



Sawmill at the Bethel Shipyard where the timbers were cut and shaped.



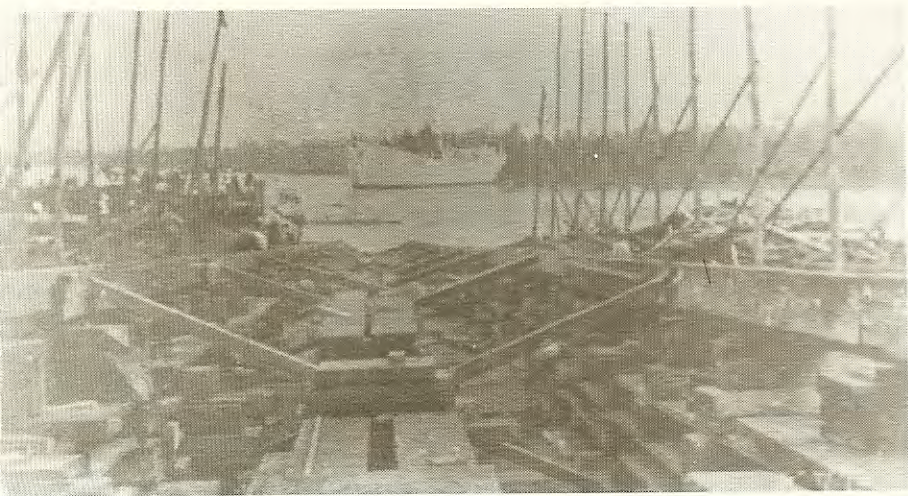
Bowsprit of a Smith & Terry barge being constructed at the Bethel Shipyard. These were ocean going barges.



Launching "Ways" at the Bethel Shipyard. Notice vessel in river that has just been launched. Also on the left can be seen the large crowd that witnessed the event.



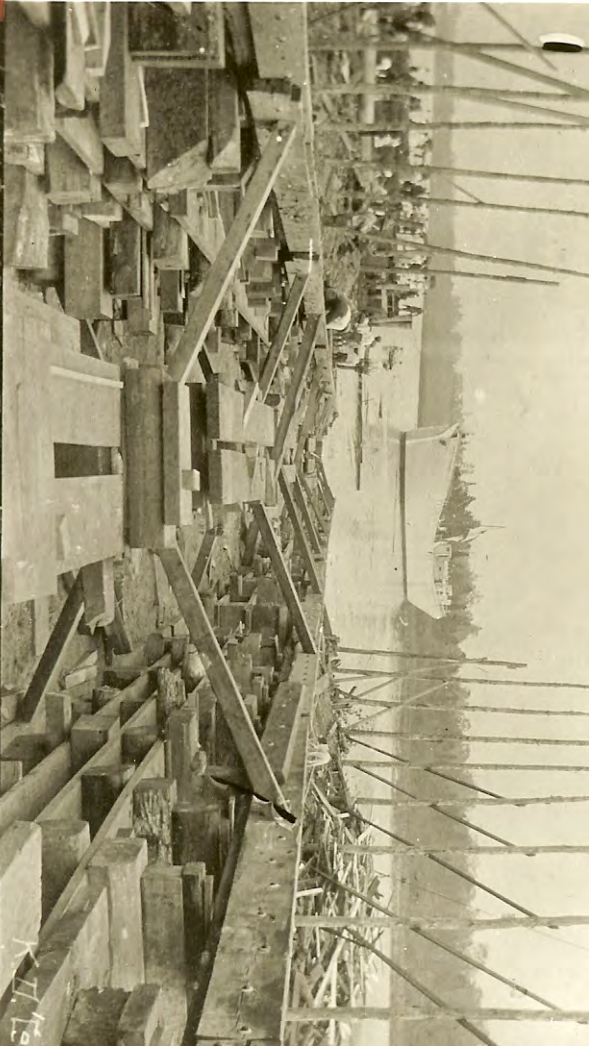
Sawmill at the Bethel Shipyard where the timbers were cut and shaped.

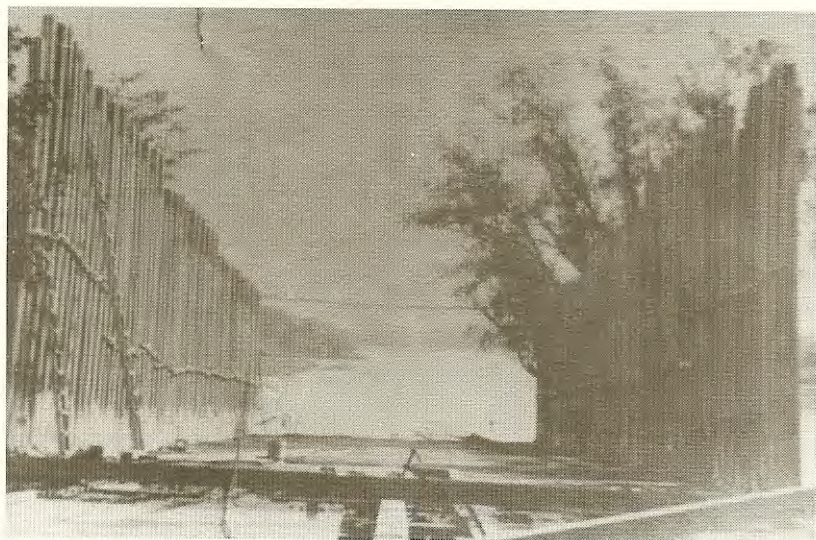


Launching "Ways" at the Bethel Shipyard. Notice vessel in river that has just been launched. Also on the left can be seen the large crowd that witnessed the event.

