1. NAME OF PROPERTY

Historic Name: *KATHRYN*

Other Name/Site Number: Chesapeake Skipjack *Kathryn*

2. LOCATION

Street & Number: Dogwood Harbor Not for publication: N/A

City/Town: Tilghman Island Vicinity: N/A

State: MD County: Talbot Code: 041 Zip Code:21671

3. CLASSIFICATION

Ownership of Property	Category of Property
Private: X	Building(s): ___
Public-Local: ___	District: ___
Public-State: ___	Site: ___
Public-Federal: ___	Structure: X
	Object: ___

Number of Resources within Property

Contributing	Noncontributing
____	____ buildings
____	____ sites
1	____ structures
____	____ objects
1	0 Total

Number of Contributing Resources Previously Listed in the National Register: 1

Name of Related Multiple Property Listing: N/A

4. STATE/FEDERAL AGENCY CERTIFICATION

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ____ nomination ____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ____ meets ____ does not meet the National Register Criteria.

Signature of Certifying Official Date

State or Federal Agency and Bureau

In my opinion, the property ____ meets ____ does not meet the National Register criteria.

Signature of Commenting or Other Official Date

State or Federal Agency and Bureau

5. NATIONAL PARK SERVICE CERTIFICATION

I hereby certify that this property is:

___ Entered in the National Register
___ Determined eligible for the National Register
___ Determined not eligible for the National Register
___ Removed from the National Register
___ Other (explain):

Signature of Keeper Date of Action

6. FUNCTION OR USE

Historic:	Transportation	Sub:	Water-related
Current:	Transportation	Sub:	Water-related

7. DESCRIPTION

ARCHITECTURAL CLASSIFICATION: N/A

MATERIALS:
Foundation: (Hull) Wood
Walls: (Hull) Wood
Roof: (Hull) Wood
Other: (Superstructure) Wood

Describe Present and Historic Physical Appearance.

The Chesapeake Bay skipjack *Kathryn*, official number 161189, is a historic working oyster dredge sailboat homeported in Tilghman Island, Maryland. Built at Crisfield, Maryland, in 1901, she is 50 feet long, 16 feet, 8 inches wide, and has a depth of 4 feet, 2 inches.

HULL

Kathryn's hull is a modification of the standard hard chine skipjack design. The hull has the same general form as a standard skipjack with a sharp convex bow, beamy midsection, and counter stern. The difference lies in that *Kathryn*, like a few other skipjacks such as *Susan May* (1901) and *Maggie Lee* (1903), is planked fore-and aft with a rounded chine rather than having a hard chine and being planked athwartships in a herring-bone pattern. *Kathryn* carries the traditional Chesapeake longhead or clipper bow with straight raking stem.

The bowsprit is 22 feet long and sided 12 by 11 inches at the after inboard end. The forward 5½ feet are varnished with the rest painted white. The ornamental trailboards mounted on the longhead identify the boat. The letters are hand-carved and gilded with vines and leaves worked into the design on each end. The flat background around the letters is painted maroon and the rest of the trailboard is dark green. An eagle figurehead is mounted at the end of the trailboards. *Kathryn* also carries two sets of name boards on the hull, one pair just abaft the bow and the other near the stern. They are made of varnished mahogany with gold painted letters.

There are hawse-holes in the knightheads on each side of the bow. The stern is a square or transom stern with a long overhang. The rudder is a plug rudder carried well inboard and beneath the transom on a round rudder stock. The hull is painted white with a red stripe painted along a bead cut in the sides beneath the guards (wales) located at midships to protect against the bumping of the dredges. A push plate to accomodate the bow of the push boat is mounted in the center of the transom of the skipjack. It is 12½ inches wide, 31 feet, 3 inches long and is made of 2-inch stock.

DECK

The deck is flush-decked with fore-and-aft wood decking varying from 3½ to 3¾ inches wide. The king plank is 33 inches wide and runs from the bow to the main hatch coaming with the mast set in the middle. A hand operated anchor windlass painted silver is mounted just aft of the stanchion post. Just aft of the mast is the main hatchway which measures 6 feet, 7 inches wide, 5 feet, 7 inches long, and 8½ inches high. The hatch coaming material is sided 2½ inches. Continuing aft are the dredge winders and the dredge winch box which measures 4 feet, 7¾ inches wide, 3 feet, 4½ inches long, and 3 feet, 5½ inches high. A horseshoe is attached with the open end up on the port side of the winder box. Aft of the winder a second smaller hatch measures 3 feet, 5 inches wide, 3 feet, 5½ inches long and 9 inches high. All stock is 2½ inches thick.

Continuing aft is a low trunk cabin with a three-sided doghouse added to the aft-end. The cabin is 8 feet, 6 inches wide, 7 feet, 10 inches long, and 2 feet, 8½ inches high. There are three windows, one each on the sides and one on the forward end. The window openings are

19½ inches long and 9 inches high with 4 iron protective rods inserted in the outside framing to protect the two pane glass windows. The dog-house is 5 feet wide, 18½ inches high, 3 feet, 9½ inches long at the bottom and, due to a slanting back of the forward side, the top is 3 feet, 1 inch long.

The deck is surrounded by a low pinrail or toerail forward atop the lograil, and a higher pinrail from the dredge rollers aft. At the stern the pinrail is rounded around the stern. The wooden rails are 3 inches wide and 2½ inches thick. The lograil is 4½ to 5 inches high and the height of the pinrail aft is 2 inches. Below decks, the cabin is covered with 1⅝-inch varnished tongue and groove panelling. A bunk is located on each side under the deck. At the after end of the deck is the wheel box which is 3 feet, 2 inches long, 1 foot, 11½ inches wide, and 2 feet, 4 inches high. The metal wheel is painted silver and embossed "J.T. Matthews Co. Balt. Md"; along the front end of the outer band around the spokes. The steering gear is hydraulic. A pair of davits made of 2½-inch by 2½-inch square metal stock for carrying the push boat are located at the stern.

RIG

Kathryn carries the standard skipjack rig or a jib-headed mainsail and a large jib. Her single wooden mast measures 12 inches in diameter at the deck and has wire standing rigging of double shrouds, a forestay, jib-stay, and topping lift. A gold leafed wooden ball is mounted on top of the 64-foot mast. All running rigging is nylon line. The mainsail is laced to a laminated, varnished boom and is carried on wooden hoops at the mast. The boom is jawed to the mast. The jib has a club along its foot and rigged out to the bowsprit. The bowsprit is set up with double chain bobstays and double chain bowsprit shrouds.

DREDGE EQUIPMENT

Kathryn carries two dredges, one on each side with the winders and winder engine amidships. Where the dredge comes onboard on each side the hull is protected by a steel roller bar, 4 feet, 11 inches long and 4½ inches in diameter mounted along the rails. A vertical steel roller 2 feet long and 3 inches in diameter is mounted to the hull just aft of the horizontal bar to protect the rail from the dredge wire while dredging and hauling the dredge.

PUSHBOAT

In addition to her sail rig, the *Kathryn* carries a motorized pushboat suspended from davits over the stern. The pushboat is lashed end on to the stern when proceeding under power.

CHANGES IN ORIGINAL PHYSICAL APPEARANCE

Until 1967, skipjacks by law were limited to sail power only. Thus the stern davits and pushboat are relatively recent modifications. The present davits were added in 1993. A modern "doghouse" was added to the rear of the cabin for added protection of the helmsman in 1981. The mahogany nameboards were added in 1980. The original trailboards were replaced in 1981 with exact hand-carved copies made by master carver Leroy "Pepper" Langley of Solomons, Maryland. The original trailboards are now in the collection of the

Calvert Marine Museum. While *Kathryn* originally had an eagle figurehead, it was long gone by the time the present owner, H. Russell Dize, obtained the vessel. Dize had Langley make the figurehead she now displays. The hydraulic steering mechanism was added in 1993. The present owner removed the copper sheathing along the waterline and "C-flexed" the sides in 1991. Overall the *Kathryn* is in good physical condition and retains her original appearance. She reflects only the changes required to allow her to continue working in the last American commercial fishing fleet under sail.

8. STATEMENT OF SIGNIFICANCE

Certifying official has considered the significance of this property in relation to other properties:
Nationally: X Statewide:___ Locally:___

Applicable National Register Criteria: A X B___ C X D___

Criteria Considerations (Exceptions): A___ B___ C___ D___ E___ F___ G___

NHL Criteria: 1, 4

NHL Theme(s): XIV. Transportation
B. Ships, Boats, Lighthouses, and Other Structures

XII. Business
A. Extractive or Mining Industries
5. Fishing and Livestock

Areas of Significance: Maritime History
Transportation
Commerce
Architecture (Naval)

Period(s) of Significance: 1901-1943

Significant Dates:

Significant Person(s): N/A

Cultural Affiliation: N/A

Architect/Builder: Unknown

State Significance of Property, and Justify Criteria, Criteria Considerations, and Areas and Periods of Significance Noted Above.

Soon after its introduction to the Chesapeake in the 1890s, the skipjack became the preferred oyster dredge boat. During the first quarter of this century, the skipjack fleet numbered into the hundreds. Some have estimated nearly two thousand skipjacks were built, all specifically designed for dredging oysters from the Chesapeake Bay. The peak building years were during the 1890s and the first decade of the 20th century. When the skipjack fleet was nominated to the National Register in 1985, it was estimated that 35 skipjacks existed; by 1993 only about sixteen survive afloat. *Minnie V* is preserved by the City of Baltimore, Maryland as a summer floating exhibit at the inner harbor. When oystering was profitable she was leased to watermen for winter dredging. *Rosie Parks* is maintained, interpreted, and sailed by the Chesapeake Bay Maritime Museum. They also use *E.C. Collier* as a dry storage exhibit. Echo Hill School has *Elsworth*, and the Havre de Grace Maritime Museum *Claude W. Somers*, both unfortunately in rather bad condition. The Chesapeake Bay Foundation works with several captains and uses their skipjacks for educational excursions on the Bay. *Dee of St. Mary's*, operated by Jackie Russell, is frequently used by them.

It is estimated that only 7 to 10 skipjacks will oyster during the 1993-94 season.[1] Many of these are in poor condition. The decline in the oyster harvests leave skipjack owners little, if any, profit for properly maintaining their vessels. Nevertheless, the Chesapeake skipjack fleet is the last commercial sail powered fishing fleet in North America and the only "cohesive" sailing fleet in the western hemisphere.[2] *Kathryn* has the distinction of being the best sailing skipjack in the fleet and is usually considered the favorite among the fleet's captains. She is good in light winds and excellent in heavy winds. As testimony to *Kathryn*'s sailing qualities, she has come in either first or second place in her class in every skipjack race she has entered during Chesapeake Appreciation Days with the exception of one, where she came in third.[3]

Of the approximately 16 skipjacks that survive afloat, two were determined worthy of NHL nomination, *Kathryn* and *Hilda M. Willing*. Of the skipjacks built prior to 1943, most either were in poor condition, or no longer working as oyster dredge boats. *E.C. Collier*, one of the older boats, is now a display in dry storage. The better conditioned skipjacks such as *Lady Katie*, *Herman M. Krentz*, and *Rosie Parks* are younger than 50 years old. *Kathryn* represents one of the earliest extant and one of the few fore-and-aft planked skipjacks; while *Willing* represents one of the smaller, better maintained, and better sailing skipjacks.

