

1987

S-233

FANNIE L. DAUGHERTY (skipjack)  
Wenona, Maryland

FANNIE L. DAUGHERTY is a 41.3' long two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a skipjack. She has a beam of 8', a depth of 3.6', and a gross registered tonnage of 8. She carries a typical skipjack rig of jib-headed mainsail and a single large jib with a club on its foot. Built in 1904 in Crisfield, Maryland following traditional Bay design and construction methods, FANNIE L. DAUGHERTY 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. FANNIE L. DAUGHERTY is of special interest as being one of the older skipjacks in the fleet and one of the 19 surviving working skipjacks built previous to 1912.

# Maryland Historical Trust State Historic Sites Inventory Form

Survey No. S-233

Magi No.

DOE  yes  no

## CHESAPEAKE BAY SKIPJACK FLEET THEMATIC GROUP

### 1. Name (indicate preferred name)

historic FANNIE L. DAUGHERTY

and/or common skipjack

### 2. Location

street & number lower thorofare n/a not for publication

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

state Maryland 024 county Somerset 039

### 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"/> 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 type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input 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 type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

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

name Captain Norman Benton

street & number telephone no.: 784-2668

city, town Wenona state and zip code Maryland 21870

### 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 MD 21401 state

## 7. Description

Survey No. S-233

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	n/a
<input 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 oyster dredgeboat is a 41.3-foot long, two-sail bateau, or V-bottom deadrise type of centerboard sloop, commonly referred to as a skipjack. She is built by cross-planked construction methods and has a beam of 8' and a depth of 3.6'. The vessel was built in 1904 in Crisfield, Maryland for the oyster dredge fleet. With a gross register tonnage of 8 tons, she carries a typical skipjack rig-- a jib-headed mainsail laced to the boom and carried on wood hoops at the mast, and a single large jib with a club on its foot. The vessel is painted white, with dark tan trim on the caprail.

In shape, the vessel has a longhead bow with a straight, almost plumb, stem. Her transom stern is low and sharply raking with a shallow "tuck" at the waterline. The hull is relatively straight-sided, with an overlapped sheer log. The rudder is carried well inboard and a "jig" for the pushboat is centered on the transom.

The vessel is flush-decked with a main cabin with an added "doghouse" with three windows. She is fitted out for oystering with winders, a box over the winders, dredges, etc. There is a pushboat suspended on davits over the stern.

The single mast is set up with double shrouds and deadeyes. The long boom is jawed to the mast. There is an octagonal bowsprit with wood "runners" along its sides; it is set up with double chain bowsprit shrouds and bobstays.

Decorations include carved and painted trailboards with the name FANNIE L. DAUGHERTY in red on a green background, with a shield and arrows motif also in red and green.

# 8. Significance

Survey No. S-233

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 type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input checked="" 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	Builder/Architect
1904	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.

FANNIE L. DAUGHERTY is of interest as being one of the older skipjacks still dredging in the Chesapeake fleet. She was built in 1904 in Crisfield, Maryland following traditional Bay-area design and construction methods. She has worked in the oyster-dredging fleet since her building and is presently based at Deal Island. The vessel is one of the 21 surviving working skipjacks to have been built previous to 1912, although, like the other members of the fleet, she has been much repaired over the years. A recent addition is a "doghouse" added to the top of the cabin to increase the comfort of the skipper. The lines of the FANNIE L. DAUGHERTY were used in 1955 as the basis for the skipjack H.M. KRENTZ, built in Harryhogan, Virginia.

# 9. Major Bibliographical References

Survey No. 5-233

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

## 10. Geographical Data

Acreage of nominated property less than one acre  
Quadrangle name Deal Island, MD Quadrangle scale 1:24000

UTM References do NOT complete UTM references

A	1 8	4 1 6 8 7 0	4 2 2 0 2 4 0	B			
	Zone	Easting	Northing		Zone	Easting	Northing
C				D			
E				F			
G				H			

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

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  
Shaw House  
21 State Circle  
Annapolis, Maryland 21401  
(301) 269-2438