FOUNDING OF THE MARY S. ESKRIDGE 9/16/11

K.D. 112

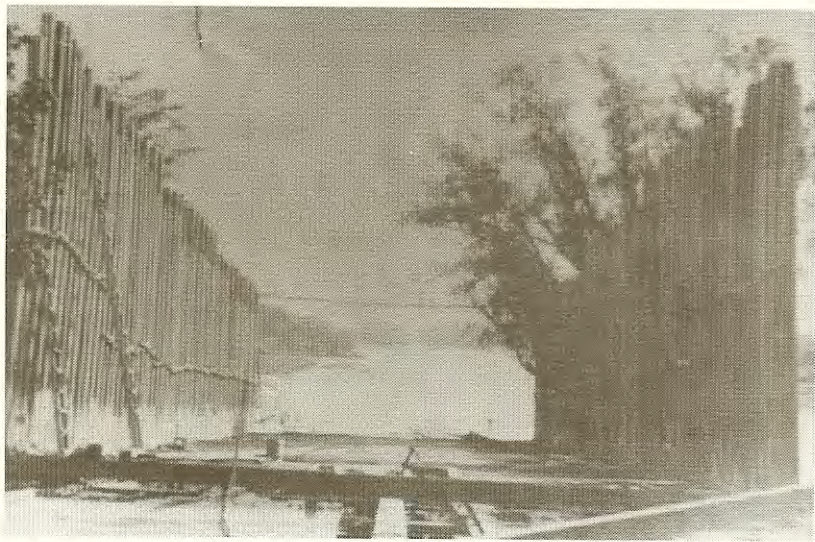




Smith & Terry barge under construction at Bethel Shipyard. These were the last and largest (1,156 tons, 204 feet) vessels built at the Bethel Shipyard during World War I.



Bowsprit of a Smith & Terry barge being constructed at the Bethel Shipyard. These were ocean going barges.



Smith & Terry barge under construction at Bethel Shipyard. These were the last and largest (1,156 tons, 204 feet) vessels built at the Bethel Shipyard during World War I.

This book was compiled from many sources; I have tried to include all of the information that was available from these sources at the time it was printed, but I know it is not complete and is an ongoing effort to add information as it becomes available.

This information was compiled from the following sources, and with the help of the following publications and people:

Russ McCabe of the Delaware Archives Department in Dover, Delaware, and his great staff for the many old documents they have found.

The Sussex County Recorder of Deeds Office, and the staff working there for the deeds and title documents of Bethel.

The Archeolog, A March 1969 publication of the Sussex Society of Archeology and History, written by Henry H. Hutchinson, a Bethel Resident.

Scharf's History of Delaware, published in 1888 by T. J. Scharf for the historical information about Lewisville.

Sailing Rams, by James E, Marvil, the history of the sailing ships built in Bethel and the People of sailed them.

Jeff Hastings.

Rudolph Hastings

Mrs. Isabell Bell

James Moore.

Harvey Cordrey

Ann Tracey

Emma Gray

Larry Steel

Mark Shaver

And many others who have given me bits of information, and the one person who started me on this wonderful adventure with a simple request about the history of Sailor's Bethel Church, and a person I will never forget and always respect, **ED GIVENS.**

I hope that in some way the information contained in this book will help inform the people looking for the history of Bethel, Delaware of just how great a place it was and still is.

With all the thanks to the people of Bethel;

Gene L. White

THE SHIP BUILDERS OF BETHEL

Ship building was first done along the river banks without benefit of a formal shipyard. When it was agreed to build a ship, the materials were assembled and work started. Power tools were not used until a steam engine was obtained and power was installed at the **Lewisville Marine Railway Company** in 1883.

The first recorded ship was in 1805: the **SCHOONER EXPERIMENT** built by Nathaniel Mitchell one of the first land owners in Lewisville, and the Governor of Delaware 1805 to 1808. It was built for William McCrain, and registered in the Baltimore, Maryland Customs House on July 22, 1805.

The next recorded ship was in 1833: the **SCHOONER SAILOR** was built by **Captain Kendal Major Lewis**, the founder of **Lewisville**, at **Lewis Wharf** which was to become the **Lewisville Marine Railway**.

In 1840's **Jonathan Moore** had a store next to his home and supplied ships with supplies, and bottom cleaning and minor repairs.

The next recorded ship was in 1860: the **SCHOONER SALLY** built by **Captain Jonathan Cathell**.

In 1869 the **Lewisville Marine Railway Company** was started by **Jonathan Moore** and at that time only repairs were done. The first ship built at the **Lewisville Marine Railway** by **Captain John M. C. Moore** was the **SCHOONER HATTIE E. GILES**.

Ship building continued in **Lewisville** and **Bethel** until 1918 when **Smith & Terry Inc.** built the last ship, the **SCHOONER BARGE SMITH & TERRY # 2** an 1156 Ton, 203 foot ship. The shipyard did not build anymore ships and in 1940 **Edward Givens** father, **Andrew Givens**, hauled the remaining tools, machines, and other equipment to Philadelphia for the owners.

The remaining buildings and the railway were torn down and removed when the State of Delaware bought the land and built the new Bethel bridge in 1956.

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SHIP BUILDERS OF BETHEL

D. C. BAKER

D. C. BAKER is listed in the records as being one of the shipyard workers who helped build the ships at the **Lewisville Marine Railway**.

SHIP BUILDERS OF BETHEL

WILLIAM BENNETT

William Bennett is listed in the records as being one of the riggers who helped rig the ships at the **Lewisville Marine Railway**.

SHIP BUILDERS OF BETHEL

BETHEL MARINE RAILWAY

1909 – 1916

In 1909 **Captain Samuel J. Furniss** and **Captain James M. Eskridge** bought the **Lewisville Marine Railway Company** and renamed it **The Bethel Marine Railway Company**.

They built and repaired ships until it was sold to the **Smith and Terry Company**.

The Following ships were repaired, rebuilt, or built during this time.

RAM SCHOONER GRANDVILLE R. BACON – Built at Bethel – 1911

SCHOONER LULU M. PHILLIPS – Rebuilt at Bethel – 1913

The **GRANDVILLE R. BACON** was the last Ram built. It was the only Ram built by **Captain James Furniss** and **Captain William J. Insley** after they purchased the **Lewisville Marine Railway**. This was the best looking Ram, with the best lines, and was one of the outside group of Rams with a Wide Beam. **Captain John M. C. Moore** was engaged to supervise the construction.

The **SCHOONER ANNIE M. LEONARD** was rebuilt to such a extent that it could be renamed, and given a new date. The only difference in the two vessels was the beam and tonnages. It was renamed the **LULU M. PHILLIPS**.

