

T-533

LADY KATIE (skipjack)  
Tilghman, Maryland

LADY KATIE is a 46.2' long two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a skipjack. She has a beam of 16.7', a depth of 1.3', 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 1955-6 by Bronza Parks of Wingate, Maryland following traditional Bay design and construction methods, LADY KATIE 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. LADY KATIE is of special interest for having been built by the noted boatbuilder Bronza Parks during the post World War II revival of skipjack building for the working oyster fleet.

Survey No. T-533

Magi No.

DOE  yes  no

# Maryland Historical Trust Late Historic Sites Inventory Form

## CHESAPEAKE BAY SKIPJACK FLEET THEMATIC GROUP

### 1. Name (indicate preferred name)

historic LADY KATIE

and/or common skipjack

### 2. Location

street & number Gibsonstown Road n/a/not for publication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"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input checked="" type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input checked="" type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input 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 Stanley Larrimore

street & number telephone no.: 886-2459

city, town Tilghman 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

Survey No. T-533

Condition		Check one	Check one		
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" 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"/> n/a
<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 46.2'-long two sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a skipjack. She was built in 1956 by Bronza Parks, a noted local boatbuilder in Wingate, Maryland, one of a group of three sister vessels all built at the same time. Both sister vessels--the MARTHA LEWIS and the ROSIE PARKS--are still sailing although the latter vessel is now in the collection at the Chesapeake Bay Maritime Museum and no longer dredges for oysters. LADY KATIE is built by cross-planked construction methods in typical Bay fashion. She has traditional proportions, with a beam of 16.7', about 1/3 her length and a shallow draft of 1.3'. Her gross tonnage is 8 register tons. She has alonghead or clipper bow and a square stern. Her wooden hull is painted the traditional white. She dredges for oysters in the winter months and is used for charter during the summer by her owner who also served as captain.

LADY KATIE has a sharp bow with a straight, slightly raking stem and a longhead. Her transom stern is steeply raking, with a plug rudder carried inboard on a stock. The transom is rounded at the edges with a beaded surround. There is a chock for the pushboat centered on the transom. A centerboard is cased in a massive trunk belowdecks.

This is a single mast, ranked slightly aft, with a visible curved aft in the top of the mast. The mast is reinforced at the base with a metal sleeve and is set in hexagonal mast partners extending 2 1/2' above the deck. It is set up with double shrouds, a forestay and a jibstay. A topping lift leads to the end of the boom, which is jawed to the mast. The bowsprit is hexagonal in shape and flat on top. It is set up with a chain bobstay and bowsprit shrouds. The sail rig consists of a jib-headed mainsail and a self-tending jib with a club on its foot, both furled with lazyjacks. The mainsail is carried on varnished wood hoops at the mast. There are blue sail covers protecting the dacron sails.

The vessel is flush-decked. Structures include: a wheelbox, on which is mounted a metal wheel with wood handles; a cabin trunk with a slide and companionway doors; a small deck hatch; a box for gear; and a forepeak hatch in two parts. In addition there is a small hatch about 2 1/2' tall, curved back to port. A sampson post, with winch heads for mooring, is on the foredeck. The bowsprit ends at the sampson post, which is set into a strongback as is the mainmast. In the summer the vessel is equipped for charter with several gear boxes and coolers on deck; the forepeak is set up for sleeping and there is access to a head below. A pushboat, carried on davits at the stern, provides mechanical propulsion.

The vessel is painted the traditional white and is decorated with trailboards carried on the longhead with the name LADY KATIE incised along with an eagle-shield-arrows motif. Nameboards of varnished wood with the name LADY KATIE in large gold letters are also carried on the bows. There is a large, painted eagle's head on the billet-head.

## 8. Significance

Survey No. T-533

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"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input checked="" type="checkbox"/> education	<input type="checkbox"/> military
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government
		<input type="checkbox"/> invention	<input checked="" type="checkbox"/> religion
			<input type="checkbox"/> science
			<input type="checkbox"/> sculpture
			<input type="checkbox"/> social/humanitarian
			<input type="checkbox"/> theater
			<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other (specify)

Specific dates 1955-6 Builder/Architect Bronza Parks

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 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 1890s as a cheaper-to-build 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 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 freeboards 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.