Survey No. S-233

Magi No. 2002335733

DOE \_\_\_yes \_\_\_no

# Maryland Historical Trust State Historic Sites Inventory Form

## 1. Name (indicate preferred name)

historic FANNIE L. DAUGHERTY

and/or common skipjack

## 2. Location

street & number \_\_\_\_\_ not for publication

city, town Wenona \_\_\_\_\_ vicinity of \_\_\_\_\_ congressional district

state Maryland \_\_\_\_\_ county Somerset

## 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"/> 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 type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input 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 type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

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

name Captain Norman Benton

street & number \_\_\_\_\_ telephone no.: 784-2668

city, town Wenona \_\_\_\_\_ state and zip code Maryland 21870

## 5. Location of Legal Description

courthouse, registry of deeds, etc. \_\_\_\_\_ liber

street & number \_\_\_\_\_ folio

city, town \_\_\_\_\_ state

## 6. Representation in Existing Historical Surveys

title \_\_\_\_\_

date \_\_\_\_\_ federal \_\_\_\_\_ state \_\_\_\_\_ county \_\_\_\_\_ local

pository for survey records

city, town \_\_\_\_\_ state

# 7. Description

Survey No. S-233

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site	
<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 oyster dredgeboat is a 41.3-foot long, two-sail bateau, or V-bottom deadrise type of centerboard sloop, commonly referred to as a skipjack. She is built by cross-planked construction methods and has a beam of 8' and a depth of 3.6'. The vessel was built in 1904 in Crisfield, Maryland for the oyster dredge fleet. With a gross register tonnage of 8 tons, she carries a typical skipjack rig-- a jib-headed mainsail laced to the boom and carried on wood hoops at the mast, and a single large jib with a club on its foot. The vessel is painted white, with dark tan trim on the caprail.

In shape, the vessel has a longhead bow with a straight, almost plumb, stem. Her transom stern is low and sharply raking with a shallow "tuck" at the waterline. The hull is relatively straight-sided, with an overlapped sheer log. The rudder is carried well inboard and a "jig" for the pushboat is centered on the transom.

The vessel is flush-decked with a main cabin with an added "doghouse" with three windows. She is fitted out for oystering with winders, a box over the winders, dredges, etc. There is a pushboat suspended on davits over the stern.

The single mast is set up with double shrouds and deadeyes. The long boom is jawed to the mast. There is an octagonal bowsprit with wood "runners" along its sides; it is set up with double chain bowsprit shrouds and bobstays.

Decorations include carved and painted trailboards with the name FANNIE L. DAUGHERTY in red on a green background, with a shield and arrows motif also in red and green.

# 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 checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates	Builder/Architect
1904	Unknown

check: Applicable Criteria:  A  B  C  D  
and/or  
Applicable Exception:  A  B  C  D  E  F  G

Level of Significance:  national  state  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 36 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.

