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## The Great Menhaden Fishery Of Lewes, Delaware

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**T**HE ATLANTIC MENHADEN (*Brevoortia tyrannus*) IS A herring-like fish commonly called mossbunker, bunker, pogey, fat-back, and frequently (but incorrectly) alewife or shad (Figure 1). It ranges from New England to Florida and is one of the most abundant fish found along the coast (Henry, *et al.*, 1955).

What makes the menhaden such an important fish? It is small, usually less than a foot in length and one pound in weight and it is not used for human food in this country. Perhaps we should look at the history of the fishery for a partial answer.

## HISTORY

Fishing for menhaden is one of the oldest industries in the U. S. Colonial writings relate that North American Indians taught the settlers to place a fish in each hill of corn. Although menhaden were probably never widely used in this manner, this practice led to their utilization for enrichment of the soil (June, 1961).

It was recognized early that menhaden were an extremely oily fish which reduced their desirability for human consumption. However, the early settlers needed oil for lamps and other oil burning contrivances, and soon developed crude methods for cooking and pressing the fish to obtain oil. In the early 1800's numerous tiny coastal factories sprang up from New England to the Carolinas for oil processing. The residue (flesh and bones) from the oil pressing was generally thrown away or used as fertilizer.

Despite the highly profitable market for menhaden oil for use in paints, the industry grew slowly until 1860 when new process innovations (mechanical screw press and the use of steam power) made practical the oil recovery by factory operations. The mechanization also provided the basis of another phase of the menhaden industry that was to continue for the next 50 years—the production of fish fertilizer.

The eventual discovery of vitamin B<sub>12</sub> as an important constituent of the animal protein factor found in fish meal stimulated the demand for menhaden meal, and following World War II the catch increased markedly. The fishery increased in activity until 1959 when the catch reached a record landing of about one million tons of menhaden, valued in excess of 25 million dollars to the fishermen. This catch produced 224,000 tons of meal, 21 million gallons of oil, and 102,000 tons of solubles. The estimated value of these products was 75 million dollars (June, 1961). So you see, the little fish is as good as gold if you gather enough of the nuggets.

## THE FINISHING PROCESS

As implied in the title of this paper, Lewes, Delaware, was the largest seafood landing port in the country in 1953, with 390 million pounds (195,000 tons) of fish landed. Three hundred sixty million pounds were menhaden (Anderson and Power,

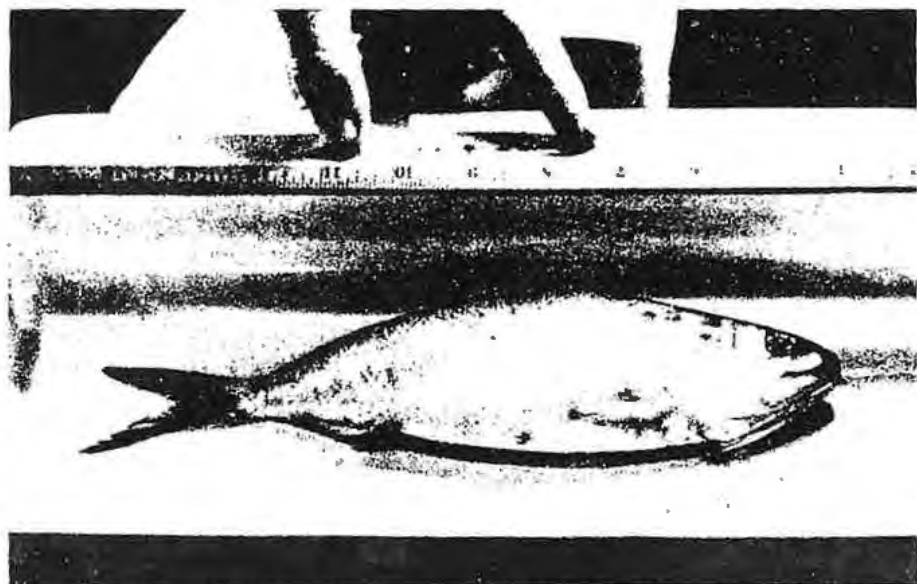


Figure 1. An adult Atlantic menhaden, *Brevoortia tyrannus*.

1956). The great menhaden processing plants of Fish Products Company lie idle today (Figure 2). However, in their heyday these Lewes plants were the home base for 25 large carrier vessels (in 1954) which required over 650 men as crew members.

These specialized vessels ranged from about 65 to 200 feet in length and depending on size could carry up to several hundred tons of menhaden at a time from the fishing grounds to the reduction plants. The vessels also carried the gear for catching menhaden (June, 1961).

A peculiarity of the behavior of menhaden has influenced the manner in which they are caught and that is the menhaden is a schooling fish which gathers in groups numbering in the hundreds of thousands and weighing collectively several hundred tons. Figure 3 shows a 70-ton school of fish from the air.

Menhaden are characteristically spotted from the air by light planes whose pilots direct the carrier vessel to the school and continue to give guidance as the net is set around the fish. Menhaden are caught with purse seines as the fish swim in schools in



Figure 2. An aerial view of two Lewes menhaden reduction plants, Fish Products Company (foreground) and Sea Coast Products (background) on Delaware Bay near Cape Henlopen. (Photo by Klemas)

the near surface waters during the warmer months of the year.

Small 32-36 foot purse boats are carried on the carrier vessel. On the fishing grounds the two purse boats are loaded together with the seine divided equally between them. Seines used average 1,200 feet long and 36 feet deep.

When a school has been selected for capture, the two purse boats approach the school. In laying the seine, the two boats separate and the seine is laid out as each boat completes the half circle to enclose the school. The bottom of the seine is then closed, or "pursed" by dropping a Tom weight, confining the fish inside the seine (Figure 4). Power-driven blocks, one mounted in each seine boat, are used to haul in the ends and bottom of the net until the fish are confined in a small portion of the net called the bunt. The catch is then pumped into the hold of a carrier vessel. An average set yields from 20 to 25 tons of fish. Fishing is conducted during daylight hours with the vessels returning the catch daily to the rendering plants (June, 1961).

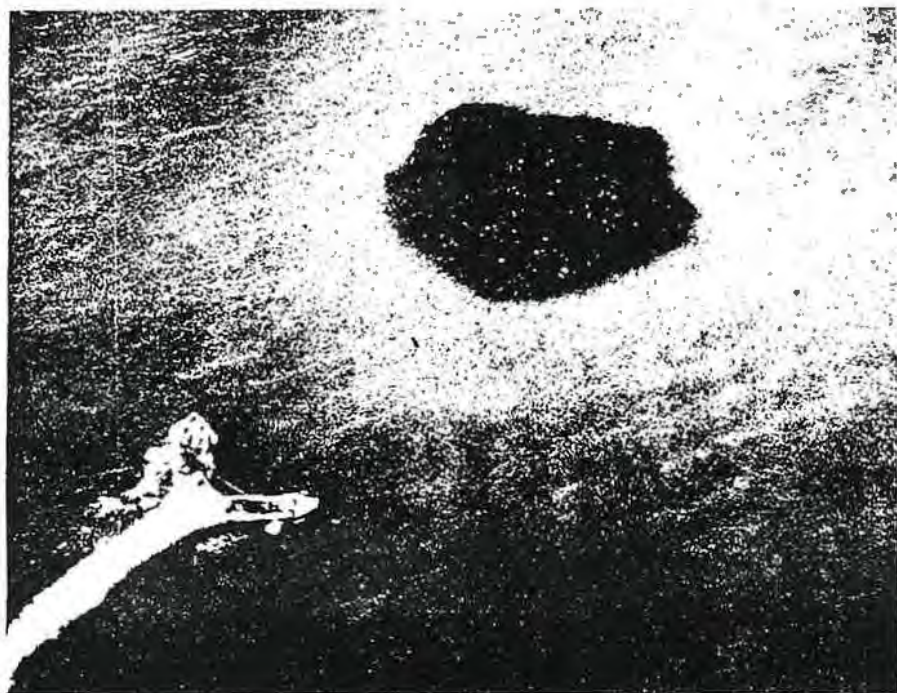


Figure 3. An aerial view of a 70-ton school of menhaden being approached by two purse boats carrying the seine. (Photo by Watters)

### FISHING IN LEWES

For a few years Lewes, Delaware, was the queen of the fishing ports. An account of commercial fishing in Delaware indicates that three brothers, Richard, Thomas, and John Hayes ran the Consolidated Fisheries Company in Lewes which employed 600 men and was the largest menhaden processing plant in the U. S. in 1938 (Horn, 1957). At about that time the Smith Family began operating a menhaden processing firm known today as Fish Products. In 1954 the Smiths bought the Hayes's plant and renamed it Sea Coast Products.

The recent history of landings is shown in Figure 5 for the Lewes plants. Although a high of 361 million pounds of fish were



Figure 4. Purse boats completely encircling a menhaden school with the net. (Photo by Reintjes)

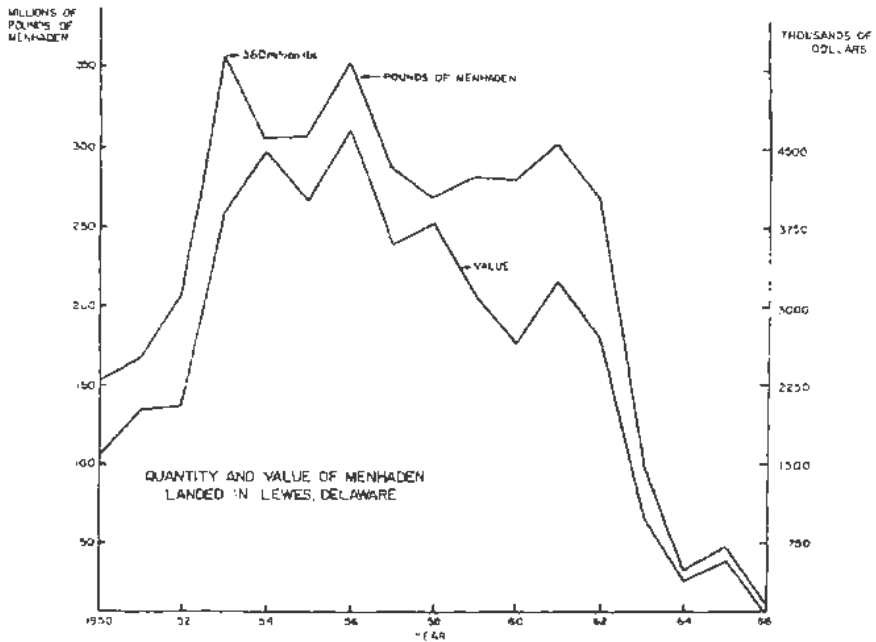


Figure 5. Quantity of Atlantic menhaden landed in Lewes from 1950 until 1966. (After Fishery Statistics of the U. S.)

landed in 1953 and a similar amount in 1956 worth 4.6 million dollars at dockside, the landings severely declined until 1966 when menhaden fishing operations were terminated in Lewes for lack of fish (based on Fishery Statistics of the United States from 1950-1966).

By comparison, menhaden landings for the Atlantic Coast began to drop drastically in 1963 after having reached an all-time high of 1.6 billion pounds in 1956 (Figure 6) (Henry, *et al.*, 1965).

### WHAT IS HAPPENING TO THE MENHADEN FISHERY AND WHY?

The answer to this question is intimately tied to the life history (or life cycle of the menhaden). Atlantic menhaden spawn (or lay eggs) in the ocean over the Continental Shelf. In the southern portion of its range spawning occurs most of the year



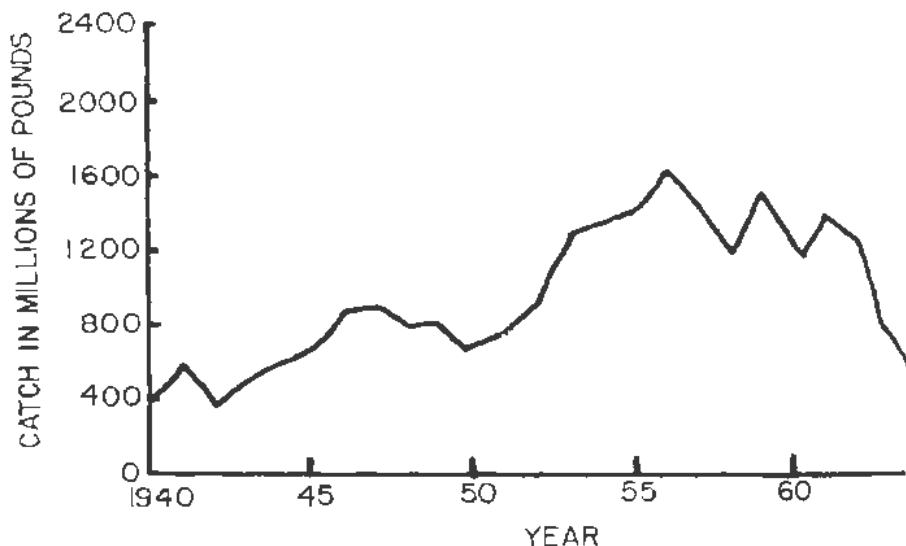


Figure 6. Quantity of Atlantic menhaden landed in the U. S. from 1940. (After Henry, et al., 1965)

but is restricted to the warmer months in New England waters. An individual female may spawn from 40,000 to 700,000 eggs depending on the size of the fish (June, 1961). After fertilization the eggs float near the surface and hatch in about two days (Mansueti and Hardy, 1967). The larvae enter the estuarine nursery areas of the Delaware region when they are nearly one inch long during December to February (Pacheco and Grant, 1965). They eventually move into the tributaries near the upper limits of salt water where they transform from slender transparent individuals into deep bodied juveniles resembling adult menhaden. The juveniles spend their summer of life in the estuarine nurseries and in autumn congregate into larger schools and emigrate into the ocean. At the time of their departure from the estuary the juveniles may range from 2-6 inches (55 to over 150mm) in length. The fish grow rapidly reaching on the average a length of 7- $\frac{1}{2}$  inches by the end of their first year, 9- $\frac{1}{2}$  inches by the end

of the second year, and about 13 inches by age nine (June, 1961). Most females are sexually mature by the end of their second year (Higham and Nicholson, 1964).

### FEEDINGS HABITS

Young menhaden larvae prey selectively on individual zooplankters but the gill rakers elongate and branch during metamorphosis to allow filter feeding (Reintjes and Pacheco, 1966). Juveniles and adults whose gill arches support a basketlike sieve capable of retaining very small organisms, are non-selective feeders that obtain food by swimming with mouths gaped, filtering minute plants, diatoms, and dinoflagellates and some microscopic animals from the water (June, 1961).

### MIGRATION

Atlantic menhaden, at least the older fish, appear to migrate seasonally along the coast—northward in the spring and southward in the fall. Also, it has been determined that the older, larger fish are found in the northern end of the range with the younger fish working their way up from southern waters as they grow (June, 1961).

### FISHERY CHARACTERISTICS

Over the past ten years two major shifts have occurred in the Atlantic menhaden fishery. These shifts include: 1) a shift in the geographical center of the fishery from the northern to the southern part of the range, and 2) a corresponding shift in the catch from older fish to younger fish (Henry, 1965).

In 1954 there were twice as many fish caught in the Middle Atlantic region (Wallops Island, VA-Long Island, NY) as were caught in the Chesapeake Bay. The average age of these fish were 2.6 years for the Middle Atlantic and about 1.6 years for the Chesapeake fish. By 1962 three times as many fish were being taken from the Chesapeake as were being caught in the Middle Atlantic region (Henry, 1965). Therefore, the fishery by moving south is catching a high proportion of fish less than two years of age. As indicated earlier, these fish require two years to reach reproductive maturity.

## CYCLIC NATURE OF FISHERY

There is considerable variation in the survival of young fish resulting from each year's spawning effort. If spawning and survival of larvae and juveniles is good, a large and dominant year class is the result. However, if survival is poor, one or a number of very weak year classes may result (June, 1961; Henry, 1965). A dominant year-class includes the catch for only one or two years in a given locality as the fish move to the north as they grow. There is some historical evidence that the menhaden fishery has had strong natural fluctuations since its inception in this country (June, 1961). This finally brings us to the question: Where did the menhaden go?

There are at least three answers possible, and very probably it is a combination of the following:

1. Natural cyclic nature of the fishery due to erratic survivorship of specific year classes;
2. Overfishing resulting in heavy pressure on reproductively immature fish;
3. Degradation of nursery areas in estuaries has been increasing during the last decade.

As you contemplate the beauty of the former great menhaden fishing grounds near Lewes, I would ask you to ponder whether the decline in menhaden has been due to natural causes or to the workings of man. I suspect that both factors have been important.

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# The Helen Euphane

By Steve Rogers

*[The Atlantic menhaden (Brevoortia Tyrannus) is a herring type fish averaging less than a foot in length and about one pound in weight, common along the Atlantic Coast. It is prized for its oil content and fertilizer properties. In the first half of the 20<sup>th</sup> Century, Lewes became a major port for the ships that went in search of the menhaden. In the 1950s, Lewes had two plants processing the fish and served as the base for a fleet of fishing boats, one of which was the "Helen Euphane."—ed.]*

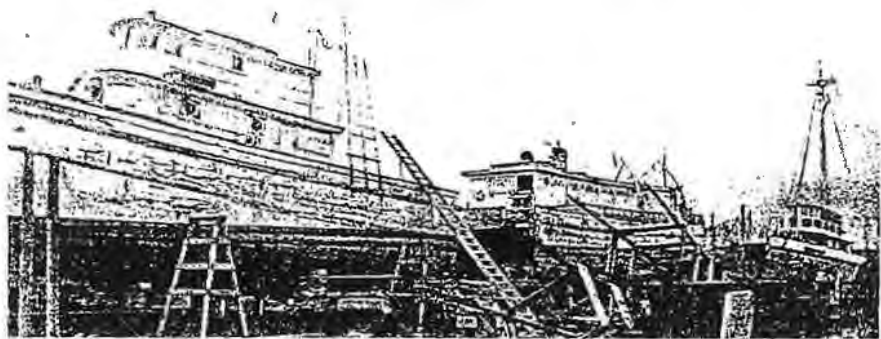
This is really an unfinished story about a "fishboat", or menhaden boat, called the *Helen Euphane*. One of approximately 160 vessels owned by the Smith Company of Lewes, Delaware, the boat came to Lewes when Otis Smith acquired the Taft Beach Menhaden Plant near Whitestone, Virginia, along with its boats and equipment. The *Helen Euphane*, the smallest of five vessels owned by the Taft Beach Plant, was built in 1902 in Pocomoke City, Maryland, by the Tull Shipyard. It was 112 feet long, steam powered, and in its time, although smaller than most other menhaden boats, was thought to be particularly beautiful—as fishboats go.

As a builder of model ships, I try to gather as much information as possible on any boats I plan to build. It is important on small vessels, but critical on larger boats, especially documented ones. Although over 500 menhaden boats were built in the first half of the 20<sup>th</sup> century, detailed plans and lines for these are hard to locate.