LADY KATIE is of interest as having been built during the post World War II revival of skipjack building for the working oyster fleet. She was built as one of a trio of skipjacks by the well-known boatbuilder Bronza Parks, at Wingate, Maryland (the other two being the ROSIE PARKS and MARTHA LEWIS). Until the revival of building for the sailing oyster fleet in the 1980s, these three vessels were the last of the skipjacks built in Maryland for twenty-five years. The vessel follows traditional Bay design and construction methods and has worked in the oyster-dredging fleet since her building, presently based at Tilghman Island. The vessel was one of ten skipjacks built after World War II during a boom in the oyster business, all of which are still active except the ROSIE PARKS (now at the Chesapeake Bay Maritime Museum). It is of great interest that even though these

(continued overleaf)

vessels were built over 50 years after the peak skipjack-building years, their design and construction methods closely followed turn-of-the-century prototypes.

LADY KATIE is especially significant for having been built by the noted boatbuilder Bronza Parks of Wingate, Maryland. The son and grandson of watermen, Bronza Parks began his career as an oyster dredger, but switched to boatbuilding after constructing a skiff for his own use. Specializing in skiffs and power boats for both pleasure and commercial use in the 1930s and 1940s, Parks prided himself on building no two boats alike--he tried somethin new and different on each. Hoping to improve on old designs, in 1955 he undertook the construction of the three skipjacks mentioned above. Parks' claim to have created a superior design proved accurate, as the ROSIE PARKS became a champion in the annual workboat races. Bronza Parks was fatally shot at his boatyard in 1958 during an argument with a client.

LADY KATIE is also noteworthy for being one of only three of the working skipjacks that are used for passenger charter, the other two vessels in question being the MINNIE V and the STANLEY NORMAN. The LADY KATIE is licensed to carry up to 6 passengers for hire and for some years now has been taking passengers on day and overnight trips in the Solomons and Tilghman areas.

In the summer of 1984 President Ronald Reagan, accompanied by William Reekelshaus, came aboard the LADY KATIE when she was docked at Tilghman, Maryland, to give a talk on the environment and the future of Chesapeake Bay.

# 9. Major Bibliographical References

Survey No. T-533

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

# 10. Geographical Data

Acree of nominated property less than one acre

Quadrangle name Tilghman, MD

Quadrangle scale 1:24000

UTM References do NOT complete UTM references

A	18	384240	4285550
	Zone	Easting	Northing

B			
	Zone	Easting	Northing

C			
	Zone	Easting	Northing

D			
	Zone	Easting	Northing

E			
	Zone	Easting	Northing

F			
	Zone	Easting	Northing

G			
	Zone	Easting	Northing

H			
	Zone	Easting	Northing

## 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  
Maryland Historical Society

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

# Maryland Historical Trust State Historic Sites Inventory Form

Survey No. T-533

Magi No. 2105335833

DOE  yes  no

## 1. Name (indicate preferred name)

historic LADY KATIE

and/or common skipjack

## 2. Location

street & number Gibsontown Rd.  not for publication

city, town Tilghman  vicinity of congressional district

state Maryland county Talbot

## 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 checked="" type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input checked="" type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input checked="" type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input 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 Stanley Larrimore

street & number telephone no.: 886-2459

city, town Tilghman state and zip code Maryland 21671

## 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. T-533

<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 vessel is a 46.2'-long two sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a skipjack. She was built in 1956 by Bronza Parks, a noted local boatbuilder in Wingate, Maryland, one of a group of three sister vessels all built at the same time. Both sister vessels--the MARTHA LEWIS and the ROSIE PARKS--are still sailing although the latter vessel is now in the collection at the Chesapeake Bay Maritime Museum and no longer dredges for oysters. LADY KATIE is built by cross-planked construction methods in typical Bay fashion. She has traditional proportions, with a beam of 16.7', about 1/3 her length and a shallow draft of 1.3'. Her gross tonnage is 8 register tons. She has a longhead or clipper bow and a square stern. Her wooden hull is painted the traditional white. She dredges for oysters in the winter months and is used for charter during the summer by her owner who also served as captain.

LADY KATIE has a sharp bow with a straight, slightly raking stem and a longhead. Her transom stern is steeply raking, with a plug rudder carried inboard on a stock. The transom is rounded at the edges with a beaded surround. There is a chock for the pushboat centered on the transom. A centerboard is cased in a massive trunk belowdecks.