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1 Larry Chowning, "Chesapeake buy boats go 'up town'", *National Fisherman* (Volume 74, Number 5, September 1993), p. 33; Robert "Pete" Sweitzer phone interview by Ralph Eshelman, 13 September 1993; and Ed Farley interview by Ralph Eshelman, 10 September 1993.

2 Thomas C. Gillmer, *Working Watercraft*, (Camden, ME: International Marine Publishing Company, 1972), p. 54.

3 Herman Russell Dize interview by Ralph Eshelman, Tilghman Island, Maryland, 10 September 1993; and Farley interview.

THE DEVELOPMENT AND IMPORTANCE OF THE CHESAPEAKE SKIPJACK

The Chesapeake oyster fishery dates to the early 1800s when vessels from New England and New York and later New Jersey and Delaware came to the Bay to dredge oysters due to the depletion of their own native beds. Concern for depletion of the Chesapeake beds led to conservation laws banning dredging in Maryland waters in 1820 thereby restricting the harvesting of oysters to hand tonging.

In 1828 Thomas Kensett opened Baltimore's first oyster cannery having been awarded the first United States patent for his process "to preserve animal, vegetable, and other perishable goods." Because oysters were an extremely perishable product for which there was wide demand, they proved the ideal first food product to be experimentally massed-marketed through the use of the canning process. Kensett's process, followed by several other canners, allowed for national distribution of Maryland oysters.

Canning increased the demand for oysters and the ban on dredging was repealed in 1865, though dredging was restricted to specific deep water oyster beds and sail-powered vessels only. These resource conservation laws served to help save commercial sailing vessels by banning steam and later internal combustion engine powered vessels from dredging.

Due to the heavy demand for oysters the Chesapeake bugeye oyster dredge boat reached its popularity. By the 1880s over 700 Maryland licensed dredge boats consisting of pungies, schooners, sloops, and mainly bugeyes dredged the Bay. In 1884-1885 a record 15 million bushels of oysters were harvested from the Bay. But, as with the oyster grounds to the north, this demand and resulting over utilization of the resource caused the decline of the native Chesapeake oyster population. By the 1890s shipbuilding costs also began to rise due to depleted supplies of large timbers and higher labor costs. Similarly, large trees necessary for the construction of the traditional bugeye log hull were becoming scarce. These changes in natural resources brought in the age of the skipjack.

A vessel was needed that was cheaper and easier to construct than the popular "chunk" or log built bugeyes and traditionally framed schooners; that had a shallow draft so it could navigate the shallow waters of the Chesapeake; and had enough sail power and deck space to operate efficiently as an oyster dredge boat. The skipjack, a shallow draft, centerboard sailing vessel specially designed and adapted for use in the Chesapeake Bay as an oyster dredge boat met this need.

The skipjack, according to Chapelle, is the direct descendant of the sharpie which was introduced to the Chesapeake Bay from Long Island Sound about 1868. The sharpie never became popular on the Bay, perhaps because the Bay was larger and required a bigger more burdensome boat than the Sound. Chesapeake oystermen also preferred the sloop rig over the double masted sharpie because the sloop rig was more powerful for dredging in light winds. Thus regional preference and water conditions dictated a need for a sharpie-like craft which was made more beamy by adding a little deadrise aft.

These sloop rigged vessels, rarely over 30 feet in length, were called Hampton flatties.[4] The V-bottom or hard chine hull originated after the American Civil War in the Long Island Sound area from the "Northern skipjack" type, but it was the Chesapeake which adopted the hard chine and popularized it.[5] Thus the skipjack (or two-sail bateau as they were also called) may be the result of a complex evolution, possibly including the sharpie, the northern unframed skipjack from Long Island Sound and the square-sterned and often flat-bottomed Chesapeake crab skiff referred to as the Hampton flattie.

Chesapeake boat-builders enlarged these skiffs to 25 to 50 feet, giving them a V-bottom or deadrise hull covered by a deck, cabin, and powered by a single-masted two sail sloop rig. The resulting skipjack is characterized as unframed, hard chine (angular sided versus a rounded bilge), typically cross or herring bone planked, with a V-bottomed hull form with one mast and two sails. A few of the early hulls were framed with fore and aft planking.

Rules of thumb for skipjack design include, maximum beam on deck equal to 1/3 length on deck, centerboard length is equal to 1/3 length on deck, mast length is equal to length on deck plus beam, boom length is equal to length on deck, and bowsprit length is equal to beam. Skipjacks were comparatively inexpensive to build, easy to repair, and could be constructed by competent house carpenters or skilled oystermen; the skills of boat builders familiar with the more complicated to construct rounded bows and rounded bilges were not needed.

One suggestion for the origin of the name skipjack which certainly seems appropriate is that it is an archaic English word meaning "inexpensive yet useful servant".[6] The typical cost of a skipjack in 1905 was $3000. It is said the skipjack is the most economical survivor of the Chesapeake sailing workboats.[7] The skipjack's wide beam, hard chine, and low freeboard provided a stable, large, working and storage platform. The single-masted rig, with sharp-headed mainsail (a few had gaff rigged mainsails) and large jib, was easy to handle, powerful in light winds, and handy in coming about quickly without losing way, which was so necessary for their continuous "licks" (passes) over the oyster beds.[8]

The first recorded herring-bone planked skipjack is the 1891 built *Ruby G. Ford*, which last

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[4] Howard I. Chappelle, "The Migration of An American Boat Type", (*Contributions from the Museum of History and Technology*, Paper 25, U.S. National Museum Bulletin 228, Washington D.C.: Smithsonian Institution, 1961), p. 148-149; and Howard I. Chappelle, *American Small Sailing Craft: Their Design, Development and Construction*, (New York, W.W. Norton & Company, 1951).

[5] Richard J. Dodds and Pete Lesher, editors, *A Heritage In Wood: The Chesapeake Bay Maritime Museum's Small Craft Collection* (St. Michaels, Maryland, Chesapeake Bay Maritime Museum, 1992), p. 45.

[6] Frederick Tilp, "Did You Know?", *Chesapeake Bay Magazine*, (Volume 15, Number 5, 1985), p. 15.

[7] Gillmer, p. 54.

[8] R. J. Holt, Introduction, in *Notes on Chesapeake Bay Skipjacks* by Howard I. Chappelle (St. Michaels, MD: Chesapeake Bay Maritime Museum, reprint of 1944 *American Neptune* article), unpaged and no date.

sailed about 1986 and is now abandoned and in ruins at Tilghman Island, Maryland.[9] Holt suggests the *Ford* may have been replanked as most of the early skipjacks were framed with fore and aft planking such as the *Kathryn*, built in 1901. Hard chine boats have no need for bottom frames because of their sturdy cross planked bottoms.[10]

By the 1930s a fleet which numbered close to two thousand in the early years of the century had dwindled dramatically as old vessels were abandoned in the face of low oyster prices and an almost non-existent market. This trend continued into the post World War II era which saw a revival of the oyster industry and a group of new skipjacks added to the fleet, bringing the numbers up into the 70s. By 1971 the fleet had dropped to 43 vessels, with a more or less steady decline since. Of the approximately 16 skipjacks still working the Chesapeake, just more than half date from the pre-1930s early period. Most of these have been rebuilt at least once and a few carry the same name although they have been completely rebuilt. A few survivors were built during the 1950s or 1970s.

Recent additions to the fleet include the *Dee of St. Mary's*, built in 1979, the *Connie Francis*, built in 1982, and the *Nathan of Dorchester*, under construction in 1993. Several vessels have been bought by individuals to be converted to yachts - a conversion which is not ideal due to the low hold height. Pleasure boaters often have required more head room which too often resulted in ugly cabin additions on deck.

The skipjack fleet has become a preservation priority in Maryland. The governor and the Maryland Historical Trust prepared a Skipjack Preservation Plan in 1988. One result of this effort was the creation of a shipyard along the waterfront of Fell's Point, Baltimore. Operated by the Lady Maryland Foundation's Maritime Institute, the yard repairs skipjacks using the labor of inner-city children under the supervision of trained shipwrights. Thus far several skipjacks have received repair work in this yard.

With the oyster harvest at an all time low and repeated threats of a moratorium on oystering in a desperate attempt to conserve the depleted oyster beds, the working skipjacks remaining in the fleet are in trouble. With little if any profit being made by their owners, the maintenance of the skipjacks is suffering. A few captains have attempted "dude" charters with mixed, but mostly limited success. Even the skipjack which is considered the Chesapeake's most economical sailing workboat cannot make a living for her owner when the oysters are too scarce to make a profit.

The extinction of America's last commercial fishing sailing fleet is unfortunately possible. This sailing fleet has survived as long as it has only due to the ban on power, although a powered push boat or yawl is allowed to motor the skipjack to and from the beds. Beginning in 1967 the skipjacks were allowed to dredge under power on Mondays and Tuesdays. In fact, most skipjacks today operate mostly on power days. Thus technically, much of the sailing fleet is not truly a working sailing fleet anymore.

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[9] Holt, *Ibid.*; and Fred Hopkins, phone interview by Ralph Eshelman, 1 September 1993.

[10] Gillmer, p. 50.

CONSTRUCTION AND CAREER OF *KATHRYN*

Kathryn was built in 1901, at Crisfield, Somerset County, Maryland, just off Tangier Sound. She was built with fore-and-aft planking typical of the early skipjacks and their predecessors and, unlike the more common *Ruby G.Ford*, was perhaps the first herring-bone planked skipjack. The early history of *Kathryn*'s builders and early owners is unknown because all the records of the Reedville, Virginia, customs office were destroyed by fire on January 31, 1921. From the annual *List of U.S. Merchant Vessels*, we know she was homeported in Crisfield with a crew of five until 1907 when her homeport changed to Tappahannock, Virginia, and her crew increased to six. In 1914 her homeport changed to Reedville, Virginia. On 21 October 1925, John E. Spriggs of Ewell, Maryland, and John C. Marshall bought *Kathryn* for $1,800 from J. A. Dodson of Fairport, Virginia, who had owned her since at least January 1921. It was during this period that *Kathyrn* was also used as a pound net boat.[11] Her homeport was changed back to Crisfield and her crew was reduced to five again.

On 15 October 1938, Wells W. Evans bought *Kathryn* for $608. Evans claimed that while dredging seed oysters, he loaded up the deck of *Kathryn* so heavily that when the boom went over to one side she almost capsized at Man-of-War Shoal in the upper Chesapeake Bay.[12] Evans sold her for "$5.00 etc." to Irving F. Cannon on 15 October 1945, who changed her homeport to Cambridge, Maryland. Malcolm "Mac" Wheatley bought a half interest on 19 February 1947, for "$5.00 etc." and served as captain of *Kathryn*. It was during Wheatley's term as master of the vessel that *Kathryn* received a major rebuild in 1954, including new deck and siding, at the Krantz Marine Railway at Harryhogan, Virginia. Photographs of this rebuild were published in *Chesapeake Sailing Craft*.[13] Cannon sold h half share to Wheatley on 27 May 1963, making Wheatley full owner.

