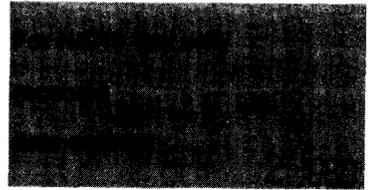


**United States Department of the Interior
Heritage Conservation and Recreation Service**



**National Register of Historic Places
Inventory—Nomination Form**

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Chesapeake Bay Brogan MUSTANG

and/or common

2. Location

street & number Dock Street, City Dock ___ not for publication

city, town Annapolis ___ vicinity of congressional district Fourth

state Maryland code county Anne Arundel code

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input checked="" type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input checked="" type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input checked="" type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input checked="" type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Captain Gerard T. Morton, Chesapeake Cruises, Inc.

street & number Post Office Box 9693

city, town Arnold ___ vicinity of state Maryland 21012

5. Location of Legal Description

courthouse, registry of deeds, etc. Vessel Documentation Office, Dept. of Transportation

street & number U.S. Coast Guard

city, town Baltimore state Maryland

6. Representation in Existing Surveys

title has this property been determined eligible? ___ yes ___ no

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date _____

Describe the present and original (if known) physical appearance

The brogan is built like a brogan, the ancestor of the present vessel known as a bugeye. The MUSTANG (commissioned as the KATE D) is the last of this type under full sail. Distinctive characteristics of the brogan are the two masts, sharp stem and stern, clipper bow, and a bold sheer.

In the early years, the vessels that supplied seafood markets were the log canoes of the period. These were eventually enlarged and referred to as a "coasting canoe". By 1870 the popularity of the "coasting canoes" had spread, and as it did the vessel was excessive when compared to its draft and beam, i.e., its beam was roughly one-fourth the waterline length, as compared to the present day bugeyes and skipjacks, whose ratio is one-third beam to waterline. Over the years these log hulls grew to 45 feet in length, which would make the MUSTANG one of the largest built, as her registered beam is 10.8 feet and her waterline length 45.9 feet.

The MUSTANG is of the log and frame type, with five hand-hewn logs making up her hull to the waterline and then planked to her sheer. The keel log is six inches rabbited out for the stem and stern posts. The two garboard logs taper to five inches and the wing logs to four inches at the waterline. The white oak frames for the freeboard planking are secured to the wing logs. All logs, oak ribs, and freeboard planking are original.

Conversion to a pleasure craft consisted of the installation of the cabins, lifelines, hand rails, stainless steel rigging, spruce masts, dacron sails, etc.

In doing research on the vessel it was a pleasure to meet the son of one of the builders. He told of his Dad's skill in applying the lost art of log canoe building with special planes, broad axe, scarps, adzes, and slicks. He recalled having assisted in building the KATE D, now the MUSTANG. The construction was done by sight only (this accounts for the vessel being four inches off center to starboard).

The standing loblolly timbers were painstakingly selected for the size vessel to be constructed. All of KATE D's logs were selected from the same stand close to a marsh. It was explained that this gave them a uniform moisture content, which, in part, accounts for the long life of the logs. Her keel log had to be over 100 years old and at least 90 feet in height to measure her present 34 inches in width, 6 inches in thickness, and 45 feet in length. Her logs were squared by the same chalkline method used by the early Chesapeake settlers.

The MUSTANG'S logs are pinned together with 3/4-inch steel dowels instead of the locust pins used by the colonists. During construction the logs were saturated with turpentine and linseed oil to prevent their checking in warm weather. The pointed stem and stern were designed identically to those of the colonial log canoes.

The overall length (bowsprit and boomkins) is 60 feet. The steering mechanism is of the rod and worm screw type and is original, as is the steering wheel.

FHR-8-300A
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR HCRS USE ONLY
RECEIVED JAN 29 1980
DATE ENTERED APR 2 1980

Brogan MUSTANG
Anne Arundel County
Maryland

CONTINUATION SHEET ITEM NUMBER 7 PAGE 1

DESCRIPTION, continued

The bowspirit longhead has a trailboard with a horses head, scrollwork, and the name "MUSTANG".

