

KATHRYN - Two Sail Bateau "Skipjack"  
Dogwood Harbor, Chesapeake Bay  
Tilghman Vicinity  
Talbot County  
Maryland

HAER No. MD-117

HAER  
MD  
21-TILGHV,  
1-

WRITTEN HISTORICAL REPORTS ON TYPICAL PAPERS  
MEASURED AND INTERPRETIVE DRAWINGS  
OF ALL FORMS OF PUBLIC PLACES  
AND OF ALL STRUCTURES AND OBJECTS OF INTEREST

HISTORIC LANDMARKS AND STRUCTURES RECORD

NOVEMBER 1968

U.S. DEPARTMENT OF THE INTERIOR

BUREAU OF LAND MANAGEMENT

HAER  
MD  
21-TILG.V  
1-

## HISTORIC AMERICAN ENGINEERING RECORD

### KATHRYN - Two-sail Bateau "Skipjack" HAER No. MD-177

Location: Dogwood Harbor, Chesapeake Bay

Date of Construction: 1901

Designer: Unknown

Builders: Possibly James and Larry Daugherty

Present Owner: H. Russell Dize  
Rude Avenue  
P.O. Box 165  
Tilghman, Maryland 21671-0165

Rig/Type of Craft: Sloop (skipjack)

Trade: Oystering

Official Number: 161189

Principal Dimensions: Length: 50.0'      Gross Tonnage: 12  
Beam: 16.8'      Net Tonnage: 12  
Depth: 4.2'

Note: register dimensions

Present Use: Oystering

Significance: National Historic Landmark. This vessel is one of the oldest skipjacks in the Maryland oyster dredging fleet and is of unusual construction, having a V-bottom construction, but with a rounded chine. Changes in the original materials and equipment of the vessel are representative of changes in the Maryland oyster dredging fleet.

Researchers: Pete Leshner and Norman Plummer, Chesapeake Bay Maritime Museum, 1995

Significance: KATHRYN is a National Historic Landmark. She is one of the oldest boats active in the Maryland oyster dredging fleet. In addition, she is also of unusual construction in that she is planked fore-and-aft with a rounded chine, rather than cross planked with a hard chine. The history of repair and rebuilding of this vessel is typical of skipjacks, and the modernized equipment is typical of that found on the better-maintained working skipjacks. KATHRYN is in particularly good repair with respect to the rest of Maryland's oyster dredging fleet.

<u>Principal Dimensions:</u> <sup>1</sup>	Length: 50.0'	Gross Tonnage: 12
	Beam: 16.8'	Net Tonnage: 12
	Depth: 4.2'	

Designer:<sup>2</sup>

Unknown

Where Built/Builder:

KATHRYN was built at Crisfield, Maryland, according to the application of her original owner for an official number. Her builder is not precisely known, however oral tradition is that she was built by James and Larry Daugherty.<sup>3</sup>

Date of Construction:

KATHRYN was launched in 1901. When construction began is unknown; no construction agreement has been found. That she was completed by 26 September 1901 is evidenced by the "Application of Owner or Master to Collector of Customs for Official Number" filed on that date by William E. Daugherty, the original owner. Also, on 30 September 1901, James E. Tawes, Inspector of Customs for the Eastern District of Maryland, certified that he had inspected the vessel and found the official number "permanently marked on her main beam." KATHRYN's first license was issued 12 October 1901.<sup>4</sup>

Original Construction:

KATHRYN retains her original appearance, although many parts of her hull, rig, and equipment have been rebuilt or replaced to maintain her as an operating oyster dredge boat. Her dimensions are typical of the larger skipjacks on the Chesapeake Bay. Like others of her size, she is fully decked and has a trunk cabin aft, a V bottom with moderate deadrise, a clipper bow with a straight raking stem, and a transom stern with a counter and overhang.