On 26 August 1975, Johnnie R. Parkinson, Jr., bought *Kathryn* for $18,000 and changed her homeport back to Crisfield for the third time. Parkinson mortgaged *Kathryn* to Peninsula Bank in 1976. He paid off the mortgage on 19 May 1981, the day after he sold her for $40,000 to Herman Russell Dize and William James Roe, Jr., each half owners. Parkinson claims that while he worked *Kathryn*, she got caught in a sudden storm with 80 mph winds before the sails could be shortened or taken in, driving the vessel over so far that the port side of the cabin was under water. Only an extraodinarily well built vessel could survive such treatment.[14] Dize, who's 87-year-old father Daniel Dize worked one of the dredges of *Kathryn* at age 16, bought out Roe and became the sole and present owner on 1 October 1991.
Dize intends to work *Kathryn* so long as he can make a living from her. Like most of the

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[11] Dize interview.

[12] Dize interview.

[13] Robert H. Burgess, *Chesapeake Bay Sailing Craft* Pt. 1., (Cambridge, MD: Cornell Maritime Press, 1975), pp. 217-220.

[14] Dize interview.

captains of the skipjack fleet, a share of the oyster profits go back into the maintenance of the boat to prepare her for another season. However, it is the pride Dize has for his boat that gives *Kathryn* the best chance for survial.

9. MAJOR BIBLIOGRAPHICAL REFERENCES

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Tilp, Frederick. "Did You Know?", *Chesapeake Bay Magazine*, Volume 15, Number 5, 1985.

Previous documentation on file (NPS):

___ Preliminary Determination of Individual Listing (36 CFR 67) has been requested.
_X_ Previously Listed in the National Register.
___ Previously Determined Eligible by the National Register.
___ Designated a National Historic Landmark.
___ Recorded by Historic American Buildings Survey: #
___ Recorded by Historic American Engineering Record: #

Primary Location of Additional Data:

___ State Historic Preservation Office
___ Other State Agency
___ Federal Agency
___ Local Government
___ University
___ Other (Specify Repository):

10. GEOGRAPHICAL DATA

Acreage of Property:

UTM References: Zone Easting Northing
A 18 384240 4285550

Verbal Boundary Description:

All that area encompassed within the extreme length and breadth of the vessel.

Boundary Justification:

The boundary incorporates the entire area of the vessel as she lays at her berth.

11. FORM PREPARED BY

Name/Title: Ralph E. Eshelman, Maritime Historian
(and heavy use of the Chesapeake Bay Skipjack Fleet National Register Nomination by Mary Ellen Hayward)

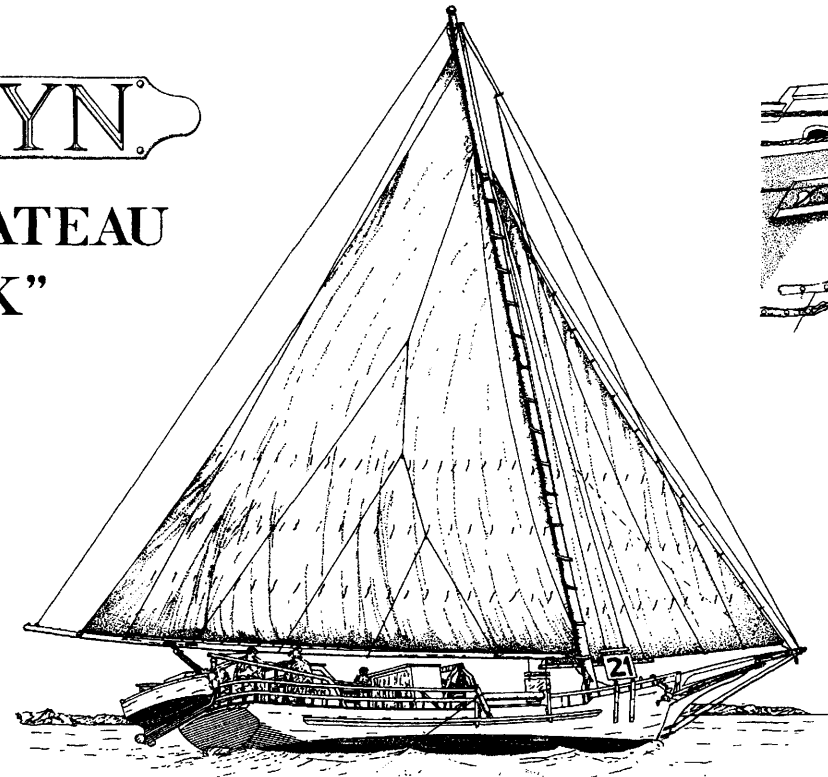
Address: Academy of Natural Sciences
Benedict Estuarine Research Laboratory
Benedict, Maryland 20612

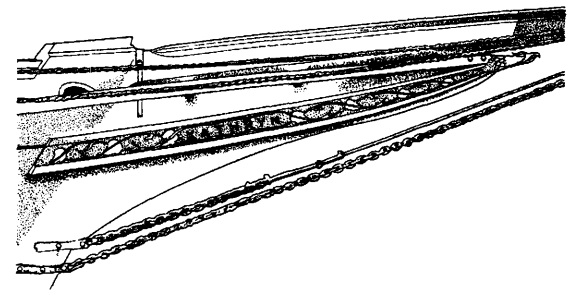
Telephone: 301/274-3134 or 410/326-4877

Date: September 26, 1993

KATHRYN

TWO-SAIL BATEAU "SKIPJACK" 1901

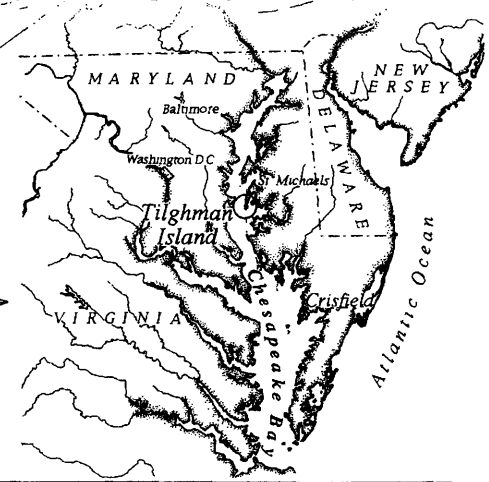




KATHRYN is an early example of the two-sail bateau, or "skipjack," an oyster dredging vessel that appeared in numbers on the Chesapeake Bay in the late 1890's Skipjacks were cheaper and easier to build than the pungies, bugeyes, and sloops that were previously built for dredging oysters on the Chesapeake. In the twentieth century, skipjacks became the dominant vessel type in the Maryland oyster fishery. Maryland law restricted the use of power vessels for oyster dredging, which has kept skipjacks active in the fishery to the present day The Maryland skipjacks are today the only fleet of commercial fishing vessels still working under sail. The presence of oyster diseases, particularly MSX (Multinucleate Sphere Unknown) and the fungus Dermo, have wiped out many of the once abundant oyster beds on the Chesapeake Bay. These diseases are threatening the entire oyster fishery and may force the few remaining skipjacks out of the industry

KATHRYN is not typical of the skipjacks in her construction. Most skipjacks were cross-planked and built principally of pine. KATHRYN's bottom is planked fore-and-aft, and most of her original structural members and her bottom planks are oak. This construction technique allowed the builders to round the chine much more than is found on cross-planked skipjacks. KATHRYN is the only skipjack known to have fore-and-aft planking and a rounded chine.

KATHRYN was built in Crisfield, Maryland, in 1901. Her builder is not precisely known but credited to James E. and George L. Dougherty First owned by William E Dougherty, she was named after his youngest daughter of two years As a bank officer and owner of a hardware company, William Dougherty sold his small investment in 1907 KATHRYN has since served several different owners, working the waters of Chesapeake Bay in both Virginia and Maryland. From Crisfield, she went to Reedville, Virginia, then to Fairport. By 1921, she was back in Crisfield. Other home ports in Maryland include Cambridge, Baltimore, and Tilghman. In 1954, she was extensively rebuilt in the Krentz shipyard in Harryhogan, Virginia, but maintained her original form and many of her original oak timbers. Since 1981, she has been owned by Herman Russell Dize of Tilghman. KATHRYN continues to dredge the bay during the oyster season. As under former owners, she continues to compete in and often win the annual skipjack races



Locator Map

Statute Miles
0 25 50 75 100

Kilometers
0 25 50 75 100

In May 1985, KATHRYN was nominated to the National Register of Historic Places as part of a group of 22 dredgeboats Since then she has also become a National Historic Landmark. She is the oldest of the true "skipjacks," or of the two-sail bateau built expressly for the oyster trade. KATHRYN is the second vessel of this fleet to be completely documented for the Historic American Engineering Record. The first was E. C COLLIER, a skipjack of more standard construction built in 1910

This recording project was undertaken by the Historic American Engineering Record (HAER), Robert J Kapsch, Chief. HAER is a division of the National Park Service, which is committed to the documentation of America's engineering, industrial and maritime heritage The project was co-sponsored by the Chesapeake Bay Maritime Museum (CBMM), John R. Valliant, Executive Director Funding was managed by the Maryland Historical Trust and the Council of American Maritime Museums with a non-capital grant from the Sally Kress Tomkins Maritime Internship.

The project leader was Todd Croteau (HAER Maritime Program Coordinator). The field team consisted of Martin Peebles, supervisor (East Carolina University), Shawn Brennan (Norwich University) and Brian Kimura (Miami University). Historic research was prepared by Pete Lesher (CBMM staff writer) and Norman Plummer (volunteer). Invaluable technical assistance and expertise was contributed throughout the project by Tom Howell and Richard Scofield (CBMM Boatshop staff), Josef Leiner (volunteer) and Russell Dize (KATHRYN's owner). Formal photography by Jet Lowe (HAER).

OFFICIAL DESCRIPTION

Official No.	*161189*
Built:	*Crisfield, Maryland*
Length:	*50.0'*
Beam:	*16.8'*
Depth	*4.2'*
Gross Tonnage:	*12*
Net Tonnage:	*12*
Rig	*Sloop (Skipjack)*

DELINEATED BY BRIAN KIMURA, 1995

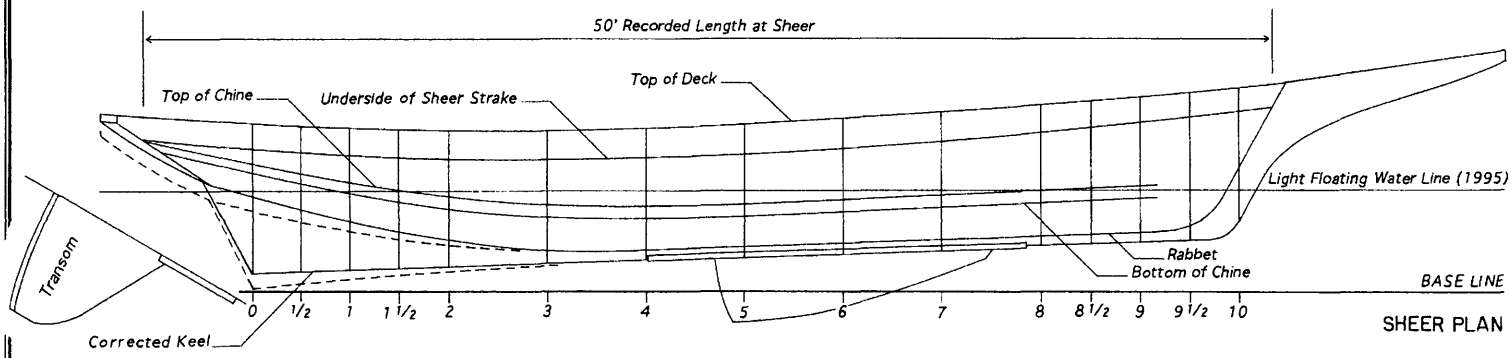
KATHRYN RECORDING PROJECT
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR

