \$4.00 per month under Captain Riggin.



Upper No. 49 Captain John B. Quillin

Lower No. 50 Home of Captain John B. Quillin

Author's photo

An agreement written on the letterhead of James Power & Company, Wrecking and Submarine Contractors of Norfolk, Virginia, dated August 21, 1879, states that "we have this day agreed with Captain Riggins to try and save his vessel, Schooner ALEXANDER, and cargo of stone and due to have seventy five percent of the same or any portion thereof sold at auction at Norfolk, Virginia"- signed "James Power & Company, Wreckers and Submarine Contractors." A later notice dated August 1, 1879 states that the Schooner ALEXANDER, 104 tons, of Seaford, Delaware - Joseph H. Riggins, Master, was given up for lost on the above date with a cargo of stone.22

*Papers of Robert Bell

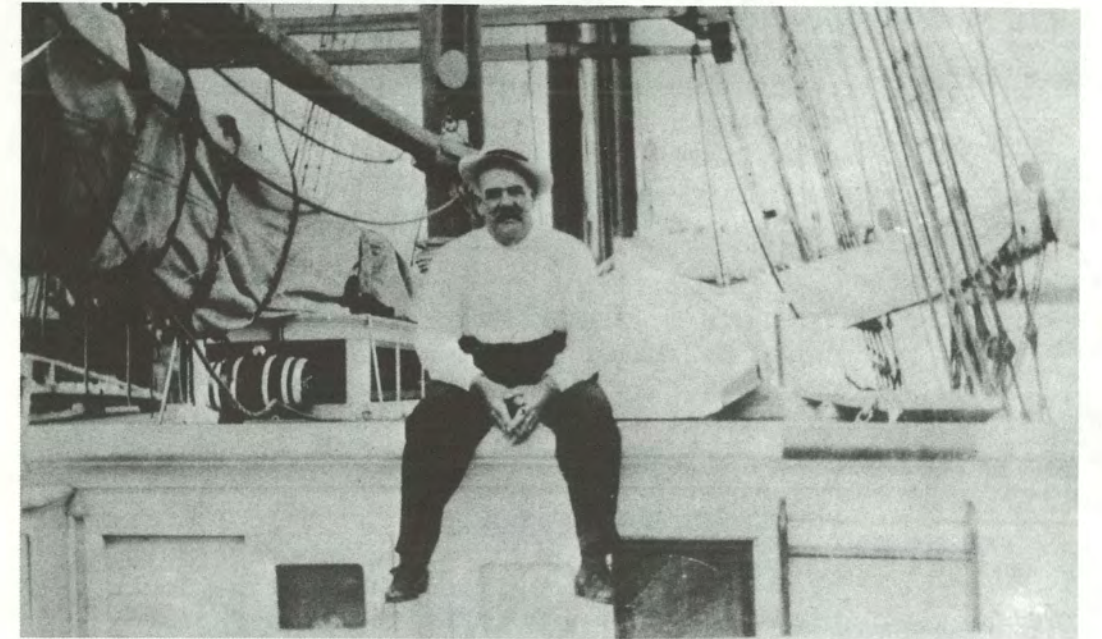
Captain John B. Quillin, 1824 - 1905.

Captain Quillin was born near Downey Dam on the old road from Bethel to Seaford. His father was lost at sea.

Captain Quillin spent most of his early life sailing coastal vessels in the rivers of the Chesapeake Bay and along the Atlantic Coast. It is known that he captained several ships owned in this area in the late 1800's. THE JOHN A. CURTIS, CLARA GOODMAN and JOHN MCGINNIS were some of the ships under his command.

He left the sea and entered the mercantile business in Bethel and built his second store in 1884 across from the shipyard, with the back of the store building next to the Methodist graveyard. The walls around the store were built up with logs in the same manner as a wharf. The store building was large and had a hall on the second floor where the Redmen Lodge met.8

Captain Quillin built his home on Main Street in Bethel, on the West side next to Captain Owens. It is somewhat similar to Captain Owens' house, except larger. It is now occupied (1960) by Captain and Mrs. Robins and has been restored and put in good order. It has beautiful pine sheathing inside.



Upper No.51 Captain W. J. Quillin
Lower No.52 Home of Captain W. J. Quillin-Author's photo

Captain Quillin had eleven children and among them were four sons who became sea captains. Eldest was George, then William John, James Elvey and Roland.

Captain William John Quillin, 1856 - 1937.

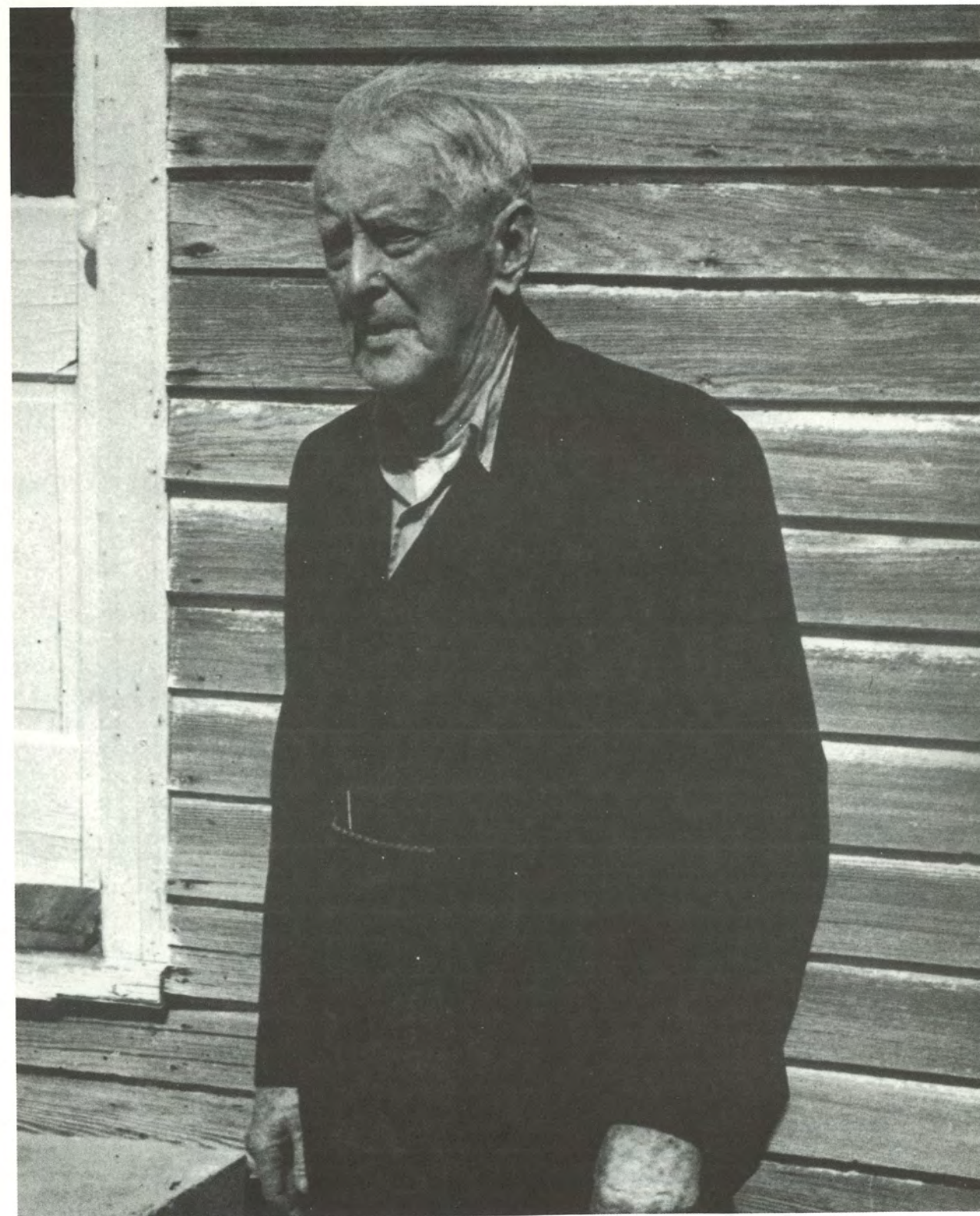
Captain Quillin's first command was the BENJAMIN T. BIGGS, a three masted schooner owned by former Governor Ponder of Milton, Delaware. He took command of the BIGGS at the age of nineteen years.