However, KATHRYN differs from typical skipjacks in a few important respects. Her rudder post

is forward of the transom, a feature called an "inboard rudder" on skipjacks. She has a fully framed bottom with fore-and-aft planking. Typically, Chesapeake Bay skipjacks are cross-planked, perpendicular to the keel, which is development based on the lack of quality timber of long lengths. Smaller sized dimensional stock lumber was used for its availability, inexpensive cost and ease of construction, however this method is not as rigid structurally. Only a few other skipjacks have been built in this fashion, including SUSAN MAY (1901), MAGGIE LEE (1903), and the three-sail bateau EVA (c. 1888). As a result, there is no need for staving or a chunk forefoot. Instead, the garboard plank is twisted at the forward end to meet the stem. KATHRYN's bottom frames were inlotted to the keelson, a time-consuming but stronger construction technique. Her chine is made with three narrow planks, and is more rounded than on other skipjacks. No chine log is present. Instead, the side frames meet the bottom frames at the chine. The hull has a flush deck, and the decking is laid fore and aft with relatively narrow planks. The waterways are carved to shape, and form the lower portion of the log rails. Scuppers are cut into the waterways. The log rails are topped with a low pinrail forward and a higher pinrail from the dredge rollers around the stern.

Much more white oak was used in her original construction than is typical for skipjacks, which probably contributed to her longevity. Her keelson is at least partially oak, as were all of her original frames. The bottom planking is oak and appears to be original. The original side planking was probably of locally available loblolly pine. The hull fastenings are iron.

Original materials remain in much of the bottom of the vessel, approximately up to the waterline. Although the configuration of the rest of the hull, deck, and rig has remained much the same, many parts have been replaced. KATHRYN has an old set of Hettinger winches for raising the oyster dredges. The engine used to power these winches has probably been replaced several times.

KATHRYN's rig is essentially the same as when she was built, although the spars, sails, and standing and running rigging have been replaced. KATHRYN has a strongly raked single mast, leg-of-mutton mainsail with a long boom that overhangs the transom, and a fractional jib with a club along its foot. She has wire standing rigging consisting of a headstay, a jibstay, double shrouds, and a topping lift.

#### Alterations and Additions:

KATHRYN was extensively rebuilt in the H.M. Krcntz Shipyard at Harryhogan, Virginia, in 1954. At that time much of her structure above the waterline, including deck beams, deck, and side frames, was replaced. The aft cabin was probably not altered.<sup>5</sup> During the reconstruction, oak timbers were sistered to the original bottom frames. The sister frames were not inlotted into the keelson like the original frames. The ceiling, most of the side planking, clamp, and most of the deck frames, were replaced with long leaf southern pine; mast partners, sheer strake, hatch coamings, rails, and waterways were replaced with white oak; and the deck was rebuilt with fir. The good materials used

in this rebuilding, especially white oak and long leaf pine, have contributed to the good condition of the vessel, especially compared to others of her type and age.

A number of repairs and alterations have been made by Russell Dize, the present owner. He cut down the hatch to the forepeak from a slightly raised companionway to a nearly flush deck hatch in 1981. He added a plywood doghouse over the companionway to the trunk cabin in 1982. The traditional steering gear was replaced with a hydraulic steering mechanism in about 1985, and the oak rudder was replaced with one of welded stainless steel. In about 1989 the boom was replaced with a spar made of laminated Douglas fir. In 1991 the side planking from below the chine to the rail was covered with fiberglass. Stainless steel was also used for some of the supports when the stern davits were replaced in 1992. The anchor windlass was removed in 1995.

Dize has replaced features with materials like the original. For example, the samson post and part of the coaming of the main hatch were replaced with white oak in 1995. Other parts that have been replaced by Dize include the footrails along the bowsprit, the centerboard, part of the coaming of the main hatch, the dredge winders and rollers, and the gold leafed masthead ball.<sup>6</sup> In 1981 the original trailboards were replaced with exact hand-carved copies made by Leroy "Pepper" Langley of Solomons, Maryland. Langley also made the present eagle figurehead.<sup>7</sup> According to her earliest documents, KATHRYN originally carried a scroll or billethead under her bowsprit.<sup>8</sup>

#### Original and Subsequent Owners:

KATHRYN's first license, "License of Vessel Under Twenty Tons" Number 420, was issued on 12 October 1901 to "Wm. E. Daugherty, owner," and "G. L. Daugherty, master," at Crisfield, Maryland. Her home port was Crisfield. Licenses numbers 223 and 200 were issued at Crisfield in the same names on 4 October 1902 and 2 October 1903, respectively.

On 3 October 1904 license number 216 was issued to "Wm. E. Daugherty, 1/2 owner" and "G. L. Daugherty, 1/2 owner and master." The same ownership was recorded in license number 270 issued on 4 October 1905.