KATHRYN - Two Sail Bateau "Skipjack"
DOGWOOD HARBOR
TALBOT COUNTY
MARYLAND
TILGHMAN VICINITY

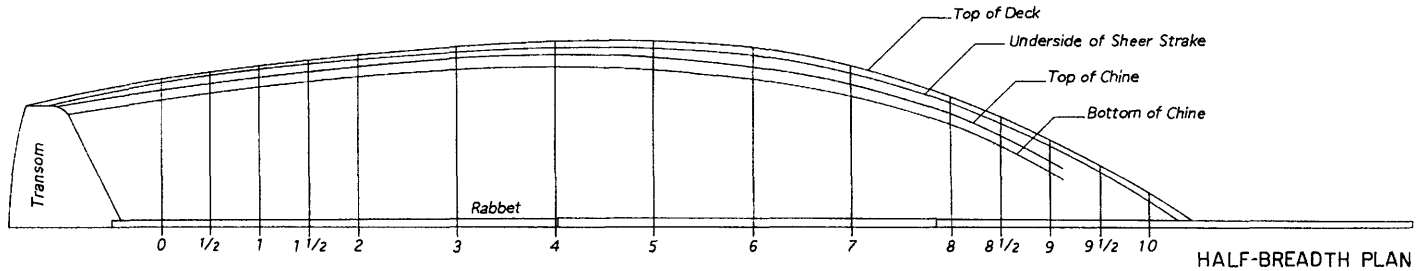
SHEET 1 of 8

HISTORIC AMERICAN ENGINEERING RECORD MD 117

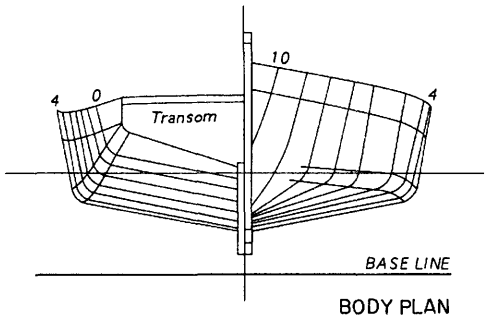
LINES PLANS



SHEER PLAN



HALF-BREADTH PLAN



BODY PLAN

KATHRYN's lines were lifted on the inclined marine railway at the Chesapeake Bay Maritime Museum, St. Michael's, Maryland. Due to railway obstructions, recording stations could not be established at regular intervals. 17 stations were set up between the rail blocks, and set closer together toward the bow and stern to better record hull shape. The bottom centerline of the keel served as the primary datum for the section stations. Each section station consisted of a horizontal rule set perpendicular to the vessel's centerline. A plumb bob was hung from a tape measure to record the vertical position of points along the horizontal rule. Another line level and tape measure were run under the length of the vessel to serve as a secondary or check datum. A plumb measure was used to record the stem and stern profiles as well as distortion or "hogging" along the keel.

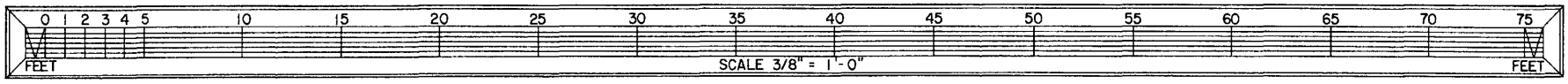
All of KATHRYN's line drawings are based on a corrected or straight keel. The keel's existing form is represented in the Sheer Plan with a deshed line. In addition to a stem sag of about eight inches, some hollow deadrise was also evident at midship between the keel and the chine on both sides. This distortion measured about three inches in the port side and two inches in the starboard side. These distortions were left out of the line drawings to preserve clarity.

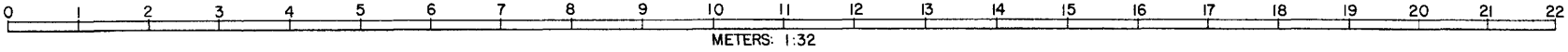
Accuracy of field notes is ± 1/8 inch. The lines were plotted and corrected according to the original 17 stations. The stations were replotted into 10 section format for easier comprehension.

TABLE OF OFFSETS

All dimensions given in feet, inches and eighths of an inch.

	STATION	0	1/2	1	1 1/2	2	3	4	S	6	7	8	8 1/2	9	9 1/2	10
Heights Above Base	Sheer	6-4-4	6-2-2	6-0-4	6-0-0	6-0-0	6-0-0	5-9-7	6-1-4	6-4-0	6-7-6	7-0-2	7-3-2	7-6-0	7-8-4	8-0-0
	Chine Top	5-9-4	5-3-6	4-11-6	4-7-0	4-3-4	3-11-5	3-10-0	4-0-0	4-2-0	4-5-4	4-8-0	4-9-0	4-10-0		
	Chine Bottom	5-4-0	4-11-4	4-5-4	4-0-2	3-8-3	3-4-0	3-2-5	3-4-4	3-7-4	3-10-0	4-0-0	4-1-0	4-2-6		
	Rabbet	4-3-2	3-8-7	3-2-2	2-8-6	2-4-0	1-11-4	1-10-6	2-0-4	2-2-4	2-4-0	2-6-4	2-7-1	2-8-0	3-0-0	5-8-0
Half Breadths	Sheer	6-4-0	6-8-6	7-0-0	7-3-0	7-6-0	7-10-0	8-1-0	7-11-4	7-7-2	6-10-2	5-8-0	4-8-4	3-7-4	2-6-4	1-3-0
	Chine Top	6-1-0	6-4-2	6-8-2	6-10-0	7-1-0	7-5-4	7-7-4	7-5-4	7-1-0	6-4-4	5-1-4	4-1-4	2-11-4		
	Chine Bottom	5-9-6	5-11-6	6-2-0	6-5-0	6-8-2	7-0-2	7-1-2	7-0-0	6-6-2	5-11-0	4-9-0	2-7-4	2-6-0		
	Rabbet	0-3-4	0-3-4	0-3-4	0-3-4	0-3-4	0-3-4	0-3-4	0-3-4	0-3-4	0-3-4	0-3-4	0-3-4	0-3-4	0-3-4	0-3-4





KATHRYN - Two Sail Bateau "Skipjack"
DOGWOOD HARBOR
TALBOT COUNTY
TILGHMAN VICINITY
MARYLAND

HISTORIC AMERICAN ENGINEERING RECORD
MD - 117

SHEET 2 of 8

KATHRYN RECORDING PROJECT
UNDERWATER ARCHAEOLOGY BRANCH, NATIONAL PARK SERVICE

DELINEATED BY MARTIN PEEBLES, 1995

HULL HISTORY

The KATHRYN was recorded as she existed during the summer of 1995. The overall dimensions conform to the official documentation papers of 1902, registered one year after construction. The vessel was completely overhauled in 1954, which involved some extensive repairs to the hull and the complete rebuilding of the main deck. Age has caused some distortion of the original lines but the presence of older timbers suggests that the vessel retained its original form of hull construction. (See Sheets 5 & 6) The effects of hogging are represented in the sheer plan (Sheet 2) but left out of the other drawings for clarity.

MATERIALS: Woods referred to throughout the drawings are white oak, pine and fir. The distinction between loblolly and long-leaf pine is not made due to their similar appearance, although the regional abundance of loblolly would suggest its predominant use.

The hull was constructed principally of oak. All frames observed by the recording team are oak. Hull strakes at and below the chine are mostly oak with a few pine replacement timbers. Hull strakes above the chine are pine.

The deck is constructed of various materials. Deck beams are mostly pine with a few oak timbers under the winders and at the stern (See Sheet 5, note 7). Deck planks are mostly fir with some pine replacements. The waterways and rails are also oak.

MODIFICATIONS: Changes to KATHRYN's outward appearance include the construction of the raised doghouse or companionway above the main cabin by the present owner.

The forepeak hatch was also replaced by one of lower profile. Changes to the interior may have occurred during the 1954 reconstruction or at some later date. These included the removal of the chain locker and the construction of another bulkhead to form another berthing area in the forepeak.

The KATHRYN also exhibits several modernizations of the contemporary oyster fishery. These include diesel powered winders, electric davit winches and remote throttles for controlling the yawl boat. Her stainless steel rudder and hydraulic steering system are not typical. The hull is also covered with fiberglass above and around the chine. Other modifications are noted in the drawings.

RIGGING

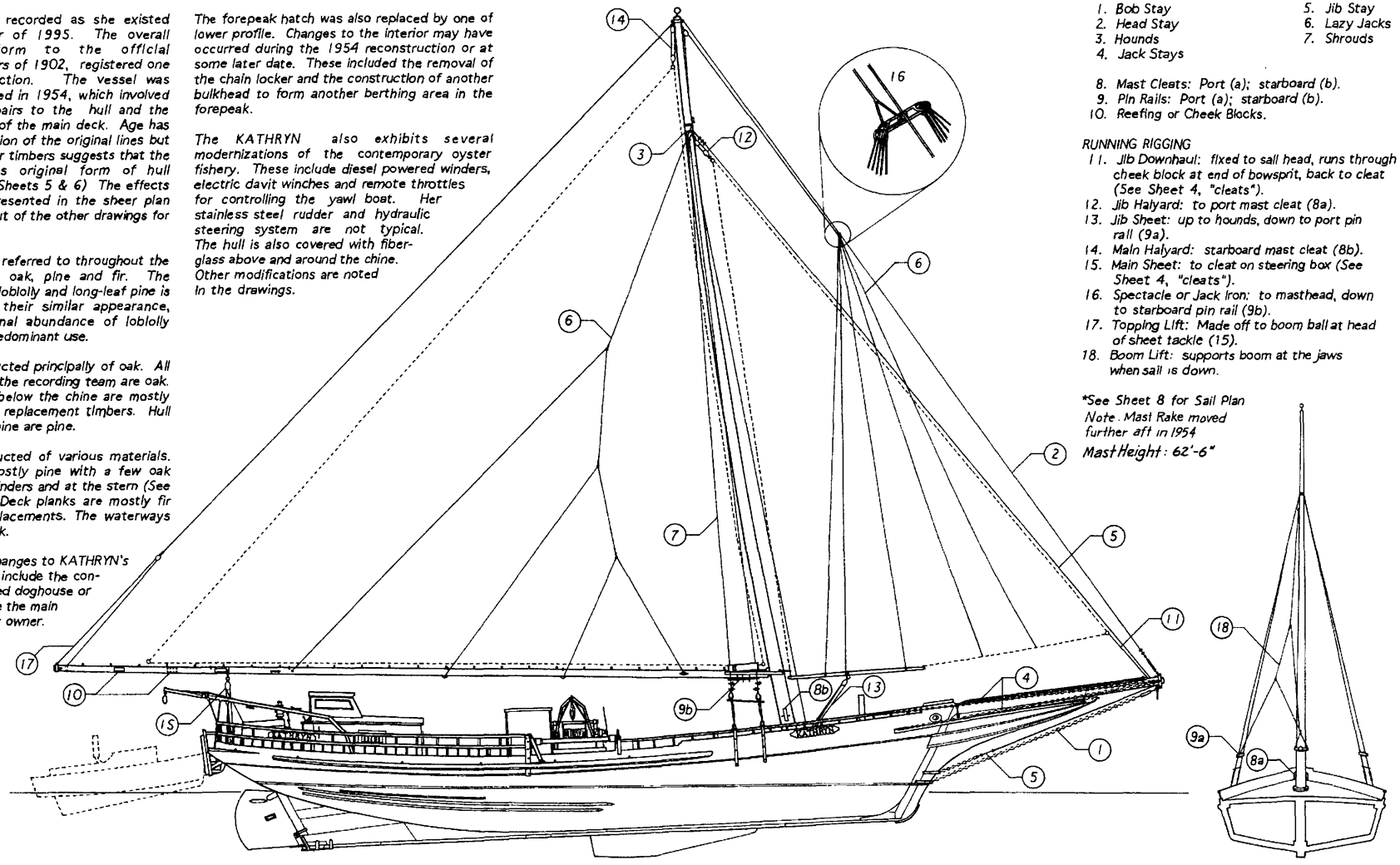
1. Bob Stay
2. Head Stay
3. Hounds
4. Jack Stays
5. Jib Stay
6. Lazy Jacks
7. Shrouds