SHIP BUILDERS OF BETHEL

JONATHAN CATHELL

1866 -

According to Scharf's Delaware History in 1866 Jonathan Cathell built ships in Lewisville. He was captain of the **SCHOONER SALLY** which was probably one of the ships built in Lewisville by him.

The **SCHOONER SALLY** was built for, and owned by Levin Collins.

SHIP BUILDERS OF BETHEL

REV. JAMES B. CONAWAY

**1846 – 1912 – BURIED AT ST. JOHN'S CHURCH
FATHER OF CAPTAIN GEORGE F. CONAWAY**

REV. JAMES B. CONAWAY is listed in the records as being one of the shipyard caulkers who helped caulk the ships at the **Lewisville Marine Railway**.

SHIP BUILDERS OF BETHEL

J. A. COULBOURN

1845 – 1924 – BURIED AT SAILOR'S BETHEL CHURCH

J. S. COULBOURN is listed in the records as being one of the shipyard workers who helped build the ships at the **Lewisville Marine Railway**.

SHIP BUILDERS OF BETHEL

ARNOLD ELZEY

ARNOLD ELZEY is listed in the records as being one of the shipyard riggers who helped rig the ships at the **Lewisville Marine Railway**.

SHIP BUILDERS OF BETHEL

JOHN A. ENGLISH

MEMBER OF CHARITY LODGE # 27

J. A. ENGLISH is listed in the records as being one of the shipyard workers who helped build the ships at the **Lewisville Marine Railway**.

SHIP BUILDERS OF BETHEL

JAMES MANLOVE ESKRIDGE

1860 – 1914 – BURIED AT ST. JOHN'S CHURCH

JAMES MANLOVE ESKRIDGE is listed in the records as being one of the shipyard caulkers who helped caulk the ships at the **Lewisville Marine Railway**.

JAMES MANLOVE ESKRIDGE and in 1907 became a ship captain and was master and part owner of the **SCHOONER JUDGE BOYCE**

SHIP BUILDERS OF BETHEL

WILLIAM J. ESKRIDGE

1838 – 1898 – BURIED AT ST. JOHN'S CHURCH

WILLIAM ESKRIDGE is listed in the records as being one of the shipyard caulkers who helped caulk the ships at the **Lewisville Marine Railway**.

WILLIAM ESKRIDGE later became a captain, and in 1886 was the master of the **SCHOONER LULU M. QUILLIN**, and in 1888 the master of the **SCHOONER CLARA M. GOODMAN**, and later the master of the **RAM SCHOONER J. DALLAS MARVIL**.

SHIP BUILDERS OF BETHEL

JAMES FLETCHER

JAMES FLETCHER is listed in the records as being a Master Carpenter who helped build the ships at the **Lewisville Marine Railway**.

SHIP BUILDERS OF BETHEL

JACOB M. GOOTEE

1861 – 1938 – BURIED AT SAILOR'S BETHEL CHURCH

JACOB M. GOOTEE is listed in the records as being one of the shipyard workers who helped build the ships at the **Lewisville Marine Railway**.

SHIP BUILDERS OF BETHEL

BENJAMIN GRAVENOR OF SHARPTOWN, MARYLAND

BENJAMIN GRAVENOR is listed in the records as being one of the sail makers who helped make the sails for the ships at the **Lewisville Marine Railway**.

SHIP BUILDERS OF BETHEL

L. HEARN

L. HEARN is listed in the records as being one of the shipyard workers who helped build the ships at the **Lewisville Marine Railway**.

SHIP BUILDERS OF BETHEL

C. HOPKINS

C. HOPKINS is listed in the records as being one of the shipyard workers who helped build the ships at the **Lewisville Marine Railway**.

SHIP BUILDERS OF BETHEL

DELBERT HOPKINS

DELBERT HOPKINS is listed in the records as being one of the shipyard workers who helped build the ships at the **Lewisville Marine Railway**.

DELBERT HOPKINS later became a captain, and was master of the **SCHOONER THREE FRIENDS**.

SHIP BUILDERS OF BETHEL

EARL D. HOPKINS

1877 – 1928 – BURIED AT SAILOR'S BETHEL CHURCH

EARL D. HOPKINS is listed in the records as being one of the shipyard workers who helped build the ships at the **Lewisville Marine Railway**.

SHIP BUILDERS OF BETHEL

KENDALL MAJOR LEWIS

1933



The **SCHOONER SAILOR** was registered at the United States Customs House in Vienna, Maryland July 16, 1833 with **Kendal Major Lewis** as the owner and captain.

Captain Kendal Major Lewis was the father of H. C. Lewis, and Grandfather of Dr. Warren Lewis of M.I.T.

Captain Kendal Major Lewis is buried in the church yard of Sailor's Bethel Church.

Captain Lewis was the founder of the town of Lewisville, now Bethel; he also built a wharf on the shore of Broad Creek in the area of what was the **Lewisville Marine Railway Company**.

SHIP BUILDERS OF BETHEL

THE LEWISVILLE MARINE RAILWAY

1869 - 1909

The Lewisville Marine Railway was started in 1869 by **Jonathan Moore** and was sold to **Captain George K. Phillips, Captain William T. Moore, and Captain John M. C. Moore.**

Captain John M. C. Moore was the superintendent. The yard was very active from the beginning. Account books show hundreds of sloops, pungies, and schooners being repaired. The Arthur J. Horsey Company of Laurel managed many ships engaged in Bay and River trade, and was a large client with about forty or fifty ships receiving annual and more frequent repairs and maintenance at the **Lewisville Marine Railway Company** yard.

Cooper paint was first used on vessels at the shipyard in 1875.

In 1883 **Jonathan Moore** obtained a steam engine that was installed and used for power in the shipyard for tools, other equipment, and the railway. The railway cradle was 85 feet long and has a 325 ton capacity. It was the largest shipyard south of Wilmington, Delaware, and the second largest in ship building south of Wilmington.

The shipyard company ledgers show that between 1869 and 1909 the following ships were built or were repaired at the ship yard.