In 1906 the Daughertys sold KATHRYN to B. F. Woodland of Regent, Virginia. The Daughertys' license, number 270, was surrendered at Tappahannock, Virginia on 29 August 1906 and on the same date license number 21 was issued to Woodland as owner and master. However, it appears that the sale of the vessel fell through because, only a few months later, on 5 October 1906, license 21 was surrendered at Crisfield and on 9 October license number 322 was issued to the Daughertys with the same ownership as previously.

In 1907 KATHRYN left the Daugherty family for good and began a long sojourn on the western

shore of Virginia. On 19 February 1907 license number 322 was surrendered at Tappahannock and license number 109 was issued on the same day to O. M. Whaley of Reedville, Virginia, owner and master.

Whaley kept KATHRYN for only one year. On 18 July 1908 he surrendered license 109 and on 19 July license number 1 was issued at Tappahannock to J. A. Dodson of Reedville, Virginia, owner and master. Dodson, who moved from Reedville to Fairport, Virginia, in 1915, retained sole ownership until 1925. Subsequent changes of ownership are summarized in the following table:

<u>Lic. #</u>	<u>Date</u>	<u>Home port</u>	<u>Owner(s)</u>	<u>Residence</u>
7	10/21/25	Crisfield	John E. Spriggs John C. Marshall	Ewell, MD
10	10/15/38	Crisfield	John C. Marshall Wells W. Evans	Ewell
10	10/18/38	Crisfield	Wells W. Evans	Crisfield, MD
5	10/15/45	Cambridge	Irving F. Cannon	Cambridge, MD
5	2/19/47	Cambridge	Irving F. Cannon Malcolm Wheatley	Cambridge Wingate, MD
10	5/27/63	Cambridge	Malcolm Wheatley	Wingate
--	8/26/75	Crisfield	Johnnie R. Parkinson, Jr.	Wenona, MD
--	5/18/81	Baltimore	Herman Russell Dize William James Roe	Tilghman, MD Tilghman
--	1/10/91	Baltimore	H. Russell Dize	Tilghman <sup>9</sup>

Source of the Vessel's Name:

Typically, skipjacks could be named for mothers, wives, or daughters of their owners. To try to determine the origin of KATHRYN's name, the census records for 1900 and 1910 for the Crisfield area of Somerset County, Maryland, were examined. The records indicated that William E. Daugherty of Crisfield had a daughter named "Catharine" who was one year old in 1900. She was the Daughertys' youngest and last daughter. No other family member had the name "Catharine",

"Katherine," or "Kathryn." Although the spelling differs from the vessel's name, it is likely that the census taker, taking the information orally, simply put down the more usual spelling of the name.

An examination of the wills records of Somerset County disclosed the will of William E. Daugherty, who left most of his estate to his wife, Grace L. It made no mention of the children's names.<sup>10</sup> However, in the documents covering the death of Grace L. on 15 November 1953, a daughter named "Kathryn" was mentioned.<sup>11</sup> This tends to establish that the correct spelling of the name of William's youngest daughter was the same as the name of the vessel.

#### History of Type:

The skipjack, a beamy, shoal draft, V-bottom, cross-planked, centerboard sloop with a raked mast, evolved on the Chesapeake during the 1890s from smaller skiffs and sharpies. Fully decked skipjacks of 40 feet or more accommodated the large rigs needed to pull oyster dredges over the bottom of the bay.

Although long called "two-sail bateaux" on most of the Eastern Shore, in Baltimore the vessels have been referred to as "skipjacks" since at least 1901.<sup>12</sup> The term skipjack may have been borrowed from V-bottom boats in the New York area, where the name was probably derived from the fish, which is known as bluefish on the Chesapeake.<sup>13</sup> On the bay, "skipjack" is a name for the rig; watermen use "skipjack" to describe a round-bilge boat with the same jib-headed mainsail and jib rig.<sup>14</sup> "Bateau" is applied to V-bottom boats and may descend from early French settlers on the Chesapeake. In the Crisfield, Maryland area, the term "skipjack" was applied to a different V-bottom boat type that lacked a bowsprit.<sup>15</sup> In Crisfield and Virginia, "skipjack" also denoted a V bottom hull with fore-and-aft bottom planking.<sup>16</sup>