8. Mast Cleats: Port (a); starboard (b).
9. Pin Rails: Port (a); starboard (b).
10. Reefing or Cheek Blocks.

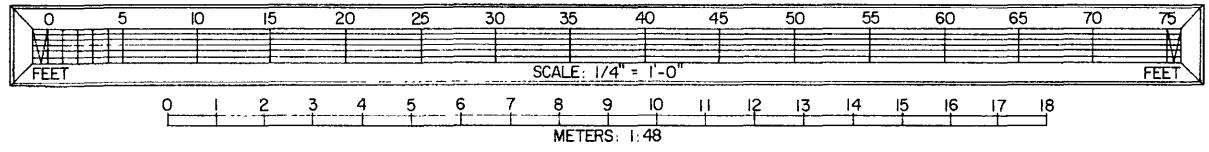
RUNNING RIGGING

11. Jib Downhaul: fixed to sail head, runs through cheek block at end of bowsprit, back to cleat (See Sheet 4, "cleats").
12. Jib Halyard: to port mast cleat (8a).
13. Jib Sheet: up to hounds, down to port pin rail (9a).
14. Main Halyard: starboard mast cleat (8b).
15. Main Sheet: to cleat on steering box (See Sheet 4, "cleats").
16. Spectacle or Jack Iron: to masthead, down to starboard pin rail (9b).
17. Topping Lift: Made off to boom ball at head of sheet tackle (15).
18. Boom Lift: supports boom at the jaws when sail is down.

*See Sheet 8 for Sail Plan
Note: Mast Rake moved further aft in 1954
Mast Height: 62'-6"



HULL PROFILE & RIGGING



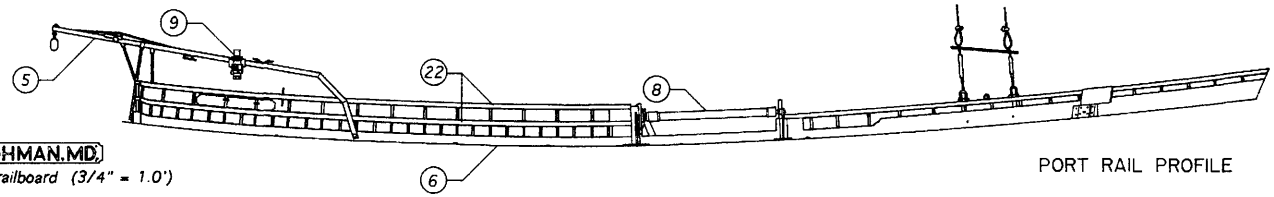
DELINEATED BY SHAWN BRENNAN & MARTIN PEEBLES, 1995

KATHRYN RECORDING PROJECT
UNDER THE AUSPICES OF THE NATIONAL PARK SERVICE, HISTORIC AMERICAN ENGINEERING RECORD, NATIONAL PARK SERVICE, U.S. DEPARTMENT OF THE INTERIOR

KATHRYN - Two Sail Bateau "Skipjack"
DOGWOOD HARBOR
TALBOT COUNTY
TILGHMAN VICINITY
MARYLAND

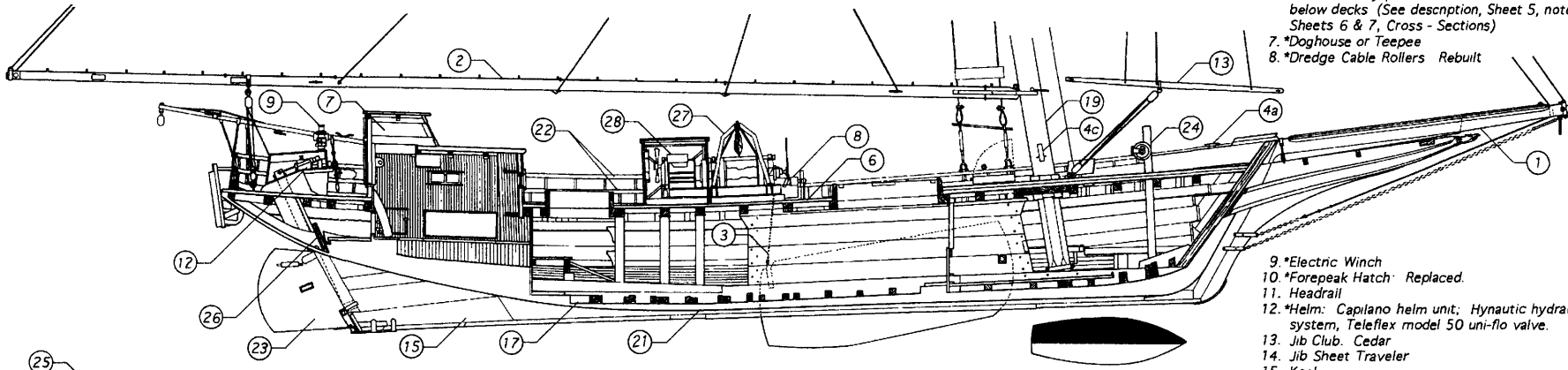
SHEET 3 of 8

HISTORIC AMERICAN ENGINEERING RECORD MD - 117

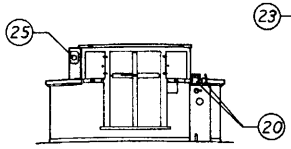


TILGHMAN, MD.
Port Trailboard (3/4" = 1.0')

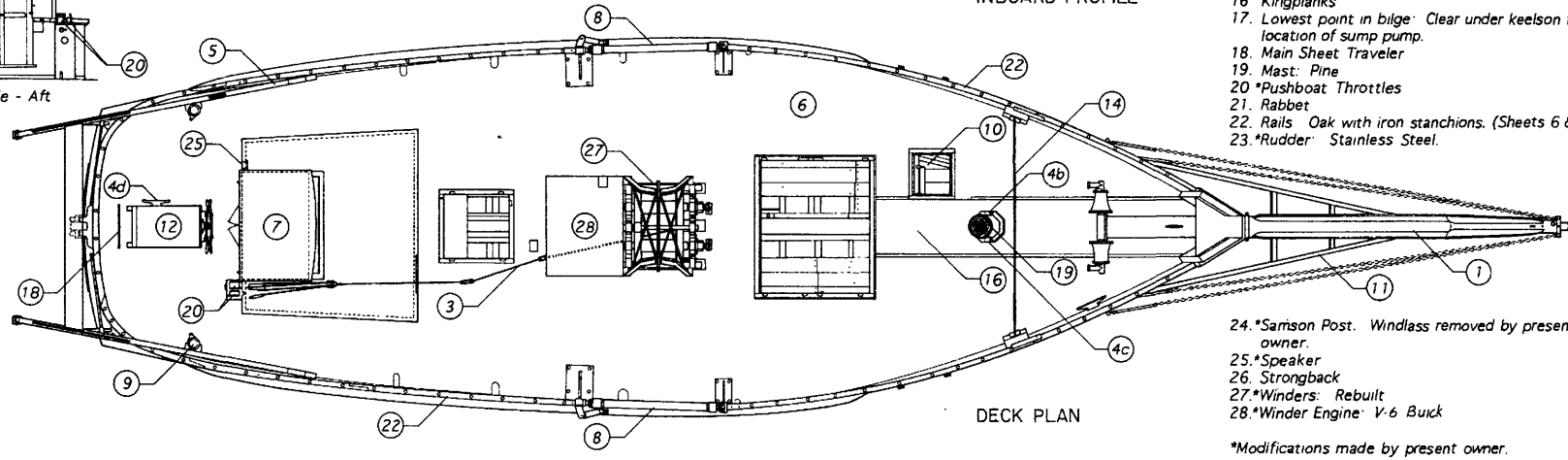
PORT RAIL PROFILE



INBOARD PROFILE



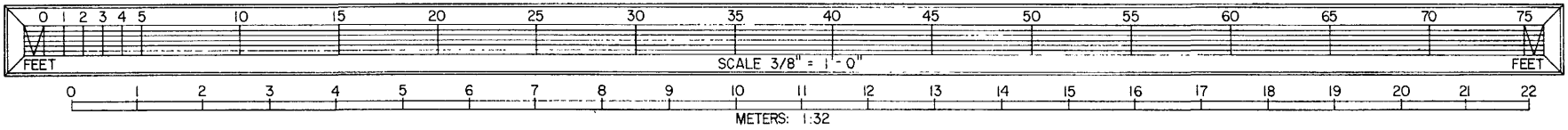
Cabin Profile - Aft



DECK PLAN

1. *Bowsprit: Walking boards fitted by present owner.
2. *Boom Laminated Douglas Fir
3. Centerboard Hauling Line
4. Cleats: Jib downhaul (a), Jib Halyard (b), Main Halyard (c), Main Sheet (d). (See Sheet 3 for other running lines.)
5. *Davits. Iron with stainless steel struts
6. Deck: Heavily painted. Construction is visible below decks (See description, Sheet 5, note 8; Sheets 6 & 7, Cross - Sections)
7. *Doghouse or Teepee
8. *Dredge Cable Rollers Rebuilt
9. *Electric Winch
10. *Forepeak Hatch: Replaced.
11. Headrail
12. *Helm: Capilano helm unit; Hynautic hydraulic system, Teleflex model 50 uni-flo valve.
13. Jib Club. Cedar
14. Jib Sheet Traveler
15. Keel
16. Kingplanks
17. Lowest point in bilge: Clear under keelson for location of sump pump.
18. Main Sheet Traveler
19. Mast: Pine
20. *Pushboat Throttles
21. Rabbet
22. Rails Oak with iron stanchions. (Sheets 6 & 7)
23. *Rudder: Stainless Steel.
24. *Samson Post. Windlass removed by present owner.
25. *Speaker
26. Strongback
27. *Winders: Rebuilt
28. *Winder Engine: V-6 Buick

*Modifications made by present owner.



