

## THE HISTORY OF THE CHESAPEAKE BAY SKIPJACK, "STANLEY NORMAN."

National Vessel Registration or Official Number 117187; Dredge License Number 60

From documentation by the last individual owner, Captain Edward K. Farley, who compiled it from the State Registries, National Abstracts and his own anecdotal records; from the United States Custom Service records from 1902 to 1972; from the U. S Coast Guard General Index or Abstract of Title, from Wednesday, 22 December 1971 to the present time (2003); also from the notes and records of The Chesapeake Bay Foundation, The Chesapeake Bay Maritime Museum, Peter Leshner, Curator, and from Willis J. Windsor, Jr., son of one of the former owners, and Edmund Nelson of the Maryland Historical Society.

The skipjack, "Stanley Norman," is one of the last of thousands of vessels which once dredged for oysters in the Chesapeake Bay. This vessel is 63 feet in overall length, 48 feet on deck, with a beam of 15 feet, 4 inches and draws 9 feet of water with the centerboard down and 3 feet, 10 inches with it raised. The displacement of the vessel is 19.5 tons unloaded and 26.2 tons loaded. The total sail area is 1989 square feet. The vessel carried 400 bushels of oysters when fully loaded and was considered to be midsize for her time (Large vessels of the time could carry as many as 1000 bushels of oysters.) Conforming to Maryland State oyster harvesting regulations, she is powered under certain conditions only by an auxiliary craft known as a "push boat" or "yawls boat." [At least two such boats were used with "Stanley Norman," Registry Numbers, MD 6213 EE (1980) and MD 7724 AS (2003).] James Albert Michener, the writer, sailed for many hours on the "Stanley Norman" with Captain Farley in 1976 to do his background work for the book "Chesapeake." From the mid 1940's until the late 1950's the 'Stanley Norman' landed her catch at either the White and Nelson packing plant in Cambridge, MD or on their buy boat.

The boat builder, Otis Lloyd, originally built the skipjack, "Stanley Norman," in 1902 in Salisbury, MD for Robert L. Shores. The skipjack was named for the first owner's two sons, Stanley and Norman. Captain Farley at first was led to believe that they were twins, but during later conversations with the grandson of Stanley in Cambridge, MD, he found that they were born in 1896 and 1902, respectively. Robert L. Shores finally owned as many as five skipjacks and then having sold them all by 1914 and moved to Baltimore, MD to sell insurance.

Robert L. Shores made the original application for an Official Number and Signal Letters for the vessel on Wednesday, 24 September 1902 at the Port of Crisfield, MD. The "Stanley Norman" was described as sloop rigged, with one deck and one mast, with a gross and net tonnage of 10 tons, with a length of 47.5 feet, a breadth of 15.3 feet, a depth of 4 feet and the material, wood. The application was accepted by the Port of Crisfield, MD Collector of Customs, James C. Tawes, for the Customs District of Eastern Maryland. The License of Vessel under Twenty Tons to carry on Coasting Trade was issued on Monday, 29 September 1902 to Robert L. Shores, owner, and Edward C Walters, master, both of Deal(s) Island, MD. The description of the vessel was as in the application with a long head and a square stern included. The listed master was changed on Saturday, 1 October 1904 to Severn Thomas of Deal(s) Island, MD and remained so until Wednesday, 25 September 1907.

The License of Vessel changed the stated ownership to Samuel E Pope of Winona, MD on Wednesday, 2 August 1911. The listed ownership was changed to 1/2 to John T Moore and 1/2 to

Sankston Todd, both of Bishops Head, MD on Tuesday, 1 June 1915. Again, the ownership changed to Herman Mills of Bishops Head, MD on Tuesday, 25 May 1920

[Captain Shores sold the "Stanley Norman" to Captain Thomas in 1914. In a tragic drowning accident Captain Thomas lost his son overboard from the boat.] Editor's note: This part of the history vessel was anecdotal from Captain Edward K. Farley and does not fit into the License of Vessel records.

Captain Alfred Reynolds of Wingate, MD was listed as the owner on Thursday, 5 January 1922. Captain Reynolds sold the vessel to Captain Willis J. Windsor of Wingate, MD on Saturday, 25 March 1944.

Notes: (1.) All of the License(s) of Vessel listed above were issued at the Port of Crisfield, MD.

(2.) The "Stanley Norman" was the only skipjack on Tilghman Island, MD not either badly damaged or driven ashore by hurricane, "Hazel," on Thursday and Friday, October 14 and 15 1954.

Captain Windsor owned and operated the vessel until Wednesday, 22 Dec 1971, when he sold it to Captain Paul "Junior" Benton, Jr. and his wife, Mary Lou. The License of Vessel was issued at the Port of Cambridge, MD, in the Fifth Coast Guard District. Captain Benton, who also owned the skipjack, the "Geneva May," died while aboard the "Geneva May". The family of Captain Benton sold the "Stanley Norman" to Captain Robert Lee, "Bob," Daniels, of Deal Island, MD, the second son of Captain Arthur Daniels on Friday, 1 Sept 1972.

Captain Edward K. Farley was at that time working for Captain Arthur Daniels on the skipjack, "City of Crisfield." Captain Farley worked for Captain Art Daniels from Feb 1972 until 1975. At that time, on Wednesday, 22 Jan 1975, Edward Farley became the Captain and the ninth owner of the "Stanley Norman."

Captain Farley owned and operated the "Stanley Norman" from that date until he sold the boat on Thursday, 22 March 1990 to The Chesapeake Bay Foundation, headquartered in Annapolis, MD. Now (2003) as the flagship of the fleet, she is an integral part of the environmental education program of the Foundation. The "Stanley Norman," having been completely restored and refurbished, is currently used to conduct tours of the Chesapeake Bay. Also, the vessel is used to seed oysters and assists in ecological studies concerned with the restoration of the oysters and crab populations in the bay and the general improvement in the health of the waters of the Chesapeake Bay.

Compiled and edited by Harry L. Latham, Jr.  
(StanleyNormanHistory04)

31 March 2004

## Stanley Norman

Built by Otis Lloyd in Salisbury, MD, in 1902.

1. Robert L. Shores	Deal Island	took possession	Sept 29, 1902.
2. Samuel E. Pope	Wenona	“	Aug 2, 1911.
3. John T. Moore/Sankston Todd	Bishops Head	“	June 1, 1915.
4. Herman Mills	Bishops Head	“	May 25, 1920.
5. Alfred Reynolds	Wingate	“	Jan 5, 1922.
6. Willis J. Windsor	Wingate	“	Mar 25, 1944.
7. Paul Benton, Jr. / Mary Lou Benton [his wife]		“	Dec 22, 1971.
8. Robert Lee Daniels	Deal Island	“	Sept 1, 1972.
9. Edward K. Farley	Royal Oak	“	Jan 22, 1975.
10. Chesapeake Bay Foundation	Annapolis	“	Mar 22, 1990.

This summary by Ed Thieler 12-03