A surge in construction of skipjacks began in 1896, and by 1898 large numbers were seen in Baltimore harbor.<sup>17</sup> Most of these vessels were built on the Eastern Shore of Maryland and Virginia, from Tilghman Island, Maryland, to Pungoteague Creek, Virginia. The skipjacks joined a number of oyster dredging vessels, including pungies, schooners, bugeyes, and sloops. Eventually, the smaller and less expensive skipjacks dominated. Few hugeyes or other types of vessels were built for oyster dredging after the appearance of skipjacks. Skipjack building died out by the start of the First World War, and a few were built in the twenties and again in the fifties. At least 300--possibly as many as 600--skipjacks were built on the Chesapeake Bay in all. Falling stocks of oysters during the mid- and late twentieth century have eliminated most of the need for new oyster dredging vessels. In 1965, fifty vessels remained licensed to dredge oysters in Maryland; in 1995, only twenty remain.

A number of construction variations appear among the skipjacks. Several carried a bugeye rig, with jib-headed sails on two masts and a jib; this variation is known as a "three-sail bateau." While most

skipjacks had rudders mounted "outboard," that is, abaft the transom, a few had "inboard" rudders, with a plug type rudder and the round rudder stock piercing the hull forward of the transom. "Inboard" rudders lost favor early, since they were thought to be less effective rudders, and more difficult to repair. This type was also more commonly built in Somerset County, Maryland, and the Eastern Shore of Virginia than in more northern waters.<sup>18</sup>

Oyster dredging was legalized in Maryland waters in 1865, provided it was done by licensed Maryland vessels and under sail. The law has remained in force through the twentieth century as an oyster conservation measure, since dredging under sail is less efficient than dredging under power. In 1967, the law was amended to permit sailing vessels to dredge while under power from their motorized yawl boats. This law is responsible for the continued use of skipjacks in Maryland's oyster fishery. Oyster dredging is restricted to the main trunk of the Chesapeake Bay and part of the Choptank River. Other oyster bars are reserved for harvesting with shaft tongs, patent tongs, and divers. With the possible exception of modern hydraulic patent tong rigs, dredges are the most efficient means of harvesting oysters. Nevertheless, because of the small number of skipjacks active in the trade, less than ten percent of Maryland's oyster harvest is done by dredging.

Skipjacks use two dredges at a time, one over each rail about midships. Dredges are dragged over the oyster bar under sail, usually on a beam reach. An engine-powered windlass in the center of the deck winds in the dredge cables until the dredges can be emptied on deck. The crew then culls out the mature oysters and returns the young oysters and detritus to the oyster bar. Typically, the captain tends the helm at the stern and signals his crew when the dredges are to be put overboard and hauled in. The crew work the dredges in the 'midships area, two or three on each side; one will stop culling to tend the jib, or the entire crew may stop briefly to reef the sails.

#### History:

KATHRYN was originally owned by William E. Daugherty of Crisfield, Maryland. An attempt was made to locate direct descendants of Daugherty in the Crisfield area, but these were unsuccessful. In lieu of this, the U.S. census records for 1880, 1900, and 1910 were examined. The most pertinent was that for 1900, and in that case the researcher examined the entire record for all of Somerset County. Only one William E. Daugherty was listed in the entire county, and he was in the Crisfield enumeration district.<sup>19</sup>

According to the census record, in 1900 Daugherty was 34 years old, having been born in April 1866. His 31-year-old wife was Grace L. Daugherty. The couple had six children: three daughters and three sons. In 1900 the children ranged in age from Minnie E. who was 10, to an unnamed son aged two months who, by the time of the 1910 census, had been named Edgar S. "Catharine" was Daugherty's last and youngest daughter.



The 1900 census listed occupations of members of each household, but in many cases the occupation was obliterated by having been overwritten. However, both the 1910 and 1920 censuses listed William E. Daugherty's occupation as "hardware merchant," an occupation not wholly inconsistent with ownership of an oystering vessel in a town where most of the business was, at the time, seafood-related.