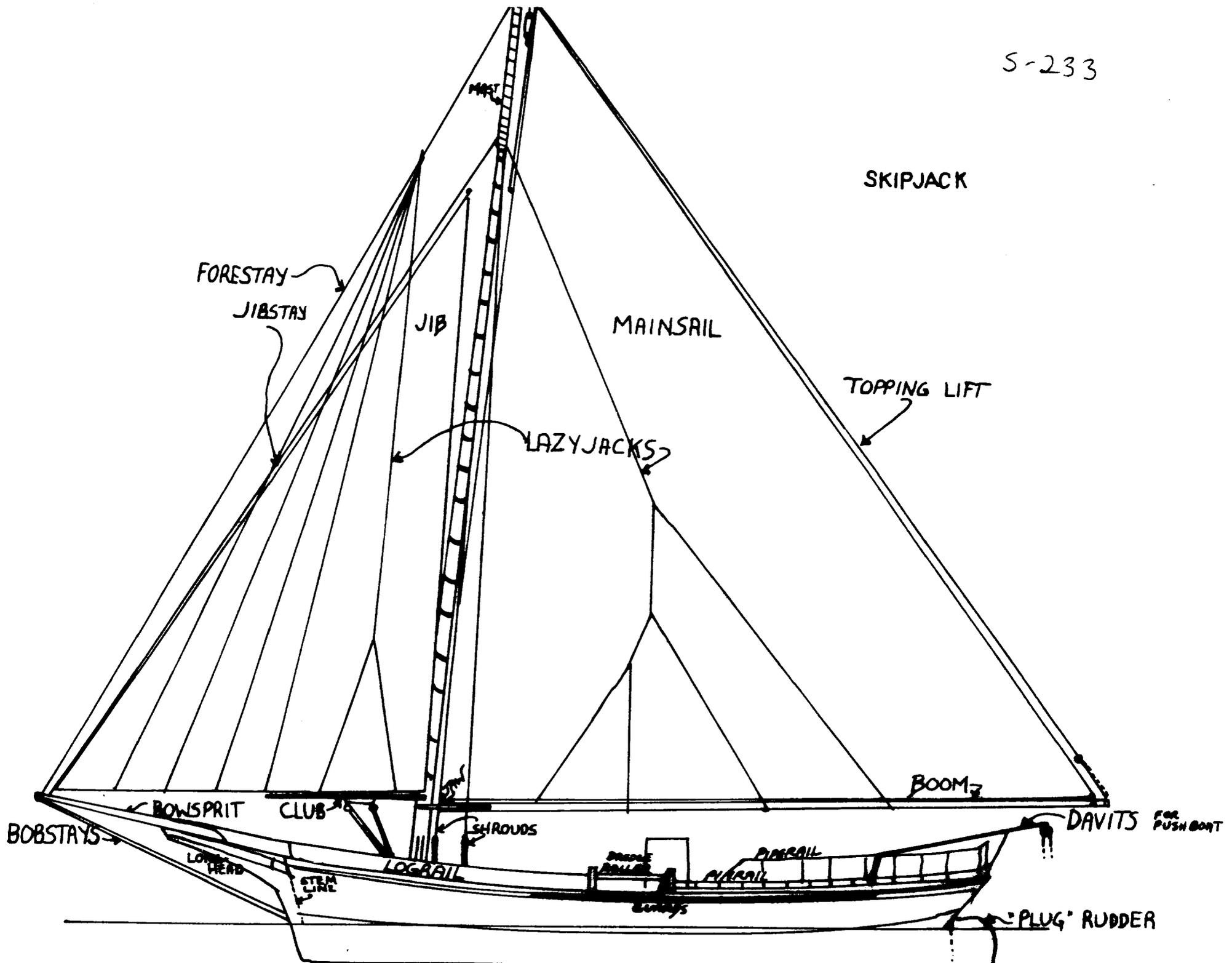
The skipjack evolved as a distinct type of Bay vessel in the 1890's as a cheaper-to-construct alternative to the earlier bugeyes and other traditional framed craft, in a period when shipbuilding costs were rising and the oyster catch was diminishing. The type was devised by enlarging (to 25 to 60 feet) 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.

FANNIE L. DAUGHERTY is of interest as being one of the older skipjacks still dredging in the Chesapeake fleet. She was built in 1904 in Crisfield, Maryland following traditional Bay-area design and construction methods. She has worked in the oyster-dredging fleet since her building and is presently based at Deal Island. The vessel is one of the 19 surviving working skipjacks to have been built previous to 1912, although, like the other members of the fleet, she has been much repaired over the years. A recent addition is a "doghouse" added to the top of the cabin to increase the comfort of the skipper. The lines of the FANNIE L. DAUGHERTY were used in 1955 as the basis for the skipjack M. KRENTZ, built in Harryhogan, Virginia.



S-233





S-233

FANNIE L. DAUGHERTY  
Wenona, Md

under sail  
M.C. Wootton      11/83



S-233

FANNIE L. DAUGHERTY  
Wenona, Md

port side  
M.C. Wootton      10/83



S-233

FANNIE L. DAUGHERTY  
Wenona, Md

stern

M.C. Wootton      10/83



S-233

FANNIE L. DAUGHERTY  
Wenona, Md

bow  
M.C. Wootton 10/83



303-12

S-233

FANNIE L. DAUGHERTY  
Wenona, Md.

Bow - under sail  
M.C. Wootton 10/83



303-11

S-233

FANNIE L. DAUGHERTY  
Wenona, Md.

Port bow  
M.C. Wootton 10/83



S-233

FANNIE L. DAUGHERTY  
Wenona, Md

starboard side  
M.C. Wootton 10/83