This is a single mast, ranked slightly aft, with a visible curved aft at the top of the mast. The mast is reinforced at the base with a metal sleeve and is set in hexagonal mast partners extending 2 1/2' above the deck. It is set up with double shrouds, a forestay and a jibstay. A topping lift leads to the end of the boom, which is jawed to the mast. The bowsprit is hexagonal in shape and flat on top. It is set up with a chain bobstay and bowsprit shrouds. The sail rig consists of a jib-headed mainsail and a self-tending jib with a club on its foot, both furled with lazyjacks. The mainsail is carried on varnished wood hoops at the mast. There are blue sail covers protecting the dacron sails.

The vessel is flush-decked. Structures include: a wheelbox, on which is mounted a metal wheel with wood handles; a cabin trunk with a slide and companionway doors; a small deck hatch; a box for gear; and a forepeak hatch in two parts. In addition there is a small hatch about 2 1/2' tall, curved back to port. A sampson post, with winch heads for mooring, is on the foredeck. The bowsprit ends at the sampson post, which is set into a strongback as is the mainmast. In the summer the vessel is equipped for charter with several gear boxes and coolers on deck; the forepeak is set up for sleeping and there is access to a head below. A pushboat, carried on davits at the stern, provides mechanical propulsion.

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# 8. Significance

Survey No. T-533

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 checked="" 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** 1955-6 **Builder/Architect** Bronza Parks

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 1890s as a cheaper-to-build 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 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 freeboards 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.

LADY KATIE is of interest as having been built during the post World War II revival of skipjack building for the working oyster fleet. She was built as one of a trio of skipjacks by the well-known boatbuilder Bronza Parks, at Wingate, Maryland (the other two being the ROSIE PARKS and MARTHA LEWIS). Until the revival of building for the sailing oyster fleet in the 1980s, these three vessels were the last of the skipjacks built in Maryland for twenty-five years. The vessel follows traditional Bay design and construction methods and has worked in the oyster-dredging fleet since her building, presently based at Tilghman Island. The vessel was one of ten skipjacks built after World War II during a boom in the oyster business, all of which are still active except the ROSIE PARKS (now the Chesapeake Bay Maritime Museum). It is of great interest that even though these

# 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/
<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 type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates	Builder/Architect
check: Applicable Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input 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	
Level of Significance: <input 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.

vessels were built over 50 years after the peak skipjack-building years, their design and construction methods closely followed turn-of-the-century prototypes.

LADY KATIE is especially significant for having been built by the noted boatbuilder Bronza Parks of Wingate, Maryland. The son and grandson of watermen, Bronza Parks began his career as an oyster dredger, but switched to boatbuilding after constructing a skiff for his own use. Specializing in skiffs and power boats for both pleasure and commercial use in the 1930s and 1940s, Parks prided himself on building no two boats alike--he tried somethin new and different on each. Hoping to improve on old designs, in 1955 he undertook the construction of the three skipjacks mentioned above. Parks' claim to have created a superior design proved accurate, as the ROSIE PARKS became a champion in the annual workboat races. Bronza Parks was fatally shot at his boatyard in 1958 during an argument with a client.

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In the summer of 1984 President Ronald Reagan, accompanied by William Ruckelshaus, came aboard the LADY KATIE when she was docked at Tilghman, Maryland, to give a talk on the environment and the future of Chesapeake Bay.

# 9. Major Bibliographical References

Survey No. T-533

Marion V. Brewington, Chesapeake Bay: A Pictorial Maritime History (Cambridge, Md: Cornell Press, 1953)

H.I. Chappelle, Chesapeake Bay Skipjacks (St. Michaels, Md: CBMM, n.d.)

# 10. Geographical Data

Acreage of nominated property \_\_\_\_\_

Quadrangle name \_\_\_\_\_

Quadrangle scale \_\_\_\_\_

UTM References do NOT complete UTM references

A	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

C	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

D	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

E	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

F	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

G	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

H	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

Verbal boundary description and justification

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 Anne Witty/ M.E. Hayward

organization Maryland Historical Society

date 5/84

street & number 201 W. Monument St.

telephone 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