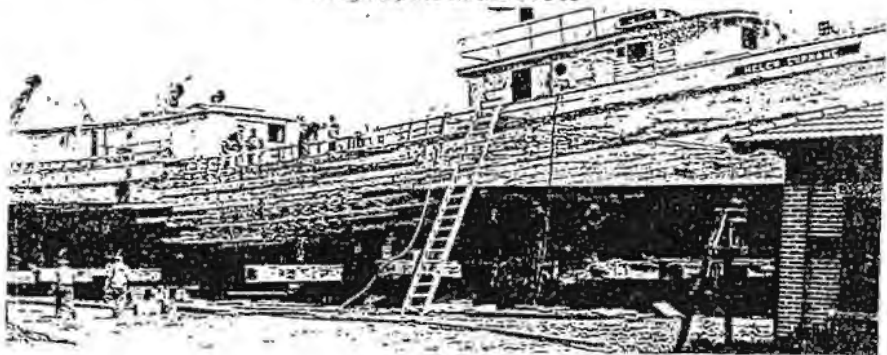
Most of these boats were built from half hull models, literally a "low tech" blueprint. All of the relevant information about the ship's lines is contained on a half hull; the construction details are standard practice and are dictated by either scantling requirements from Lloyds of London or longstanding experience of the boat builder. The half hulls are kept by the shipyards as work product and for promotional purposes, but over the years they have suffered the same fate as the shipyards. Some half hulls have been fortunate enough to fall into the hands of people who know what they are and appreciate them, but more often they end up nailed to the wall of some seafood restaurant for decoration. Others have been simply lost or destroyed.

Basically, written, illustrated plans did not exist until the post-war period. The only plan of an early vessel is taken from a model of another Smith boat, the *East Hampton*. Built in 1903 by the Portland Shipbuilding Company of South Portland, Maine, these plans from the half hull were reproduced on a promotional pamphlet. The best plan of a wood vessel available is a plan of the *Helen Euphane*, made in the early '60s while the boat was in Port Monmouth, New Jersey. The plan is sketchy, but I never realized just how many flaws it had until I had built a model from it and showed it to my neighbor, Ranny Hudson, a former engineer for the Smith Company. He liked the model, but it soon became obvious that he remembered it differently than I had built it.

Fortunately, Dudley Biddlecomb, a ship's master from Whitestone, Virginia, sent me a photo of the *Helen Euphane* in 1902—unclear but definitely different from the model plan. The photo was scaleable, however, and provided corrected dimensions for the superstructure. Angus Murdoch at the Reedville, Virginia



*The Helen Euphane being cut in half (above)  
and lengthened (below) by Colonna's Shipyard,  
Norfolk, VA in the 1950s*



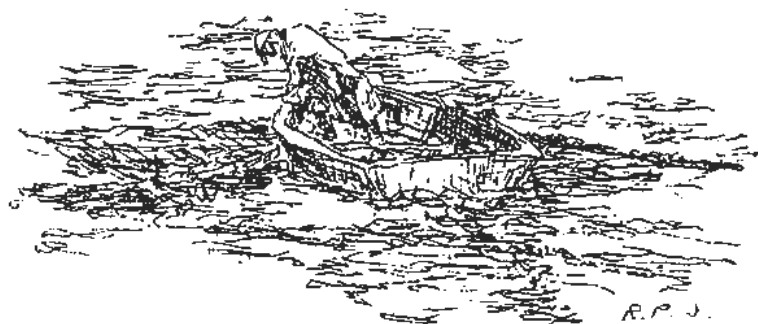
Fisherman's Museum was kind enough to send me a monograph containing paintings of menhaden boats, including the *Helen Euphane*. All of this helped to refine and correct the flaws in the model plan.

When originally built, the *Helen Euphane* was 112 feet and was still shown at 112 feet in the 1960 plan. One data sheet about the boat, however, listed it at 130 feet. Just recently the Colonna Shipyard of Norfolk, Virginia, sent me several photos of the *Helen Euphane* at their yard in the early 1950s. One set showed that the vessel had been "dieselized" with the tall boiler stack abandoned. Amazingly, the second set of photos show that the ship had been cut in half amidships in preparation for lengthening by an extra 18 feet.

The lines of the menhaden vessels vary little since the first steam versions appeared in the 1870s. Even the general arrangement of the superstructure, the fish hold, and the mast is almost unchanged from that time period through the 1950s. The 135-foot steel-hulled, diesel-driven *Brandywine*, built for the Smith Company in 1950 is clearly descended from the little steamer *Annie Wilcox*, built in 1877.

Recently I became aware that a photo exists of the *Helen Euphane* sunk in the inlet at Ocean City, Maryland. This verifies information of the sinking from several retired captains and crew and refutes a rumor that it did not sink, but was back in the Annapolis area. It is amazing to realize that when it sank in 1994, the *Helen Euphane* was 92 years old. It had served several private owners, at least two menhaden companies, the U.S. Navy in World War I and II on submarine patrol, and ended its days as a houseboat. Some career!♦

<sup>1</sup> Dimensions of timber, thickness and width.



*Boatman closes net on school of menhaden in Delaware Bay*



## Fish Spotting

By Earl F. Ritter as told to Gary Grunder

*[Until the mid-1960s Lewes was a major center for menhaden fishing and processing. Prized for its oil and fertilizer uses, it is not used for food. When one thinks of commercial fishing operations, one thinks of boats, nets, busy crews, docks, and processing operations. Lewes had all those and one more unusual aspect—fish spotting by airplane pilots. Earl Ritter of Overbrook was one such aircraft pilot and spotter.—ed.]*



I began to work as a flying fish spotter in 1955 after I left the U. S. Air Force and continued until 1966, when the commercial menhaden fishing operation in Lewes operated by Otis Smith's company Fish Products, Inc., shut down permanently. There were no menhaden left to catch by then; we had fished out the ocean.

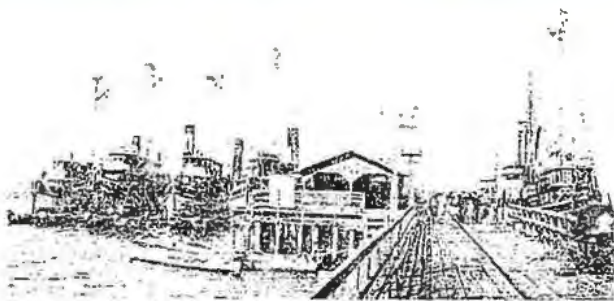
We flew Piper PA-18s, single-engine aircraft with the fuselage reconfigured to hold more fuel tanks and with just one seat for the pilot. At peak times there were three planes from Rehoboth Airport [where the housing development behind the Food Lion is now] and five planes from Woodbine, New Jersey, flying. We covered the ocean from Montauk Point, New York, to Cape Charles, Virginia.

May to October was the peak fishing time, so the six aircraft owned by the company flew six days a week for up to eight or nine hours a day. I once worked a nine and a half-hour day, a long time to sit in and pilot a small airplane! I liked to fly at about 1200 feet altitude; I found that was best for sighting schools of menhaden with my vision. We looked for dark colored "stains" on the water's surface and determined by the shape of the stain which direction the school was moving. This was important to know, for the fishing boats had to be in front of the school.

The air operation for the Lewes-based fisheries and for others in New Jersey and Virginia was informal but not casual. There was no air traffic controller or altitude or speed rules or assignments. There

were just two rules: that everybody made only left-hand turns and that the aircraft from the different companies had different radio frequencies. All of us had to be alert and depend on visual sightings to stay out of trouble. A big problem on a warm, quiet, low-wind day was staying awake; nodding off could be fatal! Another problem could be dealing with a misfiring or stalled airplane engine. I once had to land on the hard sands of Crab Island near Atlantic City when my engine started to spit and sputter. Another company pilot landed his plane to help me repair my balky engine, and we both returned home safely. If we needed to ditch our plane in the water, we had to trust that a fishing boat would find us.

When we started fish spotting from the air, we simply reported by radio to our company where fish schools were; the boats were then dispatched. By 1960, however, we pilots had assumed a major role in the operation. We looked for and found the fish, determined their direction of travel, contacted the steamers or "big boats," and directed them to the head or leading edge of the school.



*Menhaden boats tied up at Queen Anne pier, Lewes.*

Each steamer had two small side boats attached to its stern; these boats carried 1100-1400 feet of net 36 feet in depth. When the steamer was positioned in front of the school, the small boats traveling together, moved toward the school, split apart as they reached it and paying out the net, encircled the school. When the boats met at the other or "back" side of the school, a 500-pound weight called "the Tom" was thrown overboard, causing the net to close up like a zip-lock bag, trapping the fish. They were then stunned by a slight

electrical charge and vacuumed into the steamer to be taken to the processing plant.

Schools often contained 300-500,000 fish, so a lot of fish were harvested rather quickly. This process and harvest fished out the sea in our area by 1965-66. In the peak years there were 21 boats from Lewes and six from near Atlantic City working six days a week, plus boats from other companies scattered along the Atlantic coast. There was a lot of action out there in those days, especially in the competition among crews from the different companies. All this activity made the crop dusting I did before I went into the Air Force seem like a tea party! ♦

<sup>1</sup> In the early days, the fish were spotted from a crow's nest at the top of the mast of each vessel.

#### **Menhaden Industry in Lewes**

*Menhaden fishing is an industry older than this country. A small fish, no more than one foot long, also called "massbunker," "bunker," "pogy," or "fatback," menhaden is an oily fish, not used for human consumption. Native Americans showed the first European settlers how to place a fish in each hill of corn to enrich the soil. Menhaden was always valued for its oil for which in 1860 a new process was developed using steam power and mechanical screw presses to extract the oil as well as to grind and dry the scrap for fertilizer.*

*In 1883, the Luce brothers and S.S. Brown and Co. built the first menhaden processing plant in Lewes, followed by another plant by the Price brothers of New York. By the time of World War I, some Lewes residents owned a plant called "Lewes Fisheries" and by the early 1920s, the Hays brothers owned and operated the other plant. In 1938, the Smith family bought the Lewes factory and named it Fish Products Co. The discovery of Vitamin B-12 and its relation to fishmeal created a great demand for the menhaden meal following World War II. Lewes, Delaware, in 1953 was the largest seafood landing port in this country with 390 million pounds of fish landed, of which 360 million pounds were menhaden. In 1974, the Hanson Trust Ltd. bought the Smith family interest in Lewes. The site of the buildings is now Cape Shores.--JAR*

*Fish factory and pier, Lewes.*



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# Mayor Otis H. Smith

By Betty Grunder

The man who served as mayor of Lewes for 18 years (1950-1968) did much more for the town than most people realize. Described by those who knew him as the “epitome of a gentleman,” he was seen as wise and generous, honest and progressive, highly educated but modest, brilliant and hard-driven.

Born in Brooklyn, New York, on 6 December 1909, Otis Hamilton Smith as a youth attended New York Military Academy<sup>1</sup>, a private boys’ school in Cornwall-on-Hudson, New York, an idyllic campus near the Hudson River. Smith went on to earn a bachelor’s degree from Washington and Lee, then a law degree from Brooklyn Law School. How he came to live in Lewes for many years, though, is a kind of fish story. Schools of the little menhaden fish, abundant in 1938 off the coast of New Jersey and the Delmarva Peninsula and prized for their oil and for use as fertilizer, among other products, motivated Smith’s family business to purchase the fishmeal factory located where Cape Shores is today. Called Fish Products Company, Otis Smith presided as president and CEO.



Mayor Otis H. Smith.  
Photo courtesy of Robert J. Kennedy.

During World War II, a considerable number of German prisoners of war (mostly from Rommel’s forces in Africa) were housed in Lewes. The retirement community on Savannah Road now known as Huling Cove was the site of the prison camp. Smith’s business manager, Robert J. Kennedy, vividly describes those war years. The resultant manpower shortage for factory work led to some creative solutions. Temporarily, Smith had used Leo Tyler Employment Services, which supplied “press gangs” of men rounded up in Baltimore and “shanghaied” to Lewes. A better solution Smith found was using German prisoners to keep the plant running at a high capacity. Each morning buses from the plant would bring workers in to the fish factory, where they received three meals each day; after a full 10-hour day, the bus would return

them to the camp. Emil Brugge, a German-American employed by Smith, supervised the men. In lieu of wages to the prisoners, Smith paid so much per day to the Federal Government. At the end of the war when German civilians were suffering from lack of food and other necessities, Smith saw to it that packages of food and clothing were sent to families of the German POWs. (Two of the men had been professionals in Germany prior to the war, one a banker, the other a supply-store owner. They helped Kennedy in the business office; after the war and their return to Germany, he continued a long-lasting friendship and correspondence with these former prisoners).

In 1947 Smith married the former Hazell Melson, and they built an elegant Georgian-style home on Gills Neck Road. On that estate Smith fulfilled a lifelong interest in breeding cattle with his herd of prize Herefords.

The Fish Products Company, under Smith's leadership, grew after the war to a fleet of 25 ships and a group of airplane spotters to help the captains locate schools of fish (*See pp. 32 and 35, Vol. 3 of the Journal for articles about the ships used and about one of these fish spotters*). In 1955, the company acquired the adjacent Hayes factory and renamed it Seacoast Products. Employing over 500 people, the Smith family became the largest local employer in the area during the 1950s and early 1960s; the companies under Smith were responsible for making Lewes one of the most important fishing ports in the country. In 1953 alone, over 390 million pounds of fish came into this port.

As a prominent "captain of industry," whose complex of family companies extended along the East Coast of the United States as well as to Peru and Chile, Otis Smith exercised much generosity toward bettering the Lewes community. His philanthropy included building the public dock, paying to run electric and water lines under the canal so Lewes Beach could develop, supporting local churches (*See p. 23, Vol. 1 of the Journal for the story of Smith and the Friendship Baptist Church and see p. 18, Vol. 3 for an incident while he served as mayor*) and Beebe Hospital, for which he served as a director and president of the board (1956-1973). He built the electric substation on the beach, depreciating it over time until the city could afford to buy it. The University of Delaware also benefited from his support for the establishment of the Marine Laboratories in 1951, predecessor to the College of Marine Studies, which in 1980 named its new laboratory for him at the campus on Pilottown Road (*See p. 71, Vol. 5 for a history of the College of Marine Studies*).

Many of his other civic contributions reached outside of the local community. From 1960-1963 Smith served as Delaware's chairman of the Radio Free Europe Fund, and from 1959-1973 he was on the Delaware Civil Rights

Advisory Committee. He traveled throughout Sussex County urging other mayors to voluntarily desegregate public accommodations and restaurants. In this attempt to break down the walls of segregation in southern Delaware, he worked closely with African American civil rights advocates. He also received a Brotherhood Award in 1963 from the Delaware Region National Conference of Christians and Jews. The Delaware State Chamber of Commerce, the Better Business Bureau of Delaware, and the governor's committees on revenue, finance, goals, and oceanography also benefited from his active participation.

National recognition came in 1962 with a Conservation Award from the U.S. Department of the Interior and in 1978 with a testimonial dinner by the National Fisheries Association.

Some letters dated 1937 to 1943 written by Otis Smith's father, J. Howard Smith, give detailed advice about the running of the vast network of holdings—plants, boats, oil presses, shipbuilding yards—owned by the Smith family from Long Island to Florida. One piece of advice in particular must have stuck with him:

Unless we have good management all along the line we cannot stay in this business. We have a great opportunity but nobody seems to measure up to the job. ... one must be fit, ... and in order to get fit it requires retirement between 9 and 10 o'clock and rising at 6 o'clock in the morning. Be around the job at least half an hour before a man starts to work.

One Lewes witness described how Smith "... would be on the docks at 4 a.m. to catch the line of the first boat of the day, and he would be standing there late at night as the last ship filled to the gills with menhaden arrived to port."

By the mid-1960s, the abundance of menhaden declined in this region, so Smith reluctantly moved his operation to Louisiana, where the fish still thrived. He sold the whole corporation in 1974-5 and retired to Selma, Alabama, where lived until his death on 20 June 2001. ♦

*Special appreciation goes to Robert J. Kennedy for his assistance with this article.*

<sup>1</sup> Co-incidentally, the author lived there two decades later as a faculty child and remembers well the huge dining room filled with long tables of uniformed cadets, the green playing fields, the horse stables, the chapel that doubled as movie theater on Saturday evenings, the cadets' canteen with its leather chairs and smoky haze.

# Journal of the Lewes Historical Society

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**November 2004**

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*The author, Louis Alfred Rickards, in 1964 Lewes High School yearbook.*

Savannah Road on Lewes Beach. The store had been in business at that location since 1919 when it was co-founded by my grandfather and Mr. Joseph Ramsey.

Both my dad and his younger brother by four years, Charles, were in the army. Uncle Charles fought overseas and was in the Battle of the Bulge in December 1945. My dad remained stateside throughout the war, stationed mostly out west and down south.

In March of 1945 my grandfather died suddenly of a heart attack at age 56. This put a tremendous burden on my grandmother, as her two sons were serving in the army and the entire operation of Rickards & Ramsey fell on her shoulders. Through the help of relatives and friends, she held the business together until her two sons returned from the service when World War II ended.

Dad and Uncle Charles at the ages of 29 and 25, respectively, began the modern day Rickards & Ramsey as I would know it growing up next door and having been born in 1946. Officials from the two fish factories contacted them about supplying ("grubbing") several menhaden fishing steamers. At that time a crew may have had as many as thirty-four men.

Mr. Otis H. Smith took a liking to the two brothers and placed much trust and confidence in their ability to complete this task, which was to grow by leaps and bounds. After Smith acquired the second factory at Lewes, known as *Sea Coast*, he had two large plants to process menhaden fish ("bunker") in numbers never before dreamed of, the other plant being his original *Fish Products*. Both plants were located on Fort Miles Road (now Cape Henlopen Drive) just past today's Ferry Terminal where Port Lewes (*Fish Products*) and Cape Shores (*Sea Coast*) are situated today.

At the height of the Lewes operation, from 1956 to 1962, Rickards & Ramsey operated a commissary at each factory, supplying a large kitchen at each and serving twenty-one fishboats at least three days a week. Along with that, the store was open six days a week to the general public from 8 a.m. until 6 p.m. On Tuesday and Thursday nights the store fishboat operation would be open from 7:30 p.m. until 4 a.m. or later, opening again at 8 a.m. for regular business. Every week, the fleet would be supplied with their large weekly order beginning at 6 a.m. Sunday or 7:30 p.m. Saturday depending upon which week it was. That operation, with luck, would take eight to ten

hours. The two brothers did not let Otis H. Smith down as they served his plants and fleet well for over twenty years. The following story is told through the eyes of a son and nephew who grew up in the middle of this unique operation.

