

MAY 16 1985

Survey No. T-532

Magi No.

DOE yes no

Maryland Historical Trust State Historic Sites Inventory Form

CHESAPEAKE BAY SKIPJACK FLEET THEMATIC GROUP

1. Name (indicate preferred name)

historic KATHRYN

and/or common

2. Location

street & number Gibsontown Road n/a not for publication

city, town Tilghman n/a vicinity of congressional district First

state Maryland 024 county Talbot 041

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 type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input checked="" type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<input type="checkbox"/> not applicable	<input type="checkbox"/> no	<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name H. Russell Dize

street & number telephone no.:

city, town Tilghman, Maryland state and zip code Maryland 21671

5. Location of Legal Description

courthouse, registry of deeds, etc. n/a liber

street & number folio

city, town state

6. Representation in Existing Historical Surveys

title Survey of Surviving Traditional Chesapeake Bay Craft

date 1983-1984 federal state county local

depository for survey records Maryland Historical Trust, 21 State Circle

city, town Annapolis state MD 21401

7. Description

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Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	n/a
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

This vessel is a 50' long two-sail, round-bottom bateau, or centerboard sloop. Built in 1901 in Crisfield, Maryland, the vessel is unusual because she is fore-and-aft planked, with a rounded chine rather than the more usual V-bottom, cross-planked, hard chine deadrise bateau form. She has a beam of 16.8' and a depth of 4.2', with a net register tonnage of 12. She carries a typical skipjack rig of jib-headed mainsail and large jib, and has a longhead or clipper bow and a square or transom stern. The wooden hull is painted the traditional white.

KATHRYN has a longhead bow with a straight, raking stem. Her square stern has a counter with a long overhang, and a plug rudder, carried well inboard of the transom on a round rudder stock. With her fore-and-aft planking, she is among just a few of the "skipjacks" not built by typical Bay cross-planked methods. She was largely rebuilt along her original lines in 1954 and photographs of this process are published in Robert Burgess, Chesapeake Sailing Craft. Her hull has a strip of metal sheathing at the waterline and guards at midships to protect against the bumping of the dredges.

The single mast is set up with double shrouds, a forestay, jib-stay, and topping lift. The boom is jawed to the mast. The mainsail is laced to the boom and carried on wooden hoops at the mast. The large jib has a club along its foot and is rigged out to the bowsprit. The bowsprit is set up with double chain bobstays and double chain bowsprit shrouds. In addition to the sail rig the vessel carries a motorized pushboat which is suspended on davits over the stern.

The skipjack is flush-decked, with several deck structures. These include: a low cabin trunk with a three-sided doghouse added to the after-end; a large box covering the winders; and a yellow-painted hauler frame used for pulling back the dredges. The deck is surrounded by a low pinrail forward atop a lograil, and a higher pinrail aft, rounded around the stern. There are hawse-holes in the bow. The vessel carries dredging gear in season.

KATHRYN is painted white with a red stripe on the sides of the hull beneath the guards. There is brightwork trim on the wheelbox at the after rail. Trailboards with the name KATHRYN painted on in gold, surrounded by vines and leaves, are mounted on the longhead and there is beading surrounding them. There are nameboards, painted in gold, on the hull at the bows.

8: Significance

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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/
<input type="checkbox"/> 1700-1799	<input checked="" type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates	1901	Builder/Architect	UNKNOWN
check: Applicable Criteria:	<input checked="" type="checkbox"/> A	<input type="checkbox"/> B	<input checked="" type="checkbox"/> C <input type="checkbox"/> D
and/or			
Applicable Exception:	<input type="checkbox"/> A	<input type="checkbox"/> B	<input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input checked="" type="checkbox"/> none
Level of Significance:	<input checked="" type="checkbox"/> national	<input type="checkbox"/> state	<input type="checkbox"/> local

Prepare both a summary paragraph of significance and a general statement of history and support.

This vessel is significant as being one of the 35 surviving traditional Chesapeake Bay skipjacks and a member of the last commercial sailing fleet in the United States. Out of a fleet of hundreds of skipjacks that worked Bay waters in the early years of this century, today only this small number remain to carry on the tradition of working sail.

The skipjack evolved as a distinct type of Bay vessel in the 1890's as a cheaper-to-construct alternative to the earlier bugeyes and other traditional framed craft, in a period when shipbuilding costs were rising and the oyster catch was diminishing. The type was devised by enlarging (to 25 to 60 feet) the hull of the ordinary, unframed, square-sterned Bay crabbing skiff, and giving it a deadrise bottom, a-deck, a cabin, and a sloop rig. The result--with its unframed, hard chine, cross-planked, V-bottom--proved inexpensive to build, easy to repair, and could be constructed by a competent house carpenter. Skipjacks were specifically designed as oyster dredge boats, with wide beams and low freeboard lending stability and providing a large working space on deck. The single masted rig, with sharp-headed mainsail and large jib, was easy to handle, powerful in light winds, and handy in coming about quickly for another pass over the oyster beds.

The Maryland oyster season begins November 1 and ends March 15. Skipjacks must dredge under sail on all days except Mondays and Tuesdays, when they are allowed to use their motorized pushboat for dredging. The pushboat, normally carried on davits at the stern, is lowered into the water and literally "pushes" the skipjack along from behind, the nose of the pushboat resting against a "jig" on the stern of the skipjack. The pushboat can also legally be used to get the skipjack to and from the oyster beds each day. Each skipjack's crew is made up of the captain, who is often also the owner, and five crew members.

KATHRYN is of interest as being one of the older skipjacks still dredging in the Chesapeake fleet. She was built in 1901 in Crisfield, Maryland and was extensively rebuilt, following her original lines, at the Krentz shipyard in Harryhogan, Virginia in 1954. KATHRYN is unusual among the skipjacks because she is fore-and-aft planked with a rounded chine instead of the more usual cross-planked Bay construction which results in a hard chine, or V-bottom. Her rounded chine and the hawse-holes in her bow rails give her the look of a sloop or small schooner and she was registered as sloop-rigged earlier in her career. KATHRYN is one of the 21 surviving working skipjacks to have been built previous to 1912, and like other members of the fleet, she has been much repaired over the years. Lately she has had a modern "doghouse" added to her cabin trunk for the comfort of the helmsman.

See Thematic Group nomination cover form, Continuation Sheets No. 8-13

10. Geographical Data

Acreeage of nominated property less than one acre
 Quadrangle name Tilghman, MD Quadrangle scale 1:24000

UTM References do NOT complete UTM references

A	<u>1</u> <u>8</u>	<u>3</u> <u>8</u> <u>4</u> <u>2</u> <u>4</u> <u>0</u>	<u>4</u> <u>2</u> <u>8</u> <u>5</u> <u>5</u> <u>0</u>	B	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing
C	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	D	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u>
E	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	F	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u>
G	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	H	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u>

Verbal boundary description and justification

This working vessel is usually docked at the location indicated in Item 2. Historic boundaries are coterminous with the hull.

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

state	n/a	code	county	code
state		code	county	code

11. Form Prepared By

name/title	<u>Anne Witty/ M. E. Hayward</u>		
organization	<u>Radcliffe Maritime Museum</u>	date	<u>May, 1984</u>
	<u>Maryland Historical Society</u>		
street & number	<u>201 West Monument Street</u>	telephone	<u>(301) 685-3750</u>
city or town	<u>Baltimore</u>	state	<u>Maryland 21201</u>

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
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 21 State Circle
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