DELINEATED BY: BRIAN KIMURA, 1995

KATHRYN RECORDING PROJECT
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR

KATHRYN - Two Sail Bateau "Skipjack"
DOGWOOD HARBOR
TALBOT COUNTY
MARYLAND

TILGHMAN VICINITY

SHEET 4 of 8

HISTORIC AMERICAN ENGINEERING RECORD MD - 117

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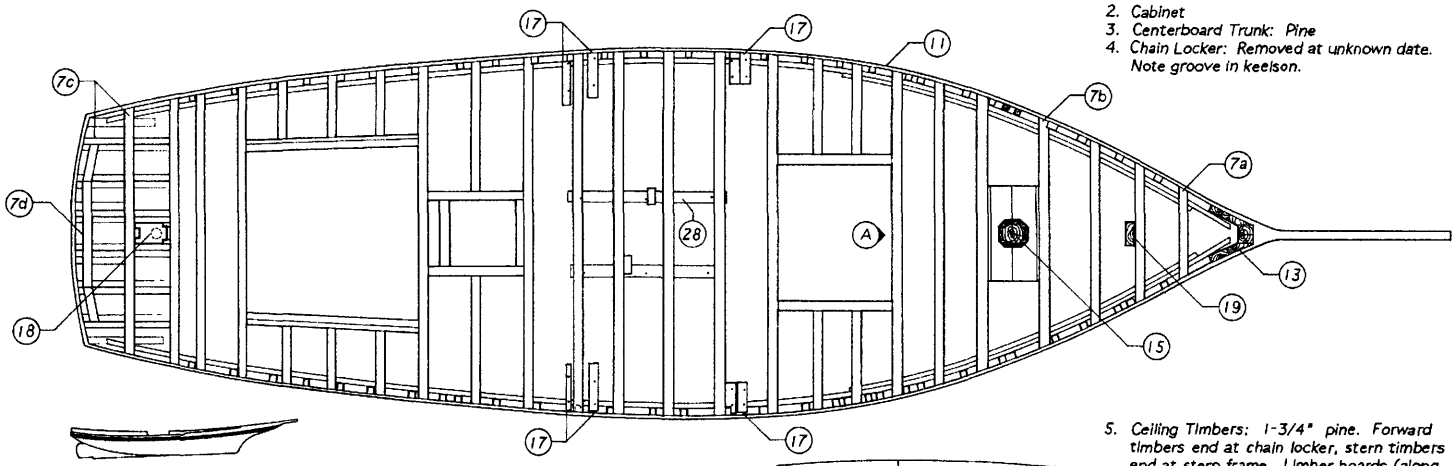
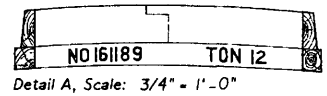
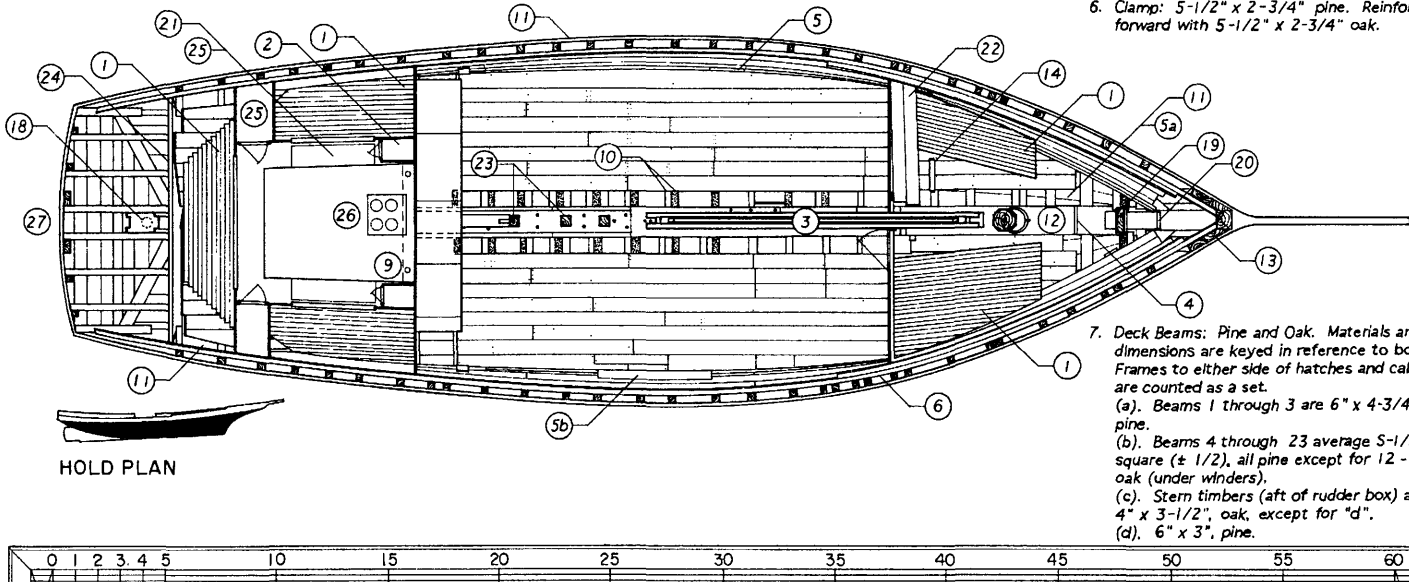


MAIN DECK STRUCTURAL PLAN



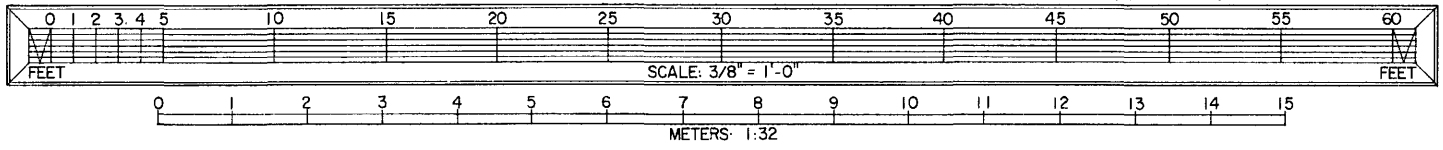
Detail A, Scale: 3/4" = 1'-0"



HOLD PLAN

1. Berth
2. Cabinet
3. Centerboard Trunk: Pine
4. Chain Locker: Removed at unknown date. Note groove in keelson.
5. Ceiling Timbers: 1-3/4" pine. Forward timbers end at chain locker, stern timbers end at stern frame. Limber boards (along keelson) not present in main hold. Ceiling timbers were removed by the recording team to inspect frame members along the keelson (a) and at the chine (b).
6. Clamp: 5-1/2" x 2-3/4" pine. Reinforced forward with 5-1/2" x 2-3/4" oak.
7. Deck Beams: Pine and Oak. Materials and dimensions are keyed in reference to bow. Frames to either side of hatches and cabin are counted as a set.
   (a). Beams 1 through 3 are 6" x 4-3/4", pine.
   (b). Beams 4 through 23 average 5-1/2" square (± 1/2), all pine except for 12 - 15, oak (under winders).
   (c). Stern timbers (aft of rudder box) are 4" x 3-1/2", oak, except for "d".
   (d). 6" x 3", pine.
8. Deck Planks (not shown) : Mostly fir with some pine replacements. Construction is parallel to the centerline, ends tapered to the waterway. Timbers are 1-3/4" thick. Widths average 3-1/2" to 4", with some inboard timbers measuring 5" to 7". (See cross-sections in sheets 6 and 7.)
9. Drain.
10. Frames: Oak. Dimensions and pairing are highly irregular due to use of new and old timbers (See Sheet 6). 20 sets exposed from bow (inaccessible under main cabin), two more exposed aft of main cabin. First set fitted against stem knee. Sets 2 through 18 mortised into keelson. Sets 19 and 20 pass under keelson. Older timbers are designated [redacted] (see note 16).
11. Hull Strakes: Predominately oak at and below chine. Pine replacement noted under ceiling, aft of main cabin. Strakes above chine are pine.
12. Keelson: Oak. (Aft section inaccessible.) The keelson forward of the main cabin was formed in two sections, scarfed between frame sets 15 and 20. The aft section was 1'-2" wide. The forward section is 1'-4" wide x 10-1/2" at the garboard strake, tapered at the bow.
13. Knight Heads: 11" x 4" oak.
14. Ladder: Iron.
15. Mast: 1'-1-1/2" Pine.
16. Older timbers (original?): Only a few timbers could be positively identified as older as determined by their worn appearance and structural characteristics. (See Sheet 6). These include the forward section of the keelson and several frames, mostly below the chine. Designated [redacted].
17. Roll Bar Mounts
18. Rudder Box: Interior inaccessible. Composite oak (front) and pine.
19. Sampson Post: Oak, 1'-2" x 5", tapered to 5" x 5" at foot. Mortised into stem knee. Replaced by current owner, 1995.
20. Stem Knee: Oak
21. Settee.
22. Shelf.
23. Stanchions: Oak, 5-1/2" square.
24. Strong Back: Pine, composite construction. Top piece is 5" square. Bottom piece is 1'-3" at center, tapered to sheer and beam. (See Sheet 4, Side Section.)
25. Storage: Aft of side berths, under settee.
26. Stove
27. Transom: All timbers are oak. Fore and aft frames average 3-3/4" sided (See Sheet 4, Side Section, for molded). Diagonal braces are 6-3/4" x 2". Side molding is 8" x 6", rounded at chine.
28. Winder mount

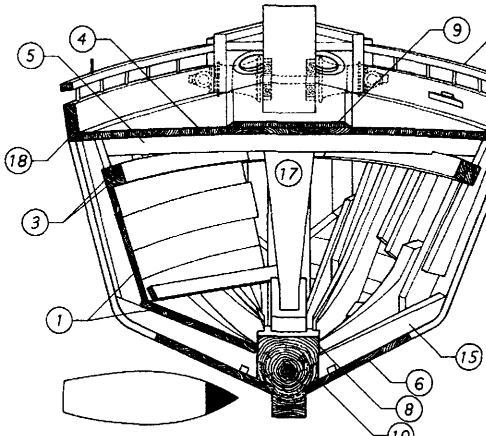
Woods referred to are white oak, pine and fir. (See Sheet 3, "Hull History" for overview of wood types and reconstruction.) The keel sections are fastened with drift pins. All other hull fastenings observed by the HAER team were nails.