### *Rickards & Ramsey Store and Warehouses*

The store located at 304 Savannah Road on Lewes Beach was a beehive of activity for the fishboat and factory “grubbing” operation. Built in 1919, Rickards & Ramsey was a frame and concrete block structure consisting of a grocery store, two attached storerooms, and a second floor apartment. A driveway on the west side of the store led back to a concrete loading dock where orders were placed for delivery to the menhaden fleet. The front interior of the store was like any other medium-sized grocery of that era and open to the public from 8 a.m. to 6 p.m. six days a week.

During the hours that fishboats were grubbed, the blinds were shut and the front doors locked with all activity taking place in the rear and on the side of the store. The rear part of the grocery store was where the meats were prepared and custom cut for the fishboats and factories. A large band saw, meat slicer, meat case, and butcher blocks were where the butcher Jack Olsen, a longtime employee, yielded full authority and took no bull (no pun intended). Although Jack was the main butcher, Bill Rickards, Charles Rickards, and Clayton Downes also took their turns cutting, wrapping, and preparing all types of meat in huge amounts for the fleet.

Two large walk-in coolers were used to store sides of beef, pork, chickens, and other types of meats and cuts. On the weekends when the fishboats got their large order, sometimes a White Packing Company reefer truck had to be borrowed and parked out back loaded with additional meat that the store could not hold. As Rickards & Ramsey was one of White Packing Company’s best customers, Vincent White, the owner, helped the store in this manner. On some occasions, two reefer trucks would be required as well as the store’s refrigeration equipment. This would never work today, as the reefer units were loud and made quite a hum in the middle of the night in a residential neighborhood. To my knowledge, no one ever complained, as all the neighbors were family and friends.

Inside the store’s walk-ins hung large sides of beef so thick you would have to duck your head and twist your body sideways to access the cooler. They hung from the ceiling to about 24" off the floor on huge hooks. Wooden shelves held row after row of racks of pork chops and ribs. Wooden crates of chickens took up the back wall, and cases of bacon, hot dogs, tubes of ground beef were in front of them.

Beneath the display meat case in the store were cases of scrapple, sausage, souse, cheeses, and a variety of cold cuts. It would not be unusual for Jack Olsen to cut anywhere from five hundred to seven hundred pounds of T-bone steaks on a given night. The large band saw would "whine" for hours and hours as Jack laid the thick cuts on waxed paper in cardboard boxes to be taken to the fishboats. The same night could find him cutting five hundred pounds of pork chops and packaging them on waxed paper as well. The job was really dangerous, as countless hours were spent on the meat saw. I can recall only a few minor injuries and never any serious injury.

When an order came into the store, Jack would copy the meats off the list and then set to work in his section. He didn't bother you and you had better not bother him.

The middle storeroom was the place of the main activity while "grubbing" the boats. The room, which as a child I thought rather large, was actually small. It included rows of cases of canned goods stacked to the ceiling. Along



*Rickards and Ramsey Ship Stores and Lunch Room opened in 1919.  
Joseph Ramsey is believed to be the man on the right.*

with the canned goods was virtually every other item you would find in a grocery store except that they were in larger containers, cans, bags, or jars. There were fifty pound bags of flour (two 25 lb. bags wrapped in brown paper), fifty pound bags of sugar in five pound bags, fifty pound tins of lard, case after case of every dried bean ever heard of, catsup, mustard, and mayonnaise in cases stacked to the ceiling. There were cases of canned peas, corn, green beans, lima beans, and mixed vegetables, rows and rows of Karo syrup and molasses in large blue and red cans. A favorite of the ships' cooks was a product called "Banner Sausage," which was sausage in a can.

Another popular product was soap called Octagon Soap, which came in a large bar wrapped in paper with black and red striping. Sometimes today, I see Octagon Soap in antique stores as a reminder of days gone by.

### *The Commissaries*

In the early '50s, at the request of Otis H. Smith, Rickards & Ramsey placed a well-stocked commissary at Fish Products and another one at Sea Coast. A commissary was a place where both factory workers and boat crews could go to get a snack, work clothes, shoes, oil skins, toiletries, watches, tobacco products, boots, and other sundries. At the same time, they could "hang out" and talk about the day's catch or ask if the Yankees beat the Red Sox.

G. Edward Marshall, a Lewes Beach waterman and a lifelong friend of Dad and Uncle Charles, ran the commissary at Fish Products.

It was a big gray concrete block building with large windows located about two hundred yards from the end of the Fish Products Pier and very convenient for boat crews and factory workers alike. Marshall never had a driver's license and would always have to be dropped off at the commissary and then picked up at closing time. The hours of the commissary were generally about 6 p.m. until the last of the eleven steamers assigned to Fish Products had come in and the crews had walked "up the dock" to make their purchases while their boat was being "bailed" (fish removed from the hold).

In the commissary a continuous bank of heavy-duty counters ran all the way around a large open floor area. Out in the open area were several booths lining two walls where the men could sit and enjoy their snacks.

Two pinball machines in the right front corner were in use most of the time at a nickel per game. The machines had numbers one through twenty-five in a colorful square. The object was to get three, four, or five numbers in a row and win free games or cash the games in for money. One could increase the odds by putting in additional nickels, which would "shift" the numbers and increase the odds. Three numbers in a row was worth three extra games or 15

cents. Putting four numbers in a row rang up twenty extra games or one dollar. If one was lucky and put five numbers in a row, the winner received one hundred extra games or five dollars.

Many is the crew member who won twenty extra games and had to "cash them in" in a hurry and run to his now "bailed out" steamer that was pulling away from the dock to sail for the next day's fishing grounds.

At the center of the east wall was a beautiful stained-mahogany phone booth, the only phone in the building. Fishboat crews would use it to call home, and Rickards & Ramsey could call Ed Marshall when necessary. It had a seat and a door to keep out the noise of the commissary, which at times could rise to a gentle roar. A large floor fan kept air circulating in the room, which at times was very hot and stifling.

Customers had to approach the large solid green counters to make their purchases. A large locking gate on the west wall allowed the commissary staff (mostly Ed Marshall) to enter to and from the floor area when necessary.

As one entered the commissary and walked towards the counters, the right rear wall had wooden shelves that contained work clothes and dress clothes propped open and displayed in their boxes. There were khaki and gray work clothes (pants and shirts) and there were dress trousers and dress shirts of all styles and colors. The two lower shelves contained both work shoes and dress shoes. Large heavy-duty cardboard boxes held oilskins displayed by sizes. The oilskins would consist of the rubber pants and chest cover connected, with snaps, cut-off rubber boots and a "sou'wester" rubber hat. Most sets were olive drab, but some were black.

Also in this area was a large steel clothes rack that contained clean laundry for the boat crews. A crewman could drop off dirty laundry to the commissary on Tuesday and pick it up Thursday. The service was provided by a local cleaner and extended to the boat crews by Rickards & Ramsey as an additional convenience.

Behind the center group of counters was a large two-door white refrigerator that along with a floor case, provided cold soft drinks. At that time sodas came only in glass bottles. To the left of the refrigerator was a large ice cream floor case stocked full of Dixie cups, Popsicles, ice cream sandwiches, and pint containers of ice cream. Popular especially in the hot summers, Borden's, Abbotts, and Hershey are the brands I remember.

Above the ice cream freezer were boxes of crackers and peanuts, which sold by the hundreds. These items were referred to as "nabs" when asked for at the counter. "Give me a pack of square nabs, or give me a pack of round nabs" was the usual request.

On the back of the ice cream freezer were boxes of chewing tobacco, also a big seller. Some brands carried were Days Work, Apple, and Mule, displayed in nice tight boxes with each plug wrapped in neat clear cellophane.

There was a whole shelf of "Big Ben" alarm clocks, large and small, used by crewmen who had to go on watch or be at a certain post at a certain hour.

Rising on the shelf behind the ice cream freezer was what amounted to basically a mini-drug store. Aspirin, cough syrup, Alka Seltzer, toothache drops, Ben Gay, throat lozenges, cough drops, tooth paste, soaps, shampoos, Band-Aids, Listerine, eye drops, and tooth brushes were available.

To the right of the "drug store" on the same shelf were cans of potted meat, Vienna sausages, deviled ham, sardines and other items that could be eaten with and spread on crackers. These items were very popular despite the excellent meals served in the factory kitchens and on the fishboats themselves.

Located on the right side of the counter was a large clothes rack with sport coats, suits, and jackets for sale, which easily compared to the men's fashions of the day.

At the far end of the counter a glass display case contained wristwatches, pocket watches, lighters, pipes, cuff links, tie clasps, Barlow penknives, money clips, fancy shaving kits, and other upscale gift items.

Underneath the counters in the front area were cases and cases of cigarettes and cigars stocked by brand name. It was not unusual for twenty to thirty cases of cigarettes to be sitting on the floor waiting to be "stocked." Although ashtrays were placed throughout the commissary on the booths and counters, many cigarettes found their way to the concrete floor, where they were crushed out with someone's foot and swept up at closing time. Most of the time, dozens of men would drink a Coke or eat a Dixie cup ice cream and discuss the day's events before heading to sea again for the next day's fishing.

Four large storage rooms above the commissary were full of oilskins and boots, in demand April through October. These rooms always smelled like a tire factory from the large number of rubber goods stored in them.

Stock was purchased with either cash or credit. Separate charge books were maintained for each factory and each fishboat. Through an arrangement with Mr. Smith, the charges were deducted from each man's pay prior to his receiving his paycheck. Mr. Smith always saw to it that Rickards & Ramsey got their money without question. There was a great deal of trust and honor on both sides.

A second commissary was placed in service at the Sea Coast Factory. This commissary, although smaller than the commissary at nearby Fish Products, contained many of the same items. The Sea Coast commissary was in a brick building just past the Sea Coast kitchen.

My mother, Avice C. Rickards, staffed the Sea Coast commissary. Although working there alone with hundreds of male customers, most of them strangers, my mother was shown the greatest respect and courtesy by each of those customers. She learned to know most of those men by their first names, and many became friends.

Floor space in the Sea Coast commissary was limited and upon getting their snacks, ice cream, and soft drinks, the men would sit on the block and brick walls that led from the structure to the road and separated the commissary from the kitchen. Like the Fish Products commissary, this was another meeting place for different boat crews to talk to each other and learn the day's ball scores before returning to their boats and heading to sea again.

### *The Cooks*

Rickards & Ramsey dealt very closely with the cook of each menhaden steamer. The cooks had an assigned budget to provide good quality meals for breakfast, dinner, and supper. Many is the cook who felt the wrath of his Captain when the "grub bill" was too high for a two-week period.

Four cooks that I became friends with were Frank Turner (*Brandywine*), "Pickles" (*Winter Quarter*), "Spencer" (*Parramore Banks*), and "Pamus" (*East Hampton*). Sadly, the last three I only remember by their nicknames.

I made several trips on the *Brandywine* with Captain J.P. Dize of Kilmarnock, Virginia. Capt. Dize, a lifelong friend of our family, passed away in 1997. He and his wife, Augusta, resided on Lewes Beach in the summertime, and their son Jessie and I became friends as boys growing up on Lewes Beach.

Frank Turner cooked for Captain Dize on the *Brandywine*, and I can vouch that he was an excellent cook. I remember one meal when I was on the *Brandywine* that included stuffed pork chops. The meal was as good as any I have ever had. Although Mr. Turner had suffered a stroke, he was a hard worker and kept the crew of the *Brandywine* well fed.

"Pickles" and "Spencer" were always well-dressed men who made a fuss over me as a young boy helping to put "grub" on the *Winter Quarter* and *Parramore Banks*. "Pickles" was a short, heavy man who was always chewing on a cigar. "Spencer" was a taller man who dressed neat as a pin.

"Pamus" was a small man who seemed confused as to what was going on. The cook's quarters were at the stern of the steamer and were quite small, including one or two bunks, a sink, and a small closet. Some cooks would drop their "grub list" off to Rickards & Ramsey's or leave it in a certain pre-arranged place in the galley, where we would pick it up and take it to the store for processing. Not "Pamus." He wanted to be awakened to discuss his Tuesday night and Thursday night order in person.

I would board the *East Hampton* at the dock and check in the galley for "Pamus." If I did not find him there, I would usually find him asleep in his cabin. It would take several minutes to awaken him and then he would ask, "Do you have any fresh tomatoes?" "Yes, Pamus, we do," I would reply. Then he would say, "I don't need any of them." "Do you have any fresh corn tonight?" "We just got some real pretty corn in about an hour ago, Pamus," I would inform him. "Well, I am okay there and don't need any" was his usual response. This would go on for 15 or 20 minutes, even though these steamers were only in port for a brief period of time to unload their catch and proceed to the fishing grounds for the next day. Time was important.

"Pamus" would then say, "Let me have 18 quarts of milk." After I wrote that down, he would rub his head between his hands and say, "Better make that 12 quarts," and once again I would be erasing and changing his order for about the tenth time. He would say, "Do you have any fresh watermelons?" "No, Pamus, we don't," I would respond. At that time he would say, "Good. Let me have six." And so it would go.

When I got back to the store with his order, Dad would ask, "What took you so long?" My standard answer would be, "Dad, you don't even want to hear about it!" ♦

## Menhaden Galley

A large tabletop about four feet wide and eighteen feet long accommodated ten to twelve crewmen seated on wooden benches at each side. Each place setting would have a one-inch wooden square built up around it so plates and cups didn't slide off the table during rough weather. Above the table attached to the ceiling was an open wooden box holding various condiments, such as mustard, catsup, vinegar, jams, peanut butter, salt and pepper.

Underneath this box were metal hooks that held each man's coffee cup and old-fashioned flypaper loaded with flies that had met their demise. For the younger people who do not know what flypaper is, it was standard equipment years ago. It came in a small cardboard tube with a cap on it and when you were ready to deploy it, you simply took the cap off and a good 12-15 inches of sticky flypaper would unravel. You would then tack up the tube, and as the ever prevalent house fly made his rounds around the galley, he and his counterparts would become stuck on the paper and remain there until replaced with a fresh tube and new sticky paper. It always got my attention that meals were eaten underneath these sticky, nasty portable traps. The sticky paper that was originally brown would actually become black from so many victims trapped on it. In those days, it was used in close proximity to where the meals were served and eaten without another thought.--LAR



## MENHADEN FISHING INDUSTRY

- Atlantic Menhaden (*Brevoortia tyrannus*) is a herring-like fish commonly called mossbunker, bunker, poggy, fatback – ranges from New England to Florida, averaging less than a foot in length, about 1 pound of weight, travel in schools of 300-500,000 fish
- Fishing for menhaden is one of the oldest industries in the US Colonial writings relating that North American Indians taught the settlers to place a fish in each hill of corn – and this practice probably led to their utilization for enrichment of the soil
- Extremely oily fish – not used for human food in this country – crude methods for cooking and pressing the fish to obtain the oil (for lamps for early settlers)
- Despite highly profitable market for the oil for use in paints, the industry grew slowly until 1860 when new process innovations made practical the oil recovery by factory operations. Mechanization also provided the basis of another phase of the menhaden industry – that was to continue for the next 50 years – the production of fish fertilizer
- 1883 – the Luce brothers and S S Brown and Co. built the first menhaden processing plant in Lewes, followed by the Price Brothers plant, by the time of WWI, Lewes residents owned a plant called “Lewes Fisheries” and by the 1920s, the Hays brothers owned/operated another plant (in 1974 Hanson Trust Ltd. Bought the interest and is now Cape Shores)
- Eventual discovery of vitamin B12 as an important constituent of animal protein factor found in fish meal stimulated the demand for manhaden meal and following WWII the catch increased markedly
- The fishery increased in activity until 1959 when the catch reached a record landing of about 1 million tons of fish – valued in excess of 25 million dollars – producing 224,000 tons of meal, 21 million gallons of oil and 102,000 tons of solubles – and their estimated value was 75 million dollars
- Lewes was the largest seafood landing port in the country in 1953 – with 390 million pounds (195,000 tons) of fish landed, home base for 25 large carrier vessels, employing over 650 crew members
- Menhaden are characteristically spotted from the air by light planes whose pilots direct the carrier vessel to the school and provide guidance as nets are set around the school – caught with purse seines
  - Earl F. Ritter – worked as flying fish spotter in 1955 -1966 – in Lewes by Otis Smith’s company Fish Products, Inc. which was during the time period where pilots assumed a major role in the operation – locating fish, determining their direction of travel and directing steamers to the schools

- Three brothers – Richard, Thomas and John Hayes ran the Consolidated Fisheries Company in Lewes (employing over 600 men) – was the largest menhaden processing plant in the US in 1938
- 1954, the Smith bought the Haye's plant and renamed it Sea Coast Products
- ✖ In 1966, menhaden fishing operations were terminated in Lewes for lack of fish
  - Where did they go?  
Three possible answers:
    - natural cyclic nature of fishery due to erratic survivorship of specific year classes;
    - overfishing resulting in heavy pressure on reproductivity of immature fish
    - degradation of nursery areas in estuaries
- *Smith* { Otis Smith (CEO and president of Fish Products Company –now Cape Shores) used a creative solution of manpower shortage of factory during WWII – he used German prisoners to keep the plant running – feeding them 3 meals a day, 10 hour work days and in lieu of wages, he paid so much per day to the Federal Government). Under his management, the plant grew after the war to fleet of 25 ships and a group of airplane spotters, In 1955 the company acquired the adjacent Hayes factory and renamed is Seacoast Products - - By mid 1960s – the abundance of fish declined in this region, so he moved his operation to Louisiana – Both plants located on Fort Miles Road (now Cape Henlopen Drive)
- Rickards and Ramsey operated a commissary at each factory – serving 21 fishboats at least 3 days a week – on 304 Savannah Road – was a beehive of activity for the fishboats and factory operations

LIST OF BOATS OWNED BY THE SMITHS  
WITH REGISTERED LENGTHS AND  
DIVISIONS OWNED BY

Any Additions or Corrections Please Contact:

E.L. Sherrill III  
4021 Black Stump Road  
Weems, Virginia  
22576

(Vessels marked with an asterisk \* were cut in two and lengthened)

