FHR-8-300 (11-78)

AA-863

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

For HCRS use only
received
date entered

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street & number Dock Street, City Dock ___ not for publication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	
___ district	___ public	X occupied	___ agriculture	X museum
___ building(s)	X private	___ unoccupied	X commercial	___ park
___ structure	___ both	___ work in progress	X educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	X entertainment	___ religious
X object	___ in process	X yes: restricted	___ government	X scientific
	___ being considered	___ yes: unrestricted	___ industrial	X transportation
		___ no	___ military	___ 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

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Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	___ original site
___ good	___ ruins	___ altered	___ moved date _____
___ fair	___ unexposed		

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

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HERITAGE CONSERVATION AND RECREATION SERVICE

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NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

DESCRIPTION, continued

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

8. Significance

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Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	___ architecture	___ education	___ military	___ social/ humanitarian
___ 1700–1799	___ art	___ engineering	___ music	
___ 1800–1899	X commerce	___ exploration/settlement	___ philosophy	___ theater
X 1900–	___ communications	___ industry	___ politics/government	X transportation
		___ invention		___ 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, hatches, 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.

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.

9. Major Bibliographical References

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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

Acreage of nominated property N/A

Quadrangle name Annapolis Quadrangle

Quadrangle scale 1:24000

UMT References

	Zone	Easting	Northing		Zone	Easting	Northing
A	18	371240	4315040	B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

N/A

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 X 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] 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