SCHOONER ACTIVE

SCHOONER ALERT Built at Lewisville 1881

RAM SCHOONER EDWARD R. BAIRD JR. Built at Lewisville – 1903

PUNGIE HANSON P. BARNES

SLOOP JOHN S. BEACHUM

SCHOONER BIG BEE

SCHOONER LITTLE BEE

RAM SCHOONER JENNIE D. BELL Built at Lewisville – 1898

RAM SCHOONER GRACE G. BENNETT Built at Lewisville – 1893

SLOOP OSWALD BERTIE

SLOOP NATIONAL BIRD

SCHOONER OCEAN BIRD

RAM SCHOONER IVY BLADES BUILT AT Lewisville – 1894

PUNGIE THOMAS BLADES

SCHOONER BESSIE BROWN Built at Lewisville – 1884

SCHOONER H. J. BRADSHAW

SCHOONER EMILY BURTON Built at Lewisville – 1871

SCHOONER I. R. CAPRON

SCHOONER BARGE R. J. CAMP Built at Lewisville – 1900

SCHOONER NORTH CAROLINA

SCHOONER SARAH M. CLAYTON

RAM SCHOONER IDA E. COMLY built at Lewisville – 1894

SCHOONER CONTROLLER

SCHOONER CORNELIA

SCHOONER JOHN A. CURTIS

SCHOONER DART

SLOOP THOMAS M. DAVIS

PUNGIE DISPATCH

SCHOONER WILLIAM DONNELLY

PUNGIE LIVELY DOVESLOOP EGLANTINE

PUNGIE ELECTRA

SLOOP MARY ELIZA

PUNGIE ELIZABETH

SCHOONER ELIZABETH

SCHOONER MAGGIE ELIZABETH

PUNGIE MARY ELIZABETH

SCHOONER WILLIAM L. ELLIS

RAM SCHOONER ALVERDA S. ELZEY

PUNGIE ENERGY

SLOOP ERA

SCHOONER EXPERIMENT – built at Lewisville – 1876

SCHOONER EXPRESS

SLOOP FAIRFIELD

SLOOP FAIRVIEW

PUNGIE LADY'S FANCY

RAM SCHOONER HARRY K. FOOKS – built at Lewisville - 1902

SCHOONER FARMERS FRIEND

SCHOONER THREE FRIENDS – Rebuilt at Lewisville - 1881

SCHOONER HATTIE E, GILES – Built at Lewisville - 1874

SCHOONER ANNIE C. GRACE

SCHOONER NOBLE GRAND

SCHOONER GENERAL GRANT

SCHOONER S. B. GRICE

SLOOP HAYES

SCHOONER AMELLA HEARN

BARGE CHARLES S. HEARN – Built at Lewisville - 1907

PUNGIE JOHN HENRY

RAM SCHOONER CLARENCE A. HOLLAND – Built at Lewisville - 1893

RAM SCHOONER ANNA M. HUDSON - Built at Lewisville - 1904

RAM SCHOONER HARLAND W. HUSTON – Built at Lewisville – 1891

SCHOONER INDUSTRY

SLOOP INTEGRITY

SCHOONER MOLLY JACKSON

PUNGIE EMILY JANE

SCHOONER WILLIAM and JAMES – Built at Lewisville – 1815

SLOOP ARTHUR T. JONES

SCHOONER KEARON

SCHOONER KEDRON

SCHOONER LYDIA

SCHOONER LULU LYNN

SCHOONER MAGGIE – Built at Lewisville – 1876

SCHOONER JENNIE E. MARSHALL – Built by Lewisville at Devil's Reach - 1884

RAM SCHOONER J. DALLAS MARVIL – Built at Lewisville – 1889

SCHOONER JOSHUA H. MARVIL

RAM SCHOONER LEVIN J. MARVIL – Built at Lewisville - 1891

RAM SCHOONER EDWIN and MAUD – Built at Lewisville – 1900

SCHOONER MINNIE MAY – Built at Lewisville – 1887

SCHOONER JOHN McGINNIS

SCHOONER MERCHANT

SCHOONER ANNIE E. MOORE

SCHOONER CHARLOTTE MOORE – Built at Lewisville – 1877

RAM SCHOONER WILLIAM THOMAS MOORE – Built at Lewisville – 1902

SCHOONER MOUNTAINEER

SLOOP NAUTILUS

SLOOP NELLIE

SCHOONER NUMCIO

SCHOONER PALESTINE

SCHOONER PANDORA

SCHOONER JOHN N. PARKER

SLOOP PASSPORT

RAM SCHOONER JUDGE PENNEWILL – Built at Lewisville – 1906

RAM SCHOONER GEORGE F. PHILLIPS – Built at Lewisville – 1901

SLOOP POTTER

SLOOP CHARLES PRYOR

RAM SCHOONER AGNES S. QUILLIN – Built at Lewisville – 1894

SCHOONER LULU M. QUILLIN – Rebuilt at Lewisville – 1886

SCHOONER CLARA RANKINS – Built at Lewisville

RAM SCHOONER VICTOR C. RECORDS – Built at Lewisville – 1902

SCHOONER REMITTANCE

PUNGIE JAMES RILEY

SCHOONER ROBERT

SCHOONER ROBIN HOOD – Rebuilt at Lewisville

SCHOONER IDA O. ROBINSON – Built at Lewisville as the Hattie E. Giles – 1874

SCHOONER WILLIAM S. ROGERS

RAM SCHOONER CHARLES L. ROHDE – Built at Sharptown by Lewisville – 1891

SCHOONER GOLDEN RULE

SCHOONER MABEL and RUTH – Built at Lewisville – 1896

SCHOONER BARGE SALEM – Built at Lewisville – 1900