<u>No:</u>	<u>Built:</u>	<u>Vessel Name:</u>	<u>Length:</u>	<u>Division Owned By:</u>
1.	1874	Eugene F. Price*	121.5	Fish Products Co.
2.	1877	John L. Lawrence	146.8	Smith-Meal Co.
3.	1877	Luce Brothers	94.0	Atlantic Navigation Co.
4.	1878	Annie L. Wilcox	117.5	Smith-Meal Co.
5.	1879	Sterling	110.0	Atlantic Navigation Co.
6.	1884	Ocean View	91.8	Smith-Meal Co.
7.	1893	Virginia	116.1	Smith-Meal Co. (Sold to Jetts)
8.	1894	John Twohy Brusstar	105.0	Atlantic Navigation Co.
9.	1897	Northumberland	134.2	Atlantic Navigation Co.
10.	1898	F.S. Willard	99.1	Smith-Meal Co.
11.	1902	Helen Euphane	112.0	Fish Products Co.
12.	1903	E.J. Codd	121.7	Fish Products Co.
13.	1903	Leander Wilcox	126.0	Fish Products Co.
14.	1903	Rappahannock	121.0	Atlantic Navigation Co.
15.	1904	Amanda Bishop	73.2	Fish Meal Co.
16.	1910	Edward J. McKeever Jr.	128.0	Smith-Meal Co.
17.	1911	McKeever Brothers	129.7	Fish Products Co.
18.	1911	Ringgold Brothers	62.0	Smith Research And Development
19.	1911	Rowland H. Wilcox	132.0	Smith-Meal Co.
20.	1911	Stephen W. McKeever Jr.	128.0	Smith-Meal Co.
21.	1911	W.L. Messick	131	Atlantic Navigation Co.
22.	1912	Wilbert A. Edwards	143.4	Smith-Meal Co.
23.	1913	A. Brooke Taylor	146.0	Smith-Meal Co.
24.	1913	East Hampton (wood)	162.8	Smith-Meal Co.
25.	1914	Pocahontas <sup>1</sup>	139.6	C.M. Cabbage, Smith-Meal Co.
26.	1918	E. Warren Edwards	125.2	Menhaden Products
27.	1918	Lancaster	109.4	Atlantic Navigation Co.
28.	1918	Martin	109.4	Diamond State Fish Products
29.	1918	Richmond	109.4	Fish Products Co.
30.	1918	Swanson	109.4	Atlantic Navigation Co.
31.	1919	Elizabeth Edwards	82.6	Fish Meal Co.
32.	1919	H.R. Humphreys	126.1	Fish Products Co.
33.	1919	Seminole	103.0	Fish Products Co.
34.	1922	Little Joe	134.3	Fish Products Co.
35.	1923	Ehas F. Wilcox	139.1	Smith-Meal Co.
36.	1923	Parkins	107.0	Harvey W. Smith
37.	1923	Thomas C. McNeal	127.9	Atlantic Navigation Co.
38.	1924	Annie Dow	134.3	Fish Products Co.
39.	1925	Forward <sup>2</sup>	95.1	Texas Menhaden Co.
40.	1936	Benjamin L. Bishop	97.0	Atlantic Navigation Co.
41.	1936	J.H. Whitehurst	100.0	Atlantic Navigation Co.
42.	1937	Charlie Mason	113.1	Atlantic Navigation Co.
43.	1937	Mary Ellen	113.1	Atlantic Navigation Co.
44.	1938	Fernandina	88.8	Atlantic Navigation Co.
45.	1938	Port Monmouth	88.8	Atlantic Navigation Co.
46.	1938	Promised Land	118.0	Atlantic Navigation Co. (Fish Products Co.)
47.	1938	West Beaufort (wood)	118.0	Fish Meal Co.
48.	1941	Charles Herbert Rice	106.9	Harvey W. Smith
49.	1941	Silver Star	99.5	Fish Meal Co.
50.	1942	Mispollion	93.7	Fish Meal Co.
51.	1942	Air Gannet <sup>3</sup>	107.1	Texas Menhaden Co.

<u>No:</u>	<u>Built:</u>	<u>Vessel Name:</u>	<u>Length:</u>	<u>Division Owned By:</u>
52.	1942	Bonner L. Willis <sup>4</sup>	106.3	Texas Menhaden Co.
53.	1942	Dinky <sup>4</sup>	108.6	Texas Menhaden Co.
54.	1942	Tar Heel <sup>4</sup>	106.7	Texas Menhaden Co.
55.	1943	Evelyn L. Willis <sup>5</sup>	106.3	Texas Menhaden Co.
56.	1944	Belford	113.9	Atlantic Nav. Co. (Sold to Jetts)
57.	1944	Fire Island	113.9	Atlantic Navigation Co.
58.	1944	Palm Beach <sup>6</sup>	168.8	New Smith-Meal Co.
59.	1944	Shearwater <sup>7</sup>	168.2	Seacoast Products, Inc.
60.	1944	Sikeoyness <sup>8</sup>	168.2	Fish Products Co.
61.	1944	Sinepuxent <sup>9</sup>	168.2	Fish Products Co.
62.	1944	Tangipahoa <sup>10</sup>	153.7	Fish Products Co.
63.	1945	Fearless Fosdick (tug)	38.6	Harvey W. Smith
64.	1945	Narragansett (carryaway) <sup>11</sup>	197.4	Smith-Meal Co.
65.	1945	Shoal Harbor (wood)	120.5	Harvey W. Smith
66.	1946	Cape May (dragger)	85.5	Smith-Meal Co.
67.	1946	Escatawpa	95.7	Harvey W. Smith
68.	1946	Fin (misc.)	31.0	Fish Products of Md.
69.	1946	Mississippi	95.7	Harvey W. Smith
70.	1946	Sandy Hook (wood)	125.6	Harvey W. Smith
71.	1947	Chandeleur	105.4	Harvey W. Smith
72.	1947	Crab Island (barge)	98.1	Fish Products Co.
73.	1947	Little George (tug)	36.0	Fish Products Co.
74.	1947	Moss Point	106.8	Fish Meal Co. (Sold to Standard Products)
75.	1947	Ocean Springs	105.9	Fish Meal Co. (Sold to Standard Products)
76.	1947	Singing River	106.8	Fish Meal Co.
77.	1948	Barnegat	120.4	Fish Products Co.
78.	1948	Brigantine	120.4	Fish Products Co.
79.	1948	Little Egg (barge)	98.1	Fish Products Co.
80.	1948	Mattie H. Phillips	125.3	Atlantic Navigation Co.
81.	1948	Rockaway	121.8	Atlantic Navigation Co.
82.	1949	Absecon	130.5	Fish Products Co.
83.	1949	Beach Haven	120.4	Fish Products Co.
84.	1949	Calcasieu	121.7	Atlantic Navigation Co.
85.	1949	Fish Hawk	134.2	Atlantic Navigation Co.
86.	1949	Little Gull	130.5	Fish Products Co.
87.	1949	Manasquan	120.4	Fish Products Co.
88.	1949	Mermentau	121.7	Atlantic Navigation Co.
89.	1949	Montauk	146.0	Smith-Meal Co.
90.	1949	Sea Girt	120.4	Fish Products Co.
91.	1949	Shinnecock	146.0	Smith-Meal Co.
92.	1950	Alice E.	91.2	Texas Menhaden Co.
93.	1950	Brandywine	130.5	Fish Products Co.
94.	1950	East Hampton (steel)	130.5	Fish Products Co.
95.	1950	Mark Winne	91.2	Texas Menhaden Co.
96.	1950	Princess Bay	134.2	Atlantic Navigation Co.
97.	1950	Shrewsbury	130.5	Fish Products Co.
98.	1951	Alex M. (passenger)	36.1	Fish Products Co.
99.	1951	Indian River	130.5	Fish Products Co.
100.	1951	Maidstone	140.5	Smith-Meal Co.
101.	1951	Nantucket	140.5	Smith-Meal Co.
102.	1951	Rehoboth	130.5	Fish Products Co.
103.	1953	Elmo	124.7	Atlantic Navigation Co.
104.	1953	Moriches	130.6	Fish Products Co.

<u>No:</u>	<u>Built:</u>	<u>Vessel Name:</u>	<u>Length:</u>	<u>Division Owned By:</u>
105.	1954	Al Cabbage	141.5	Fish Meal Co.
106.	1954	Amagansett	140.5	Smith-Meal Co.
107.	1954	Neptune	139.4	Fish Meal Co.
108.	1954	O.M. Haverstick* <sup>12</sup>	141.5	Fish Meal Co. (J. Howard Smith Co.)
109.	1954	Seven Islands (Barge)	133.1	Fish Products Co.
110.	1954	Triton	140.4	Fish Meal Co.
111.	1954	Winter Quarter*	130.6	Fish Products Co.
112.	1955	Acadia*	120	Fish Meal Co.
113.	1955	Fisherman*	142.8	Fish Meal Co.
114.	1955	Louisiana*	142.8	Atlantic Navigation Co.
115.	1955	Muddy Water*	142.8	Fish Meal Co.
116.	1955	Napeague*	141.5	Smith-Meal Co.
117.	1955	Parramore Banks	130.5	Fish Products Co.
118.	1955	Texas*	142.8	Fish Products Co.
119.	1956	Bird Island	124	Fish Meal Co.
120.	1956	Breton Island	124	Fish Meal Co.
121.	1956	Cat Island*	124	Fish Meal Co.
122.	1956	Dauphin Island*	124	Fish Meal Co.
123.	1956	Fenwick Island	130.4	Fish Products Co.
124.	1956	Horn Island	124	Fish Meal Co.
125.	1956	Romer Shoal*	140.0	Atlantic Navigation Co.
126.	1956	Shoal Harbor (steel)	122.9	Fish Meal Co.
127.	1956	Ship Island	124.4	Fish Meal Co.
128.	1956	West Beaufort (steel)	122.9	Fish Meal Co.
129.	1957	Lil Ahner	193.8	Fish Meal Co.
130.	1957	Tiny Tim	194.6	Fish Meal Co.
131.	1958	Frosty Morn	195	Fish Meal Co. (Texas Menhaden Co.)
132.	1958	Sandy Hook (steel)	147.0	Atlantic Navigation Co.
133.	1958	Broadkill (fireboat)	32.7	Fish Products Co.
134.	1959	Finnegan (oyster hoat)	66.9	Smith Research & Development
135.	1959	La Salle	134.8	Fish Meal Co.
136.	1959	Sharps Point (tug)	32.7	Fish Products of Md.
137.	1960	Arthur J. Minners	147.3	Smith-Meal Co.
138.	1960	High Tide	150.3	Texas Menhaden Co.
139.	1960	La Nina <sup>13</sup>	45.9	Fish Meal Co.
140.	1960	La Pinta <sup>13</sup>	47.4	Fish Products Co.
141.	1960	Maverick	150.3	Gulf Menhaden Co.
142.	1960	Sabine Pass	150.3	Gulf Menhaden Co.
143.	1960	Santa Maria <sup>13</sup>	46.1	J. Howard Smith Co.
144.	1960	Shallow Water	150.3	Gulf Menhaden Co.
145.	1960	Southwester	150.3	Gulf Menhaden Co.
146.	1960	Trinity Shoal	150.3	Gulf Menhaden Co.
147.	1962	Beachcomber	160.0	Texas Menhaden Co.
148.	1962	Berwick Bay <sup>14</sup>	160.0	Texas Menhaden Co.
149.	1963	Alcor	74.4	Texas Menhaden Co.
150.	1963	Antares	74.4	Texas Menhaden Co.
151.	1963	Canopus	72.6	Texas Menhaden Co.
152.	1963	Capella	74.4	Texas Menhaden Co.
153.	1963	Green Run*	166.2	Fish Products Co.
154.	1963	Procyon	74.4	Texas Menhaden Co.
155.	1963	Rigel	72.6	Texas Menhaden Co.
156.	1963	Sirius	72.6	Texas Menhaden Co.
157.	1963	Southampton	147.3	Smith-Meal Co.

158.	1963	Spica	74.4	Texas Menhaden Co.
159.	1965	Southland	200.3	(Sold to Gulf Oil, Liberian Flag)
160.	1965	Tideland	200.3	Menhaden Products of Virginia
161.	1966	Aries (combination boat)	66.0	Smith-Meal Co.
162.	1966	Double O Seven	163.8	(Returned to McDermott's Shipyard)
163.	1966	Gulf Shore	163.8	(Returned to McDermott's Shipyard)
164.	1966	Morning Star	163.8	(Returned to McDermott's Shipyard)
165.	1966	Mud Lump	163.8	(Returned to McDermott's Shipyard)
166.	1966	Old Joe	163.8	(Returned to McDermott's Shipyard)
167.	1966	Pelican	163.8	(Returned to McDermott's Shipyard)
168.	1966	Shoreline	163.8	(Returned to McDermott's Shipyard)
169.	1966	Waterman	163.8	(Returned to McDermott's Shipyard)
170.	1977	Bull Dog	163.0	Seacoast Products, Inc.

#### NOTES:

- 1- Formerly the *David W. Burbage*.
- 2- Formerly the *Stanolind 27*.
- 3- Formerly the *WAVR-423* (USCG) and the *SC-659* (USN). (Subchaser converted to air-sea rescue vessel.)
- 4- These vessels (the *Bonner L. Willis*, the *Dinky*, and the *Tar Heel*) were former subchasers.
- 5- Formerly the *SC-1022* (USN) and the *USS Air Piper*, *WAVR-452*. (Subchaser converted to air-sea rescue vessel.)
- 6- Formerly the *USS Palm Beach* (AGER-3) (FS-type hull, rigged as intelligence-gathering ship).  
Converted to bunker boat in 1975. Originally built as *FS-217* for U.S. Army, later taken over by Navy as *AKL-45*.
- 7- Formerly the *FS-411* (U.S. Army). Later taken over by U.S. Navy, Military Sea Transportation Service, as *USNS Shearwater*. Converted to bunker boat in 1980.
- 8- Formerly the *FS-180* (U.S. Army). Converted to bunker boat in 1960s)
- 9- Formerly the *Blue Laker* (Canadian), the *Zebrula* (Canadian), and the *FS-231* (U.S. Army). Converted to bunker boat in 1960s.
- 10- Formerly the *Skate*, the *Lempira* (Honduran), and the *USS LCIL-691*.
- 11- Formerly the *USS Snake River*, *LSMR-533*. (Landing craft fitted with guns and rockets for shore bombardment). Converted in 1960s.
- 12- Named for the foreman at Promised Land factory. Name changed to *Marsh Island* in 1983.
- 13- These boats (the *La Nina*, the *La Pinta*, and the *Santa Maria*) were west coast-type purse seiners.
- 14- Formerly the *Fat Chance*.

LOCATION OF DIVISIONS:

ATLANTIC NAVIGATION CO. – Fleet at Port Monmouth, N.J. (Factory owned by J. Howard Smith Co.)

DIAMOND STATE FISH PRODUCTS – Factory built on Mispillion River, Delaware, in 1930s. Later discontinued.

FISH MEAL CO. – Factories at Beaufort, N.C., and Moss Point, Miss.

FISH PRODUCTS CO. – Factories at Lewes, Delaware, and Crab Island, New Jersey. Later at Morgan City and Intracoastal City, Louisiana.

GULF MENHADEN CO. – Factory at Cameron, Louisiana.

MENHADEN PRODUCTS OF VIRGINIA – Planned factory for former ferry terminal, Kiptopeke, Virginia. (Ferry put out of business by Chesapeake Bay Bridge-Tunnel). Boats from this factory would fish on Chesapeake Bay and up and down entire East Coast.

NEW SMITH-MEAL COMPANY – Reorganized in 1973. Operated factory at Port Monmouth, N.J.

SEACOAST PRODUCTS CO. – Subsidiary of Hanson Trust, English firm that bought out Smith interests in entirety in 1973.

SMITH-MEAL CO. – Factory at Promised Land, Amagansett, Long Island, N.Y.

TEXAS MENHADEN COMPANY – Factory at Keith Lake, Sabine Pass, Texas.



## DISPOSITION OF VESSELS:

### VESSELS SOLD TO AMERICAN CLAM COMPANY:

77.	<i>Barnegat</i>	91.	<i>Shinnecock</i>
78.	<i>Brigantine</i>	93.	<i>Brandywine</i>
82.	<i>Absecon</i>	94.	<i>East Hampton</i> (steel)
83.	<i>Beach Haven</i>	97.	<i>Shrewsbury</i>
84.	<i>Calcasieu</i>	99.	<i>Indian River</i>
86.	<i>Little Gull</i>	100.	<i>Maidstone</i> (renamed <i>John Marvin</i> )
87.	<i>Manasquan</i>	101.	<i>Nantucket</i>
89.	<i>Montauk</i>	102.	<i>Rehoboth</i>
90.	<i>Sea Girt</i>	117.	<i>Parramore Banks</i>

### VESSELS SOLD TO OTHER PARTIES:

7. *Virginia*- Sold to Jett Menhaden Co., Reedville, Va., circa 1947
11. *Helen Euphane*- Sold to Alex McDowell, Annapolis, Md., for conversion into houseboat, circa 1969.
17. *McKeever Brothers*- Put ashore as restaurant on Nanticoke River, Seaford, Delaware, circa 1969.
39. *Forward*- Sold to Marine Coating Specialists, circa 1965.
56. *Belford*- Sold to Jett Menhaden Co. following fire at sea, 1953.
63. *Fearless Fosdick*- Taken to Raleigh, N.C., and displayed in front of a fish market/seafood restaurant.
64. *Narragansett*- Sold circa 1975, renamed *Marylander*, used as freighter on Chesapeake Bay.
66. *Cape May*- Sold to Jos. S. Dolan, Jr., Guilford, Conn., circa 1970.
74. *Moss Point*- Sold to Standard Products Inc.
75. *Ocean Springs*- Sold to Standard Products Inc.
81. *Rockaway*- Sold for snapper rig, Gloucester, Mass., circa 1970.
159. *Southland*- Sold to Gulf Oil Co. for seismic survey ship, 1965. Transferred to Liberian flag.
161. *Aries*- Sold circa 1970, used for longlining out of Sandwich, Mass.

### VESSELS SOLD FOR SCRAP, BROKEN UP AT BERWICK, LA., CIRCA 1977:

105.	<i>Al Cabbage</i>	138.	<i>High Tide</i>
110.	<i>Triton</i>	144.	<i>Shallow Water</i>
119.	<i>Bird Island</i>		
120.	<i>Breton Island</i>		
124.	<i>Horn Island</i>		

#### VESSELS SOLD AND LATER ABANDONED OR SUNK:

- 1 *Eugene F. Price*- Sold, sunk as fishing reef off Delaware, circa 1969.
- 2 *John L. Lawrence*- Abandoned at mouth of Maurice River, N.J., circa 1974.
16. *Edward J. McKeever, Jr.*- Sold to Robert Sinclair of Hampton, Va. Beached at Cod Harbor, Tangier Island, circa 1970.
20. *Stephen W. McKeever, Jr.*- Sunk off Ocean City, Md., as fishing reef, circa 1975.
22. *Wilbert A. Edwards*- Sold to parties in Cape May, N.J. Sunk alongside dock at old railway, Whitehaven, Maryland, circa 1975.
25. *Pocahontas*- Sold for engine and abandoned in Arthur Kill, circa 1965.
26. *E. Warren Edwards*- Sold, sunk as fishing reef off Ocean City (Md.), circa 1969.
50. *Misphillion*- Sold to Beaufort Fisheries, 1945. Later abandoned by them, towed to flats across creek from factory, and set afire, 14 July 1965.
80. *Mattie H. Phillips*- Sold to Bay Towing Company for engine, and abandoned at Little Creek, circa 1977.
85. *Fish Hawk*- Supposedly, the boat abandoned under the Bayonne Bridge, on the Staten Island shore.
88. *Mermentau*- In Potomac River, Mallows Bay, Md. (See Shomette, Donald G., *The Ghost Fleet of Mallows Bay*.)
96. *Princess Bay*- Abandoned at Solomons, Md., circa 1975.
103. *Elmo*- Sold to Stanley Frankel, circa 1975. Scuttled off Montauk Point, circa 1989.
104. *Moriches*- Sunk in Gulf of Mexico, circa 1976.

