



Bay HERITAGE

PEOPLE, PLACES AND TRADITIONS
OF THE LOWER NORTHERN NECK
AND MIDDLE PENINSULA • 2024



Our **COMMITMENT** to you...

Being your **PARTNER** on your health care journey.

Providing **COMPREHENSIVE** care designed around you.

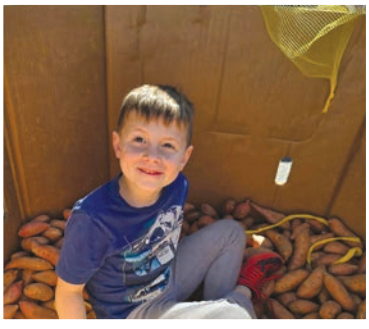
Bringing **INNOVATIVE** medical technology & services to our communities.

Striving for **EXCELLENCE** & exceeding expectations.

Your Health. Your Journey. Our Commitment.

Family & Internal Medicine | Specialty Care & Services
Award-Winning Hospitals & Facilities
Neonatal Intensive Care | Level II Trauma Care
24/7 Mental & Behavioral Health | Senior Living | At Home Services

riversideonline.com/medical-services



Healthy Harvest FOOD BANKSM

Your Local Farm to Food Bank

Help us Feed the Future

We do not receive any state or federal funding. Fundraising is limited to our 6-county region. Every dollar is raised locally.

WESTMORELAND
NORTHUMBERLAND
RICHMOND COUNTY
LANCASTER
ESSEX
MIDDLESEX

www.hhfb.org



Celebrating 14 years of people helping people in the Northern Neck and Upper Middle Peninsula! We want to thank each and every volunteer, donor, sponsor, partner pantry and supporter who, over the years, has helped us come this far. It is because of **YOU** that we are able to provide hope to the many children, seniors, and families struggling with food insecurity in our region. **THANK YOU!**



| FY24 Year-End Statistics | | | |
|-------------------------------|----------------------------------------|----------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|
| 36 Partner Agencies | 11,183 People Served Monthly | 2,137,662 Meals Distributed Equates to 2,565,194 | 669,541 Pounds of Fresh, Local Produce Distributed Locally and Across the State of Virginia |



Healthy Harvest FRESH

Cultivating Innovation in Agriculture
a division of Healthy Harvest Food Bank

Aquaponics Education and Production Center

Your local smart farm is ready to provide its beautiful, nutritious, sustainable produce! Healthy Harvest Fresh is at 65% production and providing produce to those in need across the region! It is incredible how much we have grown in such a short time!



Experience the wonder the world of aquaponics has to offer as you tour the 2,500 sq ft state of the art classroom and 11,700 sq ft greenhouse production area.

See firsthand how students will experience immersive, hands-on learning in plant and fish production!

Boldly bridging the gap between food-insecurity and education by teaching children and adults about innovative and sustainable farming techniques while continuously producing fresh, **locally** grown food.



Facebook @fresh.healthyharvest | Instagram @healthyharvestfresh | www.hhfresh.org

#GrowFreshEatFresh

AMERICAN STANDARD INSURANCE AGENCY, INC.

Since 1959



King George, VA (540) 663-0190



Kilmarnock, VA (804) 435-1677

**AUTO, HOME, FLOOD, BOAT, BONDS
AND COMMERCIAL LINES OF BUSINESS**

THE LOSS OF A PET IS IMMEASURABLE,
BUT SO IS THE LOVE LEFT BEHIND



SERVING PET FAMILIES IN THE MIDDLE
PENINSULA AND NORTHERN NECK

- Private, individual cremation within two business days for the dignity your pet deserves.
- Identification tracking process for your peace of mind.
- Please see our website for detailed information on our service and pricing options, as well as additional planning and resource information.

804-758-2650

www.rivercountryplcc.com



Northern Neck - Middlesex FREE HEALTH CLINIC

(804) 435 - 0575

www.nnmfhc.org

51 William B. Graham Court
Kilmarnock, VA 22482

Our 2024-25 budget is
\$2.2 million

All donations are deeply appreciated!

31st Anniversary!

This October 7th, we celebrate 31 years of service to our community, providing quality healthcare to those who can't afford it

Good Health is Our Heritage

Join our healthcare home today
Donor, patient, or volunteer - all are welcome



Medical Clinic



Dental Clinic



Pharmacy



Behavioral Health Department



Bay HERITAGE

Just this week there was a television program about Artificial Intelligence (AI) and its impact on our future. AI-powered devices respond to our voice commands, perform internet searches, manage our schedules and help control our homes. It's a fast-paced world with information that can be obtained in an instant, with the click of a mouse or the sound of our voices.

In this build it better, faster, stronger world, we take time to reflect on our community when life was a tad bit slower, when farming and working the water of the Chesapeake Bay and its tributaries was the norm rather than the exception as career choices.

In our sixth edition of Bay Heritage, we continue to celebrate the rich heritage of Lancaster, Northumberland and Middlesex counties. We explore the history of the small waterfront village of Morattico in Lancaster County and talk to one of its last watermen, and we trace the legacy of boat building at Northumberland County's Tiffany Yachts.

Discover how the iconic silos, which once towered at area farms, were used and get a glimpse of one of the last remaining area dairy houses, which is scheduled for demolition.

And we are proud to tell the story of a civil rights pioneer, who long before Rosa Parks, challenged the system of segregation and won.

Our landscape is changing. How we do business is changing. Our personal interactions are changing thanks to social media and new technologies. But we also need to remember and celebrate our history.

ON THE COVER

Silos were a vital part of preserving farm animal food and boosting its nutrition. On the cover is the former Moore's Dairy Farm, located near Saluda in Middlesex County.

Photo by Tom Chillemi



Bay HERITAGE is published jointly by the Rappahannock Record, P.O. Box 400, Kilmarnock, Va. 22482, (804) 435-1701, and the Southside Sentinel, P.O. Box 549, Urbanna, Va. 23175, (804) 758-2328. Email: editor@rapprecord.com or editor@ssentinel.com

News Don Richeson and Robert D. Mason Jr., editors; Larry S. Chowning, Tom Chillemi, Lisa Hinton-Valdrighi, Jackie Nunnery and AnnGardner Eubank

Advertising Susan Graves and Gloria Abbott managers; and Marilyn Bryant

Production Joseph Gaskins, Susan Simmons, K.C. Troise, Stephanie Fera and Joey Sichel

Publications Coordinators Susan Simmons and Lisa Hinton-Valdrighi

Account Managers Geanie Longest and Lisa Donant

Publishers Fred and Bettie Lee Gaskins



Stable and Sound

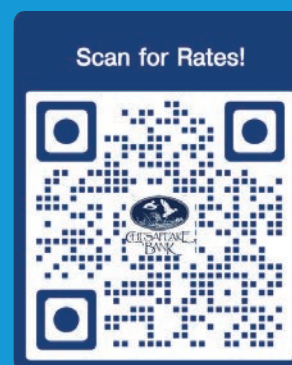
for over 120 years and counting.



Where Stability Meets Community

For over 120 years, we've built a foundation of strong capital and a robust balance sheet to ensure that your financial future remains secure and prosperous. But we're not just about transactions and numbers — we're about fostering stronger communities.

Visit www.ches.bank to learn more.



Member FDIC

Bay HERITAGE

FEATURES 2024



8

Pound Net Fishing

A profession in decline



25

Silos

Icons of the farm



14

Irene Morgan

Her stand for justice



30

Tiffany Yachts

Family legacy remains afloat



20

The Last Waterman

A glimpse of Morattico's history



36

Dairy Houses

A piece of history vanishing



Throughout the publication historical photos from Middlesex, Lancaster and Northumberland counties appear. Built in the 1930s by Mr. and Mrs. Charles Leach and J.W. Sandy, the Cow Shed Summer Resort, left, on Cow Point in Millenbeck included waterfront cottages and cabins for rent. Photo courtesy of Northern Neck of Virginia Historical Society

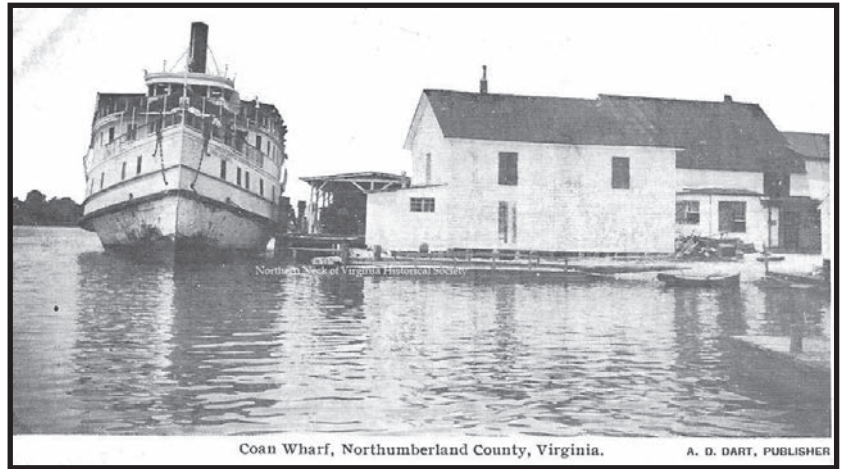


The Bay Center

Supporting our community through programs that inspire personal growth, healing, and well-being.

thebaycenter.org

804.436.6362



Coan Wharf in Northumberland County, circa 1910. Photo courtesy of Northern Neck of Virginia Historical Society



Neil Store was the center of commerce in Saluda in the 1930s. The old store sat on what is today the vacant lot next to the Middlesex County Museum. Courtesy of the late Pat Perkinson

River TITLE & ESCROW, LLC

- Residential & Commercial Real Estate Closings
- Real Estate Loan Closings
- Title Insurance

Navigating all your real estate closing needs.

804.333.0195

www.rivertitleva.com

219 Main Street • Warsaw, VA 22572

Serving all of the Northern Neck

804-435-2229



Ready for Concierge Care for Mom or Dad?

Visiting Angels
LIVING ASSISTANCE SERVICES

- Joyful Companionship
- Medical Appointments
- Private Transportation
- Housework
- Fall Prevention
- Overnight Care
- Shopping Errands
- Meal Planning & Prep
- Medication Reminders



Award winning services in client homes since 2008 across the Northern Neck & Middle Peninsulas.



by Larry
Chowning

Fishing starts right at
sunrise. Photo by Larry
Chowning

Pound net fishing *once lucrative, not often so in area in current times*

Paul Somers, 68, of White Stone is a third generation pound netter and has been fishing nets most of his life.

Fishing was not so good this year for Somers as he believes there were too few fish coming close to shore, off Windmill Point in the Rappahannock River where his net was set. Somers has several nets on hand, but over time, the cost of maintaining multiple nets, lack of labor to work the nets, along with increased cost of labor and the overall decrease in fish caught has whittled his efforts down to just working the one net.