date

Keeper of the National Register

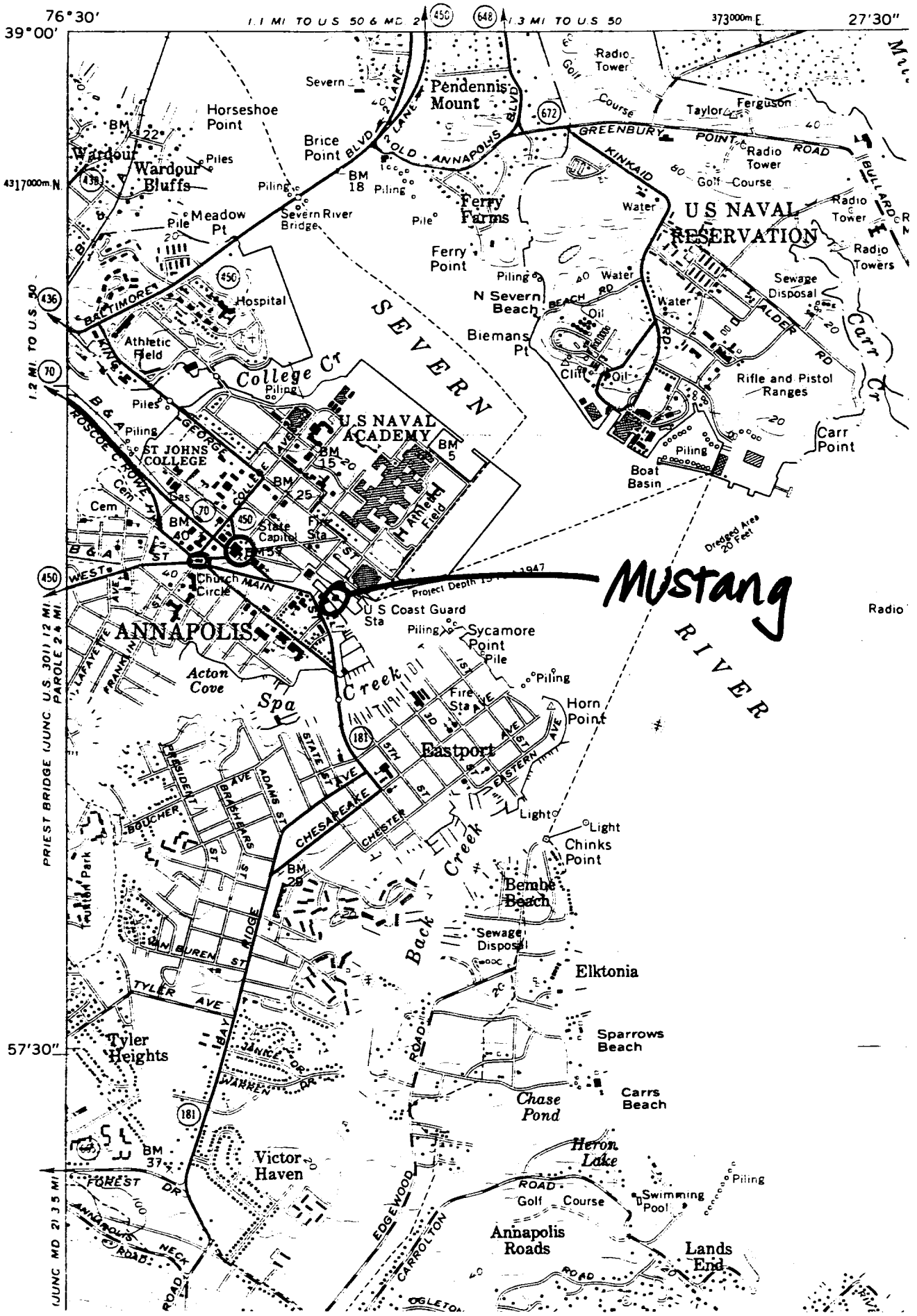
Attest: date

Chief of Registration

5662 II SE (ROUND BAY)

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

AA-863



BASIC SAILING KNOWLEDGE

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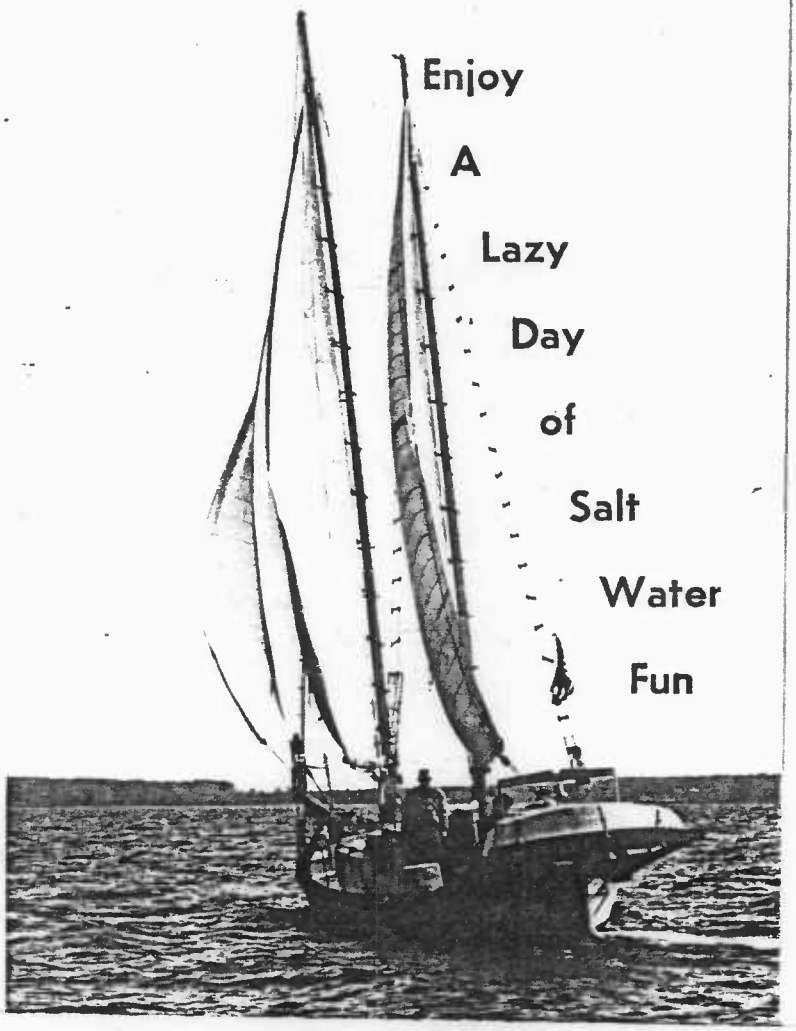
Your invitation to

Adventures in Chesapeake Maritime



Mustang
(AA)

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