#### VESSELS LOST AT SEA:

4. *Annie L. Wilcox*- On Shagwong Reef, 25 July 1934.
6. *Ocean View*- Foundered in Long Island Sound, in hurricane of 21 September 1938.
9. *Northumberland*- Foundered off Ambrose Lightship, 24 October 1955.
19. *Rowland H. Wilcox*- Foundered 94NM off Nags Head, N.C., 30 September 1943 (On Naval service.)
36. *Parkins*- Foundered off Atlantic Beach, N.C., 21 December 1942.
38. *Annie Dow*- Foundered in heavy squall on 14 October 1943, off Mayaguez, Puerto Rico (On Naval Service).
106. *Amagansett*- Foundered off Cape Lookout, 20 November 1964.
123. *Fenwick Island*- Foundered off Cape Lookout, 7 December 1968.

VESSELS ABANDONED WHILE STILL UNDER SMITH OWNERSHIP:

3. *Luce Brothers*- At Moss Point, circa 1948.
10. *F.S. Willard*- Sunk at dock at Promised Land, abandoned 1941.
15. *Amanda Bishop*- At Moss Point, circa 1960.
23. *A. Brooke Taylor*- Abandoned at Jacksonville, Fla., 1962, after having been delivered to J.F. Bellinger's shipyard. Stripped of equipment for use on the *Southampton* (No. 156).
24. *East Hampton* (wood)- At Reedville, 1946.
27. *Lancaster*- At Reedville, circa 1970.
31. *Elizabeth Edwards*- At Moss Point, circa 1960.
35. *Elias F. Wilcox*- At Promised Land, circa 1955. Burned 1968.
37. *Thomas C. McNeal*- At Reedville, circa 1970.
48. *Charles Herbert Rice*- At Intracoastal City, La., circa 1970.
57. *Fire Island*- At Reedville, circa 1970.
62. *Tangipahoa*- (Supposedly) at Intracoastal City, La., circa 1970.

VESSELS LOST TO FIRE WHILE STILL UNDER SMITH OWNERSHIP:

28. *Martin*- Burned at Mispillion River factory, 1934 (month and day not known).
42. *Charlie Mason*- Burned 2.5NM off Cameron, La., 9 June 1956
47. *West Beaufort* (wood)- Burned approx. 5.5 NM E x S Calcasieu Pass, 10 August 1953.
64. *Shoal Harbor* (wood)- Burned in L29-30N, λ92-38W (5NM offshore, Ø192° from Big Constance Bayou) 29 Sept 1955

VESSELS SOLD TO S.I.U. AND BURNED AT PINEY POINT, MD., CIRCA 1969:

- |                               |                               |
|-------------------------------|-------------------------------|
| 5. <i>Sterling</i>            | 40. <i>Benjamin L. Bishop</i> |
| 8. <i>John Twohy Brusstar</i> | 41. <i>J.H. Whitehurst</i>    |
| 12. <i>E.J. Codd</i>          | 43. <i>Mary Ellen</i>         |
| 13. <i>Leander Wilcox</i>     | 44. <i>Fernandina</i>         |
| 14. <i>Rappahannock</i>       | 45. <i>Port Monmouth</i>      |
| 33. <i>Seminole</i>           | 49. <i>Silver Star</i>        |

DISPOSITION UNKNOWN (AS OF 2001) - INFORMATION NEEDED:

<u>NO:</u>	<u>NAME:</u>	<u>OFFICIAL NO:</u>	<u>NO:</u>	<u>NAME:</u>	<u>OFFICIAL NO:</u>
18.	<i>Ringgold Brothers</i>	209216	92.	<i>Alice E.</i>	259540
21.	<i>W.L. Messick</i>	208805	95.	<i>Mark Winne</i>	259597
29.	<i>Richmond</i>	216582	98.	<i>Alex M.</i>	262699
30.	<i>Swanson</i>	216583	109.	<i>Seven Islands</i>	268668
32.	<i>H.R. Humphreys</i>	218334	126.	<i>Shoal Harbor</i>	271491
34.	<i>Little Joe</i>	222067	128.	<i>West Beaufort</i>	271803
46.	<i>Promised Land</i>	237525	133.	<i>Broadkill</i>	279285
51.	<i>Air Gannet</i>	259057	134.	<i>Finnegan</i>	279284
52.	<i>Bonner L. Willis</i>	255204	135.	<i>Sharps Point</i>	278285
53.	<i>Dinky</i>	256749	138.	<i>La Nina</i>	280451
54.	<i>Tar Heel</i>	255240	140.	<i>La Pinta</i>	280452
55.	<i>Evelyn L. Willis</i>	256786	143.	<i>Santa Maria</i>	280453
67.	<i>Escatawpa</i>	252204	149.	<i>Alcor</i>	293054
68.	<i>Fin</i>	268766	150.	<i>Antares</i>	291118
69.	<i>Mississippi</i>	252206	151.	<i>Canopus</i>	290518
70.	<i>Sandy Hook</i>	249835	152.	<i>Capella</i>	290516
71.	<i>Chandeleur</i>	253791	154.	<i>Procyon</i>	291119
72.	<i>Crab Island</i>	253241	155.	<i>Rigel</i>	290519
73.	<i>Little George</i>	253242	156.	<i>Sirius</i>	290517
76.	<i>Singing River</i>	252652	158.	<i>Spica</i>	293053
79.	<i>Little Egg</i>	255550			

INFORMATION NEEDED ON THE FATE OR PRESENT WHEREABOUTS  
OF ABOVE VESSELS.

ANY INFORMATION PLEASE CONTACT:

E.L. SHERRILL, III  
4021 BLACK STUMP ROAD  
WEEMS, VIRGINIA  
22576

## INDEX TO BOAT NAMES

<u>VESSEL NAME:</u>	<u>NO:</u>	<u>VESSEL NAME:</u>	<u>NO:</u>	<u>VESSEL NAME:</u>	<u>NO:</u>
A. Brooke Taylor	23	Escatawpa	67	Mispillion	50
Absecon	82	Eugene F. Price	1	Mississippi	69
Acadia	112	Evelyn L. Willis	55	Montauk	89
Air Gannet	51	F.S. Willard	10	Moriches	104
Al Cabbage	105	Fearless Fosdick	63	Morning Star	164
Alcor	149	Fenwick Island	123	Moss Point	74
Alex M.	98	Fernandina	44	Mud Lump	165
Alice E.	92	Fin	68	Muddy Water	115
Amagansett	106	Finnegan	134	Nantucket	101
Amanda Bishop	15	Fire Island	57	Napeague	116
Annie Dow	38	Fish Hawk	85	Narragansett	64
Annie L. Wilcox	4	Fisherman	113	Neptune	107
Antares	150	Forward	39	Northumberland	9
Aries	161	Frosty Morn	131	O.M. Haverstick	108
Arthur J. Minners	137	Green Run	153	Ocean Springs	75
Barnegat	77	Gulf Shore	163	Ocean View	6
Beach Haven	83	H.R. Humphreys	32	Old Joe	166
Beachcomber	147	Helen Euphane	11	Palm Beach	58
Belford	56	High Tide	138	Parkins	36
Benjamin L. Bishop	40	Horn Island	124	Parramore Banks	117
Berwick Bay	148	Indian River	99	Pelican	167
Bird Island	119	J.H. Whitehurst	41	Pocahontas	25
Bonner L. Willis	52	John L. Lawrence	2	Port Monmouth	45
Brandywine	93	John Twoly Brusstar	8	Princess Bay	96
Breton Island	120	La Nina	139	Procyon	154
Brigantine	78	La Pinta	140	Promised Land	46
Broadkill	133	La Salle	135	Rappahannock	14
Bull Dog	170	Lancaster	27	Rehoboth	102
Calcasieu	84	Leander Wilcox	13	Richmond	29
Canopus	151	Lil Abner	129	Rigel	155
Cape May	66	Little Egg (barge)	79	Ringgold Brothers	18
Capella	152	Little George	73	Rockaway	81
Cat Island	121	Little Gull	86	Romer Shoa	125
Chandeleur	71	Little Joe	34	Rowland H. Wilcox	19
Charles Herbert Rice	48	Louisiana	114	Sabine Pass	142
Charlie Mason	42	Luce Brothers	3	Sandy Hook (wood)	70
Crab Island	72	Maidstone	100	Sandy Hook	132
Dauphin Island	122	Manasquan	87	Santa Maria	143
Dinky	53	Mark Winne	95	Sea Girt	90
Double O Seven	162	Martin	28	Seminole	33
E. Warren Edwards	26	Mary Ellen	43	Seven Islands	109
E.J. Codd	12	Mattie H. Phillips	80	Shallow Water	144
East Hampton (steel)	94	Maverick	141	Sharps Point	136
East Hampton (wood)	24	McKeever Brothers	17	Shearwater	59
Edward J. McKeever Jr.	16	Mermentau	88	Shinnecock	91
Elias F. Wilcox	35			Ship Island	127
Elizabeth Edwards	31			Shoal Harbor (steel)	126
Elmo	103				

<u>VESSEL NAME:</u>	<u>NO:</u>
Shoal Harbor (wood)	65
Shoreline	168
Shrewsbury	97
Sikeoyness	60
Silver Star	49
Sinepuxent	61
Singing River	76
Sirius	156
Southampton	157
Southland	159
Southwester	145
Spica	158
Stephen W. McKeever Jr.	20
Sterling	5
Swanson	30
Tangipahoa	62
Tar Heel	54
Texas	118
Thomas C. McNeal	37
Tideland	160
Tiny Tim	130
Trinity Shoal	146
Triton	110
Virginia	7
W.L. Messick	21
Waterman	169
West Beaufort (steel)	128
West Beaufort (wood)	47
Wilbert A. Edwards	22
Winter Quarter	111

Report of the Commissary Department at Lewes Town Del. this 26th March 1813. Also of the Magazin &c. as reported by the quartermaster appointed to the troops now on duty at Lewes Town afsd.

Bushels of meal	Pounds of flour	lbs. of pork	lbs. Bacon	lbs. Beef	Gall. Brandy	lbs. Candles	lbs. soap	Cartridge boxes	Musket cartridges	lbs. of lead	kegs of powder	12 lb. balls	9 lb. balls	6 lb. balls	4 lb. balls	3 lb. balls	Cartridges for cannon	Grape shot egs	Musket balls	pistol cartridges	Flints	Small shot	Langore
120	1000	500	500	500	180	20	60	00	00	369	13	41	18	00	67	11	65	4	205 lbs	100	350	18 bags	26 charges

Adj. Gen. Office Lewes Town March 26 1813

I do hereby certify that the above is a true report as reported by the quartermaster to my office this day.  
 JSE. GREEN.  
 Adj. Genl.

**REPORT OF MILITARY STRENGTH IN CAMP AT LEWES 27th MARCH 1813.**

Staff Officers

- Gov. Aid Colo Samuel Davis.
- do do Colo Wm. D. Waples
- Adjt. . . . Jacob Lentner
- Surgeon Doctr John White
- Sugeons Mate Doctr Robert Wiltbank
- Quarter Master John Houston
- Paymaster Lewes West
- Commissary David Paynter

Regimental Officers

- Brigd Genl Thos. Fisher.
- Lieutn. Col Samuel Paynter
- Brigade Major Charles M. Cullin
- Major Robert Hill
- Secretary Wm. H. Wells
- Drum Major Thos. Atkins
- Fife Major Bagwell Atkins

Captns	No.	Muskets	Bayonets	Cartridges	pairs of pistols	Swords
Artillery Thomas Rodney	39	35	35	1010		
Do Samuel Davis	81	80	80	2080		
Troop of Horse Wm. Shankland	19	..	..	70	12	13
Do Richard Harrington	12	..	..	100	12	11
Do John Warner	27	..	..	260	26	26
Infantry John Adams	42	50	50	930		
Voluntrs John Koflock	70	70	70	1470		
Do John Dorman	35	28	28	200		
	325	209	200	6138	50	50

His Excellency will observe, That Captn Thos. Rodney's Company have been on duty from the 16th March 1813. Also Captn Samuel Davises Company—and that the Remainder of the above Troopes did enter on duty at this place on the 21st instant. . . . Also Remark that Col. Saml. Paynter was on duty from the 16th Also observe that Captn John Adams's Company of Infantry were this day discharged from duty and left the Camp at Lewes. . . .

Adj. Genl. Officer headquarters Lewes Town 27th of March 1813

I do hereby Certify that the above is a true Statement and Report of the Military Strength and situation at Camp this day.

KENDAL BATSON Deputy Adj. Genl.

## State of Delaware

## To Francis Cunningham—Dr.

To 8 days with waggon & horses going to Lewistown & returning with munitions of war weighing 2800 wt. at 5 dollars per day employed by John Stockton .....	}	10 00
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Niles Register March 27th. 1813

## BLOCKADE OF THE DELAWARE

From Philadelphia to the sea, on both sides of the Delaware, the most vigorous and truly AMERICAN efforts are making to resist, repel and punish the enemy, if he shall pollute the soil with the feet of his slaves, or, with incendiary policy, attack the towns. The people of Lewestown indignantly rejected the proffered treason of commodore Berresford, and prepared by every means in their power to repel his designs. At Dover, on Sunday last, in consequence of the movements of the enemy, the drum beat to arms. The whole population of all the various sects and persuasions, religious and political, capable of shouldering a musket, assembled; arms were liberally distributed, and from 400 to 500 men were ready for service. It was pleasant to remark that all the SOLDIERS OF THE REVOLUTION in the neighborhood were present. One old gentleman who deserves to be named, Mr. Jonathan McNat, tottering on his staff, received his musket, and with hearty will went through the manoeuvres. Sunday as it was, the venerable man (a worthy member and strict observer of the rules of the Methodist church) retiring home, set himself to work, making ball cartridges, affording the youth the fruits of his experience, and presenting an example irresistibly leading to patriotism. The force musters frequently for drill, and have made great progress in essentials.

At Smyrna the people are "all alive"—munitions of war are prepared, and all possible means are taken for the defence of that place and vicinity.

At New Castle, the chief control of the defensive measures has been confided to the veteran Capt. Bennett, of the much extolled "Delaware Blues" who, with Gen. Green, earned unfading laurels, in the southern states. This brave man is in his element, and, as colonel, has the command of some well disciplined militia, artillery and infantry.

At Wilmington, the general measures of defence appear submitted, by common consent, to colonel Allen M'Lane, a Seventy-sixer, and "as true as steel." To aid him in his operations, all "the men of other years," a veteran band of gallant hearts, are on the alert, assisting. Batteries are erecting (or perhaps are erected) below New Castle on the Delaware, and on the Christiana river that leads to Wilmington."

Niles Register March 27th. 1813

The people of Lewestown refused the request, as they ought; and an apology has appeared in a Philadelphia paper for the demand—saying that the commander declared he did not know it would have been high treason for them to comply with the requisition else he would not have made it. He had, perhaps, a better reason for desisting, from the gathering of the people to oppose the landing."



REPORT OF THE STORES IN MAGAZIN, COMMISSARY'S DEPARTMENT AND  
**ARSENAL AT LEWES TOWN APRIL 1st, 1813.**

1092	Musket cartridges
100	Pistol cartridges
39	Cannon cartridges
41	12 lb. balls
38	9 lb. balls
107	6 lb. balls
216	4 lb. balls
00	3 lb. balls
bags 25	Grape shot
434	lbs. of lead
19	Kegs powder
17	Small shot
2270	Flints
1092	Musket balls
14	Chain shot
320	Wads for cannon
8	Hammer
3	screws & ladles
13	hand spikes
80	bushels of meal
500	lbs. flour
350	lbs. pork
50	lbs. bacon
200	lbs. beef
6	lbs. candles
6	lbs. Soap
90	gall. Molases
30	gall. Viniger
120	gall. Brandy
182	Muskets (army)
127	Bayonets no belts
194	Cartridge boxes
67	Bayonets with belts
191	Balls drawn
44	lbs. powder drawn

Adj. Gen. Office Lewes Town Station April 1st, 1813.—

I do hereby certify that the above is a true report taken from the Returns made to my office this day by the quarter master and Armorer

JSE. GREEN

Adj. Genl.

His Excellency JOSEPH HASLETT, Esq.

**A LIST OF MEN ENROLLED IN THE SEVENTH COMPANY OF THE  
SECOND REGIMENT OF DELAWARE MILITIA  
FIRST TUESDAY IN APRIL 1813**

Commissioned Officers

Captain JAMES THOMPSON Lieutenant WILLIAM WATSON Ensign JOHN CLARK		
1st Sergeant Wm Guthrie Privates Saml McMullen Jeremiah Bailey Wm Cochran David Evans	1st Corporal Jacob Faires Privates John Lumpre Joseph Girvin Edward Wright Michael Kirle	First Class fifth Class
2nd Sergeant Joseph Thompson Privates Thomas Clark Joseph Lindle James Connor Thomas McMullen Danl Thompson	2nd Corporal Eli Nowlan Privates Jesse Albany Saml Stewart Wm. Pitts Owen Develin	Second Class Sixth Class
3rd Sergeant Henry Batton Privates Nathaniel David Joseph Higgins John Cunningham Wm Cann	3rd Corporal Wm Batton Privates James Bratton Thomas Grimes Isaac Butler Jacob Stuart	Third Class Seventh Class
4th Sergeant Levi Underwood Wm Belew James Davis James Thomas Jonathan Gore	4th Corporal John Cloward Privates Abraham Pierce Wm Clark Isaac Jaquett Charles Humphries	Fourth Class eighth class

**EXTRACTS FROM THE GOVERNOR'S REGISTER**

The Governor commissioned, Caesar A. Rodney Capt. Archibal Hamilton Lieut—1st. Allen Thompson—2nd Lieut.	April 7, 1813. of the 2nd Company of Artillery attached to the first Brigade.
The Governor commissioned, Hiram Webb Lieut. James Hanson Ensign	April 9, 1813. 1st Company 3rd Regiment.
John Killen Capt. Peter Merredith Lieut. George Cubidge Ensign.	April 13, 1813. 4th Company 5th Regiment.
Moses Sipple Lieut. Jacob Boon Ensign.	6th Company 5th Regiment.

I submit to you whether it would not be proper to authorize the organization of more volunteer companies than the existing laws allow, and whether it would not be useful to render the militia law more energetic. The performance of militia duties under a loose system is the most irksome of labours, under a perfect one, the most agreeable of recreations.

I lay before you copies of two communications, which have been received from Commodore Beresford, also a return of the force at Lewistown.