“Usually, we would be fishing right now but with such a slow season I had my boat hauled and pulled up my nets,” he said. Somers’ boat,

Four Sons, is up on the hard getting serviced (sanding and painting) at Jennings’ Marine Railway in Northumberland County and his nets have been hauled out for cleaning.

“It is easy enough to say the reason I didn’t catch fish this year is because there weren’t any fish in the Chesapeake Bay, but that’s not the case,” said Somers. “Several pound netters who I know in Maryland had a fairly good spring and the big boats (menhaden reduction fishery boats) have been catching menhaden all summer. I think the fish just stayed in deep water enough that I didn’t catch much.”

Somers talked about the business. “There aren’t as many pound netters in the bay now, because quite a few of the boys have switched to

“The water business is such a gamble. You got to be a gambling man to be a pound net fisherman.”

—Paul Somers

fishing gill-nets so they can move their gear to find fish. You can't do that with a pound net and some of the boys have switched to crabbing.”

A pound net is a stationary gear form put together with pine stakes, rope and net. The hedging, or leaders, are a straight line of poles and nets that run from the shore out into deep water to guide the fish into one or two heart shaped “bays” that lead the fish into the head, a compartment where fish are contained and are harvested from the net into the *Four Sons*.

“There is a lot of expense and work in a pound net,” said Somers. “It requires owning a big boat to haul fish and poles and gear to pound the poles into the bottom. The fishery is labor intense and there is not much that can be done about that.”

I went out with Somers in 2014 to fish his Windmill Point pound net — when fishing was better. “We had a good day that day. It wasn't the best day we have had but we showed you some fish,” he said.

Somers' deadrise wooden workboat *Four Sons* was built in Fairport around 1981 and he named the boat after his four sons. “I have four sons and three help me in the spring with the fishing. Two of my boys work for the menhaden plant, another works the water and one of my sons, thank God, has a real job. The water business is such a gamble. You got to be a gambling man to be a pound net fisherman.”

Somers' father, Thomas Carroll Somers, and his grandfather, Henry Powell Somers, were pound net fishermen. “They would not put up with all the regulations and things we have to do today,” said Somers. “We have got catch and size limits on some fish. The ol-timers just wouldn't do it.”



Paul Somers of White Stone has fished pound nets most of his life. Photo by Larry Chowning



Most of the fish caught on this day were menhaden with an occasional catfish. Photo by Larry Chowning

“When you see the boats being switched from netting to crabbing you know it has been some bad years fishing.”

—Paul Somers

The pound net vessel *Four Sons* was built in 1981 at Fairport by Raymond and Wilson Bray, Albert Headley and Jay Barrett. Photo by Larry Chowning



“The cost of net and anti-fouling paint have gone through the roof,” said Somers. “This year I had to spend more to get things ready than any year before and we didn’t catch enough fish.”

Somers’ spoke of better days. “We caught some fish on that day when you went out with us,” he said. “You brought us some good luck. Ten years ago, there were more fishermen and nets.”

On that day in 2014, the deadrise workboat *Ashley B.* owned by Bill Davenport went by Somers net loaded down with stakes getting ready to set a net. On Monday, Sept. 2, 2024 the *Ashley B.* was up on the hard right next to *Four Sons* at Jennings’ Marine Railway. She had a crab pot platform attached to her stern.

“That’s a statement in itself on the current state of pound netting,” said Somers. “When you see the boats being switched from netting to crabbing you know it has been some bad years fishing.”

With all the bad news, Somers still plans to reset his net off Windmill Point next spring. “For over 100 years a pound net has been set in that spot, and for the most part, she has caught fish,” he said. “I am going to give her another try!”

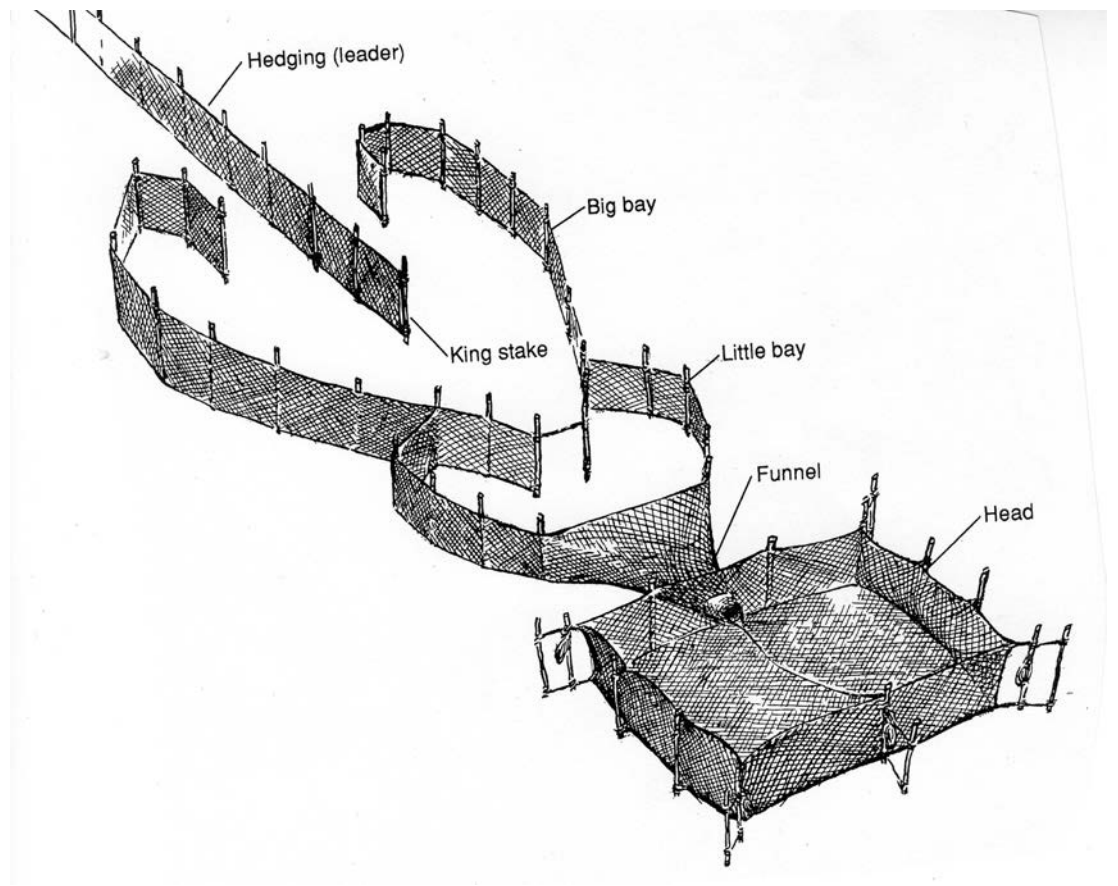


Diagram of pound net. Courtesy of Virginia Institute of Marine Science

“For over 100 years a pound net has been set in that spot [off Windmill Point], and for the most part, she has caught fish. I am going to give her another try!”

–Paul Somers



The fish are transferred from the net into the *Four Brothers*. Photo by Larry Chowning



A hoist and rope from the mast of the *Four Brothers* aids the fishermen when fishing the net. Photo by Larry Chowning

Pound nets have interesting history

The history of the pound net is documented in an 1880 United States Fisheries report on the Spanish mackerel by E. Edward Earll. That year, out of the 1,887,423 pounds of Spanish mackerel harvested across the nation, 1,609,000 pounds were caught in Chesapeake Bay. The primary reason for this successful harvest was the pound net.

The origin of the pound net has been lost to time, but the first recorded use of one was in 1849 when the nets were being employed in New England waters near Old Saybrook, Conn.

The first pound net used on Chesapeake Bay was constructed in 1858 by Captain Henry Fitzgerald, but his net was not properly made and was so unsuccessful that it was soon taken up.

About 1870, George Snediker of Gravesend, Long Island, N.Y., and Charles Doughty of Fairhaven, N.J., came to the region and located on the banks of the James River a few miles above the mouth of the river.

Snediker is considered by some to be the “father” of the pound net fishery because it was through his efforts that the nets were successfully introduced in New Jersey, and Delaware Bay and Chesapeake Bay waters.

While on the James River, Snediker and Doughty fished mostly for shad and menhaden, but after about three years, they disposed of their property and went back up North. Snediker, however, returned to the area in 1875 and placed a net in Mobjack Bay near New Point in Mathews County.

The net was catching such large volumes of fish that local fishermen became jealous, tore up his net and warned him not to reset it, or else. Snediker left and went to the Eastern Shore of Virginia and set up a successful net there. A year or so later he came back to Mobjack Bay and found 12 pound nets erected there, all catching fish and set by those same watermen who encouraged him to leave.

Earll’s report stated that the pound net entirely revolutionized the bay’s fisheries. “Prior to 1870, the fisheries of the region were of little importance, the business being largely in the hands of farmers, who fished with hand-lines and drag-seines for a few weeks in the spring and fall,” the report stated.

“The pound net has not only more than doubled the catch of ordinary fishes, but it has brought to the notice of the fishermen many valuable species that were previously almost unknown to them. Spanish mackerel as an example,” the report stated.



Back at the dock, the fish are sucked from the boat into the packinghouse where the fish are made ready for market. Most of White Stone waterman Paul Somers’ catch are menhaden and sold to crab pot fishermen. Photo by Larry Chowning



The Lancaster National Bank building, Irvington. Photo courtesy of Kilmarnock Museum

Allison's ACE HARDWARE
 Serving the Northern Neck & Middle Peninsula for over 50 years
804-529-7578
 3010 Northumberland Highway
 Lottsburg, VA 22511

Allison's AWNINGS | **Allison's ACE SEAMLESS GUTTER**

allisonsace@yahoo.com • allisonsacehardware.com



Undated photo of the courthouse area of Heathsville. The former bank building is now an office for the Northumberland County Public Schools. Photo courtesy of Northern Neck of Virginia Historical Society

RAL ART CENTER

CELEBRATING 75 YEARS
 Bringing Art to the Community and Community to the Arts

19 NORTH MAIN STREET KILMARNOCK, VA
TUES-SAT 10AM-4PM | 804.436.9309

RAL is a proud affiliate of VMFA and partially supported by grants from VCA, NEA, and RCCF



92 Church Prong Lane - Carters Creek
Weems, Virginia 22576
 4 Bedrooms, 3.5 Baths, 3701 SF
 Fully Renovated 2021-2022
 Waterfront at the Tartan Peninsula
\$2,550,000

This waterfront property promises serene privacy for the home, pool and dock, offering breathtaking views of Carters Creek to the living shoreline of The Tides Inn. Recently renovated by Connemara Construction, every detail, from utilities to high-end appliances to exquisite materials, is top-notch. Indulge in a gourmet kitchen, lavish primary suite, and an open floor plan perfect for life and entertaining. With luxurious materials like granite, marble, and walnut, along with stunning water views throughout, this home embodies the essence of waterfront living. By water, paddle board to lunch, harvest oysters and crab, fish in the bay. By land, it's a quick drive or bike ride to the quaint town of Irvington, shops, farmers' markets and galleries!