His next ship was the schooner J. WAPLES PONDER which Governor Ponder built for him. It was a small three masted schooner used to haul phosphate rock from Charleston, South Carolina for the Ross Brothers in Seaford. It was not large enough so the Rosses subscribed one-half interest in Schooner EDGAR C. ROSS which was built in Bath, Maine in 1887. The owners were D. J. Fooks of Laurel and Captain W. J. Quillin who was master and managing owner. Joshua H. Marvil of Laurel also had some shares in this ship.⁸

Captain Quillin's next command was the SALLIE C. MARVIL which he had built at Sharptown, Maryland in 1901.

He was next captain of the Schooner HERBERT D. MAXWELL which was built in Bath, Maine in 1905 at a cost of \$50,000.00. This ship was rammed and sunk by the steamer DORCHESTER off Annapolis, Maryland in 1911. Captain Quillin was aboard and was rescued, as was his mate and brother Elvey, since they were able to climb up the rigging of the MAXWELL to get aboard the steamer. The steamer DORCHESTER was of the Merchant and Miners Line.

Captain Johnnie Quillin, as he was called, had the reputation of being the hardest driver on the Atlantic Seaboard. The MAXWELL had the reputation of being the best paying floating property on the Atlantic Seaboard. The trip from Baltimore with coal or grain to Savannah or Chisholm's Island (St. Helena Sound - midway between



No. 53 Captain Orlando Moore, 1869 - 1957

Author's photo

Charleston and Savannah) and back to Baltimore with phosphate rock, would be made in thirty days. This was done two or three times.

Captain Quillin was later master of the Schooner LAURA C. ANDERSON, a 1600 ton burden and larger vessel. The ANDERSON was shelled and sunk August 29, 1917 by a German submarine in World War I, while carrying general cargo for the French Government, within twenty five miles of her destination - France. Captain Charles Davis from Frankford, Delaware was in command. No lives were lost. Captain Quillin owned one-fourth of this ship.

Captain Quillin at one time, with A. B. Cummings of Philadelphia, owned a shipyard in Seaford and built one four masted schooner.

He retired from the sea in 1915.⁸

Captain John Algernon Marshall, 1860 - 1923.

Went to sea at the age of sixteen years with his uncle, Captain Zaccharias Gootee.

He was captain at the age of nineteen years.

The Schooner Ram CHARLES T. STRANN was built for Captain Marshall.

Captain Orlando Moore, 1869 - 1957

Captain Orlando Moore was one of the last deep water sailors of this area. He went to sea at the age of fourteen years, in 1883, on the Schooner GEORGE W. KREBS. He served in various capacities aboard the Ram Schooners MINNIE SMITHERS, ROBINHOOD, HARLAND W. HUSTON, LULU M. QUILLIN, LEVIN J. MARVEL, JENNIE D. BELL and WILLIAM THOMAS MOORE. He served as master of the schooners NORTH CAROLINA, WILLIAM DONNELLY and THREE FRIENDS. For eleven years Captain Moore served as mate aboard the large ocean going four master schooner GEORGE W. TRUITT under Captain George W. Elzey. His last ship was the ocean going barge PENNSYLVANIA of which

he was master from 1915 until 1939, when he retired from the sea.

Between trips and ships, Captain Moore frequently worked at the Bethel shipyard for his father, as engineer.

He was the son of the late J. M. C. Moore, who designed and built the Bethel Ram which was famous for being an economical, efficient three-masted sailing vessel-shallow draft enough for the Chesapeake Bay area, narrow enough to pass through the locks of the Chesapeake and Delaware Canal, yet able to make an Atlantic crossing, as was done in World War I by the schooner J. P. COOPER.

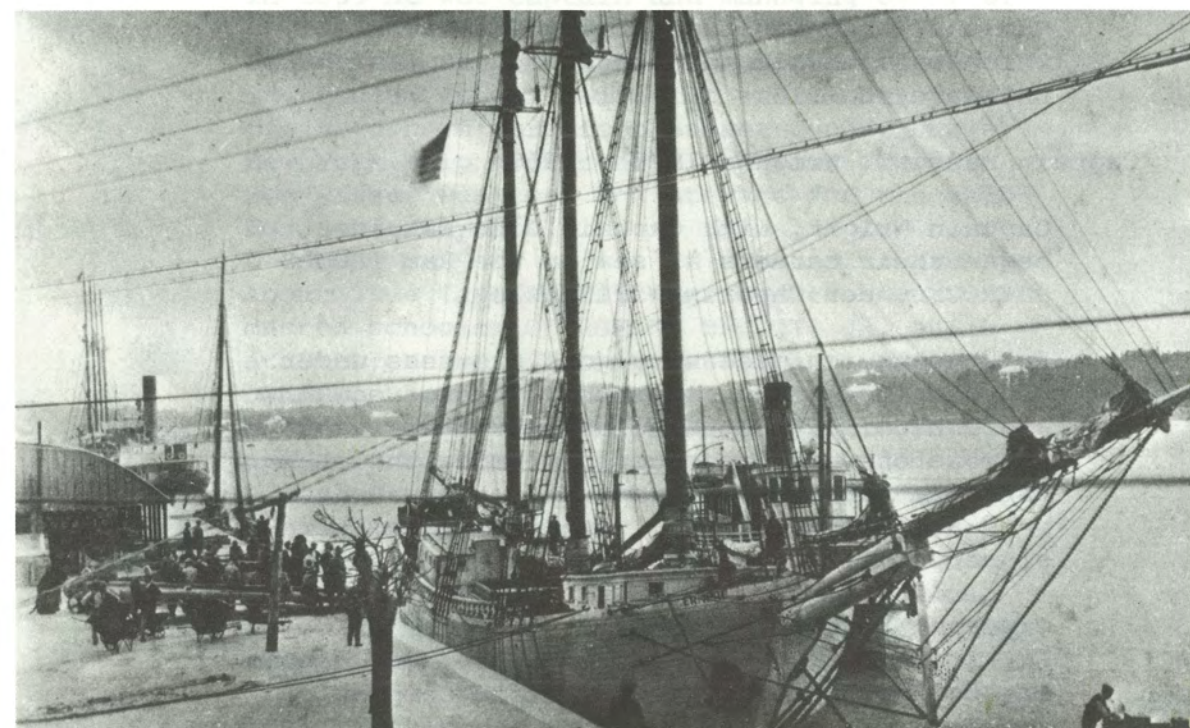
Captain Moore when asked, could spin many yarns about the sea from first hand experiences. He had many narrow escapes from drowning. On one occasion when falling overboard from the bowsprit he was passed over by the ship and saved by being able to grasp a line trailing in the water behind the stern of the ship.