DELINEATED BY: SHAWN BRENNAN, 1995
KATHRYN RECORDING PROJECT
UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE HISTORIC AMERICAN ENGINEERING RECORD

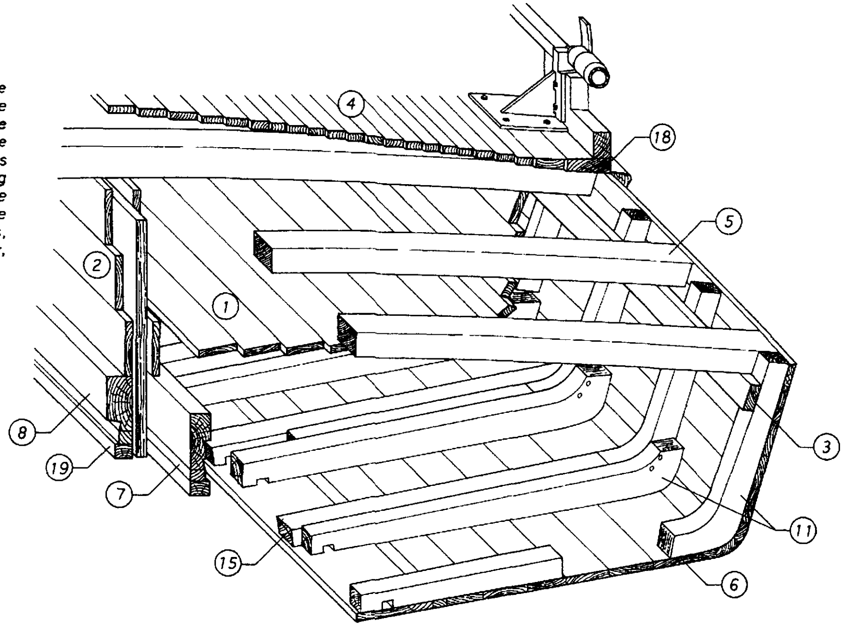
KATHRYN - Two Sail Bateau "Skipjack"
DORWOOD HARBOR
TALBOT COUNTY
TILGHMAN VICINITY
MARYLAND

HISTORIC AMERICAN ENGINEERING RECORD MD - 117
SHEET 5 ~ 8

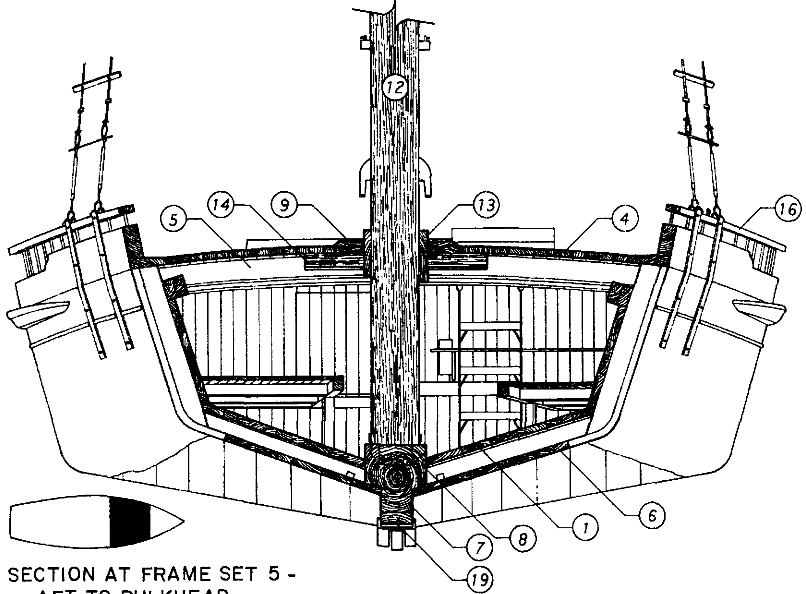


SECTION AT FRAME SET 4 - TO BOW

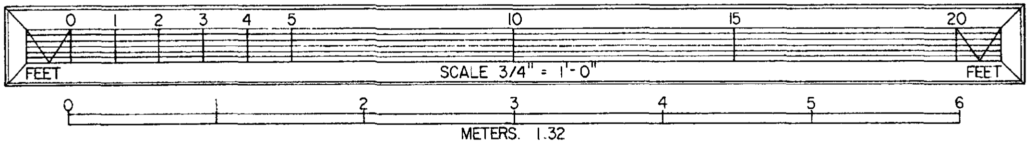
NOTES: Fiberglass prevented the measurement of the hull strakes above and around the chine except where ceiling timbers were removed (See Sheet 5). The Structural Conception is based on the partial removal of ceiling timbers, measured probing and the study of nail patterns. Note also the difference between new frames, replaced in 1954 (11) and older, possibly original frames (15)



STRUCTURAL CONCEPTION
FRAME SETS 13 - 16, STARBOARD



SECTION AT FRAME SET 5 - AFT TO BULKHEAD



1. Ceiling: 1-3/4" pine. Width = approximately 9" ± 1". Timbers not shown in "Bow Section" to expose forward frames
2. Centerboard Trunk: Pine. (See Sheet 7)
3. Clamp: 5-1/2" x 2-3/4" pine. Reinforced toward bow with 5-1/2" x 2-3/4" oak
4. Deck: Mostly fir with some pine replacements 1 3/4" thick, widths average 3-1/2" to 4", with some inboard timbers measuring 5" to 7".
5. Deck Beams. mostly pine, average 5 1/2" square (± 1") Beams shown in "Construction Detail" are oak. (See Sheet 5)
6. Hull Strakes Thickness estimated 2", widths are highly irregular Mostly Oak below the chine with some pine replacements noted (See Sheet 5, note 11). Chine also fashioned of oak. Timbers examined above the chine are pine.
7. Keel: Oak. Average width = 8" (±1). Traditionally separate from the keelson, the dotted line indicates the probable seam below the rabbet for more watertight construction.
8. Keelson: Oak. Averages 1'-4" wide x 10-1/2" at the garboard strake. (See Sheet 5, note 12)
9. Kingplank: wood type not determined due to heavy coat of paint.
10. Limber Holes
11. New Frames: Oak Not mortised into the keelson. Knees are rounded, not grown, at the chine. Dimensions are highly irregular, generally molded 1/2" larger than older frames (15).
12. Mast: 1'-1-1/2" Pine. Iron hoop at foot, traditionally mortised into keelson (dimensions not determined). Sides at and below deck are faceted for insertion of mast chocks (See Sheets 4 & 5).
13. Mast Chocks: 2" thick pine, faceted between mast, deck and partners.
14. Mast Partners. 3-1/2" x 11" oak (See Sheet 5)
15. Old Frames: Oak. Mortised into the keelson. Tapered at the chine Dimensions are highly irregular.
16. Rails: 3-1/2" x 1-3/4" oak, fastened with iron stanchions.
17. Samson Post: Oak. 1'-2" x 5" at the head, tapered to 5" x 5" at the foot, mortised into stem knee.
18. Waterway. Oak
19. Worm Shoe: Traditionally Pine Average 3" x 8" (± 1"), except at centerboard, maximum width = 10"

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KATHRYN RECORDING PROJECT
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR

TILGHMAN VICINITY

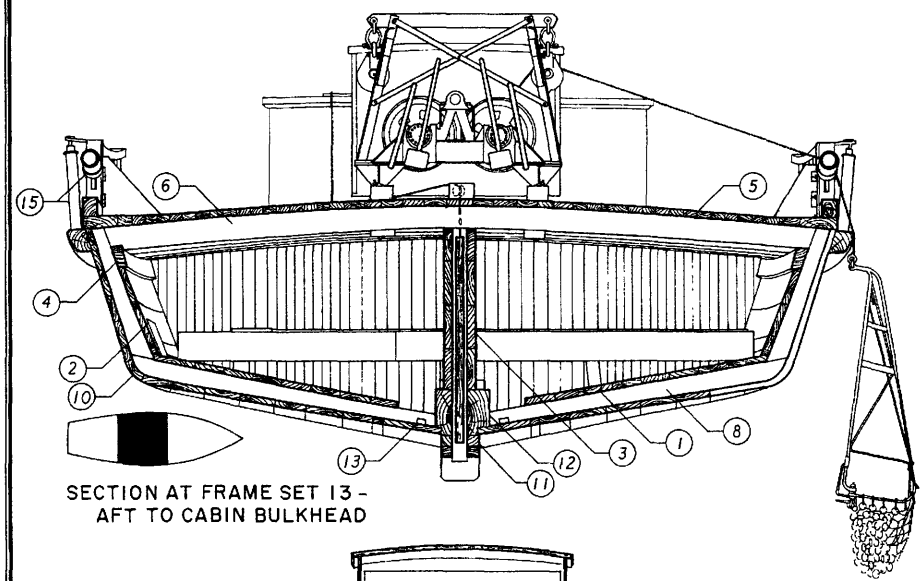
KATHRYN - Two Sail Bateau "Skipjack"
DOGWOOD HARBOR
TALBOT COUNTY

MARYLAND

SHEET 6 OF 8

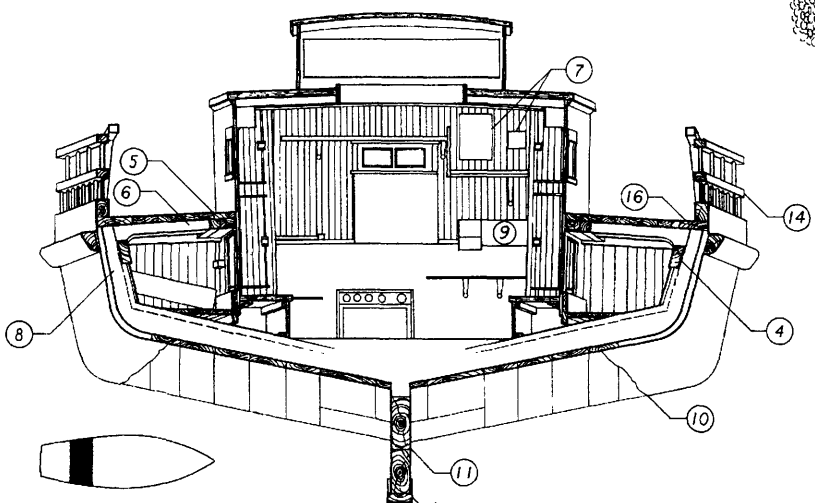
HISTORIC AMERICAN ENGINEERING RECORD
MD - 117

NOTES: Fiberglass prevented the measurement of the hull strakes above and around the chine, except where ceiling timbers were removed (2). The winders were built by the Hettinger Engine Company in Bridgeton, New Jersey. Operation of the brake (17) and the clutch (18) are detailed below. The dredge is shown in profile as it would be hauled over the roll bars. For a more complete detail of dredge and winder operation, refer to HAER, MD-77, E.C. Collier Recording Project, Sheet 8 of 8.