Karen Stephens
 LOVE WHERE YOU LIVE!

Karen Stephens
 ASSOCIATE BROKER, MBA
 804-514-4769
Karen.Stephens@LNF.com
KarenStephens.com

LONG & FOSTER®
 REAL ESTATE



Forbes
 GLOBAL PROPERTIES



Imagine, the beach in your countertop...
Oysters & Seaglass!

Uniqueness Bella Stone has partnered with Vetrostone USA to bring you this extraordinary material. To insure superior accuracy in fabrication, we have also expanded our plant technology with new CNC (computer numerically controlled) equipment designed to improve on reduced time lines, quality of fabrication and new customization techniques.

No two slabs are exactly the same. However, the engineered formula insures a beautiful blending of colors and shades of all slabs so they have variations in pattern. This material is also virtually maintenance free. No sealing, no polishing, heat resistant and most importantly, food safe. It is totally nonporous.



8 NEW COLORS AVAILABLE!

STOP IN to see this spectacular new product in person.

Our showroom is located at 405 North Main Street in Kilmarnock, Virginia.

NOW OFFERING

- Kitchen And Bath Design
- Cabinetry/Hardware & Tile Displays
- Quartz And Natural Stone Countertops
- In-House Design Team

Open Monday thru Friday, 9:30 am to 5 pm | Saturday, 9:30 am to 1 pm | Closed Sunday

804-577-4220 | MyUniqueness.com



Trailblazer with an iron will

*Incident in Saluda in 1944
led to civil rights breakthrough*

by Tom Chillemi

One of the most important challenges to segregation happened in Middlesex County on a hot July day in 1944. On that afternoon in Saluda, a 26-year-old Black woman, Irene Morgan, tested Virginia's segregation law when she refused to move and give her bus seat to a white person.

In doing so, Morgan stood up to a Virginia law that would be declared unconstitutional two years later by the U.S. Supreme Court.

The law in Virginia and several other states in the mid-1940s was that Blacks were to sit only in the back of the bus. On July 16, 1944, Morgan was traveling on a bus going from Norfolk, Va., to Baltimore, Md. When the bus stopped at Saluda, Morgan and her two children were told to give up their seats to whites. She refused and was arrested and jailed for a short time in Saluda.

Her case, however, was later heard by the U.S. Supreme Court and it ruled that Virginia's segregation law could not apply to interstate passengers on commercial motor vehicles. It was a victory for Morgan and all African Americans.

Morgan's little-known crusade predated by 11 years Rosa Parks' more famous yet similar action in Montgomery, Ala., in 1955.

In her words

The following account of Morgan's ordeal was gathered by Southside Sentinel reporter Tom Chillemi in 1992 from court records at the Middlesex Courthouse and from his interview of the late Irene Kirkaldy, the former Mrs. Morgan, who was living in New York at the time.

Morgan and her two children had boarded a Greyhound bus at a Hayes store in lower Gloucester County, near Guinea. They were bound for her home in Baltimore. About 30 minutes

into the trip, a white couple got on the crowded bus and the driver told Morgan and her children to move further to the rear, or the "colored" section of the bus. Morgan refused to budge. She had been sitting in the fifth row of seats behind the driver as required by state law. However, under the same law, the driver of the bus had a duty to move Blacks further back on the bus to accommodate additional white passengers.

When a Black woman with a baby who was sitting beside Morgan began to move in response to the driver's

orders, Morgan stopped her.

Threats by the driver to have Morgan arrested did nothing to soften her iron will, now strengthened by anger. "I was so angry . . . I told him that [to be arrested] would be perfectly alright," said Morgan.

Arrested

The bus driver pulled into a "filling station" in Saluda and filed a complaint with Middlesex County Sheriff R. Beverly Segar. The sheriff, enforcing the law of the state, then boarded the bus to arrest Morgan. Segar, who

served as Middlesex Sheriff for 47 years beginning in 1904, probably wasn't ready for the fury awaiting him. When shown the arrest warrant for her, Morgan defiantly asked Segar if he even knew her name. "I ripped the paper up and threw it out the window," she said. "When he put his hands on me, I kicked him."

Court records from the Virginia Supreme Court of Appeals indicate the feisty woman actually kicked Sheriff Segar three times, leading to a charge of resisting arrest.

The sheriff left the bus and min-



Irene Morgan

"I was so angry . . . I told him that [to be arrested] would be perfectly alright."

-Irene Morgan

When he put his hands on me,
I kicked him.”

—Irene Morgan

utes later a deputy boarded to arrest Morgan. He also got a taste of the temper of the 5’7” Morgan. “I had to get on suitcases to get a piece of him,” she said.

The deputy allegedly said words to the effect, “When I get you inside . . .,” she said. “I didn’t worry, I was furious.”

Morgan was forcibly taken to the Middlesex County Jail and charged with “refusing to move to the back of the Greyhound bus in the section for colored people” and with resisting arrest.

When persons came to her jail window she told them to get the Rev. [B.H.] Gayle, who in turn contacted Morgan’s mother, Ethel Amos in Gloucester. Mrs. Amos posted Morgan’s \$500 bond.

Ironically, Morgan, who came to Virginia “to relax” following serious surgery, wasn’t recovering too well and was returning to Baltimore to the hospital at the very time of her arrest. “It was a very ugly experience,” she said.

Two-year battle

Once she was free, Morgan contacted the NAACP, which sent Attorney Spotswood Robinson III to her defense.

She was convicted in Middlesex General District Court by Judge Catsby G. Jones for violating the state statute requiring segregation of the races on all public vehicles.

She was fined \$10 for the misdemeanor plus \$5.25 in court costs.

She was also fined \$100 for resisting arrest. Lewis Jones Jr. of Urbanna was the Middlesex Com-

monwealth’s Attorney at the time.

Appeal

In October 1944, Morgan’s case was appealed in Middlesex County Circuit Court but the earlier ruling by the Middlesex General District Court was upheld.

Early in 1945, NAACP attorneys carried their appeal to the Virginia Supreme Court of Appeals, which upheld the state law and earlier rulings. Future U.S. Supreme Court Justice Thurgood Marshall was an NAACP attorney who argued Morgan’s case.

However, in September 1946, the U.S. Supreme Court ruled that the Virginia law mandating segregation on public transportation vehicles could not apply to interstate passengers for motor vehicles engaged in such traffic. “The ruling was such that it lent itself to application of railroads and airplanes,” states the Negro Almanac.

In the 1992 Sentinel story, Chillemi spoke with Middlesex resident Robert Brown. He said that Morgan’s case, like the Rosa Parks case a decade later in Alabama, “blazed a wide path to civil rights movements of the 50s and 60s and set a precedent for protest.”

The U.S. Supreme Court ruling led to the “freedom riders” who rode interstate buses into southern states starting in 1961 to bring light to the fact segregation was still being enforced with regard to transportation and in other places.

In 2001, President Bill Clinton presented Irene Morgan Kirkaldy the Medal of Freedom, which is the highest civilian honor.

The story of the story

One of the first stories on civil rights pioneer Irene Morgan of Gloucester appeared in the Southside Sentinel on January 16, 1992.

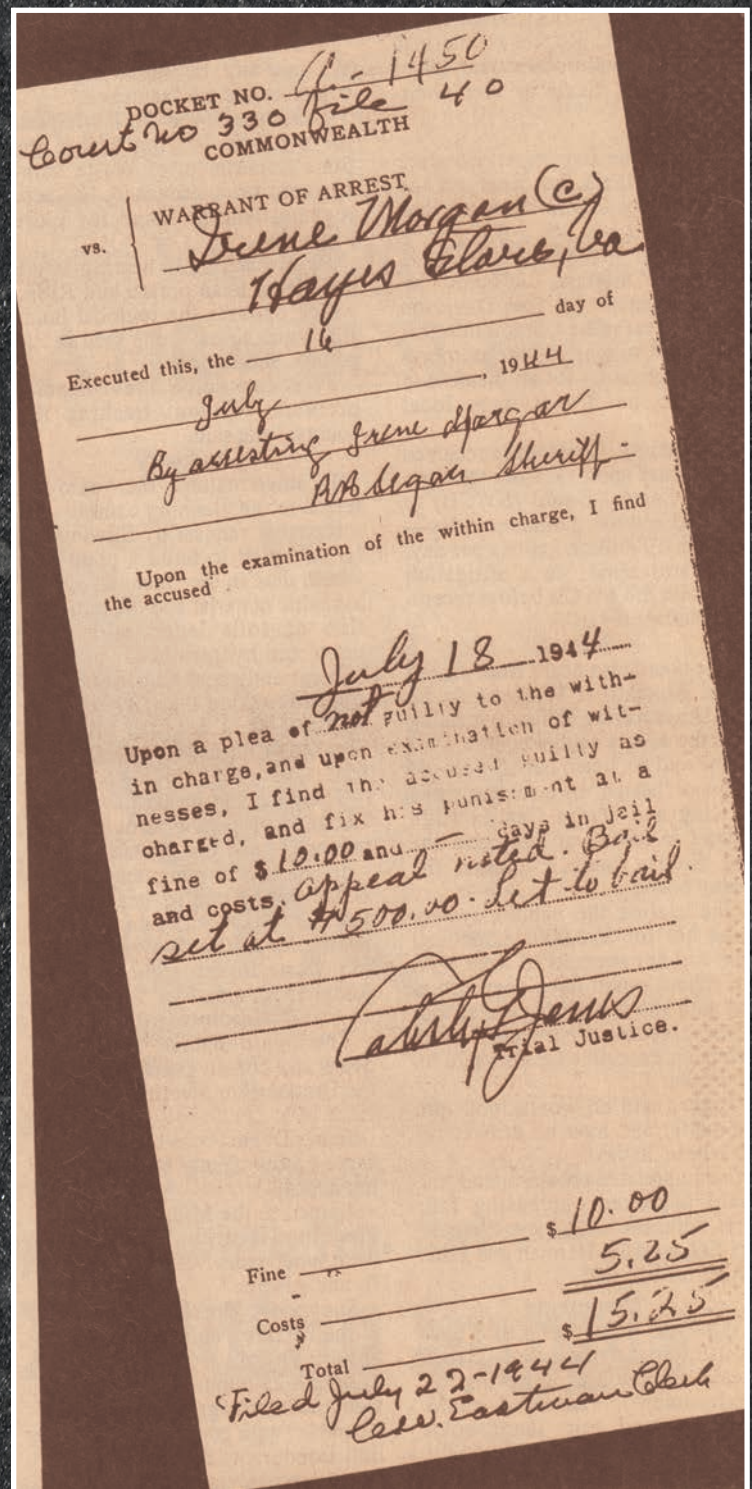
Reporter Tom Chillemi was at the home of Easter and Sherman Holmes Sr. at Christchurch on an unrelated story. “As I stood up to leave, Mrs. Holmes said there was a case in Middlesex that overturned segregation on buses.”