Captain Moore, on another occasion when a passenger on the Chesapeake steamer NANTICOKE, piloted the ship to safety by backing into the wind to prevent being blown ashore when the ship would not answer the helm. Many women and children were aboard and were very grateful for his services.

At another time Captain Moore was thrown overboard from the Schooner WILLIAM DONNELLY in the Chesapeake Bay off Poplar Island when the DONNELLY jibed, due to a back puff. He was steering the ship and standing with his foot in the coil of rope called the main sheet. Suddenly the ship jibed, tightening the line around his ankle and throwing him overboard. Only a crew of three were on board as the captain had been put ashore sick. The crew of two that were left, abandoned ship to rescue him and in about three quarters of an hour found and picked him up. Tom Riffin was acting captain and he, with a colored man named Sidney, rescued him. They seized him by the wrist and shoulder. Sidney held so tightly that his fingerprints on Captain Moore's shoulder were visible for weeks. The WILLIAM



Upper No. 54 Captain and Mrs. John Algernon Marshall in 1895
Lower No. 55 Captain Harry Wright



Upper No. 56 Captain Roland F. Quillin Waller photo
Lower No. 57 Schooner ERMINIE at Bermuda -

DONNELLY sailed on into shoal waters before the crew got back. The tug EASBY with Captain Mullins, came to their aid, picked them up and then pushed the sail boat out in deep water where she could make way.

A large part of the material in this book was dictated by Captain Moore before his death in 1957.

Captain Roland F. Quillin, 1871 - 1940

Son of Captain J. B. Quillin of Bethel Delaware. Captain Quillin served on the Schooner EDGAR C. ROSS as mate, and later as captain until 1904 when he took command of the Schooner W. J. QUILLIN and was master until the QUILLIN sank after a collision in 1915.

Captain Quillin was next master of the Schooner ERMINIE. His son, Edgar, was mate and his brother, Elvey, was a member of the crew.

His last ship was the barge FLORENCE ELLIOTT which was rebuilt and lengthened at Seaford, Delaware in 1918.

Captain Harry T. Wright, 1878 - 1957

Captain Wright, with Captain John Eskridge, began their careers at sea on the Ram THOMAS J. SHYROCK under Captain Will Insley.

Both young men made very good progress under Captain Insley and since they were of equal age and ability Captain Insley did not want to promote one unless he could promote the other. As there was only one vacancy for a mate on such a small ship, both young men finally resigned to take better berths on other ships.

Captain Wright served as mate on the Ram LEVIN MARVEL and was on several barges belonging to the Eastern Transportation Company.

He was the first captain of the Schooner Barge R. J. CAMP which was built at Bethel.

Captain Harry made one trip on the Schooner Ram LIZZIE A. WILLIAMS when Captain Williams was ill in a hospital in Baltimore.

Captain Wright was mate and acting captain for a long period of the Ram CLARENCE A. HOLLAND while Captain Insley stayed at home and did some "politicking."

Captain John S. Eskridge, 1877 - 1943.

Was born at Bethel, son of Jeremiah Eskridge. Captain Eskridge went to sea as a young man as a sailor before the mast on coastal vessels trading on the rivers of the Chesapeake Bay and Atlantic Coast, and in coffee trade between New York and South America. His first ship was three masted Schooner LAURA C. ANDERSON. In his early days he was engaged in the pineapple trade from the Bahamas to New York.

In 1899 he was captain and managing owner of the Schooner ANNIE C. GRACE which hailed from Bethel and was a coastwise schooner engaged in trading in general cargo and lumber. Most of the owners were from Sussex County but a New York ship broker also had some shares. Ben Massey was cook and steward for the ship for several years.

About 1904 Captain Eskridge had the four masted schooner GEORGE W. TRUITT, JR. built at Bath, Maine. He was master and managing owner. Because of the name it is suggested that George W. Truitt of Norfolk, Virginia probably owned some shares and provided the signal flags for the ship. Captain Eskridge was managing owner but was not the master on the last trip of the GEORGE W. TRUITT, JR. which was from New York to Nigeria, Africa with a mixed cargo, and returned with a cargo of palm oil to New York.

Mrs. Eskridge made many trips with her husband and in good weather frequently took her children along. She acted as business manager for her



Upper No. 58 Captain John S. Eskridge
Lower No. 59 Schooner ANNIE C. GRACE



No. 60 Captain George H. Hopkins
William T. Radcliffe photo - courtesy Mariners Museum

husband and knew a great deal about the financial part of managing ships, as well as such things as celestial navigation. The Eskridges' honeymoon in 1903 was spent on the Schooner ANNIE C. GRACE on a round trip from New York City to Savannah and back to New York.

Mrs. Eskridge remembers her shipboard trips with her husband as being "a nice life." She mentioned one check she deposited of \$100,000. for a prepaid charter of the TRUITT, JR. in 1916 for a round trip to Africa.

In 1912 - 1914 Captain Eskridge made many trips from Owens Ferry, Georgia on the Satilla River to New York City with piling to build the New York City docks.

In World War I, Captain Grant Bennett became master of the ship and was in command when it was lost off Cape Hatteras in 1928, with no loss of life.

The last ship Captain Eskridge had built was the MARY S. ESKRIDGE, a four masted schooner built at Seaford in 1917. This ship was lost on her maiden voyage.

Captain George H. Hopkins, 1877 - 1951.⁸

Captain George H. Hopkins, a brother of Vernon T. Hopkins, went to sea at the age of seventeen with his uncle, Captain William Williams, aboard the Schooner JOHN A. CURTIS. Captain Williams was such a strict taskmaster that young Hopkins jumped ship in Philadelphia and joined the square rigged ship, ANDROMEDA on which he went to Nagasaki, Japan. The voyage took nine months.