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800–1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify) shipbuilding; Chesapeake Bay history
Specific dates	1907	Builder/Architect	Moore Brothers	

Statement of Significance (in one paragraph)

SIGNIFICANCE

The brogan was an important step in the development of Chesapeake Bay craft in the mid-19th century coasting canoes, which developed from Indian canoes, were first used to drag a scrape to harvest oysters in Somerset County, Maryland. These canoes were made larger and heavier to better pull the scrape, resulting in the log-built brogan. The brogan differed from the coasting canoe in having a deck, fixed masts with shrouds on the foremast, masts, and a forward cabin (Burgess, p.15).

M. V. Brewington, in his Chesapeake Bay: A Pictorial Maritime History, states that the culmination of the simple, single log, trough-shaped Indian dugout was the bugeye.... There was an intermediate step between the canoe and the bugeye, the brogan, a large canoe, partially decked, with a cuddy forward in which a couple of men could sleep and cook. Its rig was that of a Tilghman's Island canoe.

The bugeye developed after the Civil War and was more powerful than the coasting canoe or brogan and so more adapted to pulling the heavy iron dredge.

The MUSTANG, built in 1907, is a late example of this type of Bay Vessel. She is also the last brogan under full sail on the Chesapeake. Although altered by the addition of cabins, the MUSTANG'S hull and masts retain the basic form of a brogan

HISTORY

Of the various types of vessels native to the Chesapeake Bay and used in the coasting trade, the brogan was the first to come into being. When the large virgin trees required to build these vessels no longer existed, they were superceded by the planked bugeyes and skipjacks.

The MUSTANG is a Chesapeake Bay brogan built in 1907 at Saxis, Virginia by the Moore Brothers for the Brewer wholesale fishing industry. It was documented as the KATE D with the official number 21905, which it still retains.

From 1907 to 1937, from early spring to late fall, she worked the bays and rivers north to Philadelphia and Cape May and south to the Carolinas in the coasting trade. It was the custom to sail whenever possible for economy and power only when necessary. During the winter months she remained close to port, engaging in the harvest of various seafoods when possible.

9. Major Bibliographical References

Chesapeake Bay: A Pictorial Maritime History, M. V. Brewington.
 Archives of Maryland, Maryland Historical Society.
 Chesapeake Bay Log Canoes and Bugeyes, M. V. Brewington.
 James Richardson, Bay Boat Builder, Lloyds, Cambridge, Maryland (interview)
 Chesapeake Sailing Craft, Robert H. Burgess.

10. Geographical Data

UTM NOT VERIFIED
ACREAGE NOT VERIFIED

Acreege of nominated property N/A
 Quadrangle name Annapolis Quadrangle Quadrangle scale 1:24000

UMT References

A	<u>18</u>	<u>371240</u>	<u>4315040</u>	B					
	Zone	Easting	Northing		Zone	Easting	Northing		
C				D					
E				F					
G				H					

Verbal boundary description and justification

N/A berthed at City Dock, Annapolis, MD.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Captain Gerard T. (Gerry) Morton
 organization Owner-Master of the Brogan "MUSTANG" date 6 September 1979
 street & number Post Office Box 9693 telephone Vessel: 268-2144
Home: 757-3025
 city or town Arnold state Maryland 21012

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature [Signature] date 1-21-80
 title STATE HISTORIC PRESERVATION OFFICER date

For HCRS use only
 I hereby certify that this property is included in the National Register

[Signature] date 4/2/80
 Keeper of the National Register

[Signature] date 3-31-80
 Chief of Regional Office

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

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Brogan MUSTANG
Anne Arundel County
Maryland

CONTINUATION SHEET ITEM NUMBER 8 PAGE 2

SIGNIFICANCE, continued

Her present physical condition is a credit to the original builders and her owner from 1907 until 1958. It is appropriate that the City of Annapolis, being one of the major ports of the Chesapeake Bay, with a nautical history dating to colonial times, would encourage its continued presence at the city dockside.

The present owner, Gerard T. Morton, purchased the MUSTANG in the fall of 1958 and spent over three years rebuilding and restoring it as nearly as possible to its original condition.