Chillemi thought she was referring to Rosa Parks and the Montgomery bus boycott.

Morgan’s case was 11 years earlier.

Mr. Holmes, who had attended Morgan’s trial in Middlesex courts, had recorded the case number.

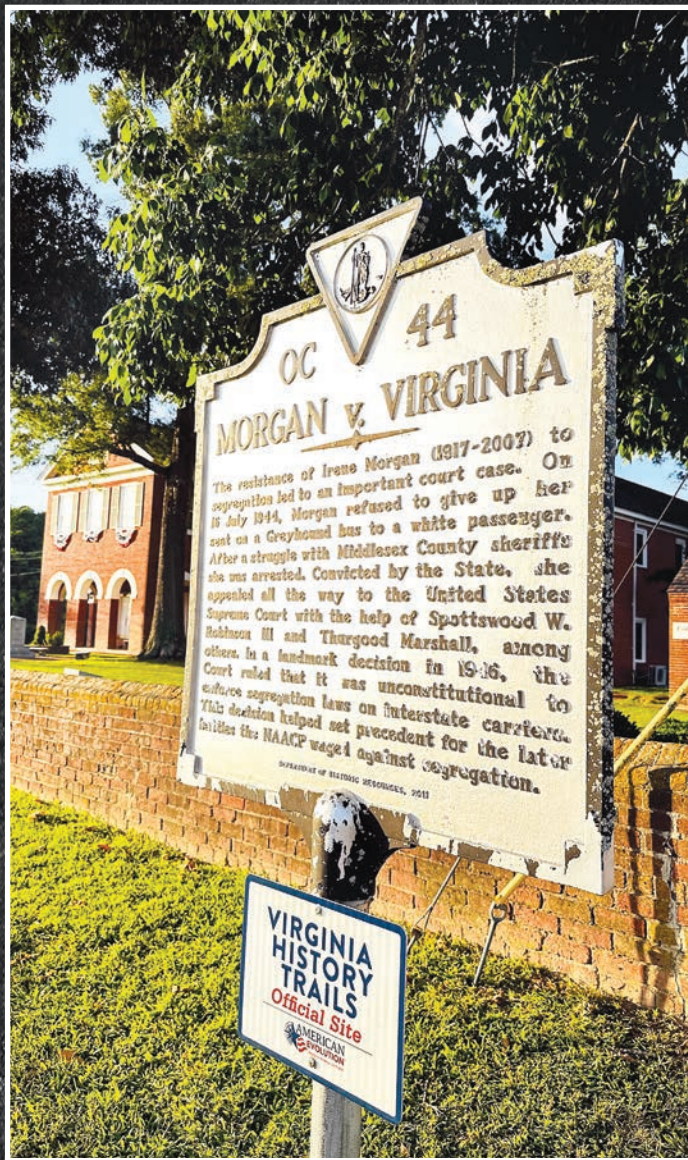
Chillemi found the legal file and Morgan’s case, that had been almost forgotten for 48 years, came to life.



The original Middlesex County arrest warrant for Irene Morgan notes she was found guilty and fined \$10. It also notes her appeal.

“I ripped the paper [arrest warrant] up and
threw it out the window.”

—Irene Morgan



A historical marker in Saluda recalls Irene Morgan's action that led to the landmark U.S. Supreme Court decision overturning segregation on "interstate" public transportation. It stands in front of the Middlesex Historic Courthouse where Morgan was first tried. Photo by Tom Chillemi



The old Middlesex County Jail where Irene Morgan was incarcerated now houses the Middlesex County Cooperative Extension Service office and is located on the historic courthouse grounds in Saluda.

Morgan, Parks and King were all united by a common cause

In 1944 Irene Morgan bucked a system that segregated whites and Blacks when she refused to move from her bus seat to give it to a white couple.

Arrested in Saluda, she was tried in Middlesex County court but appealed and the guilty verdict was eventually overturned by the U.S. Supreme Court in 1946, striking down segregation on interstate public transportation in the U.S.

Unlike Rosa Parks, who in 1955 refused to give up her bus seat to a white in Montgomery, Ala., Morgan's case failed to gain nationwide attention.

Parks' arrest sparked a 382 day bus boycott that helped ignite a civil rights movement that culminated in the Civil Rights Act of the late-1950s and mid-1960s. The bus boycott was organized by a then-little-known 27-year-old Baptist clergyman named Martin Luther King Jr.

The cases of Morgan and Parks were heard by the U.S. Supreme Court, and in both cases, segregated seating laws were ruled unconstitutional.

Morgan's case dealt with passengers traveling between states; while Parks' case successfully challenged segregation on public transportation within state lines.

State values

Before winning in the U.S. Supreme Court, Morgan's guilty verdict was upheld by the Virginia Supreme Court of Appeals. That opinion was penned by state Justice Herbert B. Gregory explaining state laws on segregation at that time.

The following are excerpts from Gregory's 22-page writing on the case dated June 6, 1945. The documents were part of Morgan's case and were archived in the Middlesex Courthouse in 1992.

Segregation tested

Morgan's challenge was the first time the validity of any of the segregation acts, as applied to interstate passengers, had been before the court, stated Judge Gregory's legal ruling. No attempt had been made to appeal segregation laws in Virginia, he noted.

Morgan's attorneys cited the application of the segregation law to interstate commerce was in violation of the 14th Amendment to the U.S. Constitution, Middlesex County Court records indicated. That amendment enacted in 1868, among other things, forbids laws that deprive persons from "life, liberty or property without due process of law" and it requires equal protection under law.

Morgan's lawyer, Spotswood Robinson III, who later became a federal judge, argued that segregation laws were limited to only those passengers traveling within state lines.

Police power

Virginia law required bus drivers to assign separate sections for the races and gave them the power to eject passengers.

Bus drivers were given "special police powers" that were also given to conductors and motormen on electric railways such as trolleys. Carriers who failed to comply with segregation laws could be fined.

"The law provided that drivers shall make no difference or distinction in the quality of convenience accommodations," wrote Judge Gregory.

If it became necessary, bus drivers were required to make changes in seating designations so as to increase the amount of space set apart for either race.

In these racially-segregated times, bus drivers were considered "special policemen" and had the powers of "conservator of the peace," wrote Judge Gregory.

Virginia's laws were enacted under the police powers granted by the 10th Amendment of the Constitution.

Precedent

It had been the policy of Virginia to segregate races at least since 1900 on steamboats, railroads, etc., and Judge Gregory pointed this out in his opinion.

Citing a specific case involving a railway, Judge Gregory said that if a law, which requires the segregation of races directly, or unreasonably interferes with commerce, it is not constitutional.

A Kentucky case had found that segregation was not an unreasonable demand on interstate commerce.

Gregory noted three cases in which the "separate but equal" accommodations were

valid under state law.

But, he noted the U.S. Supreme Court has not ruled upon the validity of the cases. "The ultimate settlement of the questions rest with the court," he said. "[Until that time] the court will adhere to the belief that the [segregation] law is not only beyond criticism . . . but also a reasonable and wise exercise of police powers of the state."

Legislation failed

Attempts by the U.S. House of Representatives to introduce legislation abolishing segregation on public carriers died in committees seven times from 1938 to 1946, wrote Judge Gregory. This indicated that Congress wanted the segregation matter left to the states. ". . . It would seem logical that a segregation statute, which is not shown to affect interstate commerce in any way, except perhaps to improve it, would be valid," he wrote.

Had Morgan and her seat mate complied with the law "interstate commerce would have been aided," he wrote.

Delicate

Following the state court's affirmation of the guilty verdict, Morgan's lawyers filed petitions to have the case reheard by the same court within 30 days.

In the interim, a letter from the Assistant State Attorney General M. Ray Doubles was sent in 1945 to Middlesex County Commonwealth's Attorney Lewis Jones Jr. asking that he postpone enforcement of a judgment against Morgan until the State Supreme Court heard the petition. ". . . It would be extremely embarrassing to inject any additional complications into the case which is delicate enough as it stands," the letter stated.

A year later the U.S. Supreme Court reversed the state court's ruling with a precedent-setting decision that struck down segregation on interstate modes of transportation.



A gigantic mural image of Irene Morgan immortalizes the civil rights trailblazer on the side of a Gloucester Courthouse building. Photo by Tom Chillemi

SERVING NORTHERN NECK FAMILIES SINCE 1939



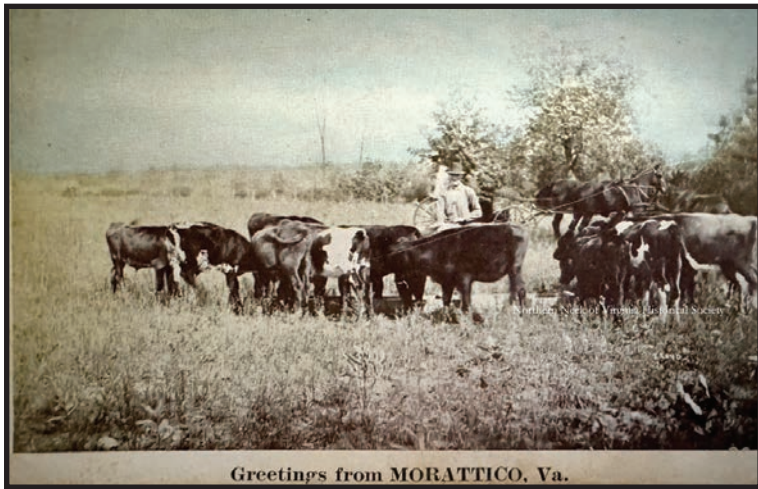
30 S. Main Street • Kilmarnock, VA 22482
804-435-1255 • LeesKilmarnock.com

Lunch & Dinner Daily • Breakfast on Saturdays

It Doesn't Get
Better Than This!

CALL ME WHEN YOU'RE READY
TO BUY OR SELL.

Sandra Hargett
MANAGING BROKER
804-436-3454
SandraHargett@LizMoore.com
276 N. Main Street
Kilmarnock, Virginia 22482



Greetings from MORATTICO, Va.

"Greetings from Morattico" postcard postmarked 1930. Photo courtesy of Northern Neck of Virginia Historical Society



No. 5—"Commodore Maury" leaving Irvington Wharf.

The Commodore Maury at Irvington Wharf, circa 1910. Photo courtesy of Northern Neck of Virginia Historical Society

BROOKVALE MINI-STORAGE



Temperature-Controlled Units
Regular Units • Outside Storage For RVs

804.435.1209

www.brookvaleministorage.com

10436 Mary Ball Rd. (Rt. 3) • Lancaster, VA 22503

Between Kilmarnock and Lancaster Courthouse

LIVE. LOVE. LOCAL.