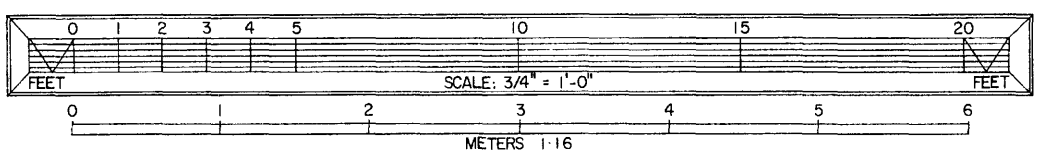


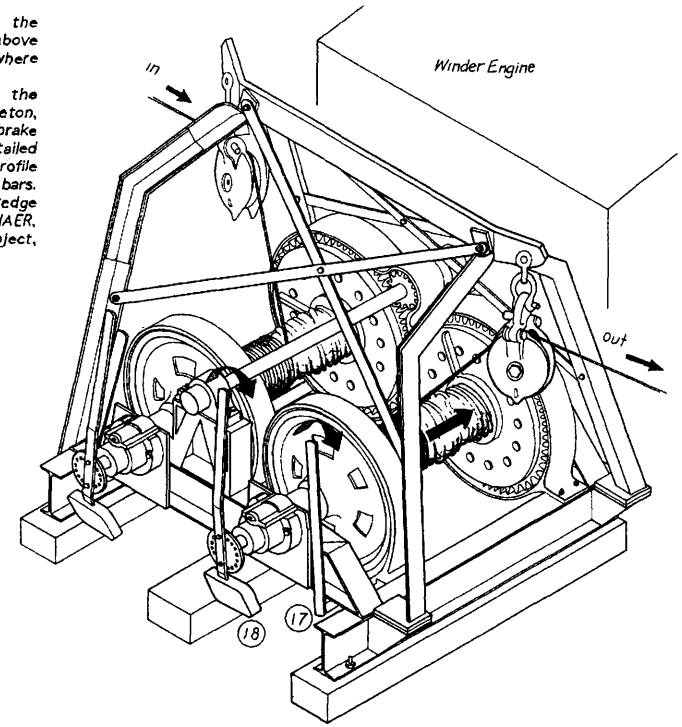
SECTION AT FRAME SET 13 - AFT TO CABIN BULKHEAD

Dredge Basket
oysters stored on deck



SECTION AT CABIN HATCH - FORWARD TO CABIN BULKHEAD





WINDER DETAIL

1. Ceiling: 1-3/4" pine. Width = approximately 9" ± 1". Timbers not shown in "Bow Section" to expose forward frames.
2. Ceiling timber removed by HAER team for access to frames and outer strakes.
3. Centerboard Trunk: Cuts through keel and keelson. Trunk walls are constructed of 2" x 11-1/2" pine.
4. Clamp: 5-1/2" x 2-3/4" pine.
5. Deck: Mostly fir with some pine replacements. 1 3/4" thick, widths average 3-1/2" to 4", with some inboard timbers measuring 5" to 7".
6. Deck Beams: mostly pine, average 5-1/2" square (± 1"). Beams under winders are oak. (See Sheet 5)
7. Electrical Boxes.
8. Frames: Oak. Sided dimensions are highly irregular. Molded dimensions average 3" at the keelson. Frames shown in section 13 are possibly original. (See Sheet 6 for comparison with new frames.)
9. Fuse Box.
10. Hull Strakes: Thickness estimated 2", widths are highly irregular. Mostly Oak below the chine with some pine replacements noted (See Sheet 5, note 11). Chine also fashioned of oak. Timbers examined above the chine are pine.
11. Keel: Oak. Average width = 8" (± 1). Traditionally separate from the keelson, the dotted line indicates the probable seam below the rabbet for more watertight construction.
12. Keelson: Oak. Averages 1'-4" wide x 10-1/2" at the garboard strake. (See Sheet 5, note 12.)
13. Limber Holes.
14. Rails: 3-1/2" x 1-3/4" oak, fastened with iron stanchions.
15. Roller Bars.
16. Waterway: Oak.
17. Winder Brake: Used for controlling dredge payout. Outboard position pulls iron strap around forward wheel.
18. Winder Clutch: Used for hauling in dredge. Outboard position shifts cable barrel backward into gear. When handle is released, the weight at the bottom pulls winders out of gear.
19. Worm Shoe: Traditionally Pine. Average 3" x 8" (± 1"), except at centerboard, maximum width = 10".

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KATHRYN - Two Sail Bateau "Skipjack"
DOGWOOD HARBOR
TALBOT COUNTY
TILGHMAN VICINITY
MARYLAND

SHEET 7 of 8

HISTORIC AMERICAN ENGINEERING RECORD
MD - 117

NOTES: Sails are made of dacron with nylon stitching. The jib had a built-in draft of about six inches at the foot. The main sail had no discernible draft. The mast hoops and jib hanks are not part of KATHRYN's sail rig. They are shown for demonstration only.

SAIL DIMENSIONS:

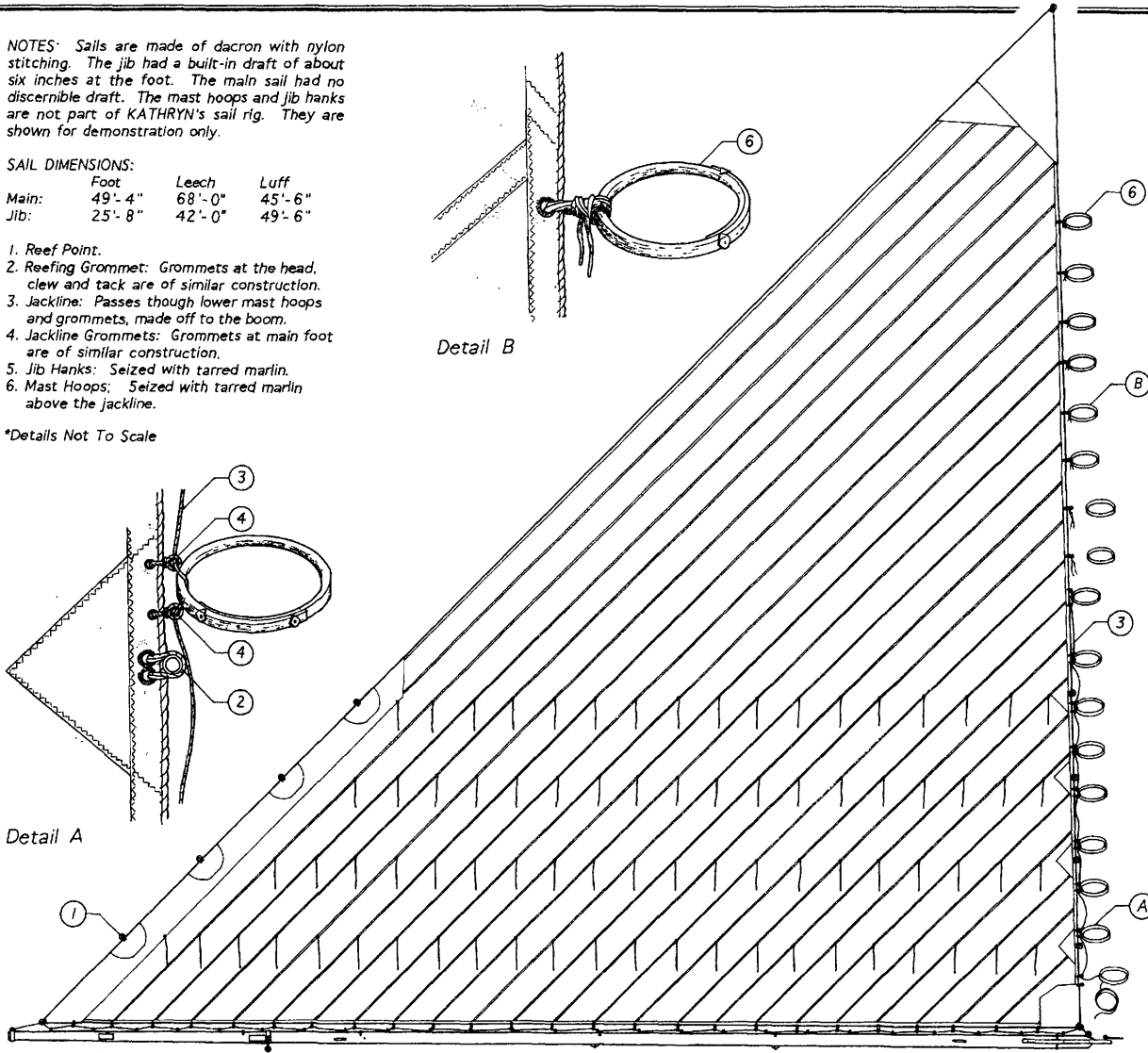
	Foot	Leech	Luff
Main:	49'-4"	68'-0"	45'-6"
Jib:	25'-8"	42'-0"	49'-6"

1. Reef Point.
2. Reefing Grommet: Grommets at the head, clew and tack are of similar construction.
3. Jackline: Passes though lower mast hoops and grommets, made off to the boom.
4. Jackline Grommets: Grommets at main foot are of similar construction.
5. Jib Hanks: Seized with tarred marlin.
6. Mast Hoops; Seized with tarred marlin above the jackline.

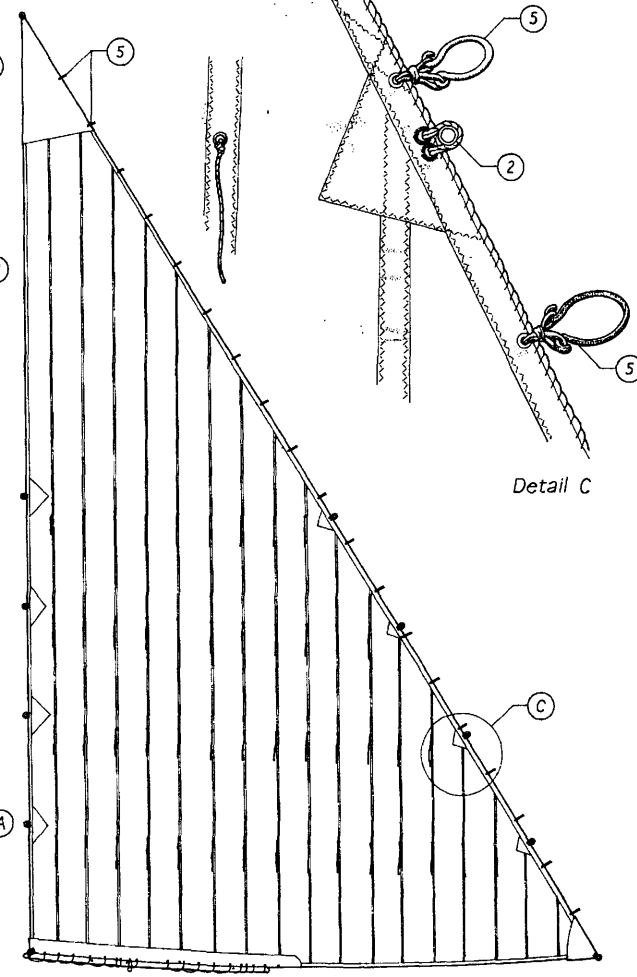
*Details Not To Scale

Detail B

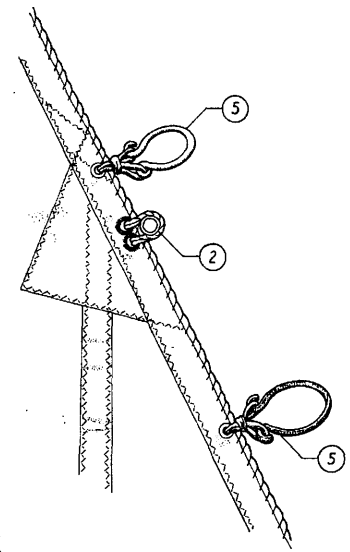
Detail A



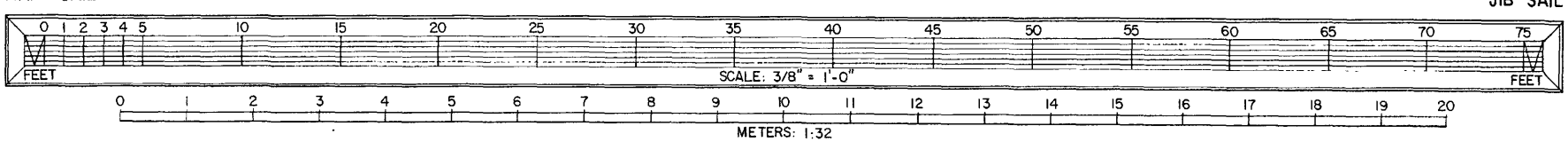
MAIN SAIL



JIB SAIL



Detail C



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HISTORIC AMERICAN ENGINEERING RECORD
MD - 117

SHEET 8 OF 8

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