BARGE EMILY SCHOOLFIELD – Built at Lewisville – 1908

PUNGIE SEABELL

SLOOP SEAGULL

PUNGIE SHAKESPEARE

RAM SCHOONER THOMAS J. SHRYOCK – Built at Lewisville – 1891

SCHOONER SYDNEY

SLOOP SIGNAL

SCHOONER FOUR SISTERS

SLOOP STAR

RAM SCHOONER CHARLES T. STRANN – Built at Lewisville – 1891

SCHOONER RISING SUN

SLOOP SUPERIOR

SCHOONER SUSQUEHANNA

PUNGIE TEMPLAR

PUNGIE MARY TENA

SLOOP LAURA TOMPKINS

PUNGIE ELLEN TRAVIS

SLOOP ALLIE VIRGINIA – Built at Lewisville -1877

SCHOONER WATCHFUL

RAM SCHOONER LIZZIE A. WILLIAMS – built at Lewisville – 1892

SCHOONER FAIR WINDS

SCHOONER YEOMAN

SHIP BUILDERS OF BETHEL

JOHN L. MASSEY

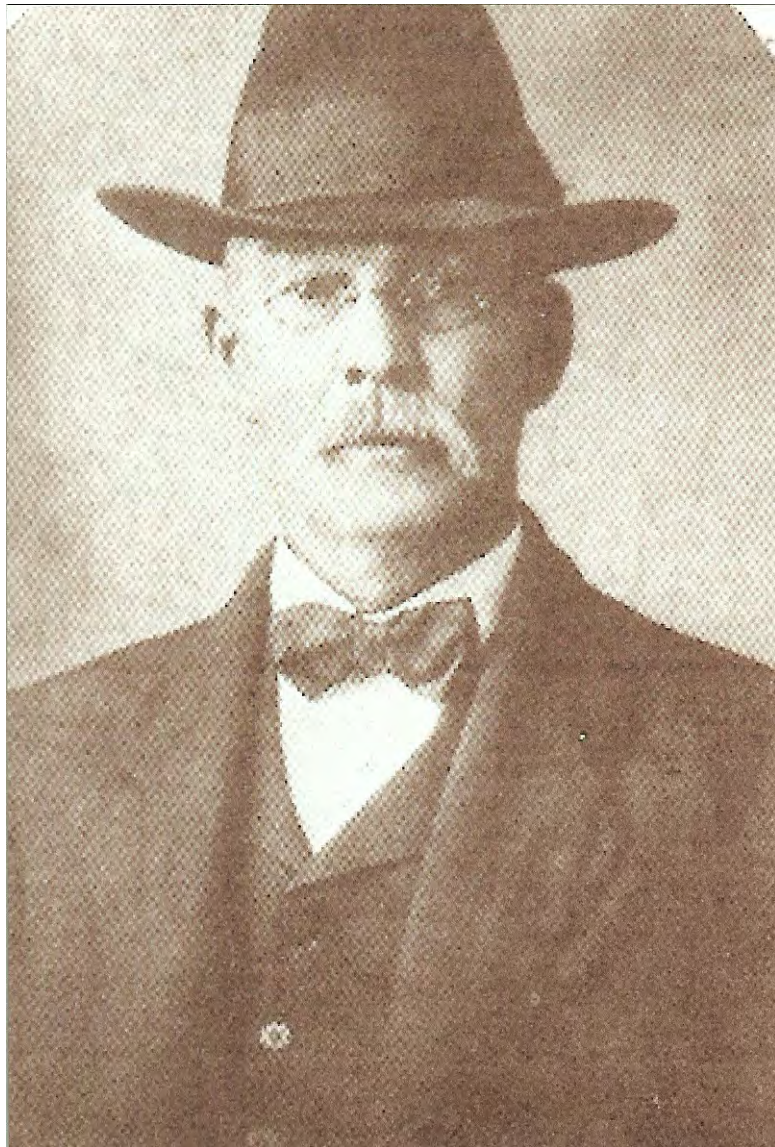
1877 – 1963 – BURIED AT SAILOR'S BETHEL CHURCH

JOHN L. MASSEY is listed in the records as being one of the shipyard caulkers who helped caulk the ships at the **Lewisville Marine Railway**.

SHIP BUILDERS OF BETHEL

LORENZO MARTIN MASSEY

1846 – 1927 – BURIED AT ST. JOHN'S CHURCH



LORENZO MARTIN MASSEY is listed in the records as being one of the Foremen of the shipyard who supervised the building of the ships at the **Lewisville Marine Railway**.

LORENZO MARTIN MASSEY later became a captain, and was master of the **SCHOONER WATCHFUL**.

SHIP BUILDERS OF BETHEL

JAMES MARTIN

BURIED AT SAILOR'S BETHEL CHURCH

JAMES MARTIN is listed in the records as being one of the shipyard workers who helped build the ships at the **Lewisville Marine Railway**.

SHIP BUILDERS OF BETHEL

JOHN McGINNIS A PHILADELPHIA SAIL MAKER

JOHN McGINNIS is listed in the records as being one of the sail makers who made the sails for the ships at the **Lewisville Marine Railway**.

The **SCHOONER JOHN McGINNIS** built in Laurel in 1874 was named after him.

SHIP BUILDERS OF BETHEL

WILLIAM RHODES McILVAIN

1842 – 1912

The **SCHOONER BESSIE BROWN** was designed and laid out by W. R. McIlvain, Captain Phillips 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 a 10 foot draft when fully loaded.

The ship was built without the help of any kind of power machinery. It took two years to build. It 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 yards.

At the launching the ship got stuck my 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 and the town of 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 “ land office business “ selling cakes and pastries at the scene.

The following is a newspaper account of the launching of the **BESSIE BROWN**. The vessel was launched at **Bethel**, on **Broad Creek**. One of the finest vessels we have ever seen on the stocks on this peninsula was that of the **BESSIE BROWN** which was launched on Tuesday of last week at **Bethel**, this county. The **BESSIE BROWN** which was built for the Southern coasting trade by **Rhodes McIlvain** who is well known on this side of the county, for owners at Richmond, Virginia, Laurel, Delaware, and **Bethel, Delaware**. She is one of the best and finest fitted vessels that ever left the moorings on the tributaries of the Chesapeake Bay and will be commanded by one of the best hearted men that ever lived, **Captain George K. Phillips** of **Bethel**, who will take with him Pearce Watson as his first mate, of whom it is well known that no better or more courageous seamen than they ever lived. Long live the **BESSIE BROWN** and her commander. Dimensions: length of keel 117 feet, beam 32 feet, depth of hold 9 feet, three masted, with wire rigging through out. To Mr. McIlvain as well to the projectors and owners much credit belongs. The merchants and mechanics of **Bethel** whose “vine and fig tree” the work was done, much praise be awarded”.