John Howard Farmer, Our 14th Pastor, serving since 1986

Christian experience began here mid to late 1800's with brush arbor, shore-side prayer meetings on the banks of Carter Creek. Gradually it grew into an alliance of Methodist, Presbyterian and Baptist believers, each holding adjudicatory membership elsewhere.

As time would have it, the meeting place was relocated into the town proper as the Carter Creek Meeting House.

We were first a mission congregation of the Morattico Baptist Church, east of Kilmarnock, pastored by premiere Virginia Baptist minister The Reverend Mr. Fred Claybrook.

In 1895, the town of Carter Creek Wharf was renamed Irvington in honor of the fish factory owner John Irving and thus our Church followed as well. Our original 1891 building consisted of a one-room sanctuary.

By 1896, we found that the space was inadequate for a changing community and the growing body of worshippers. A balcony, classrooms and baptismal pool were added. By the mid-1930s, we had outgrown our facility yet again; and a 2-story addition consisting of five classrooms, kitchen and restrooms was appended.

Irvington went through the transition of being a Steamboat Wharf and seafood processing community to that of a town crossroads, as motorcars replaced ferries and steamboats in the 1930s. Most journeys required a ferry ride, since there were no bridges. This gave rise to the phrase of "going-off-shore" whenever folks would leave.

The aquaculture industry faded; there are no working watermen in our town today. No matter, the area grew more populated with retirees.

In 1991, we added a fellowship hall and an expanded kitchen for our social events, and to serve as a community center when called upon by friends, neighbors and/or town and county.

We were honored later to open our doors as a voting precinct polling site for local, state and national voting, along with public use of our facilities by a number of community agencies, including the Irvington Town Council.

From 2003 to 2022, further renovations were done to service both Church and community, to include a ramp and elevator.

Ours is a youth-oriented, music loving, Bible study, inspiring preaching fellowship of Christians. We would love to have you visit us any Sunday or Wednesday. (53 King Carter Drive)

Our Irvington Baptist Church Serving God & this Community since 1891

Every Sunday – Sunday School at 10 am and Worship at 11 am

Wednesdays - Adult Bible Study - 11:00 am and 6:30 pm

Wednesday and Sunday evenings - Youth Bible Study and Activities

(Informal attire for all! Come as you are!)

DINNERS TO GO

NIGHTLY SPECIALS

Fried Chicken Sundays

Serving NNK for 30 years



OPEN TUES. – SUN.



GOURMET FOODS, SEAFOOD, CHEESE, WINE, CRAFT BEER AND MUCH MORE!

(804) 435-1725

#1 Rappahannock Drive • White Stone





ZANDLER

DEVELOPMENT COMPANY

GENERAL CONTRACTOR

Design/Build Construction

Commercial

Multifamily

Residential

SITE SERVICES

EARTHWORK

UNDERGROUND UTILITIES

CONCRETE WORK - PAVING

COMMERCIAL FOOTING & SLABS

STORMWATER MANAGEMENT & DRAINAGE

Visit Our Website
www.zandler-dev.com

More information
804-684-5960

The last of the watermen— *a look back at a fishing village*

by Lisa
Hinton-Valdrighi

When David Parks was forced—due to health reasons—to “give up” his lifelong profession as a waterman a few months ago, it marked the end of an era in the Lancaster County waterfront village of Morattico.

David, 52, who lives about six miles away in Lively, grew up in the village and like his father, the late Roger Parks, and his father before him, had crabbing and oystering in his blood. He is the last of the “original” watermen in the village, which in its heyday was a booming industrial village.

Early in the 20th century, the pace there was hectic with a hotel, cafe, bottling plant, tomato cannery, multiple country stores, four oyster houses and doctor’s office. Crops, lumber and seafood were all loaded for transport at the steamboat dock. Traveling showboats brought entertainment.

The look and feel is a lot different today.



David Parks, a third generation waterman in Morattico, recently underwent back surgery and is giving up his lifelong profession. He is the last of many watermen who worked out of the village in Lancaster County. Photo by Lisa Hinton-Valdrighi

I caught up with David on a warm August afternoon on the water's edge where his family once had a crab house.

It was a Sunday in the village, where the unlined Morattico Road that leads past the Morattico Waterfront Museum to a dead end was quiet except for the hum of the occasional golf cart. A few passersby were residents, others visitors staying at one of the four or so short-term rentals in the lower part of the village.

The narrow roads once were busy with large delivery trucks transporting oysters and crabs to and from RCV Seafood and the crab houses along the shore. Children and adults traveled by bicycles or walked to pick up items at the Morattico General Store, get mail at the one-room post office, or "commute" to work.

Most of the men in the village owned or rented crab houses along the shore of the Rappahannock River or one of the creeks that encompass the tiny peninsula. There, they kept their boats for early morning departures to fish crab or peeler pots in the spring, summer and fall, and harvest oysters in the winter.

David most recently worked out of an oyster house his family bought on Mud Creek (more widely known as Mulberry Creek), just a mile up the road from where he grew up in the heart of the village across from Emmanuel Methodist Church. His father was still oystering with David just before his death last year.

"If the boat went out, he was gonna be on it," said David, whose ancestors were among the many Tangier transplants to Morattico after the "Great Storm" of 1933. The hurricane destroyed the steamboat wharfs on the river and also led to the Tangier migration, when Sam Parks and John Walters packed up their belongings and families and came to the western shore to make their livings.

David started working on the water alongside his dad when he was a boy.

"I remember if it was blowing or something, he'd leave me home and I'd get mad as hell. It only happened a few



The shoreline on the Rappahannock River in Morattico has changed significantly over the last three decades. A row of crab houses along the shore was destroyed by Hurricane Isabel in 2003 and the watermen who once worked out of them didn't rebuild. Sloop Pointe condominiums replaced RCV Seafood at the end of Riverside Drive. Photo by Lisa Hinton-Valdrighi



The origin of the village's name comes from the Moraughtacund Indians, a tribe of the Algonquin confederation once led by Chief Powhatan.



The Morattico General Store closed in 2003 after 100 years of operation. It now serves as the Morattico Waterfront Museum. This photo was taken in 1989. Photo by Lisa Hinton-Valdrighi



David Parks, a young waterman on his lunch break, enjoyed a hot dog and soda at Morattico General Store in August 1989. Photo by Lisa Hinton-Valdrighi



A wall at the Morattico Waterfront Museum pays tribute to the former residents of the village, most of them working watermen and their families. Photo by Lisa Hinton-Valdrighi

times and never again,” said David.

He started working on the water “seriously” when he was about 15 and remembers when “everybody had their floats out [there] in the river.”

“Working [the water] is what I’ve always wanted to do, nothing else,” he said.

The 1960s and 70s marked the peak of industry in Morattico. It was when RCV Seafood, owned by husband and wife Weston and Dorothy Conley, became one of the largest suppliers of crab meat on the east coast. They steamed up to 20,000 pounds of hard crabs a day and local watermen were shipping hundreds of dozens of soft shell crabs to markets from Norfolk to Baltimore.

By the 1980s, the seafood industry in Morattico was coming to an end. The older generations of crab pickers and watermen were giving up the trade and there were no young generations to replace them, except for the very few like David.

Another storm, Hurricane Isabel in 2003, brought more significant changes to the village. The crab houses which lined the shoreline were destroyed. The docks torn away and the on-shore shedding operations demolished. Many of those older watermen, like the late William Parks, whose operation and crab house were destroyed, decided it was time to hang up the tongs and crab net.

Two of the lifelong Morattico residents, watermen Junior Barrack and Roger, died within the last two years, leaving David to carry on the legacy.

Two back surgeries and a shoulder surgery have left him questioning if he can ever return to doing what he loves.

“I might try to go back one day, don’t know when,” he said. “But I just don’t think I can give it up altogether.”

Keeping history alive

Lifetime resident George Shelton remembers when the village was “so closely knit it was almost like a family. You would help each other out.” But even then the make up of the village was changing as “half of Tangier ended up in Morattico after the August storm of 1933.”



George Shelton with one of the many models he has built for the Morattico Waterfront Museum. Photo by Jackie Nunnery



Cecil “Ceebo” Bromley and Gordon Walters, both deceased, discussed the day’s catch under an elm tree in a neighbor’s yard in Morattico in 1989. The sight was a common one in the village when it was filled with working watermen. Photo by Lisa Hinton-Valdrighi

The Morattico Waterfront Museum, 6584 Morattico Road, Morattico, is open Saturdays from noon-4 p.m. and Sundays from 1-4 p.m. May through October. It hosts multiple events throughout the year, including First Friday Happy Hours and the occasional Community Coffees on Saturday mornings. It’s annual oyster roasts and crab feasts are major fundraisers. Read more about the village history and happenings on the museum website, morattico.org

He remembers as a boy the Tangier watermen shelling and eating peanuts in the store, with “Tangiermen lined up on one side and everyone else on the other.”

He also remembers when there were roughly 25 watermen living in the village and working the surrounding waters. “The post office and the store were the only other jobs,” he said.

Beginning at 16, George worked at the Morattico General Store for a couple of years before joining his father, Joseph Shelton, on the water. Despite knowing it was hard work, “I couldn’t wait to get out there,” he said.

He had his own boat, tonging for oysters in the winter and crabbing in the summer with every day starting at 7 a.m. and returning around 3 p.m. or 4 p.m. regardless of weather.

Those hours would be filled with lifting long wooden tongs weighing about 20 pounds in and out of the water. If they were full of oysters, that would add another 35-40 pounds.

“On a good day you would get three to five bushels a day,” said George.

The grit and determination to make a living on the water is a large part of the stories told at the Morattico Waterfront Museum where George, now retired, has spent the past 20 years helping to put the museum together and keep it running. The store operated continuously for 100 years before it closed in 2003 and now serves to keep the history of the village alive.

One of George’s most significant contributions to the museum are the hand-built pine models depicting seafood businesses and boats that are now only a memory, including his own Shelton Seafood. The crab house and tanks, complete with running water, depict the process of harvesting soft shell crabs. Today, that crab house is a beach cottage.

Another memory and now model is RCV Seafood. Located on a point just down from where George grew up and still lives, the once bustling commercial enterprise is now made up of waterfront townhomes, yet another sign of changing times.

When you walk into the museum, a sign reads “Welcome to Morattico, the little fishing village with a big heart.” George will continue sharing his time to tell the stories of the place he has called home for 84 years now. The place where “everybody knew everybody.”

The new residents of the village have embraced its history, volunteering numerous hours in the museum to tell about and preserve Morattico’s past.

Reporter Jackie Nunnery contributed to this story. Some historical information was taken from Frank Saunders’ piece in the Northern Neck of Virginia Historical Magazine.