On arrival in Japan the captain of the ANDROMEDA paid agents to shanghai young Hopkins to another ship and he landed next in Cardiff, Wales with only five dollars in his pocket. He ran out of Cardiff for the next ten years on square riggers and tramp steamers, sailing all over the world. He then returned to the United States and became mate of the Ram JOSEPH P. COOPER under Captain Beauchamp.

While on the COOPER he met the daughter of Captain Beauchamp, whom he married and who sailed with him on all his future ships.

Captain Hopkins was mate aboard the Ram JOSEPH P. COOPER until she was sold during World War I. (He was next in several schooners sailing out of Pensacola and Mobile. Three were four masters and two were three masters. One was the three masted schooner SADIE C. SUMNER which was dismasted off Chandler Island, Gulf of Mexico. No lives were lost).

About 1928 Captain Hopkins became master of the four masted schooner G.A. KOHLER, built in Wilmington, Delaware in 1919 which he sailed from American ports to Haiti, bringing back cargoes of logwood used for dyes.

On one of the trips to Haiti, Captain Hopkins was becalmed for four days off Bimini and while becalmed, the cook, who had been ailing, died suddenly. Captain Hopkins decided a burial at sea was necessary and after encasing the body in canvas with weights, a proper shipboard ceremony was held and the body consigned to the depths of the Gulf Stream. The water was very clear and not very deep at this particular spot. The next morning Mrs. Hopkins looked over the side and was quite startled to see the canvas covered body of the cook standing upright on the bottom of the ocean, while the current of the water caused it to weave from side to side. She called her husband and suggested that they set sail and try to get away from that area.⁴

The KOHLER was lost in a hurricane off the North Carolina coast in August 1933 and was so heavily built that she did not leak until the sand washed the oakum out of the seams. Captain Vernon thinks the timbers of the KOHLER were long in plain evidence near Full Shoals, North Carolina.

Mrs. Hopkins and the crew were saved by the Coast Guard who shot a breeches' buoy to them after they spent a night dragging before wind and waves.

The next command of Captain Hopkins was the

Schooner DORIS HAMLIN which was one of the last four masters to sail out of Baltimore.

A newspaper clipping furnished by Captain Reuben Quillin shows the DORIS HAMLIN with sails set as she left the Republic of Haiti on her way to Baltimore. The photograph shows a dark mass between the break of the poop and the foc'sle which is logwood the HAMLIN was bringing from the Carribean Republic to Baltimore to be made into dye. The photograph was taken on one of her last trips north. A launch towed her out of the harbor and Captain Hopkins obtained several snapshots.

The next ship was the EDNA HOYT, Bath built, five masted schooner which was lost at Lisbon, Portugal. She was loaded with briquettes from Cardiff, Wales bound for Venezuela in 1937. In the Bay of Biscay the 'tween-decks of the HOYT collapsed, causing the ship to begin leaking and it barely kept afloat for twelve days. The whole crew, including Mrs. Hopkins, were in life preservers and about the time they had given up hope a steamer came along and towed them six hundred miles into Lisbon, where the schooner was abandoned.

Captain Hopkins then went on barges for the Southern Transportation Company until World War II when he applied at the Fairfield Shipyard, Baltimore, for a job as rigger. The employment officer asked his age and when told he was sixty five years old, stated that sixty five was too old for shipyard work. Captain Hopkins replied, "Why, man, it takes sixty five years to make a rigger." He got the job and worked very successfully for the duration of World War II. After the war he skippered barges until his death in 1951.

The ships Captain Hopkins lost were in hurricanes except the HOYT, which was so severely damaged in the Bay of Biscay that she was abandoned after putting back to port in Lisbon, Portugal.⁴

Dictated by Captain Vernon Hopkins.
Sequence arranged by Robert H. Burgess.



Upper No. 61 Captain Vernon H. Hopkins
Lower No. 62 Captain Hopkins with models of rams he has built.

Captain Vernon T. Hopkins, Born 1880.

Born in Bethel, the son of Captain Thomas Henry Hopkins who lived from 1852 to 1882.

Captain Vernon remembers that his father and his uncle, Calvin Hopkins, were on the Schooner SALLIE AND ELLEN in the Delaware Bay when the ship was cut in half by a steamer. After the collision his father was on one half of the ship and his two uncles were on the other half and both sections floated down the Bay until rescued.

One of the earliest recollections of Captain Hopkins is the launching of the BESSIE BROWN in 1884 when he was four years old. He was with his grandfather in a rowboat as the Schooner BESSIE BROWN slid down the ways. A large wave was raised and almost swamped the little rowboat which was set on the bank.

At the age of fourteen years, Captain Hopkins went to sea on the Schooner Ram GRACE G. BENNETT under his grandfather, Captain W.J. Hopkins. His first assignment was cook and according to his own statement he could, and did, "make apple dumplings as big as your head."

Apparently life was fairly rough on the BENNETT. Captain Vernon writes "I had my rear end kicked once a day and on Sundays for good count." Life was so rough that after a few months on this ship, Captain Vernon, then age fourteen, jumped ship in Philadelphia and joined the Ram HARLAND W. HUSTON under Captain Irving Huston, of Bethel. The HARLAND W. HUSTON was in coastal service at that time.

After this, Captain Hopkins was promoted to

mate on the Schooner LULU M. QUILLIN under Captain Jacob Wright, where he stayed for a few months and then, in rapid succession, was second mate and first mate on the following ships:

Schooner BLANCHE HOPKINS - three master with Captain Jim Harvey, where he did coastal service for six or seven months.

Mate on Schooner VAN LEAR BLACK, four master, with Captain Era Connelly for three years in coastal service. A very fast friendship developed between Captain Hopkins and Captain Connelly and for the next several years they served together on many ships, most of them steamers. The first one was the Merchant and Miner's steamship DORCHESTER which was in coastal service. After a year he and Captain Connelly went back to the VAN LEAR BLACK where they spent the next year.

Next was Schooner WILLIAM NEELY, a four master. Captain Hopkins remembers one trip to Mobile where he and Captain Connelly quit to take the three masted Schooner MADELINE COONEY from New York and left her at Ferdinandia, Florida. Both he and Captain Connelly left this ship in Florida to take berths on the Merchant and Miner LEXINGTON, a passenger and cargo ship from Baltimore to Savannah. They remained on this ship for two years, then Captain Hopkins bought one-sixteenth of the Schooner BAYARD HOPKINS, a 350 ton sailing ship which he sailed from 1908 to about 1912 when the condition of the Schooner BAYARD HOPKINS became poor and Captain Vernon decided it would be best to sell his interest. The whole ship was put up for sale, and some of the owners protested that Captain Vernon should not disclose the dry rot which had developed in so

many places. However, Captain Vernon concealed nothing and the ship was sold for \$5,000.00 in 1912 to Vernon White, a broker of Baltimore. Mr. White sold the ship in six months for \$30,000.00. She was sold again in World War I for \$60,000.00.