JOSEPH HASLET

### REPORT OF THE MILITARY STRENGTH IN CAMP AT LEWES TOWN STATE OF DEL.

Capt. Thos. Rodney 1st Company Artillery—Officers & men	No	39
Capt. Samuel B. Davis	Do.	77
Capt. Wm. Shankland	1st troop of horse do.	16
Capt. Richard Harrington	2nd Do.	23
Capt. John Kollock	Volunteers do.	63
Capt. Aron Swiggit	Militia do.	45
Capt. Stephen Reddon	Do. Commanded by Clement Morris	43

Total 306

Total amount of muskets bayonets & carriage boxes now in the possession of the above Companies,	108
Muskets 198 Bayonets, 198 Cartridge boxes	198
Total amount of pairs of Pistols and swords in Cavalry	(prs. pistols 23
23 pairs of pistols 22 swords	Swords 22
Total amount of carriages now in possession of troops both Cavalry and foot	5386

### REPORT OF COMMISSARY'S DEPARTMENT AND MAGAZIN ALSO ARMOR IN THE ARSENAL

60 bushels of meal	
700 lbs flour	
100 lbs. pork	
30 lbs. bacon	
400 lbs. beef	
30 lbs. candles	
40 lbs. soap	
90 galls. molasses	
30 gal vinegar	
60 gals. Brandy	
1092 cartridges for muskets	
100 cartridges for Pistols	
39 cartridges for cannon	
41—12 lb. balls	
88—9 lb. balls	
167—6 lb. balls	
216—4 lb. balls	
25—bags grape shot	
434 lbs. lead	
19 kegs powder	
17 small shot	
2270 flints	
1092 musket balls	
14 chain shot	
320 wads for cannon	
8 Rammers 13 hand spikes	
3 screws & Lardies	
182 Muskets in arsenal	
194 cartridge boxes	
127 Bayonets without belts	
67 Bayonets with belts	

Adj. Genl. Office

Lewes Town Station

I do hereby certify that the above is a correct report taken from the returns made this day to this office.

KENDAL BATSON

Deputy Adj. Genl.

April 4th 1813.

## DAVID PAYNTER TO GOV. JOS. HASLET

Dr Sir

Lewes, Apr. 4, 1813.

Doc. Jno. White has just handed me a letter he received from your Excellency which informed me that you desire an Acct. of the Amt. of Military stores. I have received for the use the Militia. From the shortness of the time given to furnish this information it is impracticable to give an exact account, but the following statement it is believed is nearly correct, viz. . . . . 4363 lbs. of bacon, 4000 lbs. of beef, 6350 lbs. of flour, 250 bus. Indian meal, 500 gal. brandy, 120 lbs. candles, 165 lbs. soap, 33 galls. vinegar, 6 bus. of salt, 2 barrels of Pilot Bread, 130 bus. of corn, 36 bus. of oats, 2 1-2 tons fresh hay, 15 stacks of fodder, 10 bus. of peas, 103 gall. molasses, Stationary \$5.00, 110 loads of wood, 40 bus. potatoes, 572 cabbages, 1200 lbs. lead, 30 kegs of powder, 3500 flints, 41-12 lb—88-0 lb 169-6 lb & 216-4 lb Balls, 25 bags of grape & Langrage, 17 small shot, & 14 chain shot, 20 yds. muslin, 70 yds. flannel, 6 lbs. thread, 12 pair of shoes, dishes, mugs etc. say \$20—10 Blankets, your Excellency will observe from the return made by the Adj. Genl. the quantity of the above on hand, excepting the following articles which have not been returned viz. 30 loads of wood, 60 yds. flannel, 15 yds. of muslin and some vegetables. The expences of the Fortifications which are considerable cannot be obtained at this time.

Any further communication will be thankfully received and punctually attended to by your Excellency's most obt. and very humble servant

DAVID PAYNTER

JOS. HASLET, Esq. Gov. S. Del.

Wilmington April 5, 1813.

## GOVERNOR HASLET'S MESSAGE APRIL 6th 1813

Fellow Citizens of the Senate

and of the House of Representatives,

A British Squadron have arrived in the mouth of the Delaware and are there at anchorage. The commander of this squadron has demanded from Lewistown certain supplies, threatening the destruction of that town, if this demand should not be complied with. A refusal of the demand was the only answer, which the honour of the State or the Spirit of its Citizens permitted

It was incumbent upon me to provide for the defense of Lewistown. I ordered to this place a portion of the militia, made provision for their support and procured supplies of ammunition. But there being no appropriation made by law for these objects, I deemed it my duty to proceed no further than the emergency required, without the sanction of the legislature. I have therefore taken the earliest opportunity to convene you, to the end that such appropriations, as you in your wisdom may deem expedient, may be made for the common defence.

I need not call your attention to the points for attack or incursions, which our shores present to the enemy. Our situation is well known to you, nor need I suggest, that dispositions should be made efficiently to resist such attacks and repel such incursions. The militia when called into service must be supplied with provisions and ammunition. Probably public stores of ammunition to be deposited at different places in the several counties to be delivered under such regulations, as would prevent a waste of the ammunition and secure a return of it, if not properly expended, would be advisable. You will determine what appropriations for these purposes are expedient and what regulations concerning military stores are proper to be made

I submit to you whether it would not be proper to authorize the organization of more volunteer companies than the existing laws allow, and whether it would be useful to render the militia law more energetic. The performance of our duties under a loose system is the most irksome of labours, under a perfect one the most agreeable of recreations.

I lay before you copies of two communications, which have been received from Commodore Beresford, also a return of the force at Lewistown.

JOSEPH HASLET

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Muskets 108 Bayonets, 198 Cartridge boxes  
Total amount of pairs of Pistols and swords in Cavalry (prs. pistols  
23 pairs of pistols 22 swords Swords  
Total amount of carriages now in possession of troops both }  
Cavalry and foot

REPORT OF COMMISSARY'S DEPARTMENT AND MAGAZIN ALSO ARSENAL  
IN THE ARSENAL

60 bushels of meal
700 lbs flour
100 lbs. pork
30 lbs. bacon
400 lbs. beef
30 lbs. candles
40 lbs. soap
90 galls. molasses
30 gal vinegar
60 gals. Brandy
1092 cartridges for muskets
100 cartridges for Pistols
39 cartridges for cannon
41—12 lb. balls
88—9 lb. balls
167—6 lb. balls
216—4 lb. balls
25—bags grape shot
434 lbs. lead
19 kegs powder
17 small shot
270 flints
1092 musket balls
14 chain shot
320 wads for cannon
8 Rammers 13 hand spikes
3 screws & Lardles
182 Muskets in arsenal
104 cartridge boxes

Adj. Genl. Office  
Lewes Town Station

I do hereby certify that the above is a correct report taken from the records made this day to this office.

KENDAL BATSON  
Deputy Adj. Genl.

April 4th 1813.

## GOVERNOR HASLET'S MESSAGE APRIL 7th 1813

Fellow Citizens of the Senate and  
of the House of Representatives,

I lay before you a communication received this morning by express from S. B. Davis Esq. commanding at Lewistown. By this you will perceive, that the enemy have commenced an attack upon that town.

I lay before you a return made by David Paynter Esq. commissary at Lewis, stating, as nearly as he could, the supplies furnished for the militia at Lewistown with an estimate of prices. An extract of a letter from Mr. Paynter accompanies this return.

I lay before you an account of certain sums, which I have obtained for the public service and the manner of the application of these sums, so far as the same have been applied.

Brigadier General Stockton procured by my order twelve kegs of powder at eighteen dollars per keg; and I obtained on loan from the United States two thousand flints and five hundred and two.....pounds weight of lead. I could not otherwise procure these articles. I also obtained from the United States on loan 319 balls for field peices and 226 lbs of grape shot

I lay before you a communication received from the Department of State, the subject of which was heretofore submitted to the consideration of the legislature, but I have not been informed of any resolution adopted concerning it.

I also lay before you a second communication received by express this morning from Lewistown.

JOSEPH HASLET

## JNO. STOCKTON TO GOV. J. HASLET

Wilmington Apr 6th 1813

Dear Sir

Enclosed you will receive three Accts for charges as therein stated, I have made myself responsible to the persons who performed the duties; Capt. Warner has a bill for the purchase of lead, to what amount I dont know.

The munitions of war loaned to the state by the commissary of the United States in Philada, the state of Delaware will I expect take on themselves, so that I can take up Mr Watson's receipt.

The six casks of powder will be forwarded by the Dover stage if they will take it, with the bullet moulds if they are finished.

Our Battery at the Rocks is nearly completed, and that by voluntary labour, whole Military Companies turn'd out to work day about, it has cost the Corporation nothing but a few Rations, and the expense of platforms for the guns to be worked on.

I am Sir, with respect y'r obt. st.

JNO. STOCKTON

GOV. J. HASLET

It is constructed for eight pieces of Ordinance, and looks formidable, and in my opinion quite sufficient to repel any force that may attempt to pass up the creek

J. S.

## REPORT OF COMMITTEE RELATING TO BRITISH SQUADRON

Mr. Clayton, from the Committee to whom was referred, so much of the Governor's message as relates to the British Squadron in the Delaware, and the preparations for defence, make the following—

Report in part, That the General Government having the sole power to declare war and make peace, to raise and support armies, and to provide and maintain a navy, are also vested with full power to call forth the militia to execute the laws of the union, suppress insurrections and repel invasions; to lay and collect taxes, duties, imports and excises; to pay the debts and provide for the common defence and general welfare of the United States; your committee consider that it was the duty of the government of the United States, as a measure of precaution, before or immediately after the declaration of war, to have taken such measures as would have secured the country from the incursions of the enemy. That this State being exposed on a coast of upwards of a hundred miles, and liable at any moment to be attacked, demanded the particular care and protection of the general government. For this purpose supplies of ammunition and arms at least should have been afforded, and an order given to the executive to call into service the detached militia, and a naval force adequate to the defence of its waters should have been stationed in the Delaware. No aid has been offered, if we except a loan, or rather a deposit in the hands of the agents of the United States, of a few muskets.

For more than three weeks past the Delaware has been blockaded by a British ship of the line, a frigate and a small schooner; soon after the arrival of this squadron within our capes, Commodore Beresford, the commanding officer, demanded of the people of Lewestown, a supply of fresh provisions, threatening, in case of refusal, to destroy the town. A prompt refusal was returned. In consequence of which the British endeavored to carry their threat into execution, and for several days bombarded the town. The militia and the citizens of the town made a brave resistance and at length compelled the enemy to withdraw.

Your committee further state, that soon after the arrival of the squadron in the bay, the Governor communicated the fact to the President of the United States, together with the threat of Commodore Beresford, and requested to be furnished with ordinance and ammunition for the defence of Lewestown. This request has not been complied with.

The Government of the United States has therefore manifested a total indifference and disregard to the interests and security of the people of this State, and has withheld that protection to which they are entitled by the Constitution, and by the resources drawn from them.

The people of this State bear a full share of the burdens of government, and have a right to demand its protection.

Your Committee report the following resolutions:

Whereas the commanding officer of the British squadron now in the Delaware bay, hath threatened the destruction of the town of Lewes, and actually did attack the said town on the 6th & 7th instants, whereby considerable damage hath been done to several houses in said town; and whereas, the want of cannon, powder, ball, and a sufficient number of muskets, bayonets, flints, bullet moulds, and all other the munitions of war, as well at Lewes as in other parts of the State, will probably induce the enemy to renew their attempt to destroy Lewes, and to attack our other exposed towns and situations on the shore of the Delaware, and do great injury to many of our citizens; and whereas our citizens are unprovided with camp-kettles and

all other articles necessary for soldiers; and whereas, it is deemed just and right that the United States should render their assistance to this State, at this time of danger and difficulty; and that the burdens and expenses of the war now carried on against the United States, in the attack made on the people of this State, should be born by the United States, and not exclusively by the people of this State; Therefore—

*Resolved Unanimously*, by the Senate and House of Representatives of the State of Delaware, in General Assembly met, That the President of the United States be requested, and he is hereby requested, that immediate means be taken to aid and assist, and to defend this State against the common enemy of the United States, and that the militia of this State be supplied with cannon, powder, ball, muskets, bayonets, flints, bullet moulds, lead, camp kettles, and all other the munitions of war, and provisions necessary for men fighting against the enemy of the United States.

*Resolved Unanimously*, That the President of the United States be requested, and he is hereby requested, to give to the Governor an order to call into service the detached militia of this State for the defence thereof, and that the pay and subsistence of the militia of this State, in actual service, be put on the establishment of the United States.

*Resolved Unanimously*, That the President of the United States be requested to order to the Delaware a sufficient naval force for the defence thereof.

*Resolved Unanimously*, That the speaker of the Senate (the Governor being at Lewes) transmit forthwith by mail to the President of the United States an attested copy of these resolutions.

#### JNO STOCKTON TO E. I. DUPONT

Dear Sir,

By express from Governor Haslet this morning at one o'clock the enemys Ship Belvidier, had commenced cannonading Lewis Town. In addition to the number casks of powder, I am directed to get 10 more of Cannon Powder. please to send them this day to Mr. Dixon's Store.

Thursday 8th April 1813  
From duPont Hall of Records

JNO STOCKTON

#### DAVID PAYNTER TO GOV. HASLETT

Dr Sir,

Lewes Ap. 11. 1813

Agreeable to your request I inclose an estimate of expenses for the Melitia in Provisions, Foirage, Wood, and War Munitions to this date, that have been received at our department. I am in hopes it will Soon be in our power to ascertain the Amt. of all the other expences in erecting the Fortification, mounting the Cannon and quartering the troops of Melitia, as I have advertised for all those who have furnished any thing or rendered any Service in this way to hand in their Acets regularly made out, and have already received a number of those kind of Bills, this business has been carried on with Such precepitation hurry and confusion

I am much afraid the settlement of those Acets will be attended with a great deal of confusion and trouble, the immediate want and pressing necessity for the numerous kind of articles in this way made it quite impossable to enter into special contracts for those supplies. in short a field is opened for extortion and rogary unless their is some means taken by the Legislature to regulate the prices, and cause the Acet to be proven

Your excellency. hum St.

DAVID PAYNTER



A LIST OF SUPPLIES RECEIVED AT THE COMMISSARYS STORES AT LEWIS TOWN FROM THE 16th MAR TO THE 11th APL 1813.

Articles received	Prices Certain	Prices Suppl.	Amt.
7557 lbs of flour	\$3.00 perCwt		\$377 <sup>85</sup>
7665 " of Pork & Bacon	0 <sup>14</sup> perCwt		1073 <sup>10</sup>
3086 " " Beef			
912 " " Do	0 <sup>7</sup> "		279 <sup>86</sup>
120 " " Candles	0 <sup>25</sup> "		30 <sup>00</sup>
1200 Lbs " Lead		\$16 <sup>00</sup>	492 <sup>00</sup>
165 " Soap	0 <sup>12</sup> <sup>1</sup> "		20 <sup>63</sup>
3162 " " Cannon Ball		5 cts lb.	158 <sup>10</sup>
360 Bus of In. Meal	0 <sup>62</sup> <sup>1</sup> Bus		225 <sup>00</sup>
140 Do. Corn	0 <sup>50</sup> "		70 <sup>00</sup>
6 Do. Salt	1 <sup>00</sup> "		6 <sup>00</sup>
30 Do. Outes	0 <sup>50</sup>		18 <sup>00</sup>
42 <sup>1</sup> Do. Potatoes	0 <sup>50</sup>		21 <sup>25</sup>
33 Gall Vinegar	0 <sup>25</sup> P. Gall		8 <sup>25</sup>
103 Do Molasses	1 <sup>00</sup> "		103 <sup>00</sup>
572 Do Brandy	1 <sup>00</sup> "		572 <sup>00</sup>
22 Stacks Fodder	3 <sup>00</sup> Stack		66 <sup>00</sup>
3 Tuns Fresh Hay	18 <sup>00</sup> Tun		54 <sup>00</sup>
9 <sup>1</sup> Bus Pens		1.00 P Bus	9 <sup>50</sup>
34 Keggs Powder		20.00 Keg	680 <sup>00</sup>
3500 Flints		1.25 C.	42 <sup>75</sup>
24 Pair Shoes	1.25 pair		30 <sup>00</sup>
73 Yds Flannel	75 yd		54 <sup>75</sup>
20 Do Muslin	31 yd		6 <sup>20</sup>
25 Bags Grape & Lang.		0.50 Bag	12.50
14 Chain Shot			3.50
140 Loads of wood	1.50 Pr ld		210.00
572 Cabbage	0.3 Pr Head		17 <sup>26</sup>
Blankets, earthenware &c.			30 <sup>00</sup>
Stationary			12.00
Halling Forrage Provisions &C			31.50
			<b>\$4115.00</b>

500 Cannon Balls  
weighing 10,000 from  
his Magesties Ships ..... \$300.00.

Errors Excepted

DAVID PAYNTER

Niles Register April 17th. 1813

"On the 6th. inst. according to the prospect held out in the last Register, the British commenced a furious cannonade on Lewestown, which lasted for 22 hours. It has been estimated that they fired 800 shot, 18 and 32 pounders, at the place, besides shells, carcasses, and the famous Congreve rockets. Many houses were damaged, but no loss of men on our side is reported. The shells fell short and the rockets passed over the town. The fire was returned with good interest, and it is thought with great effect, from an 18 pounder and two smaller pieces, excellantly served. At the beginning of the action, our stock of shot was short; but the enemy furnished a plentiful supply, which fitted the calibre of our cannon exactly—they were diligently collected and promptly returned."

**CLASSIFICATION—8th COMPANY—2nd REGIMENT**

Classes of the Eighth Company of the Second Battalion Attached to the Second Regiment for the Year of One Thousand Eight Hundred and Thirteen.