The late Roger Parks was one of many watermen who lived and worked in Morattico. He died last year and his son recently stopped working on the water. Photo courtesy of David Parks



RCV Seafood was once a thriving processing plant. This photo was taken in 1989 before the plant was torn down and condominiums were built on the property. Photo by Lisa Hinton-Valdrighi



The entire village was flooded when high tides and winds from Hurricane Isabel swept over the peninsula in 2003. Since then, many of the homes have been lifted. Photo by Lisa Hinton-Valdrighi



Hurricane Isabel left a path of destruction in the waterfront village in 2003. It forced many of the older watermen to finally retire after destroying their crab houses along the shore of the Rappahannock River. A day after the storm, a walk-in freezer is all that remained of the crab house where the late Bill Parks made his living. This photo hangs in the Morattico Waterfront Museum.



The 1935 Syringa High School girl's basketball team was undefeated in district competition from 1922 until 1935, an incredible record. Photo courtesy of the Middlesex County Museum



The Dining Room and Pavilion of the White Sone Beach Hotel and Cottages at Taft. Photo courtesy of Kilmarnock Museum

Kathleen M. Hall, CPA, PC

CERTIFIED PUBLIC ACCOUNTANT

Accounting, Tax & Advisory Services

51 Cross Street, Urbanna, VA

804-758-2352

khall@kmh-cpa.com • www.kmh-cpa.com



CURRIE
FUNERAL HOME
AND
CREMATORY



Established 1924

116 E. Church Street, Kilmarnock, VA
curriefuneralhome.net • 804.435.1077

Gerald Sellers and Tyler Haynie
Funeral Directors

★★★★★
"You'll feel like a kid in a candy store!"

**KILMARNOCK
GLOUCESTER
WARSAW
FREDERICKSBURG
KING GEORGE**

Open 7 Days 11-6
King George WED-SAT 12-7

**Pop in for
FREE
Samples!**

**Buy 2
Junior Bags
Get 1
Free
Snack Bag**

With coupon only.
Lesser item Free.
No other discounts apply.
Expires 9/30/2025

SILOS:

Sentinels of the past

The barn partially covers
this silo in upper Middlesex
County. Photo by Tom Chillemi

by Tom
Chillemi

Silos stand tall marking the past — when farming was a way of life for many.

These giant cylinders were, and still are, a way to preserve food for farm animals. The process involved filling it with corn that was harvested while it was still green and had the right amount of moisture in it. The correct moisture content was vital to the fermentation, explained Jerry Bray of Remlik in Middlesex County. Bray manages Hampstead Dairy Farm, founded by his father Harry Bray in 1945.

The corn would be cut while still green at the peak of nutrition, he explained. Hay or other crops could be used, as long as the moisture was right.

The entire corn plant, stalk, leaves, and corn on the cob, would be chopped up and piled into these concrete cylinders that could reach 60 feet or more in height. Moisture content could be no higher than 70%, said Bray. Moisture of 70% was the best level and the material would pack well.

**Farm silos preserved animal food,
while increasing its nutrition**



A tall silo still stands on Goodluck Road in Kilmarnock. Photo by Jackie Nunnery

No air

The weight of the plants would squeeze out the air, creating an “anaerobic” environment. Without oxygen, the good bacteria went to work fermenting the contents, which is similar to making sauerkraut, said Bray.

When the silo was full they would put plastic on the top and cover it with sawdust to seal out air.

In two or three weeks, the corn would start fermenting and breaking down the plants converting them into carbohydrates. This end product called “silage” was more palatable for

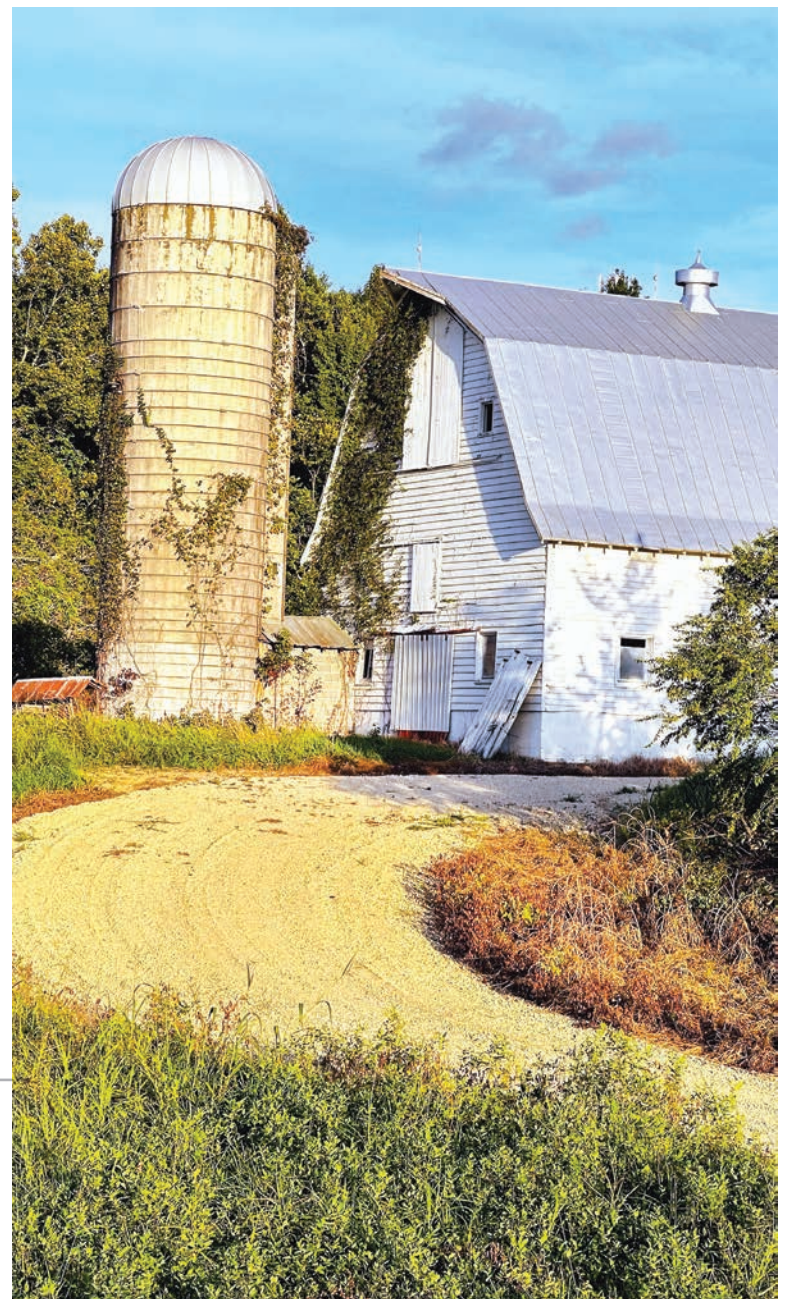
the dairy cows, and a flavorful treat. In addition, the curing process makes the plants more digestible allowing the cows to extract more nutrients.

Bray said the corn carbohydrates must be balanced with protein or a good quality hay. His farm usually supplemented with soybean meal or peanut meal.

Tasty

To remove silage, a worker would climb a ladder. There were doors every 2.5 feet in height so they could remove the cows’ tasty treat. Bray said that

Silos were a vital part of preserving animal food, while boosting its nutrition. Right is the former Moore’s Dairy Farm, located near Saluda in Middlesex County. Photo by Tom Chillemi



A vintage conveyor lies near silos at Fairfield Farm in Hartfield in Middlesex County.
Photo by Tom Chillemi



in the summer, they had to rake off three inches twice a day to keep the remaining silage fresh. Once air got to the contents it would start to degrade and would eventually sour.

Silos are still in use. Last summer Amish farmers from the Northern Neck disassembled a silo at Fairfield Farm in Hartfield and moved it to their farm for use, said E.G. Fleet.

History

The Germans are credited with preserving animal food using a process similar to making sauerkraut in the early 1800s. This science of a silo made its way to Maryland by 1870.

As an alternative to silos, some farmers shifted to “bunkers,” which are dug in the ground, lined with plastic then filled with crops and covered with plastic to seal out air.



When the Town of Urbanna had its own one-man police force in the 1940s, town cop Willie Buck, left, was the law and order in town. Buck is standing beside Beauregard Hall, who ran Green Front Grocery Store, and is holding a young Guy Davis. The 5 and 10 cents store in the background is today Virginia Street Cafe. Courtesy of Guy and V. Davis



Main Street Kilmarnock, circa 1950s. There were three new car dealerships all in a row. From left were Crowther Ford; T.D. McGinnes, Chevrolet - Oldsmobile; and Kilmarnock Motor Sales, Buick, Opel and John Deere. Photo courtesy of Kilmarnock Museum



Clowns Robert Conklin and Frank Ruderforth stop traffic during the Kilmarnock Spring Festival parade, circa 1960s. Photo courtesy of Kilmarnock Museum



The Saluda branch of the Bank of Middlesex opened in 1911. On opening day Miss Virginia Segar was the bank's first customer. She had won first place prize money for her handmade apron at the State Fair so her father matched the prize money and escorted her to the bank to make a deposit. The building was torn down when the current Truist bank building was built in the 1960s. Courtesy of Guy and V. Davis



Best of Virginia

Come for a visit to the quaint little town of Irvington and discover the best retirement community on the East Coast of Virginia. At Rappahannock Westminster-Canterbury, our residents enjoy an active, involved lifestyle in a beautiful, rural community close to the Chesapeake Bay. Our campus offers 165 wooded acres with plenty of groomed walking trails and a man-made lake for fishing, canoeing and kayaking. Housing options include apartments, cottages and stand-alone homes.










Rappahannock
Westminster-Canterbury

A Continuing Care Community

804-438-4000 | RW-C.org | info@rw-c.org

Call to schedule a tour or
check out our 360-degree
virtual tours.