William E. Daugherty was a prominent citizen of Crisfield. When he died on 20 September 1936 at age 70 he had been a founder and top officer of the Bank of Crisfield, a leading member of the Democratic Party, a large property holder, and the owner of the prosperous Crisfield Hardware Company. In his obituary, the Crisfield Times mentioned that one of his children was "Mrs. William Carman" of Philadelphia--Kathryn Daugherty Carman.<sup>20</sup>

An effort was made to establish who William E. Daugherty's parents were, as well as who the G. L. Daugherty was who was KATHRYN's first master and later a part owner. Discounting the possibility that Daugherty's wife, Grace L., could have acted as master, a search was made in the census records for any "G. L." Daugherty in Crisfield in 1900 or before, but no Daugherty with those initials could be found. However, contact was made with Bloxen E. Daugherty III who has traced many Daugherty family members. He has established that William E. Daugherty's parents were Benjamin Franklin Daugherty, born in 1832, and Julia F. Daugherty, born in 1840. They had at least two children, William E. and Eva. This is consistent with the 1900 census which shows that William Daugherty's mother, Julia F., age 59, and sister, Eva, were part of William's household.

Benjamin Franklin Daugherty also had two brothers, one of whom was George S. Daugherty. He had a son, George L., born in 1872, who would have been William E. Daugherty's first cousin, and is the most likely possibility for the "G. L." who was KATHRYN's master.<sup>21</sup>

Thus, from these records, the conclusions of the researchers are that William E. Daugherty was the first owner of KATHRYN; that KATHRYN was named for W. E. Daugherty's youngest daughter; that William was the son of Benjamin F. Daugherty; that his cousin George L., who would have been 29 years old in 1901, was the individual called G. L. Daugherty, master, in KATHRYN's first license, and that G. L. was George Larry Daugherty, possibly one of KATHRYN's builders.<sup>22</sup>

Little is known about KATHRYN's day-to-day activities. Undoubtedly her main occupation, along with that of hundreds of other skipjacks active between 1901 and the early 1930s, was dredging for oysters during the 1 November through 1 May season. Some years she was probably laid up between seasons, with oystering gear removed and some maintenance underway. Possibly she made a few trips around the bay carrying cargo, although no documentary record of such activities was found. However, according to Daniel Dize, the present owner's 87-year-old father, while KATHRYN was under the ownership of J. A. Dodson (1908-1925), Dodson used her during the summers to tend pound nets and fish traps out of Reedville, Virginia.<sup>23</sup> Also, in 1924 when Daniel

Dize was a crew member, KATHRYN was used to haul seed oysters from the Craighill area of Maryland to various points down the bay.<sup>24</sup>

KATHRYN typically carried a crew of six in her earlier years, which was reduced to five after 1925. During the 1972-1973 oyster dredging season, Captain Malcolm Wheatley carried an all-black five man crew. Among the crew was Dave Barkly, the skipjack's 58 year old cook, who also worked the dredges and winders.<sup>25</sup>

By 1954 KATHRYN was beginning to feel her age. In August 1954 she underwent a major renovation at the Krentz Shipyard in Harryhogan, Virginia. Fortunately for this survey, this work was well depicted in a series of photographs in Robert H. Burgess's Chesapeake Sailing Craft.<sup>26</sup>

Three sailmaker's plans for KATHRYN's mainsail survive. These show minor changes in dimensions over time, and each was made by the Albert E. Brown & Bro. sail loft in Wenona, Maryland. The first was drawn in 1941 and reused in 1950 for KATHRYN's owner Wells Evans. The first was made with #6 cotton sail canvas, the second with #8. A new drawing was made for the mainsail in December 1956 for owner Irving Cannon of Cambridge, again using #8 cotton sail canvas. A third mainsail drawing dated November 1961 includes dimensions for the jib, with no sketch. A new mainsail and a repair on an old one was ordered in March 1972 by Captain Malcolm Wheatley. No drawing or dimensions accompany the 1972 receipt.<sup>27</sup>

