NPS Form 10-900
(3-82)

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United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only
received JAN 16 1986
date entered FEB 13 1986

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Chesapeake Bay Bugeye Edna E. Lockwood

and/or common Chesapeake Bay 9-log Sailing Bugeye Edna E. Lockwood

2. Location

street & number Navy Point, foot of Mill Street — N/A **not for publication**

city, town St. Michaels — N/A **vicinity of** Congressional District: Second

state Maryland **code** 24 **county** Talbot **code** 041

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	X occupied	___ agriculture	X museum
___ building(s)	X private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	X educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
X object	___ in process	X yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	X transportation
	X not applicable	___ no	___ military	___ other:

4. Owner of Property

name Chesapeake Bay Maritime Museum

street & number Navy Point

city, town St. Michaels — N/A **vicinity of** **state** Maryland 21663

5. Location of Legal Description

courthouse, registry of deeds, etc. U.S. Coastguard Vessel Documentation Office

street & number Norfolk Federal Building - 200 Granby Mall

city, town Norfolk **state** Virginia 23510

6. Representation in Existing Surveys

title Maryland Historical Trust Survey of Traditional Chesapeake Bay Craft **has this property been determined eligible?** ___ yes X no

date 1983 ___ federal X state ___ county ___ local

depository for survey records Maryland Historical Trust, 21 State Circle

city, town Annapolis **state** Maryland 21401

7. Description

Condition		Check one	Check one
X excellent	___ deteriorated	___ unaltered	___ original site
___ good	___ ruins	X altered	___ moved date N/A
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

DESCRIPTION SUMMARY:

The Edna E. Lockwood is a 9-log sailing bugeye with partial frame sides, the oldest form of construction of these indigenous Chesapeake Bay workcraft. She was built on Tilghman Island by master boatbuilder John B. Harrison in 1889. She is 53'6" long, has a 15'3" maximum beam, and a 2'7" draft. Her wide beam and shoal draft are ideally suited to dredging oysters from the Chesapeake Bay in the century-old fashion. She carries a three sail bateau rig, and has no auxiliary engine (wind power only). Her hull and topsides are white and her bottom red. Her most significant construction feature, her log bottom, is original to 1889, and she is the only surviving bugeye to maintain integrity of sailing rig and working appearance.

LOCATION: The Lockwood is home docked on the regulated grounds of the Chesapeake Bay Maritime Museum, Navy Point, St. Michaels, Talbot County, Maryland. She is harbored in the county in which she was constructed, and is an integral part of the Museum's interpretation of Chesapeake Bay history to the public.

For General Description, see Continuation Sheet No. 1

8. Significance

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

Specific dates 1889 **Builder/Architect** John B. Harrison

Statement of Significance (in one paragraph)

Applicable Criteria: A, C
Applicable Exceptions: none
Significance Evaluated: national

SIGNIFICANCE SUMMARY:

The Edna E. Lockwood is the last Chesapeake Bay bugeye to retain her sailing rig and working appearance, and is the only unaltered representative of the fleet of such vessels which once harvested the great Maryland oyster fishery and formed a major element of Maryland commerce before the improved highway. Her maritime significance is vested in her log hull, one of the largest in existence. Log construction derives from the Indian canoe, and has been called the only truly indigenous American hull form. Her commercial significance begins with her design tailored to oyster dredging. From her first season as a dredge boat in 1889 to her last in 1967 she witnessed a two thirds decline in bushels of Maryland oysters taken, constituting the decline of a great Atlantic fishery. In the summer Lockwood and the other bugeyes hauled produce and lumber from the Bay watershed to the urban markets of Washington, D. C. and Baltimore. With oyster hauls worsening and the summer produce transportation network taken over by trucks, most bugeyes were abandoned or converted to power. Edna E. Lockwood alone preserved her sailing rig, and today represents a craftsmanship, a fishery, and a waterborne commerce and way of life near vanished from this significant marine region of the United States.

For History and Supporting Documentation, see Continuation Sheet No. 3

9. Major Bibliographical References

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See Continuation Sheet No. 5.