ON THE Stage Day of Christmas

by Ken Levine
Directed by Linda Stough

Tickets \$30
Evening performances: 8:00 p.m.
Nov 1-2, 8-9, 15-16
Sunday matinees: 3:00 p.m.
Nov 3 & 10

Find out more at lancasterplayers.org



Serving the Area
Since 1948

CRALLE INSURANCE AGENCY GENERAL INSURANCE

P.O. Box 226
Callao, VA 22435
(804) 529-6226

17318 King's Highway
Montross, VA 22580
(804) 493-8872



*Call Jennifer Dilday, Owner
for your residential and vacation rental needs*

804-435-8710

jennifer@chesapeakepm.com

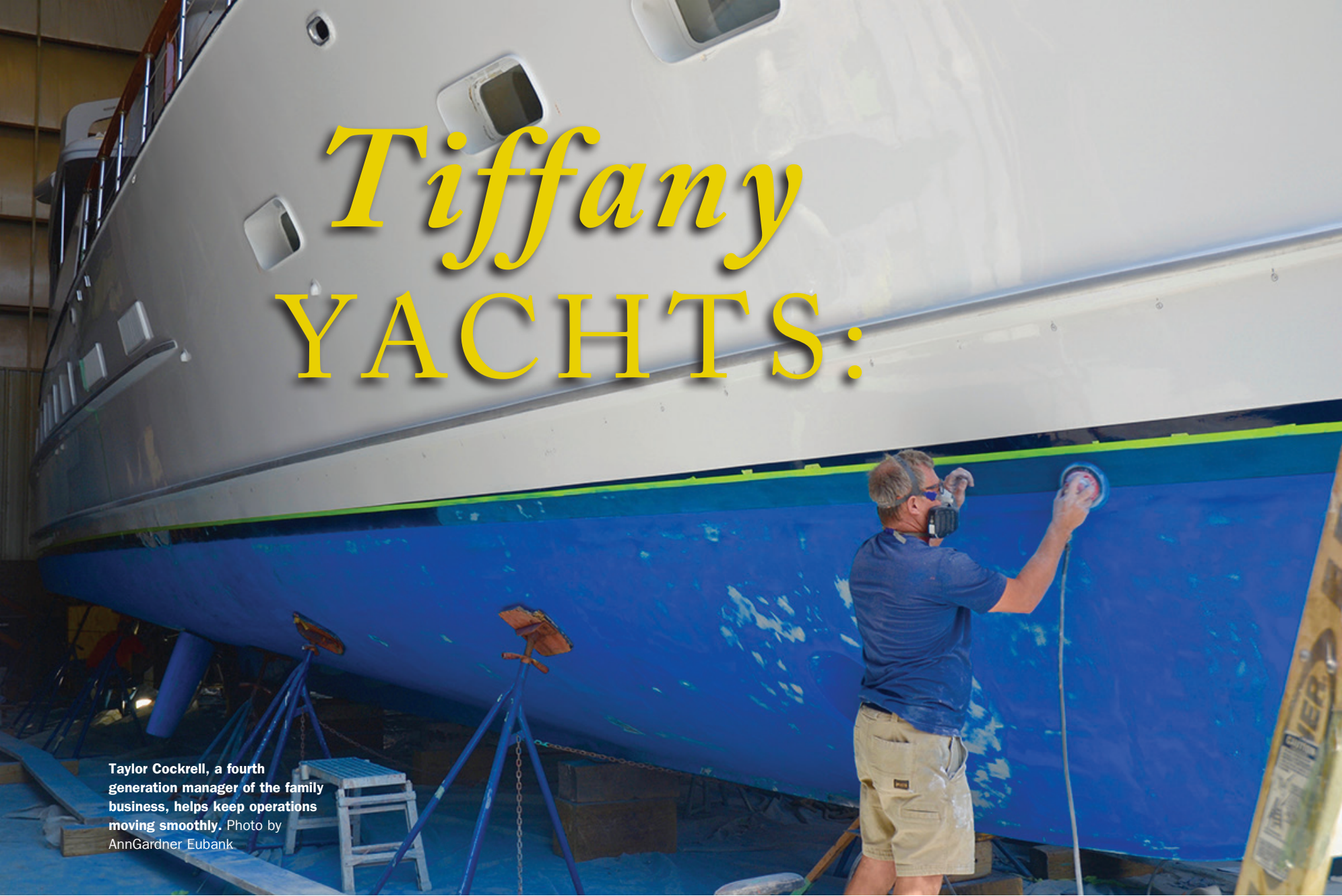
1577 Goodluck Road • Lancaster VA 22503



WINDOWS • DOORS
Andersen

LAMBERTH
BUILDING MATERIALS, INC.
(804) 435-1695 White Stone, Va.
www.lamberthbldg.com
Delivering Service Since 1917

Tiffany YACHTS:



Taylor Cockrell, a fourth generation manager of the family business, helps keep operations moving smoothly. Photo by AnnGardner Eubank

The legacy remains afloat

For decades, boaters have been able to distinguish a gorgeous Tiffany Yacht from other builds of boats as they move through the Chesapeake Bay and surrounding waters. While the boats, handcrafted and curated with pride, have become an icon in and of themselves, the family business that is Tiffany Yachts has become an impressive icon and landmark as well.

Nearly 80 years and four generations later—and 164 boats built—what started out as a small father and son waterfront operation has become a premier boat building and repair enterprise rich with familial and communal history.

While Tiffany Yachts didn't officially become the boat-building operation it has been known for until 1945, Tiffany Cockrell and his father, Odis C.W. Cockrell, began building deadrise workboats in 1934.

During those early years, Tiffany and Odis would oyster in the winter and build boats in the spring and summer. In the early years the business was known as Glebe Point Boat Company.

After Tiffany had been called upon to serve in damage control for the Navy in World War II, he returned home to work on the water and on the boats with his father.

According to Randy Cockrell, Tiffany's son, Tiffany didn't particularly care for oystering. After two harsh winters, Tiffany decided it was time to build boats year-round. That's when Tiffany built a shed so he could continue building commercial boats through the winter.

Not long after establishing the year-round operation, Tiffany was called back to serve in the Korean War for two years. When

by AnnGardner
Eubank

he returned home, he got to work furthering the business he began.

Around that time, Tiffany determined there was a market in pleasure boats and put much of his effort into crafting them along with work boats.

By 1949, Odis retired and Tiffany took the helm. For about 50 years until his retirement, Tiffany navigated the business to become what it is today— a tried and true familial business servicing the area's biggest commodity: the water.

Tiffany created a multi-generational legacy that has stood the test of time, and has survived and strengthened through the several major ups and downs of the economy over the decades as well as a devastating fire.

"He loved what he did and he had no regrets," Randy said.

While Tiffany passed away at the age of 89 in May 2011, he left behind a successful business and a family legacy that has continued to honor his successes and expand on what he created.

"He was truly special, and he was a hell of a father," Randy said about Tiffany.

Today, Randy and his sister, Tiffany's daughter, Becky, run the business alongside Randy's son Taylor Cockrell and Becky's daughter Laura Shackelford.

While as a kid Randy would work alongside his father, his career at Tiffany's didn't truly begin until 1973 after he got out of the service. Becky started around that same time, too.

According to Randy, over the years he's had a chance to work in just about every aspect of the business. From general laboring to designing and overall management, Randy knows his way around the boatyard.

Becky, too, has been extremely knowledgeable and integral to the business, managing accounts and overall project management.

With both Randy and Becky nearing retirement, like their father, they too have prepared the next generation to take the reins.

Like his father Randy, Taylor has had his hands in nearly every part of the boat building operations, too. Taylor has



Tiffany Yachts has always maintained a bustling atmosphere with a number of boats in production as well as maintenance at its dock and boatyard. This photo is from a busy day in 1977. Photo courtesy of Tiffany Yachts



In 2010 Tiffany Yachts experienced a massive fire causing terrible damage to its primary building. Despite the fire annihilating the business' primary work space, the family worked hard to get operations back in full swing in about just a year's time. Photo courtesy of Tiffany Yachts



In the last several years, Taylor Cockrell has been learning various means of designing yacht molds. His dad, Randy Cockrell, taught him much of the design process. Photo by AnnGardner Eubank

Taylor Cockrell said learning a lot of the boat designing aspects comes in handy and is beneficial not just to new projects, but to the maintenance and repair of existing projects as well. Photo by AnnGardner Eubank



been working at Tiffany's for about 20 years. In recent years, however, he's learning more and more about the boat designing process and has started constructing design molds for future projects.

Taylor said the process of learning and implementing design techniques has been exciting. While technology and techniques have certainly evolved over the course of the decades, Taylor still utilizes the methods used by his father and grandfather to work up designs.

According to Taylor, when working on designs, he references numbers and measurements from previous boats the company has built. He then draws up the designs in three-dimensions and makes tweaks and customizations from there.

"The drawing is my favorite part," Taylor said.

When he started learning the design process back in 2015, Randy told him, "I need to teach you everything I know before I forget."

One of his goals is to build a production boat, probably around the 30-foot mark, from one of his molds, he said.

Meanwhile, learning the design process has become tremendously helpful with overall knowledge on making repairs to existing boats, he said.

Laura, started taking over her mom's responsibilities as she nears retirement and has worn several hats in the family business as well.

While she is now the overall manager, she began operating the interior design and marine canvas division. She started out sewing and working on various canvases, she said.

Laura recalled how as a girl after school many of her days would be spent running around the property and helping out where she could.

As an adult she found herself fulfilling crucial roles and



Vessels designed at Tiffany Yachts have a distinct look. Boaters throughout the Chesapeake Bay region can often identify a Tiffany by the shape of the bow and the boat's stem. The photo above is from the production shop at Tiffany Yachts in the 1960s. Photo courtesy of Tiffany Yachts

It's all in the family. From left, Becky Jones, daughter of the late Tiffany, and her daughter Laura Shackelford run the company that's been an integral part of the Northumberland County community for decades. Photo by AnnGardner Eubank



becoming a leader in the business.

“All roads lead home,” she said.

While the business has served as a cornerstone for the Cockrell family and the community for decades, it hasn't always been smooth sailing.

In 2010, Tiffany Yachts caught fire. It has been one of the most notable structure fires in recent area history.

According to Laura, an electrical fire began on a wooden boat in the primary work facility, burning the main building, along with three boats, to the ground.

Because of the amount of chemicals within the building, the flames took hours to tame and some flames even smoldered for nearly five days, she said.

With the incredible devastation, many business owners may have chalked it up to a good-run and thrown in the towel. Tiffany Yachts, however, came back strong.

Impressively, with great dedication and work, the business was back in full-swing in just over a year.

With the old primary building falling to ashes, the family built a brand new building complex incorporating a heated work space and an additional 88-ton marine travel lift.

While the fire was an undeniable tragedy, Tiffany Yachts showed that through the strength of family and community, anything can be repaired.

Today, Tiffany Yachts proudly services all kinds of boats with all kinds of needs.

“There's no project that's too big or too small,” Laura said.

Wooden boats, fiberglass, older boats, power boats and sailboats can be seen on the property awaiting refurbishing and general repairs.

“It hasn't always been an easy career, but I've certainly really enjoyed it,” Randy said.

Over the years the business has expanded in space with the purchase of adjacent properties on either side of the initial space. Now sitting on nearly seven acres on the Great Wicomico, the business acts as a marker of family and community heritage and premier craftsmanship.

“There's not a much better office view than this,” Laura said.

What started out as a father and son endeavor has spawned into a community business employing over 20 skilled local craftsman, a business providing beautiful and quality boats to work and enjoy, and most notably a family legacy that has stood the test of time.