Class 1st	Class 2d	Class 3d	Class 4th	Class 5th	Class 6th	Class 7th	Class 8th
Capt R. Lawrenson Lieut R. Groves Ens. J. Farris  William Bailey Levi Farris Samuel Bouldon Andrew Nelson John Kennard John Biddle  1 Sergt. John McCracklin 2d Levi Farris, 3rd	John Stanton Elijah Cantwell James Derumple John Veach Christopher Murdoc William Biddle	James Baily Nant Cleaves James Naudain Noble Veazey Jam's Davis John Gutbery	Stephen Veazy Sam. Farris Manlove Hays Willam Chesnut Tho. W. Condon David Pearson	John Laws Eveart Eveartt John Doughlass William Nichlus William Belew Abraham Lancaster	Jessy Boulden  Tho. Veail William Eliason Saml. Lawrenson Benj. Davis William Milligan Edwd F. Lawrenson  4th Corpl Benj Davis 2 Serg Edw. F. Lawrenson 4th Sergt Thomas Vail William Eliason	Jon. Jones Jacob B. Crouden  Robert Penington Thos. Kelly John Berghes Tho. McMullon  3 Corpl Jacob B. Croudon	Jehu Johns  Robert Wright James Hughes  James Irvan Haigh Hammond Joseph Cochran  1st Corpl Saml. Irvan 2 Corpl James Hughes

**A ROLL OF THE 3d COMPY ATTACHED TO THE 10th REG MARCHED TO LEWES TOWN, THE 20th APRIL 1813—COMD. BY CAPT. PHILLIP SHORT**

Commissioned Officers	Non-Commissioned Officers	Privates	
Capt PHILLIP SHORT	Sergents John Calaway Jeremiah Cannon Jarman Truitt Jacob Jones	Eli Williams James Thomaeson	Cleared as a Drafted man 23d Apl.
Ensign JEREMIAH JONES	—Corporals— Seth Lingo Patrick Jones Thos. Wells Jehu West of Jehu Musitioners James Betts John Truitt	Joseph Hearn Shadrack Short Isaac Jones Isaac Cannon Soloman Brittingham Eneils Cannon Jasper Betts Thomas West Elijah Mitchell Noble Timmons Levi Timmons Joseph Hasting Aaron Collins Joshua Jerman Thomas Silleven William Lewes Thomas Bryan Benjamin Betts James Littleton George Hearn Nehemiah Jones William Cole Stephen Lewes William Cannon Soloman Vineent William King William Collins Phillip West Jun. Benjamin Hearn James Cornean William Wainright Shadrack West Jacob West William Bedlo Samuel Hearn Ezekiel Timmons Abram Betts Clement Cannon John Timmons Joseph Davis Jehu West of Thos. Thos. Hearn Phillip West Sen. Smith Timmons	Cleared as a drafted man 23d Apl.
			Cleared as a drafted man 23d Apl.
			Cleared as a Drafted man 23d Apl.
			Cleared as a Drafted man 23 Apl.
			Cleared as a drafted man Apl. 23d
			(Clead by Surgeon 22d Apl. not fit for duty)
			Cleared by do 22d do Cleared by do 23d do

**\*Note**

This Company, after serving a few days, delivered their guns ammunition & C to the Armorer at the Arsenal and left the garrison without leave.

ROLL OF A DETACHMENT OF THE 4th COMPANY, 2nd REGIMENT OF DELAWARE MILITIA MUSTERED INTO THE SERVICE OF THE STATE OF MARYLAND, AT ELKTON ON APRIL 29th. . . . . 1813

No. From what Company or Corps	NAMES	Rank.	Time of entering on duty	Time of Service	When discharged	Remarks
					12th day of May	15.78
	Geo. Ryds Massey	Captain	April 30th	12 days	5 " "	5.82
	Michael Woolstone	Lieut	"	6	12 " "	07.82
	Thos. Ross	acting Ensign	"	12	3 " "	01.09
	C. H. Cobb	orderly Sergt.	"	3	3 " "	01.09
	Alrich Stroup	Sergt	"	3	10 " "	03.60
	John Boyd	Sergt	"	10	12 " "	04.32
	Joseph Murdock	Sergt	"	12	" "	02.60
	Thos. McGuyer	Corpl	"	8	12 " "	03.16
	Wm Taylor	Privates	"	12	3 " "	00.79
	Wm Parker	"	"	3	3 " "	00.79
	Wm. McCullough	"	"	3	12 " "	03.16
	Joseph Hilton	"	"	12	12 " "	03.16
	Wm. A. Todd	"	"	12	12 " "	03.16
	James Groves	"	"	12	3 " "	00.79
	Michael King	"	"	3	3 " "	00.79
	John Lewdon	"	"	3	3 " "	00.79
	John A. Simms	"	"	3	12 " "	03.16
	Ried. Robinett	"	"	12	3 " "	00.79
	Geo. Gunn	"	"	3	3 " "	00.79
	Joseph Garretson	"	"	3	12 " "	03.16
	John M. Welsh	"	"	12	3 " "	00.79
	Wm. Letts	"	"	3	3 " "	00.79
	Arthur Masson	"	"	3	5 " "	01.41
	Wm. Carl	"	"	5	12 " "	03.16
	Frederick Holliman	"	"	12	10 " "	02.03
	Benjm. Groves	"	"	10	12 " "	03.16
	John Taylor	"	"	12	3 " "	00.79
	James Vandergrift	"	"	3	12 " "	03.16

No. From what Company or Corps	NAMES	Rank.	Time of entering on duty	Time of Service	When discharged		Remarks
	Robert Montgomery	"	"	12	12	" "	03.16
	John Montgomery	"	"	12	3	" "	00.79
	Thos. Fulton	"	"	3	3	" "	00.79
	Wm. McCartney	"	"	3	3	" "	00.79
	Joseph Worth	"	"	3	3	" "	00.79
	James Ross	"	"	3	8	" "	02.10
	Peter Virt	"	"	8	12	" "	03.16
	Jas Drummond	"	"	12	12	" "	03.16
	John Baxter	"	"	12	12	" "	03.16
	Moses Baxter	"	"	12	12	" "	02.10
	John Johnson	"	"	12	18	" "	03.16
	Ezekiah Knight	"	"	8	12	" "	03.16
	James Bartley	"	"	12	12	" "	111.98
	Shoton Virdon	"	"	12	12	" "	

From War Dept. Washington D. C.

The above & foregoing statement of the services of the 4th Comp. at Elkton is just & true to the best of my knowledge & belief.....  
 Sworn & Subscribed before me the  
 Fourth day of August Eighteen Hundred & thirteen  
 GEORGE RUSSELL      GEO. RYDS. MASSEY

**A ROLL OF 1<sup>st</sup> COMPANY OF VOLUNTEERS ATTACHED TO THE NINTH  
REGIMENT OF DEL. MILITIA WHO MARCHED FOR  
LEWISTOWN ON MARCH 29<sup>th</sup> 1813 VIZ**

Capt Aron Swiggett	Served from 29	March	untill the 25	April	making 28	day
Lieut Henry Wallace	Served from 29	Do	Do	19	Do	22
Ensign Zacheus Morine...	Do	do	29	do	do	28
1 James Martin	"	"	29	25		28
2 Robert Hopkins	"	"	29	31	March	3
3 Daniel Cannon	"	"	29	25	April	28
4 Shadrack Cannon	"	"	29	25		28
5 Wm. Neal			29	25		28
6 Josiah Anderson			29	25		28
7 Thos. Fisher			29	25		28
8 Henry Neal			29	25		28
9 Daniel Cannon			29	25		28
10 Wm Cannon			29	25		28
11 Wm. Powell			29	25		28
12 Stableford Hevilow			29	25		28
13 John Martin			29	25		28
14 David Hughes			29	25		28
15 Jeremiah Collins			29	25		28
16 John Smith			29	25		28
17 Thos Fletcher			29	25		28
18 Peter Layton			29	25		28
19 Eli Williams			29	25		28
20 Skinner Neal			29	25		28
21 Samuel Handy			29	25	absent 3 days	28
22 Joseph Passapae			29	25		28
23 John Nicols			29	25		28
24 Samuel Oaks			29	25		28
25 Maley Philips			29	25		28
26 Wm Revell			29	25		28
27 James Ralph by Substi- tute Jos Tatman			29	25		28
28 Ely Hasting			29	25		28
29 Elibu Hasting			29	25		28
30 Leonard Hitchings			29	7		10 deserted
31 Isaac Hitchings			29	22	3 days absent	23
32 Wingate Hitchings by Sub- stitute Isaac Vaughan			29	25	3 days absent	25
33 David Hanes			29	25		28
34 Stephen Hasting			29	7		10 deserted
35 Gillis Davis			29	7		10 deserted
36 Edward Clifton			29	7		10 deserted
37 William Waller			29	25		28
38 James Tatman by Substitute Benj. Records			1st April	21		21
39 John Walker			1	21		21
40 Burton Prettyman			1	21		21
41 Samuel McDowell			1	21		21

I do hereby Certify that this List or Roll is a true statement taken from the original Roll Book and that it contains the Number of day from the time we marched for Lewestown till we were discharged there being no time charged for the days we were returning home which will be allowed by the Commissioners agreeably to Law.....

ARON SWIGGETT Capt

Certified by  
S. B. DAVIS

From War Dept. Washington D. C.

LIST OF BOATS OWNED BY THE SMITHS  
WITH REGISTERED LENGTHS AND  
DIVISIONS OWNED BY

Any Additions or Corrections Please Contact:

E.L. Sherrill III  
4021 Black Stump Road  
Weems, Virginia  
22576

(Vessels marked with an asterisk \* were cut in two and lengthened)

<u>No:</u>	<u>Built:</u>	<u>Vessel Name:</u>	<u>Length:</u>	<u>Division Owned By:</u>
1.	1874	Eugene F. Price*	121.5	Fish Products Co.
2.	1877	John L. Lawrence	146.8	Smith-Meal Co.
3.	1877	Luce Brothers	94.0	Atlantic Navigation Co.
4.	1878	Annie L. Wilcox	117.5	Smith-Meal Co.
5.	1879	Sterling	110.0	Atlantic Navigation Co.
6.	1884	Ocean View	91.8	Smith-Meal Co.
7.	1893	Virginia	116.1	Smith-Meal Co. (Sold to Jetts)
8.	1894	John Twohy Brusstar	105.0	Atlantic Navigation Co.
9.	1897	Northumberland	134.2	Atlantic Navigation Co.
10.	1898	F.S. Willard	99.1	Smith-Meal Co.
11.	1902	Helen Euphane	112.0	Fish Products Co.
12.	1903	E.J. Codd	121.7	Fish Products Co.
13.	1903	Leander Wilcox	126.0	Fish Products Co.
14.	1903	Rappahannock	121.0	Atlantic Navigation Co.
15.	1904	Amanda Bishop	73.2	Fish Meal Co.
16.	1910	Edward J. McKeever Jr.	128.0	Smith-Meal Co.
17.	1911	McKeever Brothers	129.7	Fish Products Co.
18.	1911	Ringgold Brothers	62.0	Smith Research And Development
19.	1911	Rowland H. Wilcox	132.0	Smith-Meal Co.
20.	1911	Stephen W. McKeever Jr.	128.0	Smith-Meal Co.
21.	1911	W.L. Messick	131	Atlantic Navigation Co.
22.	1912	Wilbert A. Edwards	143.4	Smith-Meal Co.
23.	1913	A. Brooke Taylor	146.0	Smith-Meal Co.
24.	1913	East Hampton (wood)	162.8	Smith-Meal Co.
25.	1914	Pocahontas <sup>1</sup>	139.6	C.M. Cubbage, Smith-Meal Co.
26.	1918	E. Warren Edwards	125.2	Menhaden Products
27.	1918	Lancaster	109.4	Atlantic Navigation Co.
28.	1918	Martin	109.4	Diamond State Fish Products
29.	1918	Richmond	109.4	Fish Products Co.
30.	1918	Swanson	109.4	Atlantic Navigation Co.
31.	1919	Elizabeth Edwards	82.6	Fish Meal Co.
32.	1919	H.R. Humphreys	126.1	Fish Products Co.
33.	1919	Seminole	103.0	Fish Products Co.
34.	1922	Little Joe	134.3	Fish Products Co.
35.	1923	Elias F. Wilcox	139.1	Smith-Meal Co.
36.	1923	Parkins	107.0	Harvey W. Smith
37.	1923	Thomas C. McNeal	127.9	Atlantic Navigation Co.
38.	1924	Annie Dow	134.3	Fish Products Co.
39.	1925	Forward <sup>2</sup>	95.1	Texas Menhaden Co.
40.	1936	Benjamin L. Bishop	97.0	Atlantic Navigation Co.
41.	1936	J.H. Whitehurst	100.0	Atlantic Navigation Co.
42.	1937	Charlie Mason	113.1	Atlantic Navigation Co.
43.	1937	Mary Ellen	113.1	Atlantic Navigation Co.
44.	1938	Fernandina	88.8	Atlantic Navigation Co.
45.	1938	Port Monmouth	88.8	Atlantic Navigation Co.
46.	1938	Promised Land	118.0	Atlantic Navigation Co. (Fish Products Co.)
47.	1938	West Beaufort (wood)	118.0	Fish Meal Co.
48.	1941	Charles Herbert Rice	106.9	Harvey W. Smith
49.	1941	Silver Star	99.5	Fish Meal Co.
50.	1942	Mispillion	93.7	Fish Meal Co.
51.	1942	Air Gannet <sup>3</sup>	107.1	Texas Menhaden Co.



<u>No:</u>	<u>Built:</u>	<u>Vessel Name:</u>	<u>Length:</u>	<u>Division Owned By:</u>
52.	1942	Bonner L. Willis <sup>4</sup>	106.3	Texas Menhaden Co.
53.	1942	Dinky <sup>4</sup>	108.6	Texas Menhaden Co.
54.	1942	Tar Heel <sup>4</sup>	106.7	Texas Menhaden Co.
55.	1943	Evelyn L. Willis <sup>5</sup>	106.3	Texas Menhaden Co.
56.	1944	Belford	113.9	Atlantic Nav. Co. (Sold to Jetts)
57.	1944	Fire Island	113.9	Atlantic Navigation Co.
58.	1944	Palm Beach <sup>6</sup>	168.8	New Smith-Meal Co.
59.	1944	Shearwater <sup>7</sup>	168.2	Seacoast Products, Inc.
60.	1944	Sikeoyness <sup>8</sup>	168.2	Fish Products Co.
61.	1944	Sinepuxent <sup>9</sup>	168.2	Fish Products Co.
62.	1944	Tangipahoa <sup>10</sup>	153.7	Fish Products Co.
63.	1945	Fearless Fosdick (tug)	38.6	Harvey W. Smith
64.	1945	Narragansett (carryaway) <sup>11</sup>	197.4	Smith-Meal Co.
65.	1945	Shoal Harbor (wood)	120.5	Harvey W. Smith
66.	1946	Cape May (dragger)	85.5	Smith-Meal Co.
67.	1946	Escatawpa	95.7	Harvey W. Smith
68.	1946	Fin (misc.)	31.0	Fish Products of Md.
69.	1946	Mississippi	95.7	Harvey W. Smith
70.	1946	Sandy Hook (wood)	125.6	Harvey W. Smith
71.	1947	Chandeleur	105.4	Harvey W. Smith
72.	1947	Crab Island (barge)	98.1	Fish Products Co.
73.	1947	Little George (tug)	36.0	Fish Products Co.
74.	1947	Moss Point	106.8	Fish Meal Co. (Sold to Standard Products)
75.	1947	Ocean Springs	105.9	Fish Meal Co. (Sold to Standard Products)
76.	1947	Singing River	106.8	Fish Meal Co.
77.	1948	Barnegat	120.4	Fish Products Co.
78.	1948	Brigantine	120.4	Fish Products Co.
79.	1948	Little Egg (barge)	98.1	Fish Products Co.
80.	1948	Mattie H. Phillips	125.3	Atlantic Navigation Co.
81.	1948	Rockaway	121.8	Atlantic Navigation Co.
82.	1949	Absecon	130.5	Fish Products Co.
83.	1949	Beach Haven	120.4	Fish Products Co.
84.	1949	Calcasieu	121.7	Atlantic Navigation Co.
85.	1949	Fish Hawk	134.2	Atlantic Navigation Co.
86.	1949	Little Gull	130.5	Fish Products Co.
87.	1949	Manasquan	120.4	Fish Products Co.
88.	1949	Mermentau	121.7	Atlantic Navigation Co.
89.	1949	Montauk	146.0	Smith-Meal Co.
90.	1949	Sea Girt	120.4	Fish Products Co.
91.	1949	Shinnecock	146.0	Smith-Meal Co.
92.	1950	Alice E.	91.2	Texas Menhaden Co.
93.	1950	Brandywine	130.5	Fish Products Co.
94.	1950	East Hampton (steel)	130.5	Fish Products Co.
95.	1950	Mark Winne	91.2	Texas Menhaden Co.
96.	1950	Princess Bay	134.2	Atlantic Navigation Co.
97.	1950	Shrewsbury	130.5	Fish Products Co.
98.	1951	Alex M. (passenger)	36.1	Fish Products Co.
99.	1951	Indian River	130.5	Fish Products Co.
100.	1951	Maidstone	140.5	Smith-Meal Co.
101.	1951	Nantucket	140.5	Smith-Meal Co.
102.	1951	Rehoboth	130.5	Fish Products Co.
103.	1953	Elmo	124.7	Atlantic Navigation Co.
104.	1953	Moriches	130.6	Fish Products Co.

<u>No:</u>	<u>Built:</u>	<u>Vessel Name:</u>	<u>Length:</u>	<u>Division Owned By:</u>
105.	1954	Al Cabbage	141.5	Fish Meal Co.
106.	1954	Amagansett	140.5	Smith-Meal Co.
107.	1954	Neptune	139.4	Fish Meal Co.
108.	1954	O.M. Haverstick <sup>*12</sup>	141.5	Fish Meal Co. (J. Howard Smith Co.)
109.	1954	Seven Islands (Barge)	133.1	Fish Products Co.
110.	1954	Triton	140.4	Fish Meal Co.
111.	1954	Winter Quarter*	130.6	Fish Products Co.
112.	1955	Acadia*	120	Fish Meal Co.
113.	1955	Fisherman*	142.8	Fish Meal Co.
114.	1955	Louisiana*	142.8	Atlantic Navigation Co.
115.	1955	Muddy Water*	142.8	Fish Meal Co.
116.	1955	Napeague*	141.5	Smith-Meal Co.
117.	1955	Parramore Banks	130.5	Fish Products Co.
118.	1955	Texas*	142.8	Fish Products Co.
119.	1956	Bird Island	124	Fish Meal Co.
120.	1956	Breton Island	124	Fish Meal Co.
121.	1956	Cat Island*	124	Fish Meal Co.
122.	1956	Dauphin Island*	124	Fish Meal Co.
123.	1956	Fenwick Island	130.4	Fish Products Co.
124.	1956	Horn Island	124	Fish Meal Co.
125.	1956	Romer Shoal*	140.0	Atlantic Navigation Co.
126.	1956	Shoal Harbor (steel)	122.9	Fish Meal Co.
127.	1956	Ship Island	124.4	Fish Meal Co.
128.	1956	West Beaufort (steel)	122.9	Fish Meal Co.
129.	1957	Lil Abner	193.8	Fish Meal Co.
130.	1957	Tiny Tim	194.6	Fish Meal Co.
131.	1958	Frosty Morn	195	Fish Meal Co. (Texas Menhaden Co.)
132.	1958	Sandy Hook (steel)	147.0	Atlantic Navigation Co.
133.	1958	Broadkill (fireboat)	32.7	Fish Products Co.
134.	1959	Finnegan (oyster hoat)	66.9	Smith Research & Development
135.	1959	La Salle	134.8	Fish Meal Co.
136.	1959	Sharps Point (tug)	32.7	Fish Products of Md.
137.	1960	Arthur J. Minners	147.3	Smith-Meal Co.
138.	1960	High Tide	150.3	Texas Menhaden Co.
139.	1960	La Nina <sup>13</sup>	45.9	Fish Meal Co.
140.	1960	La Pinta <sup>13</sup>	47.4	Fish Products Co.
141.	1960	Maverick	150.3	Gulf Menhaden Co.
142.	1960	Sabine Pass	150.3	Gulf Menhaden Co.
143.	1960	Santa Maria <sup>13</sup>	46.1	J. Howard Smith Co.
144.	1960	Shallow Water	150.3	Gulf Menhaden Co.
145.	1960	Southwester	150.3	Gulf Menhaden Co.
146.	1960	Trinity Shoal	150.3	Gulf Menhaden Co.
147.	1962	Beachcomber	160.0	Texas Menhaden Co.
148.	1962	Berwick Bay <sup>14</sup>	160.0	Texas Menhaden Co.
149.	1963	Alcor	74.4	Texas Menhaden Co.
150.	1963	Antares	74.4	Texas Menhaden Co.
151.	1963	Canopus	72.6	Texas Menhaden Co.
152.	1963	Capella	74.4	Texas Menhaden Co.
153.	1963	Green Run*	166.2	Fish Products Co.
154.	1963	Procyon	74.4	Texas Menhaden Co.
155.	1963	Rigel	72.6	Texas Menhaden Co.
156.	1963	Sirius	72.6	Texas Menhaden Co.
157.	1963	Southampton	147.3	Smith-Meal Co.

