

Interview with Otis S. Lloyd, Jr. of Cambridge, Maryland,
son of Otis Lloyd, boatbuilder of Whitehaven and Cambridge.
Lloyd specialized in building round-sterned bugeyes and built
11 between 1890 and 1907, the famous of which was the NORMA.
(see list in back of Brewington, Chesapeake Bay Log Canoes
and Bugeyes).

3/19/87

Present: R. Dodds, Joe Liener

Otis Lloyd born: Feb. 6, 1861 at Athol, MD
died: Nov. 5, 1938 at Salisbury, MD

Otis Lloyd, Jr.

OH 24

Interviewed 3/19/1987

by Richard Dodds and Josef W. Liener

Otis Lloyd's father was a boatbuilder in Whitehaven and Salisbury.

The elder Otis Lloyd was born February 6, 1861, in Athol, Maryland, to a farming family. Young Otis Lloyd got his first job away from the family farm at the Mardela Springs shipyard, where he probably did the duties typically assigned to an apprentice. Later, he was involved with the construction of the schooner *Green Hill* (built 1881 at Green Hill, Md., along the Wicomico River in Wicomico County). He is said to have asked the crew there to teach him to loft a vessel. When the crew argued with each other in response, Lloyd obtained a book on the subject and taught himself to loft vessels.

Subsequently, he worked at the Whitehaven shipyard, ultimately becoming its foreman. While in Whitehaven, he married a local girl, Esther "Hattie" Leatherbury. He raised a family in Whitehaven, but his two children died young (about 1900?) and his wife died shortly before World War I. In 1900 Lloyd bought the Salisbury Shipyard with financial backing from his brother-in-law, Captain Will Leatherbury. At first, Lloyd commuted up the river to the shipyard in his bugeye *Hattie Lloyd*. Lloyd operated the shipyard for a number of years, building little other than bugeyes.

The launching of the bugeye *Margaret A. Travers* is preserved in several photographs. Nellie Leatherbury, Lloyd's niece, had the honor of christening the boat in front of a large crowd gathered for the occasion.

Although he was fond of this trade, he sold the yard in about 1906 or 1907 and went into the pile driving trade, using a pile driving rig he built himself. Lloyd is remembered for building the first jetties in Ocean City, the first road bridge out to Ocean City, and many of the steamboat wharves for the BC&A steamboat company. Lloyd occasionally built additional boats after he sold the shipyard, including a 40-foot hard-chine motor yacht for himself and a 30-foot boat for towing his pile driving rig. This smaller boat, named for his son, later became the Salisbury fire department's first fire boat. Lloyd and his family were caught in Baltimore when the August 1933 hurricane came up the Chesapeake. The extensive damage the storm brought to wharves and other construction in the Salisbury area gave Lloyd's pile driving endeavor business for two years. Lloyd engaged not only in marine construction but in driving pilings for building foundations in the Salisbury area.

After World War I, Lloyd remarried, this time to Matty, whose family was from Baltimore. She was a manager at a Star shirt factory in Salisbury, which is presumably where he met her. Otis Lloyd was 63 when his son Otis Jr. was born.

Otis Lloyd, Sr. told several stories about hunting in his youth with a second hand muzzler-loader. In one instance, he fell and dropped his gun in the mud. When he came home he emptied the

muzzle and its unspent charge in front of the fireplace. Later, Lloyd's father found the charge as he was stirring the coals in the fireplace and furiously asked his son what he had been up to. Later in life, Lloyd complained about having to purchase a hunting license, an expense he had never been charged in his youth around rural Athol. Lloyd built small boats too, including one railbird skiff, which Otis Jr. remember using for shooting rail on a couple of occasions.