These days the boatyard handles a lot more maintenance, refurbishing and repair. Tiffany Yachts employees of roughly 20 skilled craftsmen, includes Matthew Thompson. Photo by AnnGardner Eubank



Amanda Dunbar Rogers keeps busy with a lot of sewing and canvas work at Tiffany's. Photo by AnnGardner Eubank



Prior to the devastating fire in 2010, most maintenance and production was conducted in this large building. Photo courtesy of Tiffany Yachts



This men's watermelon feast took place at Woodport on the Piankatank around the turn of the 20th century. Courtesy of Nola Watson



Sylvia Motor Company in Burgess sold Chrysler products. Photo courtesy of Kilmarnock Museum

A STEP BACK IN TIME



MURPHY SEED SERVICE, INC.

Murphy Seed started as a hardware, farming supplies, feed and seed in 1929. Today we still sell hardware, farm and garden supplies and we have added a wonderful gift shop with antiques.

The building seen in this picture was designed by Raymond Dowling and built by Edwin Minor in 1942.

We love our customers, the "been heres" and the "come heres".

ALL ARE WELCOME AT MURPHY SEED SERVICE.

RT. 202 • MT. HOLLY, VA • 804-472-2755



CHESAPEAKE HOMES

Your local Design/Build firm
Specializing in Modular Homes

804-435-7706

Please call to schedule appointments/consultations

www.ches-homes.com • 202 S. Main Street, Kilmarnock

Looking to make a move?

LET OUR TEAM HELP GUIDE YOU.



ISABELL K.
HORSLEY
Real Estate

Where *Luxury Real Estate*
Meets *Local Expertise*

LUXURY IS AN EXPERIENCE OF EXCEPTIONAL SERVICE

URBANA
61 Cross Street
(804) 758-2430

WHITE STONE*
Under
Renovation

DELTAVILLE
17229 General Puller Hwy
(804) 776-9297

MATHEWS
208 Main Street
(804) 725-5680

KILMARNOCK
89 S Main Street
(804) 435-2644

Northern Neck and Middle Peninsula
Trusted since 1975

HORSLEYREALESTATE.COM



Serving the Northern Neck and Middle Peninsula since 2005



Licensed & Insured Class A Contractor
230 Sandlin Dr. • White Stone, Va.

804-436-7378

office@hanleyelectrical.com

Most major credit cards accepted

24-Hour Emergency Service

Hanley
ELECTRICAL
Service, LLC.

www.hanleyelectrical.com



A Veteran Owned Company



Carl Barber
804-761-2259

MOBILE PAINLESS
DENT REPAIR SERVICE
At your home or office

Repair Dents from Hail,
Thrown or Fallen Objects &
Door Dings

- Increase Resale Value
- Restore Original Appearance
- Erase Bad Memories

LIVE. LOVE. LOCAL.



Shauna McCranie, Executive Director, Reedville Fishermen's Museum

The Greater Reedville Association, Inc. DBA Reedville Fishermen's Museum (RFM) is a 501(c)(3) organization incorporated in August 1986. RFM's mission is "to protect and share the maritime history of Reedville and the lower Chesapeake Bay through educational programs, exhibits and community activities while enhancing the lives of the area's residents and visitors".

The museum is located on the banks of Cockrell Creek in Northumberland County and offers the perfect venue to learn about the history and culture of the Chesapeake Bay.

It has long been our vision to support educational and recreational activities that improve the quality of life for area residents and visitors by operating a museum, supporting historic preservation and providing a forum for community involvement.

The Reedville Fishermen's Museum promotes an understanding and preservation of the maritime heritage of the lower Chesapeake Bay, with a focus given to the menhaden commercial fishing industry, its related trades, and social and cultural history of the area's watermen. As such we collect, conserve, interpret, provide access to, and foster appreciation of this heritage for a diverse community of residents and visitors. RFM welcomes an annual visitation of approximately 13,000 visitors and hosts ten or more field trips and large group tours on average.

Reedville, listed on the National Register of Historic Places, is a destination where visitors can explore traditional waterfront industries, historic homes, boatyards, a marine railway, wharves, and vessels, and seafood processing operations (including oysters, crabs and fish).

Shauna McCranie, Executive Director of the Reedville Fishermen's Museum, is a native of Reedville and retired educator. As the daughter of a menhaden fish boat Captain she brings a wealth of knowledge to the patrons. Shauna has many ties to both Northumberland and Lancaster Counties and currently lives in Weems. Her education and art background really compliment her goals as director of the museum. She has a clear vision of growing and developing the museum with the renovation of Festival Halle and a new project to create a Watermen's Park to preserve the heritage of the fishing village.



*Wishing you a day of calm winds
and smooth sailing,*

Shauna McCranie, Executive Director
804.436.6866-cell • 804. 453.6529-office



ESTD. 1928

Service, Advice and Price
Personal and Commercial Insurance

Home

Auto

Flood

Marine

Business



30 N. Main Street
P.O. Box 1629 • Kilmarnock, VA 22482

(804) 435-1144

www.hubbardinsurance.net

The little dairy house outback



Colonial-era outbuilding, one of very few left in area, damaged, facing demolition

This antebellum dairy at Walboro in Saluda has been damaged by tree root intrusion and a recent storm and is scheduled to be torn down in the near future. The little dairy is one of the last of its kind going back to colonial days.

From colonial days to the Civil War on the Northern Neck and Middle Peninsula, the most elaborate and cleanest kept buildings on county farms were the little dairy houses outback.

Milk for the farm needed to be processed in extremely clean surroundings with clean buckets, trays and milk pans and clean hands. The building, as well as the dairy utensils, had to be spotless. The buildings were built for space to work in the processing of cream into butter and cheese, to keep the milk cool and to limit access of mice, dogs, cats and bugs.

story and photos
by Larry Chowning

Ice houses, privies, smokehouses, dovecotes and dairies were all outbuildings found on area farms. One of the last dairies left in Middlesex County is the antebellum brick dairy at Walboro in Saluda. One side has been so structurally damaged by tree root intrusion that the building is scheduled to be torn down in the near future.

Walboro was built in 1853 by Philemon Taylor Woodward, lawyer, surveyor and clerk of Middlesex County from 1852 to 1892. Woodward is considered one of the most significant historical Middlesex County figures as he was the county clerk that defied a Confederate mandate in 1861 to send the county records to Richmond for safekeeping.

Instead he buried them under fodder in a barn-like structure on the Dragon Run and when Confederate forces were fleeing Richmond in 1865, burning the city behind them, Middlesex County records were safely stored in the barn. Most Virginia counties lost their ancient records to fire and are referred to as "Burn Counties." The farm is owned today by Woodward's great-great-granddaughter, Kathy Page.

The brick dairy at Walboro is a one-room structure with two windows, and inside on the back wall there's shelving for storage of pans and utensils. It was primarily used for processing milk, butter and cream.

Just a few feet from the dairy is a "milk and butter box." It is a dry well about six feet deep covered by a wooden box with hinged lids. Food, including milk and butter, was lowered up and down to the bottom by a dumbwaiter to be kept cool.

Edward A. Chappell, director of architectural research for Colonial Williamsburg, wrote in an article on farm dairies that, "It's clear that dairy operations were relatively high-stakes activities. They were often for the white women in the house, much more elevated work than any other activity in the yard — the laundry, or the

The dairy has two shuttered windows which were unusual for colonial and antebellum dairies. Instead of windows, slots, grilles, lattices, or louvres were used to let air flow through.



The only undamaged and original outside ornamental corner molding on the dairy is shown in this photo. The other three corners of the building show that time and elements have damaged the wood molding.



Although not the original lock to the door, a better lock was installed at some point to keep the Woodward's family cream and butter safe.

smokehouse. Dairies tended to be closer to the house and better built.”

Colonial Williamsburg research states that “the first step in processing the milk (inside the dairy) is to strain it, removing the chunky bits, cow hair and flies. Then you pour the milk into wide, shallow pans, leaving it 24 to 48 hours on the shelves while the cream rises. The pans were earthenware, glazed on the inside, which are found (and documented) in the probate inventories of people who owned dairies.”

“Once the cream rises, it’s skimmed off with big flat spoons and stored in salt-glaze pots. As with meat in a smokehouse, water is the enemy; it makes things go off. Since cream is more fat than water, it has a longer shelf-life than milk. To make butter; the cream is worked in a plunge churn. The agitation causes a physical change in the cream, so the fat accumulates in bunches while the water gets separated,” stated the Colonial Williamsburg description.

To make cheese, take the fresh milk and add rennet, which is derived from the lining of a calf’s stomach. It contains an enzyme that curdles milk and starts the solidifying process. After standing for 12 hours, the rennet-milk mixture resembles Jell-O,” it stated.

Inside the Walboro dairy, the two-foot thick walls were white washed, and along the back wall is shelving for storage of pots, pans, churns and butter. The thick walls and sunken cement floor are for keeping milk cool. The windows, unusual for Virginia dairies, were there for ventilation and light.



Ray Rodgers of Urbanna takes measurements and later does hand drawings of the corner moldings, shutter hinges and lock on the door to provide a visual template for future generations to understand what an 1850s authentic dairy looked like.



A substantial, well-built door leads to the inside of the dairy well.



This milk and butter box at Walboro leads to a dry well about six feet deep. A dumbwaiter was used to lower and raise food items in and out of the dry well. The box and dry well is a classic 19th century refrigerator.



The brick walls are of English common bond pattern where several layers of bricks are laid long ways and then there is a layer turned on end. The brick dairy walls are two feet thick to provide a cool environment inside.

Page said that her mother, the late Betsy Simmons, told her that she did not think cheese was made in the Walboro dairy, but butter was made regularly. Simmons also recalled from the 1930s when she was a child that the family still had several cows — all named Betsy (after her) and all were mean. She noted that during her lifetime the making of butter had shifted to inside their kitchen, versus using the dairy.

Ray Rodgers of Urbanna is taking the dimensions and lines off the building and butter/milk box, recording and drawing all the details. Rodgers is an artist, model maker and boatbuilder who about 20 years ago started pulling lines (measuring each aspect of the hull and decks) off Chesapeake Bay buyboats to provide authentic scale drawings to make his model boats. His drawings have been used as authentic details and have successfully contributed to several of the boats being named to the National Register of Historic Places through the United States Department of the Interior.

With the demolition of the little dairy at Walboro, yet another physical reminder of past life on the Northern Neck and Middle Peninsula will be gone!



Although covered in layers of paint, this was the only original shutter hinge on the windows. The rest had been replaced over time.



Inside the building shelving for storage of pots, pans, butter churns, etc. is still mounted to the wall.

Mason Realty Inc.

Serving Tidewater Virginia's Middle Peninsula
and Northern Neck Area

Your Local Realtors Since 1957



Farms, Land, Homes, Acreage, Waterfront, Cottages,
Estates, Lots and Commercial Properties

www.masonrealty.com

3 Convenient locations

SALUDA
804-758-2777

URBANNA
804-758-5372

DELTAVILLE
804-776-9295