In 1910 Captain Hopkins received his master's license for unlimited sail and steam. He has fond recollections of the plush days of being captain on a busy sailing schooner.

At that time Captain Hopkins was running from New York to Jacksonville, Florida with coal, fertilizer on the southbound trip and lumber on the northbound trip. His usual fee for a charter on the BAYARD HOPKINS was \$1200.00 which trip took about three weeks to complete. Since the captain customarily received one-half of the charter and paid the crew's salary and one-half of the port charges, plus the food, this usually amounted to approximately \$200.00 a trip. Therefore Captain Hopkins was able to make around \$400.00 clear every three weeks. He says that some of the four masted schooners used to clear \$1,000.00 a trip regularly, for the captain. As was customary, the owners paid all repairs and maintenance.

After the HOPKINS was sold, Captain Vernon went with the Texas Company as a mate on some of their tank steamers. In 1914 he changed to the Sun Oil Company where he was on several of their tankers. In 1915 he captained the wooden steamship DARAM, taking her from Philadelphia to New York where he left her and took a port captain's job ashore for six months.

Shortly after he was engaged by the United States Shipping Board to be captain of the tanker AVONDALE which made several trips from New York to Scotland with crude oil. Six months were required to make the round trip. On one trip the turbines burned out

and the AVONDALE had to be towed nine hundred miles to St. Johns, Newfoundland, where it required about two months to make repairs.

His next ship was the HULACO, a tanker engaged in taking crude oil from Tampico, Mexico to New York. He was on this ship about six months.

In 1918 he was on the BETHEL RIDGE for the same run and then on the tanker DISTRICT OF COLUMBIA. Then back to the BETHEL RIDGE again which he ran from Baltimore to San Pedro, California with crude oil.

Captain Hopkins became mate of the tanker BETA in 1923. Afterwards he was mate on the ALLEGHENY, a Merchant and Miner coastwise, passenger and cargo ship. In 1942 Captain Hopkins became captain of the KINKORA which was formerly the Ram CHARLES T. STRANN - built in Sharptown, Maryland. A description of the KINKORA is found under the section on Rams.

In 1960 Captain Hopkins is still on the water. He is now watching for water traffic on the Broad Creek branch of the Nanticoke at Laurel, Delaware as a bridge tender and building ship models in his spare time.

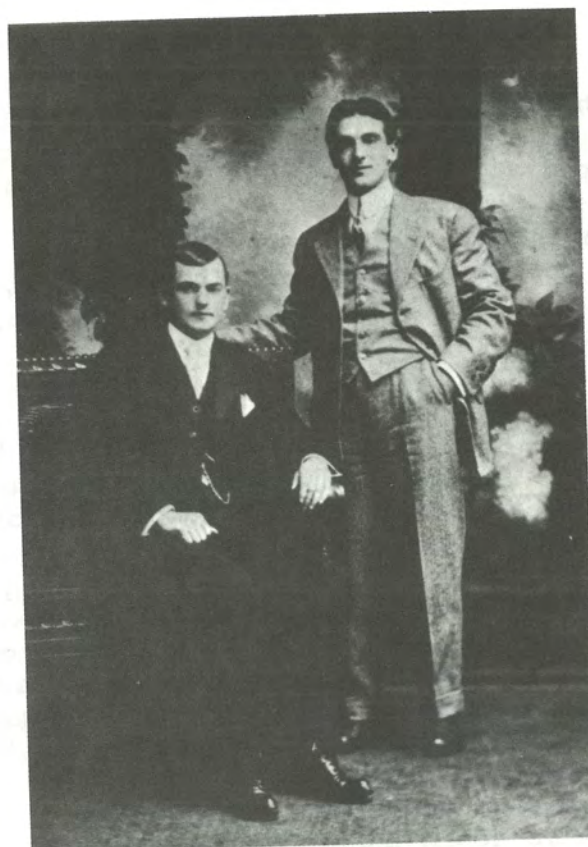
Captain Reuben P. Quillin, 1884 - 1959

Son of Captain William John Quillin of Bethel.

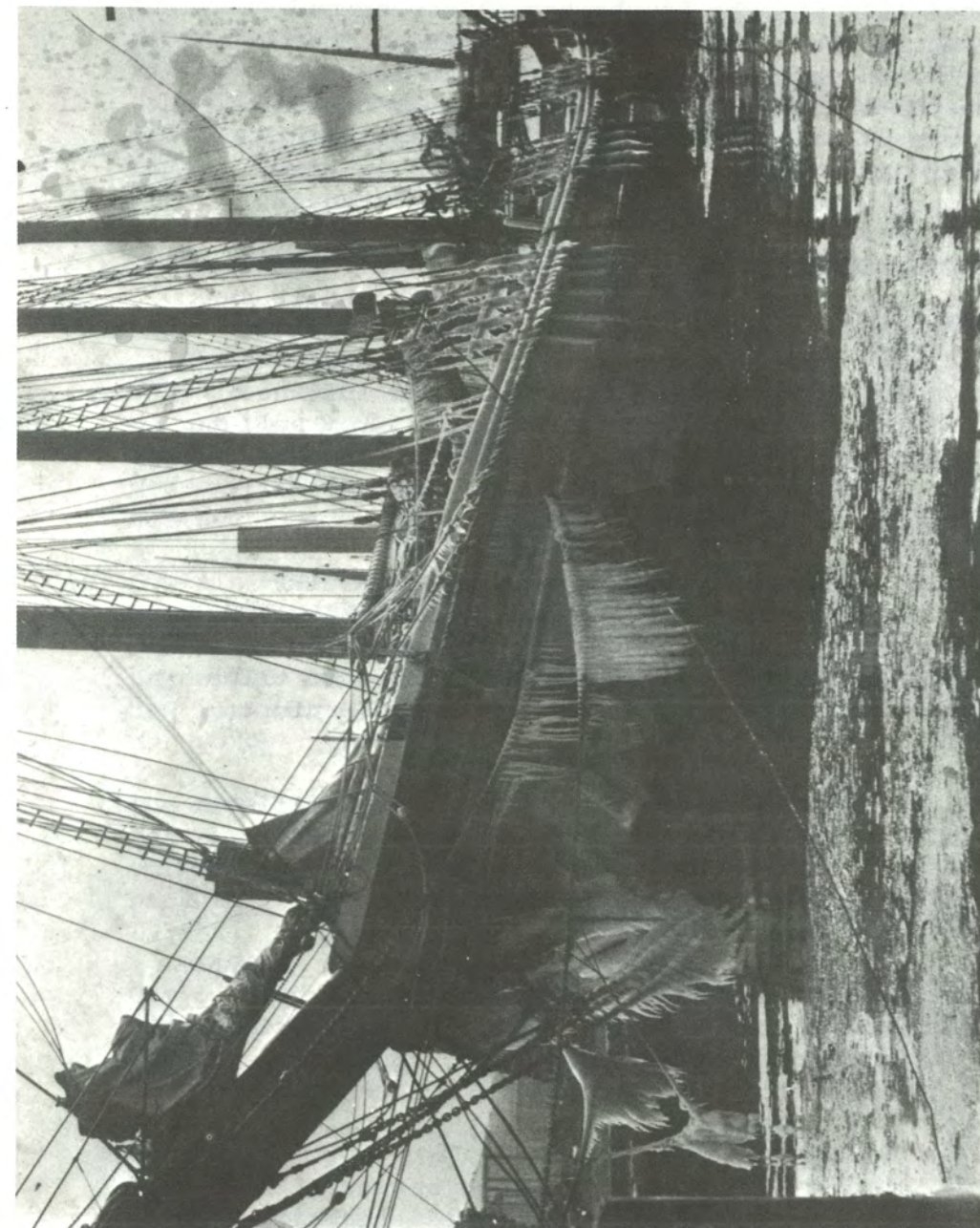
Finished the eighth grade and worked one year for H. Clay Philips, the contractor.