SHIP BUILDERS OF BETHEL

NATHANIEL MITCHELL

SHIPS IN WHICH HE OWNED SHARES:

SCHOONER EXPERIMENT – BUILT - 1807

SHIP BUILDERS OF BETHEL

JONATHAN MOORE

SON OF MATHIS MOORE

FATHER OF JOHN M. C. MOORE

1809 – 1890 – BURIED AT ST. JOHN'S CHURCH

SHIPS REPAIRED AT JOHANTHAN MOORE CO.

SCHOONER NUMCIO

Jonathan Moore ran a general store in Lewisville and his account books show charges as early as 1842. Many of his accounts were 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 and 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 he started the marine railway in **Lewisville**.

Before the railway was built ships were careened (turned on alternate sides) by lateral pull on the top of the masts, for the purpose of cleaning, caulking, and painting the bottoms. As early as July 1854 the **SCHOONER NUNCIO** was charged \$ 8.02 for "auger graving."

In 1869 **JONATHAN MOORE** built the first railway on Broad Creek. It was owned by many of the local people in Lewisville and their stock in the railway was gradually sold and found its way into the hands of three men; **Captain George K. Phillips, Captain William T. Moore, and Captain John M. C. Moore.** **Captain John M. C. Moore** was a son of **Jonathan Moore** who had started the railway.

Jonathan Moore organized the original marine railway in Lewisville and was the managing owner at the start, and for several years after. His books also show that he owned a large interest in the railway.

SHIP BUILDERS OF BETHEL

JOHN M. C. MOORE

1844 – 1926 – BURIED AT ST. JOHN'S CHURCH
SON OF JONATHAN MOORE



In 1869 **JONATHAN MOORE** built the first railway on Broad Creek. It was owned by many of the local people in Lewisville and their stock in the railway was gradually sold and found its way into the hands of three men; **Captain George K. Phillips, Captain William T. Moore,** and **Captain John M. C. Moore.** **Captain John M. C. Moore** was a son of **Jonathan Moore** who had started the railway.

In 1870 **Captain George K. Phillips**, along with **Captain William T. Moore**, and **Captain John M. C. Moore** started **The Lewisville Marine Railway** under the management of the three owners with **Captain John M. C. Moore** as superintendent. The shipyard was very active from the beginning. The account books show hundreds of sloops, pungies, and schooners being repaired. The Arthur J. Horsey Company of Laurel managed many ships engaged in trade in the Chesapeake Bay and its rivers, and was a large client with about forty ships receiving annual, and more frequent, repairs and maintenance at the shipyard.

Captain John M. C. Moore was the designer of the **RAM SCHOONERS** that were the first ships that were designed for the Chesapeake Bay and the shallow rivers adjoining the bay. Even though they were not designed for ocean crossings they went half way around the world and back, and one of them is still serving today as the oldest active sailing ship in the United States hauling tourists around the Maine area, and is a National Historical Landmark.

In 1893 **Captain John M. C. Moore** built the **RAM SCHOONER JAMES H. HARGRAVES** at the Sharptown Marine Railway.

SHIP BUILDERS OF BETHEL

ORLANDO MOORE

1869 – 1957 – BURIED AT SAILOR'S BETHEL CHURCH

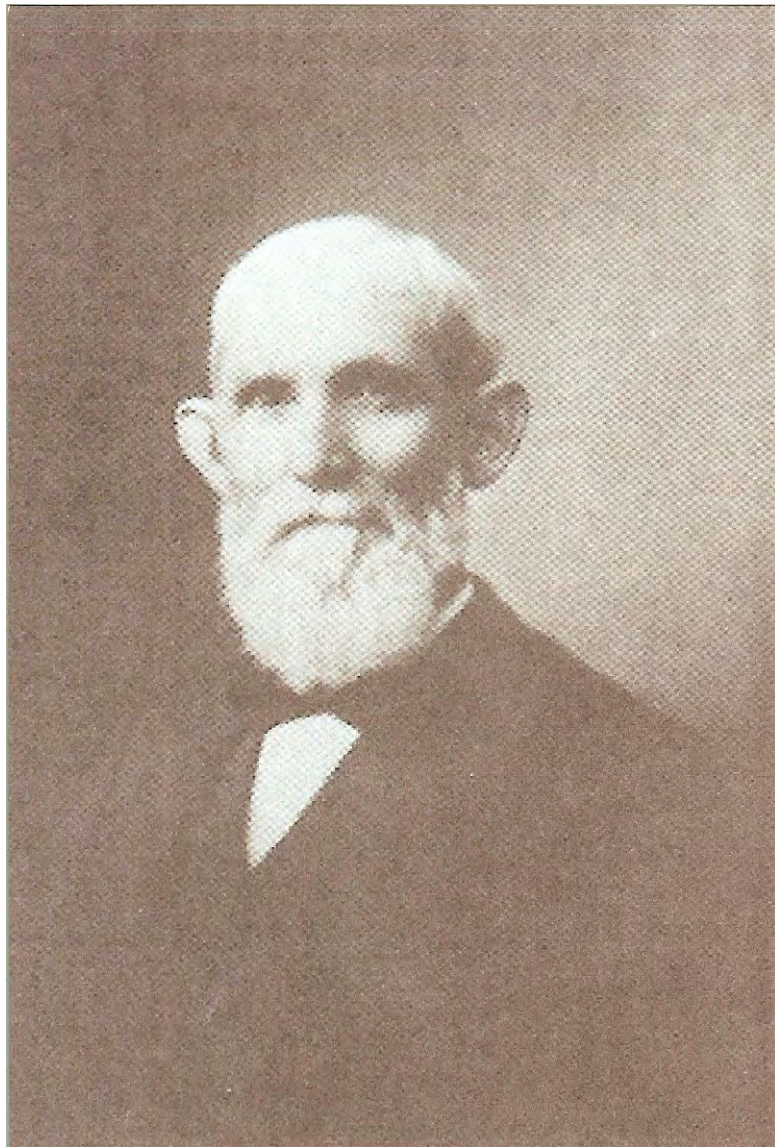


ORLANDO MOORE is listed in the records as being one of the shipyard workers who helped build the ships at the **Lewisville Marine Railway**.