158.	1963	Spica	74.4	Texas Menhaden Co.
159.	1965	Southland	200.3	(Sold to Gulf Oil, Liberian Flag)
160.	1965	Tideland	200.3	Menhaden Products of Virginia
161.	1966	Aries (combination boat)	66.0	Smith-Meal Co.
162.	1966	Double O Seven	163.8	(Returned to McDermott's Shipyard)
163.	1966	Gulf Shore	163.8	(Returned to McDermott's Shipyard)
164.	1966	Morning Star	163.8	(Returned to McDermott's Shipyard)
165.	1966	Mud Lump	163.8	(Returned to McDermott's Shipyard)
166.	1966	Old Joe	163.8	(Returned to McDermott's Shipyard)
167.	1966	Pelican	163.8	(Returned to McDermott's Shipyard)
168.	1966	Shoreline	163.8	(Returned to McDermott's Shipyard)
169.	1966	Waterman	163.8	(Returned to McDermott's Shipyard)
170.	1977	Bull Dog	163.0	Seacoast Products, Inc.

#### NOTES:

- 1- Formerly the *David W. Burbage*.
- 2- Formerly the *Stanolind 27*.
- 3- Formerly the *WAVR-423* (USCG) and the *SC-659* (USN). (Subchaser converted to air-sea rescue vessel.)
- 4- These vessels (the *Bonner L. Willis*, the *Dinky*, and the *Tar Heel*) were former subchasers.
- 5- Formerly the *SC-1022* (USN) and the *USS Air Piper*, *WAVR-452*. (Subchaser converted to air-sea rescue vessel.)
- 6- Formerly the *USS Palm Beach* (AGER-3) (FS-type hull, rigged as intelligence-gathering ship).  
Converted to bunker boat in 1975. Originally built as *FS-217* for U.S. Army, later taken over by Navy as *AKL-45*.
- 7- Formerly the *FS-411* (U.S. Army). Later taken over by U.S. Navy, Military Sea Transportation Service, as *USNS Shearwater*. Converted to bunker boat in 1980.
- 8- Formerly the *FS-180* (U.S. Army). Converted to bunker boat in 1960s)
- 9- Formerly the *Blue Laker* (Canadian), the *Zebrula* (Canadian), and the *FS-231* (U.S. Army). Converted to bunker boat in 1960s.
- 10- Formerly the *Skate*, the *Lempira* (Honduran), and the *USS LCIL-691*.
- 11- Formerly the *USS Snake River*, *LSMR-533*. (Landing craft fitted with guns and rockets for shore bombardment). Converted in 1960s.
- 12- Named for the foreman at Promised Land factory. Name changed to *Marsh Island* in 1983.
- 13- These boats (the *La Nina*, the *La Pinta*, and the *Santa Maria*) were west coast- type purse seiners.
- 14- Formerly the *Fat Chance*.

LOCATION OF DIVISIONS:

ATLANTIC NAVIGATION CO. – Fleet at Port Monmouth, N.J. (Factory owned by J. Howard Smith Co.)

DIAMOND STATE FISH PRODUCTS – Factory built on Mispillion River, Delaware, in 1930s. Later discontinued.

FISH MEAL CO. – Factories at Beaufort, N.C., and Moss Point, Miss.

FISH PRODUCTS CO. – Factories at Lewes, Delaware, and Crab Island, New Jersey. Later at Morgan City and Intracoastal City, Louisiana.

GULF MENHADEN CO. – Factory at Cameron, Louisiana.

MENHADEN PRODUCTS OF VIRGINIA – Planned factory for former ferry terminal, Kiptopeke, Virginia. (Ferry put out of business by Chesapeake Bay Bridge-Tunnel). Boats from this factory would fish on Chesapeake Bay and up and down entire East Coast.

NEW SMITH-MEAL COMPANY – Reorganized in 1973. Operated factory at Port Monmouth, N.J.

SEACOAST PRODUCTS CO. – Subsidiary of Hanson Trust, English firm that bought out Smith interests in entirety in 1973.

SMITH-MEAL CO. – Factory at Promised Land, Amagansett, Long Island, N.Y.

TEXAS MENHADEN COMPANY – Factory at Keith Lake, Sabine Pass, Texas.

## DISPOSITION OF VESSELS:

### VESSELS SOLD TO AMERICAN CLAM COMPANY:

77.	<i>Barnegat</i>	91.	<i>Shinnecock</i>
78.	<i>Brigantine</i>	93.	<i>Brandywine</i>
82.	<i>Absecon</i>	94.	<i>East Hampton</i> (steel)
83.	<i>Beach Haven</i>	97.	<i>Shrewsbury</i>
84.	<i>Calcasieu</i>	99.	<i>Indian River</i>
86.	<i>Little Gull</i>	100.	<i>Maidstone</i> (renamed <i>John Marvin</i> )
87.	<i>Manasquan</i>	101.	<i>Nantucket</i>
89.	<i>Montauk</i>	102.	<i>Rehoboth</i>
90.	<i>Sea Girt</i>	117.	<i>Parramore Banks</i>

### VESSELS SOLD TO OTHER PARTIES:

7. *Virginia*- Sold to Jett Menhaden Co., Reedville, Va., circa 1947
11. *Helen Euphane*- Sold to Alex McDowell, Annapolis, Md., for conversion into houseboat, circa 1969.
17. *McKeever Brothers*- Put ashore as restaurant on Nanticoke River, Seaford, Delaware, circa 1969.
39. *Forward*- Sold to Marine Coating Specialists, circa 1965.
56. *Belford*- Sold to Jett Menhaden Co. following fire at sea, 1953.
63. *Fearless Fosdick*- Taken to Raleigh, N.C., and displayed in front of a fish market/seafood restaurant.
64. *Narragansett*- Sold circa 1975, renamed *Marylander*, used as freighter on Chesapeake Bay.
66. *Cape May*- Sold to Jos. S. Dolan, Jr., Guilford, Conn., circa 1970.
74. *Moss Point*- Sold to Standard Products Inc.
75. *Ocean Springs*- Sold to Standard Products Inc.
81. *Rockaway*- Sold for snapper rig, Gloucester, Mass., circa 1970.
159. *Southland*- Sold to Gulf Oil Co. for seismic survey ship, 1965. Transferred to Liberian flag.
161. *Aries*- Sold circa 1970, used for longlining out of Sandwich, Mass.

### VESSELS SOLD FOR SCRAP, BROKEN UP AT BERWICK, LA., CIRCA 1977:

105.	<i>Al Cabbage</i>	138.	<i>High Tide</i>
110.	<i>Triton</i>	144.	<i>Shallow Water</i>
119.	<i>Bird Island</i>		
120.	<i>Breton Island</i>		
124.	<i>Horn Island</i>		

#### VESSELS SOLD AND LATER ABANDONED OR SUNK:

1. *Eugene F. Price*- Sold, sunk as fishing reef off Delaware, circa 1969.
2. *John L. Lawrence*- Abandoned at mouth of Maurice River, N.J., circa 1974.
16. *Edward J. McKeever, Jr.*- Sold to Robert Sinclair of Hampton, Va. Beached at Cod Harbor, Tangier Island, circa 1970.
20. *Stephen W. McKeever, Jr.*- Sunk off Ocean City, Md., as fishing reef, circa 1975.
22. *Wilbert A. Edwards*- Sold to parties in Cape May, N.J. Sunk alongside dock at old railway, Whitehaven, Maryland, circa 1975.
25. *Pocahontas*- Sold for engine and abandoned in Arthur Kill, circa 1965.
26. *E. Warren Edwards*- Sold, sunk as fishing reef off Ocean City (Md.), circa 1969.
50. *Misphillion*- Sold to Beaufort Fisheries, 1945. Later abandoned by them, towed to flats across creek from factory, and set afire, 14 July 1965.
80. *Mattie H. Phillips*- Sold to Bay Towing Company for engine, and abandoned at Little Creek, circa 1977.
85. *Fish Hawk*- Supposedly, the boat abandoned under the Bayonne Bridge, on the Staten Island shore.
88. *Mermentau*- In Potomac River, Mallows Bay, Md. (See Shomette, Donald G., *The Ghost Fleet of Mallows Bay*.)
96. *Princess Bay*- Abandoned at Solomons, Md., circa 1975.
103. *Ebno*- Sold to Stanley Frankel, circa 1975. Scuttled off Montauk Point, circa 1989.
104. *Moriches*- Sunk in Gulf of Mexico, circa 1976.

#### VESSELS LOST AT SEA:

4. *Annie L. Wilcox*- On Shagwong Reef, 25 July 1934.
6. *Ocean View*- Foundered in Long Island Sound, in hurricane of 21 September 1938.
9. *Northumberland*- Foundered off Ambrose Lightship, 24 October 1955.
19. *Rowland H. Wilcox*- Foundered 94NM off Nags Head, N.C., 30 September 1943 (On Naval service.)
36. *Parkins*- Foundered off Atlantic Beach, N.C., 21 December 1942.
38. *Annie Dow*- Foundered in heavy squall on 14 October 1943, off Mayaguez, Puerto Rico (On Naval Service).
106. *Amagansett*- Foundered off Cape Lookout, 20 November 1964.
123. *Fenwick Island*- Foundered off Cape Lookout, 7 December 1968.

VESSELS ABANDONED WHILE STILL UNDER SMITH OWNERSHIP:

3. *Luce Brothers*- At Moss Point, circa 1948.
10. *F.S. Willard*- Sunk at dock at Promised Land, abandoned 1941.
15. *Amanda Bishop*- At Moss Point, circa 1960.
23. *A. Brooke Taylor*- Abandoned at Jacksonville, Fla., 1962, after having been delivered to J.F. Bellinger's shipyard. Stripped of equipment for use on the *Southampton* (No. 156).
24. *East Hampton* (wood)- At Reedville, 1946.
27. *Lancaster*- At Reedville, circa 1970.
31. *Elizabeth Edwards*- At Moss Point, circa 1960.
35. *Elias F. Wilcox*- At Promised Land, circa 1955. Burned 1968.
37. *Thomas C. McNeal*- At Reedville, circa 1970.
48. *Charles Herbert Rice*- At Intracoastal City, La., circa 1970.
57. *Fire Island*- At Reedville, circa 1970.
62. *Tangipahoa*- (Supposedly) at Intracoastal City, La., circa 1970.

VESSELS LOST TO FIRE WHILE STILL UNDER SMITH OWNERSHIP:

28. *Martin*- Burned at Mispillion River factory, 1934 (month and day not known).
42. *Charlie Mason*- Burned 2.5NM off Cameron, La., 9 June 1956
47. *West Beaufort* (wood)- Burned approx. 5.5 NM E x S Calcasieu Pass, 10 August 1953.
64. *Shoal Harbor* (wood)- Burned in L29-30N, λ92-38W (5NM offshore, Ø192° from Big Constance Bayou) 29 Sept 1955

VESSELS SOLD TO S.I.U. AND BURNED AT PINEY POINT, MD., CIRCA 1969:

- |                               |                               |
|-------------------------------|-------------------------------|
| 5. <i>Sterling</i>            | 40. <i>Benjamin L. Bishop</i> |
| 8. <i>John Twohy Brusstar</i> | 41. <i>J.H. Whitehurst</i>    |
| 12. <i>E.J. Codd</i>          | 43. <i>Mary Ellen</i>         |
| 13. <i>Leander Wilcox</i>     | 44. <i>Fernandina</i>         |
| 14. <i>Rappahannock</i>       | 45. <i>Port Monmouth</i>      |
| 33. <i>Seminole</i>           | 49. <i>Silver Star</i>        |

DISPOSITION UNKNOWN (AS OF 2001) - INFORMATION NEEDED:

<u>NO:</u>	<u>NAME:</u>	<u>OFFICIAL NO:</u>	<u>NO:</u>	<u>NAME:</u>	<u>OFFICIAL NO:</u>
18.	<i>Ringgold Brothers</i>	209216	92.	<i>Alice E.</i>	259540
21.	<i>W.L. Messick</i>	208805	95.	<i>Mark Winne</i>	259597
29.	<i>Richmond</i>	216582	98.	<i>Alex M.</i>	262699
30.	<i>Swanson</i>	216583	109.	<i>Seven Islands</i>	268668
32.	<i>H.R. Humphreys</i>	218334	126.	<i>Shoal Harbor</i>	271491
34.	<i>Little Joe</i>	222067	128.	<i>West Beaufort</i>	271803
46.	<i>Promised Land</i>	237525	133.	<i>Broadkill</i>	279285
51.	<i>Air Gannet</i>	259057	134.	<i>Finnegan</i>	279284
52.	<i>Bonner L. Willis</i>	255204	135.	<i>Sharps Point</i>	278285
53.	<i>Dinky</i>	256749	138.	<i>La Nina</i>	280451
54.	<i>Tar Heel</i>	255240	140.	<i>La Pinta</i>	280452
55.	<i>Evelyn L. Willis</i>	256786	143.	<i>Santa Maria</i>	280453
67.	<i>Escatawpa</i>	252204	149.	<i>Alcor</i>	293054
68.	<i>Fin</i>	268766	150.	<i>Antares</i>	291118
69.	<i>Mississippi</i>	252206	151.	<i>Canopus</i>	290518
70.	<i>Sandy Hook</i>	249835	152.	<i>Capella</i>	290516
71.	<i>Chandeleur</i>	253791	154.	<i>Procyon</i>	291119
72.	<i>Crab Island</i>	253241	155.	<i>Rigel</i>	290519
73.	<i>Little George</i>	253242	156.	<i>Sirius</i>	290517
76.	<i>Singing River</i>	252652	158.	<i>Spica</i>	293053
79.	<i>Little Egg</i>	255550			

INFORMATION NEEDED ON THE FATE OR PRESENT WHEREABOUTS  
OF ABOVE VESSELS.

ANY INFORMATION PLEASE CONTACT:

E.L. SHERRILL, III  
4021 BLACK STUMP ROAD  
WEEMS, VIRGINIA  
22576



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Sent to Russ 10/7/07

## MENHADEN FISHING INDUSTRY

- Atlantic Menhaden (*Brevoortia tyrannus*) is a herring-like fish commonly called mossbunker, bunker, pogey, fatback – ranges from New England to Florida, averaging less than a foot in length, about 1 pound of weight, travel in schools of 300-500,000 fish
- Fishing for menhaden is one of the oldest industries in the US Colonial writings relating that North American Indians taught the settlers to place a fish in each hill of corn – and this practice probably led to their utilization for enrichment of the soil
- Extremely oily fish – not used for human food in this country – crude methods for cooking and pressing the fish to obtain the oil (for lamps for early settlers)
- Despite highly profitable market for the oil for use in paints, the industry grew slowly until 1860 when new process innovations made practical the oil recovery by factory operations. Mechanization also provided the basis of another phase of the menhaden industry – that was to continue for the next 50 years – the production of fish fertilizer
- 1883 – the Luce brothers and S S Brown and Co. built the first menhaden processing plant in Lewes, followed by the Price Brothers plant, by the time of WWI, Lewes residents owned a plant called “Lewes Fisheries” and by the 1920s, the Hays brothers owned/operated another plant (in 1974 Hanson Trust Ltd. Bought the interest and is now Cape Shores)
- Eventual discovery of vitamin B12 as an important constituent of animal protein factor found in fish meal stimulated the demand for menhaden meal and following WWII the catch increased markedly
- The fishery increased in activity until 1959 when the catch reached a record landing of about 1 million tons of fish – valued in excess of 25 million dollars – producing 224,000 tons of meal, 21 million gallons of oil and 102,000 tons of solubles – and their estimated value was 75 million dollars
- Lewes was the largest seafood landing port in the country in 1953 – with 390 million pounds (195,000 tons) of fish landed, home base for 25 large carrier vessels, employing over 650 crew members
- Menhaden are characteristically spotted from the air by light planes whose pilots direct the carrier vessel to the school and provide guidance as nets are set around the school – caught with purse seines
  - Earl F. Ritter – worked as flying fish spotter in 1955 -1966 – in Lewes by Otis Smith's company Fish Products, Inc. which was during the time period where pilots assumed a major role in the operation – locating fish, determining their direction of travel and directing steamers to the schools

- Three brothers – Richard, Thomas and John Hayes ran the Consolidated Fisheries Company in Lewes (employing over 600 men) – was the largest menhaden processing plant in the US in 1938
- 1954, the Smith bought the Haye's plant and renamed it Sea Coast Products
- ✖ In 1966, menhaden fishing operations were terminated in Lewes for lack of fish
  - Where did they go?  
Three possible answers:
    - natural cyclic nature of fishery due to erratic survivorship of specific year classes;
    - overfishing resulting in heavy pressure on reproductivity of immature fish
    - degradation of nursery areas in estuaries
- *Smith* { Otis Smith (CEO and president of Fish Products Company –now Cape Shores) used a creative solution of manpower shortage of factory during WWII – he used German prisoners to keep the plant running – feeding them 3 meals a day, 10 hour work days and in lieu of wages, he paid so much per day to the Federal Government). Under his management, the plant grew after the war to fleet of 25 ships and a group of airplane spotters, In 1955 the company acquired the adjacent Hayes factory and renamed is Seacoast Products - - By mid 1960s – the abundance of fish declined in this region, so he moved his operation to Louisiana – Both plants located on Fort Miles Road (now Cape Henlopen Drive)
- 
- Rickards and Ramsey operated a commissary at each factory – serving 21 fishboats at least 3 days a week – on 304 Savannah Road – was a beehive of activity for the fishboats and factory operations