1901 - 1902 worked in grandfather's, J. B. Quillin, store.

In 1902 went to sea on the schooner SALLIE C. MARVIL as a sailor under his father, and served until 1905 when he was made captain of the schooner EDGAR C. ROSS. January 13, 1910 was shipwrecked in the mid Atlantic on the ROSS and was rescued by the full rigged ERNE and returned to New York by way of Buenos Aires, South America.



Upper No. 63 Captain R. P. Quillin (seated) and Mate Richard Bailey-1913
 Lower No. 64 Captain R. P. Quillin (next to post) 1913



No. 65 Schooner MARGARET SPENCER
 Last schooner commanded by Captain R.P. Quillin (1924). Photograph Baltimore Harbor (Canton).
 Towed from Annapolis to Baltimore. Home port Savannah, Georgia. Owned mostly there. Second trip
 after Captain Quillin left her, went ashore at Kinnakeet, North Carolina. Total loss.

Captain Quillin was one of the youngest captains on the Atlantic Coast and was given a hero's reception by his friends and well wishers on his return.

He returned to sea immediately as mate on the schooner HERBERT D. MAXWELL and served until December 1910 when he bought one-thirty second interest in the schooner THE JOSEPHINE, a four master which was built in Baltimore in 1890. He was master of this ship until the summer of 1913. While master of THE JOSEPHINE, Captain Quillin ran from Cape Henry to Mayport, Florida in sixty five hours with a cargo of coal, in a northeast storm. It was during this storm that the schooner ram JUDGE PENNEWILL sank and Captain Quillin figures that he passed the JUDGE PENNEWILL the night it sank. THE JOSEPHINE was sold in 1913 and Captain Quillin went as mate with his father on the Schooner LAURA C. ANDERSON for approximately one year. In 1916 he got his first steam license and changed from sail to steam, working with Standard Oil, Texas, Sun and Sinclair Oil Companies as chief mate on many different tankers, until 1932.

In 1932 he became master of motor vessel STATE PORT which was built at Solomon's Island, Maryland for use on the inland water way from Baltimore to Wilmington, North Carolina. On his first two trips he found it necessary to go outside from Beaufort, North Carolina.

In 1933 Captain Quillin was mate on several different Sinclair Oil Company tankers. In June, 1942 while master of the tanker, E. R. KEMP, came home for hospitalization because of a stomach disorder.

He was next master of Liberty Ship NATHANIEL ALEXANDER and went to Karachi, India. He was nine months on the trip and visited Calcutta, Vizagapitan (East Coast India) with a cargo of Pyrites, and went across the Pacific to Australia, Panama Canal and then to New York and Philadelphia.

In 1943 Captain Quillin took command of the Liberty Ship WILL ROGERS and made two or three trips. Then he transferred to Liberty Ship STEPHEN FURDECK and went from Panama City and New Orleans to New Guinea with army cargo. He was one year on the trip and was on shuttle runs for the army back to Seattle, Washington.

In 1945 Captain Quillin was retired for a short time until the Japs surrendered and then was called back to Liberty ship HENRY MIDDLETON. He was next on the Liberty ship ISAAC MAYER WISE and his last ship in 1951 - 1952 was the DAVID STAR JORDAN, which was decommissioned at Mobile, Alabama. On one of these trips he was captain of the KATE B. OGDEN.

Captain R. P. Quillin recalls as many as eighty eight ships sailing around Cape Hatteras at one time, trying to get on course and prevented by prevailing winds and currents.

Captain Quillin died suddenly February 11, 1958.

Captain Clarence N. Heath, 1888

Captain Heath was born at Jesterville, Maryland on the Nanticoke River. His sailor father started him on the water at the age of fifteen years. He was mate at seventeen and captain of a schooner at the age of nineteen.

Captain Heath's first ship was the Schooner NORTH CAROLINA, under Captain William C. Johnson. He was on this ship for eighteen months where he sailed from the James River to Philadelphia, New York and visited Laurel, Delaware with lumber on one trip.

The NORTH CAROLINA was a small ship but went to sea satisfactorily and would carry 110,000 feet of lumber when loaded. She was retired to the bank to rot in the mud at Fleeton, Virginia in the 1930's. Only a few timbers may be seen of her remains.

One of the disadvantages of the NORTH CAROLINA was the planking which was so thin it would not hold caulking. It was necessary to do a great deal of pumping and make frequent trips to the railway for caulking.

His next ship was a two masted schooner THOMAS RICHARD for one year, on which he was mate but acted as captain most of the time since the captain stayed ashore.

Next was the two master, the BROOKLYN, of which he was captain at the age of nineteen. Most of the



No. 66 Captain and Mrs. C. N. Heath in main cabin Schooner JENNIE D. BELL - Wootten photo

two years was spent in the Chesapeake Bay.

The next schooner was the BLACKBIRD, a two master, 105 feet long, of 200 tons. It drew eight feet light, and eleven feet loaded. A real sailer and in addition to its keel had a centerboard. Captain Heath was on this ship one year.

Next was the two master, the Schooner MURRAY VANDEVER, on which he made a few trips. He then bought one-eighth share of the three masted schooner ABEL W. PARKER, along with several other Seaford men. This ship was 116 feet long and Captain Heath was on her for thirteen and one-half years.

February 1927 Captain Heath gave up the PARKER and bought one-eighth share in the Schooner Ram JENNIE D. BELL. He gradually bought other owner's shares and in 1955 bought the last part, making him sole owner. When Captain Heath bought his first share he bought it on the basis of the entire ship being worth \$10,000.00.

The first captain of the JENNIE D. BELL was William Bell who had her for eighteen months. Then Harry Bell, brother of William, took the ship and kept her until he had the GEORGE N. REED built at Seaford by Thomas Sauerhoff. The next captain was Thomas Marshall who gave up the BELL after having the Ram REEDVILLE built at Pocomoke, Maryland.