KATHRYN has participated in many of the skipjack races that have been held at Deale Island since 1960 and Sandy Point since 1965. In 1970 she participated in both the 11th Annual Historic Oyster Fleet Sailboat Race at Deale Island, Maryland, and the Chesapeake Appreciation Days race at Sandy Point, Maryland.<sup>28</sup> In 1971 she again participated in both events under her captain, Malcolm Wheatley, and in 1975 she won the Deale Island race under the command of Captain Johnnie Parkinson.<sup>29</sup> KATHRYN also participated in Chesapeake Appreciation Days in 1973 and 1974 and in the 17th annual Deale Island race in 1976. KATHRYN is regarded by other captains as the one of the fastest in the skipjack fleet. She has placed first or second in her class in every race but one that she entered during Chesapeake Appreciation Days.<sup>30</sup> Between 1921 and 1931 an annual Chesapeake Bay event was the Championship Work Boat Races. These races, which drew hundreds of spectators, often including the governors of Maryland and Virginia, were sponsored by the Baltimore Sun. Although the reports of these races are sketchy, a newspaper account of the first event in 1921 in which 50 boats were entered provided the names of all entries.<sup>31</sup> Unfortunately KATHRYN was not one of them, nor was she mentioned by the Baltimore Sun in coverage of races held in 1924, 1930 and 1931.<sup>32</sup>

H. Russell Dize, KATHRYN's current owner, states that she has been in every Chesapeake Appreciation Days race since he acquired her in 1981. Moreover, he has consistently used her for oyster dredging and has stated that he plans to do so again during the 1995-1996 oystering season.

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In May 1985 KATHRYN was nominated to the National Register of Historic Places as part of a group of 22 dredge boats. She was one of 19 surviving, working skipjacks built before 1912. In 1988 she was surveyed by the Maryland Historical Trust in connection with its Skipjack Preservation Project funded by a grant from the National Trust. The authors of the survey noted that KATHRYN "was almost completely rebuilt 30 years ago and has had excellent maintenance since. All departments show pride of ownership and the trailboards are superior in quality and finish."<sup>33</sup> KATHRYN was named a National Historic Landmark in 1994.

ENDNOTES

1. Register dimensions are found in Merchant Vessels of the United States of 1902, the year after the launch of KATHRYN and have remained the same in all subsequent documentation.
2. Chesapeake Bay workboats rarely had designers other than the builder. The final appearance resulted from discussions between the builder and the intended owner.
3. Telephone conversation on 1 August 1995 between Norman Plummer and Daniel Harrison of Smith Island, Maryland. Captain Harrison, who is 82 years old, stated that he knew both "Jimmy" and Larry Daugherty and knew that they were both boat builders and had a railway in the Jersey area of Crisfield. Jimmy, an "ace" carpenter, was the older and the boss.

James E. Daugherty is known to have built the skipjack FANNIE L. DAUGHERTY at Crisfield in 1904.

The Somerset County wills records contain a will for a George Larry Daugherty which was probated in 1949 by his wife Lula. See will recorded at F.E.D. 35, folio 177. The 1920 census for Somerset County lists a George L. Daugherty, age 49, occupation "Boat Captain," whose wife was named Lula. Information described below shows that William E. Daugherty had a cousin George L. Daugherty born in 1872.

4. The original application for official number, the customs inspector's certificate, and copies of the licenses issued to KATHRYN through 1922 are on file at the U.S. National Archives in Washington, D.C.
5. Robert H. Burgess, Chesapeake Sailing Craft Part 1 (Cambridge, Md.: Tidewater Publishers, 1975), 217-219. This book contains four photographs of the 1954 rebuilding in progress.
6. H. Russell Dize, telephone conversation with Martin Peebles, August 1995.
7. Ralph E. Eshelman, National Historic Landmark Nomination for Kathryn (Chesapeake Skipjack), 1993.
8. Application of Owner or Master of Vessel for Official Number and Signal Letters, Sloop Kathryn, Crisfield, Maryland, September 26, 1901. National Archives, documentation file for no. 161189.