ORLANDO MOORE later became a captain and was master of the **SCHOONER NORTH CAROLINA**, **SCHOONER WILLIAM DONNELLY**, **SCHOONER THREE FRIENDS**, and the **BARGE PENNSYLVANIA**.

SHIP BUILDERS OF BETHEL

WILLIAM T. MOORE



In 1869 **JONATHAN MOORE** built the first railway on Broad Creek. It was owned by many of the local people in Lewisville and their stock in the railway was gradually sold and found its way into the hands of three men; **Captain George K. Phillips, Captain William T. Moore,** and **Captain John M. C. Moore.** **Captain John M. C. Moore** was a son of **Jonathan Moore** who had started the railway.

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SHIP BUILDERS OF BETHEL

CHARLES E. MORRIS

1897 – 1947 – BURIED AT SAILOR'S BETHEL CHURCH

CHARLES E. MORRIS is listed in the records as being one of the shipyard workers who helped build the ships at the **Lewisville Marine Railway**.

SHIP BUILDERS OF BETHEL

CAPTAIN WILLIAM H. OUTTEN

DIED IN 1878

SHIPS BUILT

SCHOONER LOUISIANA - 1815

The records show that IN 1814 **CAPTAIN WILLIAM H. OUTTEN** was the builder of the **SCHOONER LOUISIANA** along the Nanticoke River. It was registered in Baltimore, Maryland Customs House April 14, 1815.

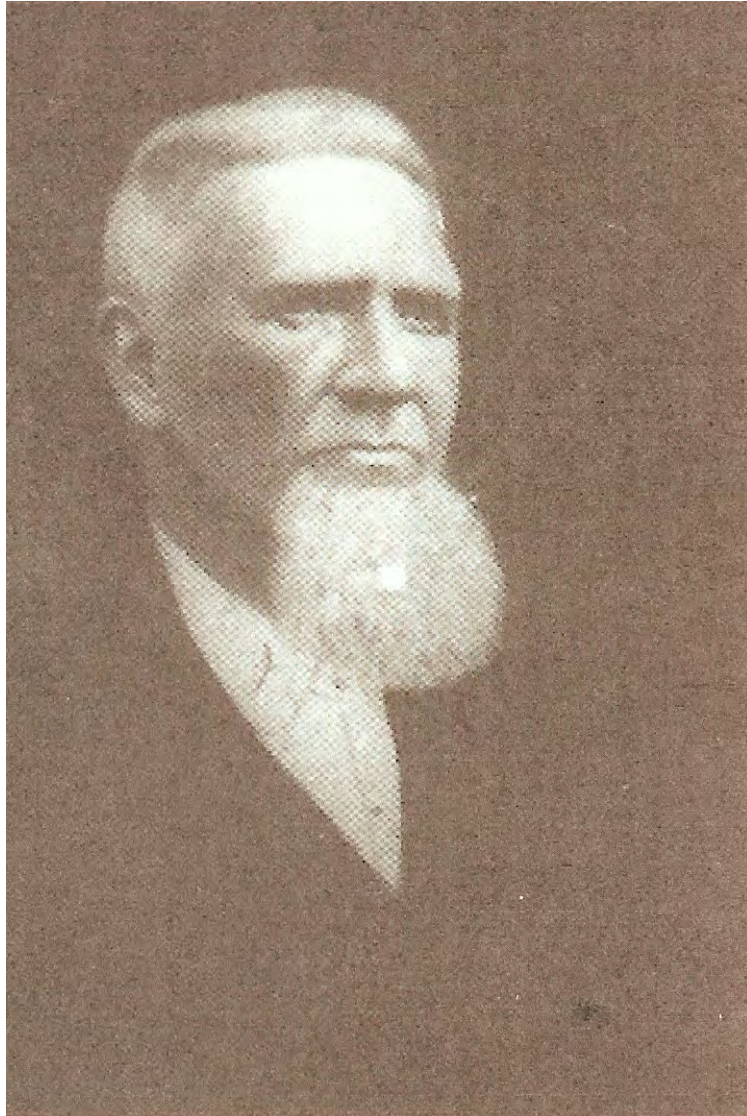
SHIP BUILDERS OF BETHEL

H. CLAY PHILLIPS

C. PHILLIPS is listed in the records as being one of the shipyard workers who helped build the ships at the **Lewisville Marine Railway**.

SHIP BUILDERS OF BETHEL

GEORGE K. PHILLIPS



In 1869 **JONATHAN MOORE** built the first railway on Broad Creek. It was owned by many of the local people in Lewisville and their stock in the railway was gradually sold and found its way into the hands of three men; **Captain George K. Phillips, Captain William T. Moore,** and **Captain John M. C. Moore.** **Captain John M. C. Moore** was a son of **Jonathan Moore** who had started the railway.

In 1870 **Captain George K. Phillips**, along with **Captain William T. Moore**, and **Captain John M. C. Moore** started **The Lewisville Marine Railway** under the management of

the three owners with **Captain John M. C. Moore** as superintendent. The shipyard was very active from the beginning. The account books show hundreds of sloops, pungies, and schooners being repaired. The Arthur J. Horsey Company of Laurel managed many ships engaged in trade in the Chesapeake Bay and its rivers, and was a large client with about forty ships receiving annual, and more frequent, repairs and maintenance at the shipyard.

In 1880 the name of the shipyard was changed to **The George K. Phillips Company**, who was a partner in the shipyard.

In 1901 the name was again changed to **The Bethel Marine Railway**.

SHIP BUILDERS OF BETHEL

ELISHA F. PUSEY

1851 -

BURIED AT SAILOR'S BETHEL CHURCH

ELISHA F. PUSEY is listed in the records as being one of the shipyard workers who helped build the ships at the **Lewisville Marine Railway**.