The next captain was Jim Williams who kept her only a short time, after which Captain Howard O'Day and Captain George Higgins of Riverton captained her until about 1925 when Captain Joseph Weatherly took over until 1927.

Captain Heath has been on the BELL for thirty four years and has had her longer than all of the previous captains together. Captain Heath has had no shipwrecks. He blew ashore in 1941 in a severe gale of sixty five miles an hour in the Alligator River, North Carolina. A Coast Guard cutter dug him out with its propellers and he was able to continue his trip.

Captain Heath rescued a captain, mate, and cook from a bugeye which capsized in the Chesapeake Bay at the mouth of the Patapsco River. The captain, cook, and mate were astride the keel of their ship when Captain Heath came along. Three of the crew of the

bugeye were drowned.

At one time one of the deckhands of the BELL caught his arm in the hoisting engine and was tangled with the halyard that was being hoisted. When Captain Heath noticed the accident thirteen turns of the jib halyard had been wrapped around the sailor's neck and his left arm almost completely severed near the shoulder. Captain Heath stopped the engine, got the man untangled and put him in a gasoline yawl boat. In three and one-half hours he delivered him at Salisbury Hospital where the arm was amputated near the shoulder by the late Dr. McFadden Dick.

Captain Heath feels he has been very fortunate in avoiding shipwrecks and serious accidents. On one occasion when on the Schooner NORTH CAROLINA, he volunteered to climb the gaff of the mainsail for the purpose of loosening the topsail. He told the captain he would not mind doing this if the captain would be careful not to jibe the ship while he was aloft. The captain promised but inadvertently the ship jibed when Captain Heath was on the gaff just getting ready to reeve the topsail sheet through the block. He looked down and saw the broad Atlantic Ocean beneath him and felt that he was a "goner" at that moment. However, he was able to hold on and got down safely. Captain Heath made a firm resolution not to try that again.

Captain Heath, with the JENNIE D. BELL in 1960 is laid up in the Wicomico River in Salisbury, working on oyster boats and doing other seafaring jobs. He is painting the JENNIE D. BELL in his spare time.

Captain Heath reports that Mrs. Jennie D. Bell (Mrs. George Edward Jones), for whom the ship was named, visited him in 1958. He reports she was a very spry old lady who remembered many things about the ship when it was first launched. Mrs. Jones died in 1960.



Captain Edgar J. Quillin
Born 1895

Captain Quillin is the last of a long line of seafaring men of the Quillin family and the son of Captain Roland F. Quillin. He made many trips during his childhood aboard the Schooner EDGAR C. ROSS while his father was captain. His grandfather was Captain J. B. Quillin; his uncle was Captain W. J. Quillin; and his cousins were Captain Elvey and Reuben Quillin. His maternal grandfather was James B. Spicer, caulker at Bethel Shipyard.

His apprenticeship was served on the Schooner WILLIAM J. QUILLIN under his father, until he was eighteen years of age. The QUILLIN was lost about this time and his father, Captain Roland, then became master of the Schooner ERMINIE. He served aboard this ship with his father for three years, after which he received his license, master for sail and chief mate for steam vessels.

While serving on the ROSS, the W. J. QUILLIN and the ERMINIE, Captain Edgar made many coastal voyages from New York, south as far as Florida and several trips to Bermuda aboard the ERMINIE. His chief cargoes were coal, railroad iron and cement, going south and lumber on the north bound trip. He served as second mate on the ERMINIE for a short time and was chief mate on the three trips to Bermuda.

In November 1916 on the Schooner ERMINIE, Captain and Mrs. Quillin spent their honeymoon while taking a load of coal to Bermuda.

While unloading at Bermuda an Italian ship was reported to be sinking nearby. Captain Quillin volunteered to go out in a tug to help search for the ship. The steering gear of the tug went bad and delayed him two days, in getting back. Since the weather was very heavy at the time, many of the experts ashore had predicted the tug had gone down. Needless to say Captain Quillin's wife was overjoyed to find him safe.

In 1917 Captain Quillin went as chief mate aboard a Standard Oil tanker. In 1918 he joined the United States Navy as a junior lieutenant. He was promoted to senior lieutenant in 1919 and made executive officer of the United States Navy transport, BEAUFORT. The BEAUFORT supplied the marine corps at Haiti and the Virgin Islands.

Captain Quillin served until 1922 when he received his honorable discharge from the United States Navy. He then returned to the Standard Oil Company until 1930 and was on several different tankers as mate.

Captain Quillin had already received in 1922, his unlimited master's license for steam. He served on

the JOSEPH C. LIVINGSTONE and the JOHN D. ROCKEFELLER, tankers of the Standard Oil Company.

1930 Captain Quillin retired from the sea and in an accident lost his left arm. In 1934 he rejoined the sea as master of the BENJAMIN BORNE, a liberty ship. He was master of this ship two and one-half years. During this time Captain Quillin made several trips to Kermanshah, Iran. On one of his trips to Kermanshah, he rescued the crew of a liberty ship which had been torpedoed in the Indian Ocean. He was able to save the entire crew except the chief mate and the mess boy who drowned before Captain Quillin's ship came along. This was during World War II and Captain Quillin was quite surprised to see two young men, Charles Hayes and Dick Windsor, of Laurel, who were stationed in Kermanshah at the time.

Captain Quillin was next master of a diesel freighter, CI DEL ORO where he traded to West Africa in 1946. He visited Dakar, Monrovia, Abajan and the Belgian Congo in addition to several other ports in that area.

1950 - 1951 he was captain of the JAMES P. DUKE, Liberty ship in which he took a cargo of wheat to Liverpool. Then he made several trips to Bombay on the C2 freighter belonging to the Delta Lines by the name of DEL MUNDO.