9. The ownership information contained in the above table is based on an abstract of title issued by the U.S. Coast Guard Documentation Officer at Norfolk, Virginia, on 3 June 1993, the current document issued to H. Russell Dize which was renewed for one year in October 1994, and the relevant volumes of Merchant Vessels of the United States.
10. Will of Wm. E. Daugherty dated 25 June 1935, filed 31 October 1936 naming Grace L. and William F. Daugherty as executors, Somerset County Wills, F.E.D. 34, folio 85.
11. See 1st and Final Account of Grace L. Daugherty where the daughter is identified as Kathryn Carman of Lansdowne, PA. This document was sworn to by Kathryn's brother Edgar on 27 May 1957. See Estate records 98 and 139, Somerset County.
12. "Types of Bay Craft," Baltimore Sun, 8 Dec. 1901.
13. Robert H. Burgess, This Was Chesapeake Bay (Cambridge, Md.: Cornell Maritime Press, 1963), 110-111.
14. Howard I Chapelle, American Small Sailing Craft (New York: W.W. Norton & Co., 1951), 308-309.
15. William I. Tawes, God, Man Salt Water and the Eastern Shore (Cambridge, Md.: Tidewater Publishers, 1977), 17-19.
16. Robert H. Burgess, This Was Chesapeake Bay (Cambridge, Md.: Cornell Maritime Press, 1963), 111.
17. For numbers of skipjacks and years built, see the Earle Maryland Shipbuilding Collection, Maryland Historical Society; for appearance in Baltimore, see "Types of Bay Craft," Baltimore Sun, 8 Dec. 1901.
18. Curtis Applegarth, "Skipjacks on the Chesapeake Bay." Chesapeake Bay Maritime Museum vertical file.
19. The Somerset County census records for the years listed were examined at the Maryland Hall of Records, Annapolis, Maryland. The records are on microfilm rolls as follows: 1880, M-4751-2; 1900, M-2388-2; and 1910, M-3271-2.
20. The Crisfield Times, 25 September 1936, p. 1. A brief history of the Crisfield Hardware Co. is in Woodrow T. Wilson, Crisfield, Maryland 1676-1976 (Baltimore: Gateway Press, 1977), 452. The hardware store is still at its same location under the name L. Forbush & Sons.

21. The information about the Daugherty family, other than that found in the census records, was obtained in a telephone conversation on 28 July 1995 between Norman Plummer and Bloxen E. Daugherty III, an attorney practicing in Salisbury, Maryland.
22. See endnote 3 for information about George Larry Daugherty.
23. In 1925, the List of Merchant Vessels has KATHRYN registered for the "fishing" trade. Later volumes show KATHRYN registered for "oystering." However, vessels engaged primarily in oystering were frequently listed as fishing vessels.
24. All information in this report about Daniel Dize's contact with KATHRYN was obtained in a telephone conversation between Norman Plummer and H. Russell Dize on 28 July 1995.
25. B. Drummond Ayres, Jr., "Fading Chesapeake Bay Skipjacks Can Still Handle a 150-Bushel Day," undated clipping [1973] from unidentified Wilmington, Delaware, newspaper. Chesapeake Bay Maritime Museum vertical file.
26. Burgess, ibid., 217-220.
27. Albert E. Brown & Bro. Papers, Chesapeake Bay Maritime Museum, Series 1.
28. Burgess, ibid., 220; a booklet entitled "Pride of the Chesapeake's Commercial Sailing Fleet," 1970 issued in connection with Chesapeake Appreciation Days. Chesapeake Bay Maritime Museum vertical file.
29. "Pride of the Chesapeake's Commercial Sailing Fleet" brochure for Chesapeake Appreciation Days, 1971; "Deale Island's 12th Annual Historic Oyster Fleet Sailboat Race," 6 September 1971, both at CBMM. Brochure for "33rd Annual Skipjack Races, Deale Island" 6 and 7 September 1992, p. 13, "Past Winners of Skipjack Races" shows KATHRYN, 1975, John Parkinson, captain. This brochure is in the vertical files of the Princess Anne, Maryland, Library.
30. All information in this report about Russell Dize's contact with KATHRYN was obtained in a telephone conversation between Norman Plummer and H. Russell Dize on 28 July, 1995.
31. The Easton Star-Democrat of 18 June 1921, and 2 and 9 July 1921 covered the races in detail, listing the names of all 50 bugeyes, skipjacks, and log canoes entered. In subsequent years the paper only named the winning vessels: Star-Democrat, 24 June

1922; and 7 July and 18 August 1923; the event was not mentioned by this paper in 1924 or 1925.

32. Baltimore Sun, 4 July 1924; 22 June 1930, p. 6; and 20 September 1931, p. 3.
33. The Maryland Historical Trust, The Maryland Skipjack Fleet: A Model Preservation Plan, December 1988. Copy on file in Chesapeake Bay Maritime Museum library.