SHIP BUILDERS OF BETHEL

WILLIAM J. QUILLIN



Captain William J. Quillin and a Mr. A. B. Cummings bought the **Seaford Shipyard** and rebuilt the **SCHOONER BARGE FLORENCE ELLIOTT** which was named after Mr. A. B. Cummings stenographer.

Captain Quillin owned shares in the ship, and it was **Captain Roland F. Quillin's** last command.

Captain Quillin Built one four masted schooner the **SCHOONER BARGE LYNNHAVEN**

SHIP BUILDERS OF BETHEL

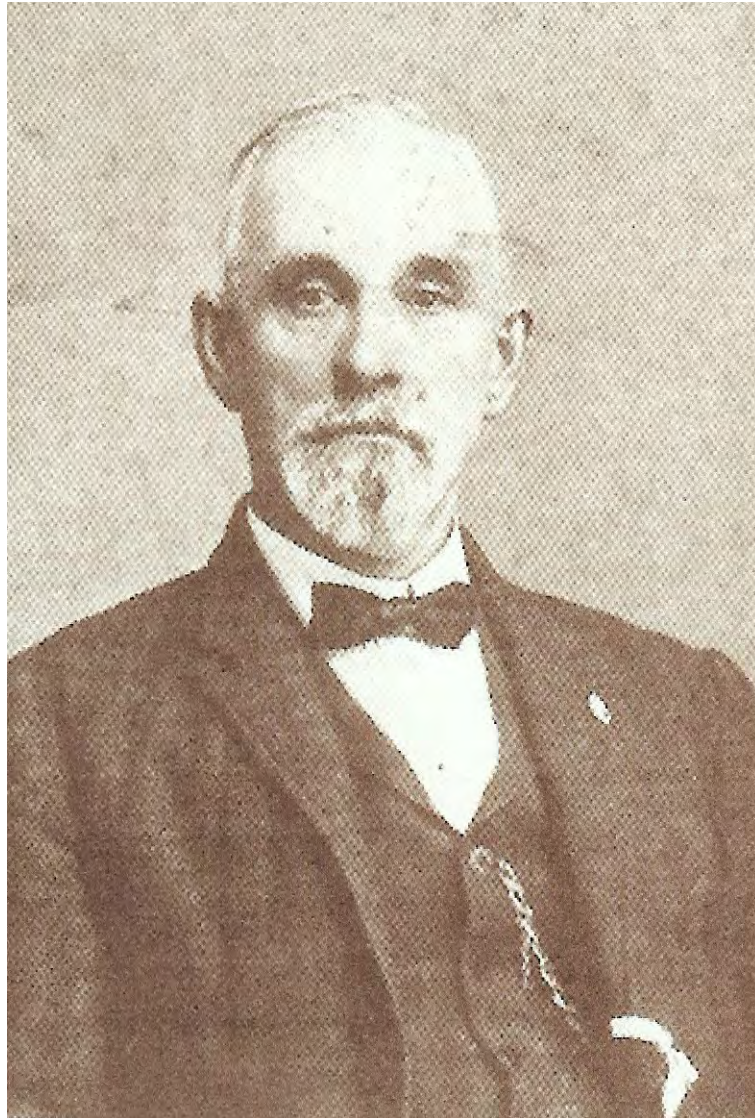
BAYARD SMITH

BAYARD SMITH is listed in the records as being one of the shipyard workers and pitcher who helped build the ships at the **Lewisville Marine Railway**.

Bayard Smith was burned by a bucket of hot pitch, and jumped overboard because of the intense pain and burning. He was three months recovering. All workers, except one, paid twenty five cents a week in a pool for him. In addition he was paid the usual wage by J. M. C. Moore.

SHIP BUILDERS OF BETHEL

JACOB H. SMITH



JACOB SMITH is listed in the records as being one of the foreman who supervised the building of the ships at the **Lewisville Marine Railway**.

SHIP BUILDERS OF BETHEL

JOHN E. SMITH

1847 – 1937 – BURIED AT ST. JOHN'S CHURCH

JOHN E. SMITH is listed in the records as being one of the shipyard workers who helped build the ships at the **Lewisville Marine Railway**.

JOHN E. SMITH later became a ship captain and was master of the **BARGE LLOYD**.

SHIP BUILDERS OF BETHEL

WILLIAM H. SMITH

1864 – 1940 – BURIED AT SAILOR'S BETHEL CHURCH

WILLIAM H. SMITH is listed in the records as being one of the shipyard foreman who supervised the building of the ships at the **Lewisville Marine Railway**.

SHIP BUILDERS OF BETHEL

JAMES E. SPICER

1850 – 1935 –BURIED AT SAILOR'S BETHEL CHURCH



JAMES E. SPICER is listed in the records as being one of the shipyard caulker who helped caulk the ships at the **Lewisville Marine Railway**.

SHIP BUILDERS OF BETHEL

ISAAC H. THOMPSON

1844 – 1897 –BURIED AT SAILOR'S BETHEL CHURCH

ISAAC H. THOMPSON is listed in the records as being one of the shipyard caulker and pitcher who helped caulk and pitch the ships at the **Lewisville Marine Railway**.

SHIP BUILDERS OF BETHEL

SMITH & TERRY RAILWAY

1916 – 1940

In 1916 **Edwin Smith** and **Howard A. Terry** purchased the **Bethel Marine Railway** from **Captain Samuel J. Furniss** and **Captain James A. Eskridge**.

In 1917 they built their first ship the **SCHOONER BARGE SMITH AND TERRY # 1** which was renamed the **SCHOONER BARGE CHARLES T. RYAN**

In 1918 they built their last ship the **SCHOONER BARGE SMITH AND TERRY # 2**.

SHIP BUILDERS OF BETHEL

J. F. TRICE

J. F. TRICE is listed in the records as being one of the shipyard workers who helped build the ships at the **Lewisville Marine Railway**.

SHIP BUILDERS OF BETHEL

JOHN WINDSOR

1866

In the history book Scharf's Delaware History, it states "The building of boats has been carried on to some extent since 1866, when **John Windsor** built several boats."

The type of boats or their names have not been found.