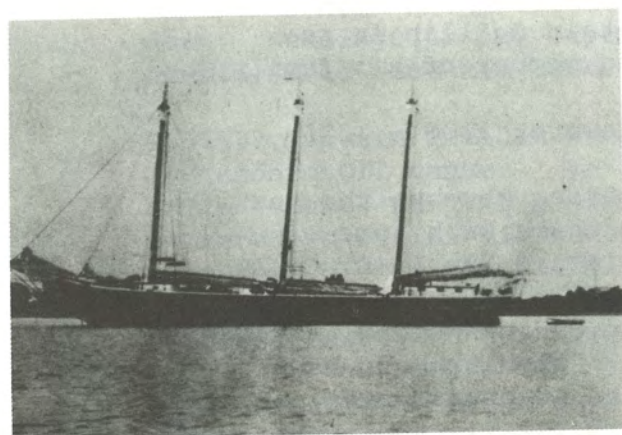
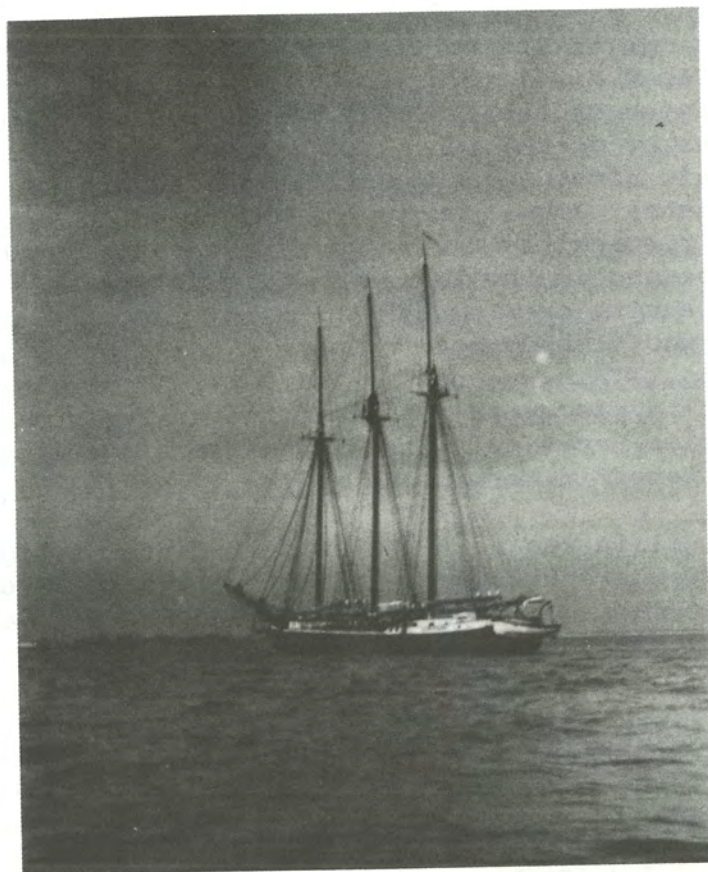
At the present time (1960) Captain Quillin is retired. He is the last seagoing member of his family.

Captain James Grier, Frederica, Delaware, 1800 - 1875.

A native of Scotland, Captain Grier gave up the sea and settled on a farm near Frederica with some of his relatives who later established the L. D. Caulk Dental Supply Company. One day while plowing, his wife heard him calling for help and answering, asked what he wanted. The reply was, "the larboard oxen is on the starboard side and the starboard oxen is on the larboard side, and Ginnie is all tangled up in the rigging." 19

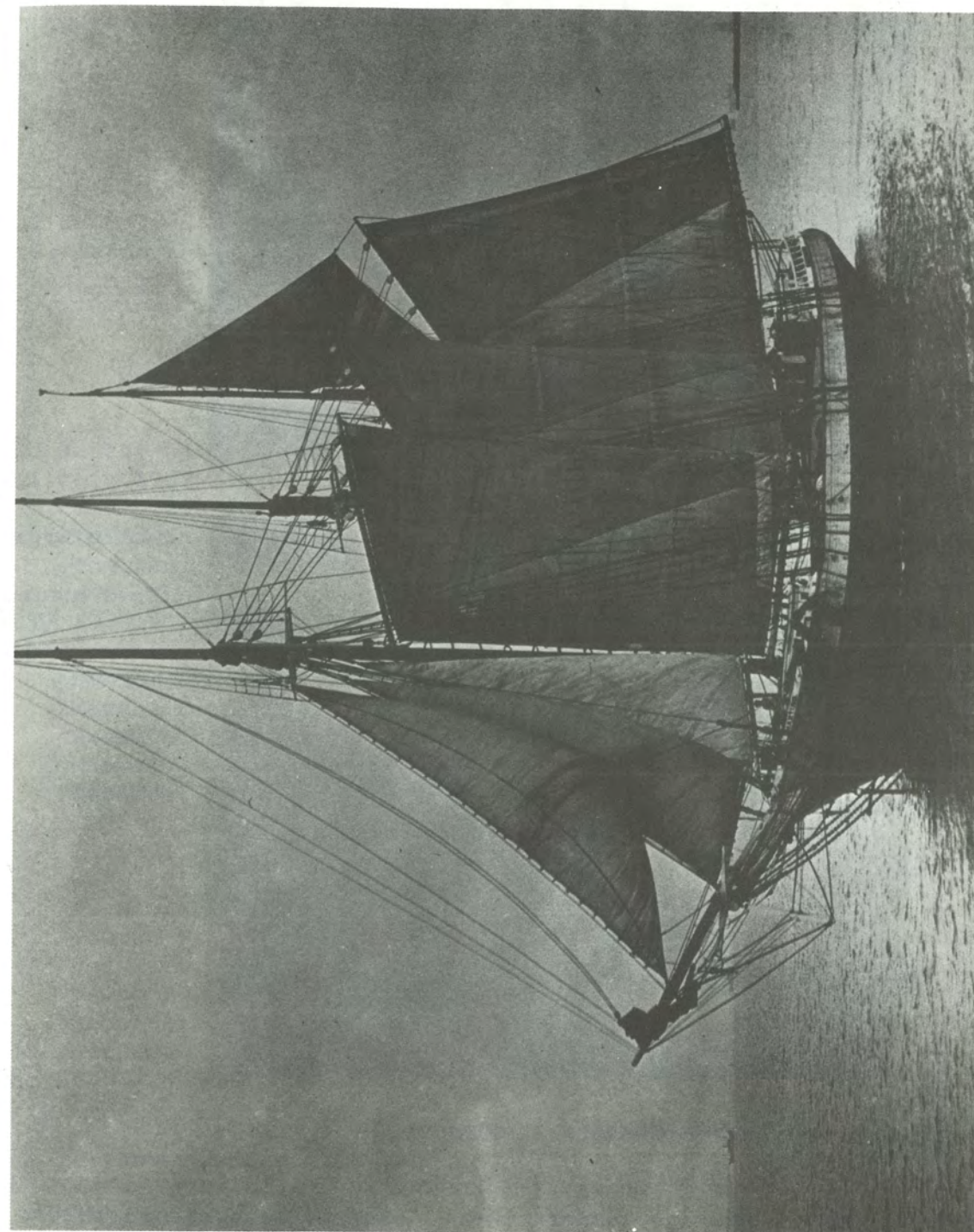
An old Bethel saying - Courtesy, Robert Bell.

"I don't want to marry a farmer that scratches in the dirt, I want to marry a sailor who wears a ruffled shirt."



Upper No.67 LYDIA MIDDLETON 1928
 Built 1875 Barnegat, New Jersey
 Lower No.67 LUCIE WHEATLEY No.67 NORTH CAROLINA
 Built 1875 Frederica, Delaware Built 1856 Dorchester County, Md.

Photos - Dr. A.L.Van Name



No. 68 Schooner JOHN L. MARTINO ex WINNEGANCE in Hampton Roads about 1919
 Photo - The Mariners Museum - Robert T. Little Collection.