10. Geographical Data

Acreage of nominated property less than one acre

Quadrangle name St. Michaels, MD **Quadrangle scale** 1:24000

UTM References

	Zone	Easting	Northing
A	18	394090	4293700
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification This active sailing vessel is 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	Richard J. Dodds, Manager, Curatorial Affairs		
organization	Chesapeake Bay Maritime Museum	**date**	July 22, 1985
street & number	Navy Point	**telephone**	(301) 745-2916
city or town	St. Michaels	**state**	Maryland 21663

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

X national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature [signature] 1-3-86

title STATE HISTORIC PRESERVATION OFFICER **date**

For NPS use only

I hereby certify that this property is included in the National Register

Entered in the National Register

[signature] **date** 2-13-86

for **Keeper of the National Register**

Attest: **date**

Chief of Registration

GPO 911-399

GENERAL DESCRIPTION:

Hull - Bottom is of nine logs of Tilghman Island hewn heart pitch pine. The keel log is 6" thick, tapering to 2½" thick at the tips of the outermost or wing logs. The logs are fastened or drifted together with wrought iron bolts. Oak transverse frames run full from the strake (uppermost portion of the hull) to the keel log, and measure 2¼" by 5½" spaced on 2' centers. Hull planking from the wing logs to the sheer is 1½" pine. Deck beams are pine, sided 3 3/4" and molded 5", spaced 2' centers. Heavier deck beams sided 5" support the hatches, mast steps, and deckhouse. Sheer strake above planking is 2¼" by 8" oak, 65' long on each side, and is reinforced belowdecks by 21 hackmatack knees divided between the sides. The centerboard trunk is built up of pine, molded 3½", fastened to the keel log by head blocks molded 4' and sided 12". All hull construction is drifted together using galvanized iron bolts, excepting only the original ungalvanized bolts securing the log bottom.

Deck - King plank reinforcing the bow is two pieces of 3¼" by 4" oak, extending from the stem to the hatch coaming behind the foremast. Covering boards above the sheer strake are of oak seated in bedding compound. Decking is laid fore and aft, of 2¼" by 4" fir, seated in bedding compound with galvanized nails. Decking is secured to the king plank, covering boards, and deck beams. The very sharp canoe stern of the bugeye (almost as narrow as the bow) is decked over with a "patent stern" to provide extra workspace. The patent stern is framed of oak and drifted to the stern post, sheer strake, and covering boards. Cabin and hatch coamings are of oak drifted to the heavy deck beams and to heavy oak flooring attached to the keel log. Hatches are of cedar, while cabin planking is of 2" pine.

Rig - Masts are single trimmed pine trees; the foremast is 12" in diameter at the deck and is 50' high, the mainmast is 9" in diameter and 46' high. Both are stepped in boxes of oak framing fastened to the keel log. Masts are raked in traditional Chesapeake Bay fashion at an angle of roughly 15 degrees, or 13" for every six vertical feet. This extreme rake allowed easier reefing, facilitated unloading the hold, and most importantly kept the center of force exerted by the sail roughly constant no matter how much sail was unfurled. Standing rigging consists of galvanized wire stays without spreaders for each mast, wire jibstays and bowsprit shrouds, and chain bobstays. Running rigging is of hemp, with jib, fore, and mainsheets all on travellers. Sails are Dacron, with areas of 494.56 sq. ft. (jib), 594.74 sq. ft. (fore), 624.49 sq. ft. (main), a total of 1713.79 sq. ft. of sail.

Status - The Edna E. Lockwood was launched in 1889 without the wheel steering gear and patent stern she now carries. Both were installed prior to 1910, and the Lockwood carried them throughout her later career. These modifications have long been accepted as the standard equipment of the classic bugeye.

See Continuation Sheet No. 2

GENERAL DESCRIPTION (continued)

When the Museum acquired the Lockwood in 1973 she was in near sinking condition. By 1975 major restoration was imperative if the last working bugeye were to be saved in any capacity. Naval architect John Lord documented her appearance before work began to ensure the fidelity of the project, and Tilghman Island master boatbuilder Manyard Lowery supervised the crew. Restoration was conducted in the techniques of 1889 and in accordance with Mr. Lord's plans representing 1910 to the present. The only changes were carrying the partial framing down full to the keel log for added strength, using heavier members in spots such as the king plank, again for added strength, and applying galvanized metal and modern wood preservatives throughout. This restoration does not detract from the integrity of the Lockwood; wooden working vessels are typically subjected to heavy wear and deterioration, and must be constantly maintained and repaired throughout their active careers. The Museum's painstaking and carefully-documented restoration efforts, carried out using traditional boatbuilding technology and skills, have returned this vessel to working condition.

HISTORY AND SUPPORT:

The Edna E. Lockwood was built on Tilghman Island in 1889 by master builder John B. Harrison. Chesapeake Bay historian M. V. Brewington asserts that Harrison's craft "certainly exceeded the average bugeye in speed and beauty;"[1] the Edna E. Lockwood's clean lines do much to bear out his comment. Like all bugeyes, Lockwood was designed with a shoal draft and a centerboard for working in the shallow Bay, and with a broad beam for the dual tasks of handling the large hand-wound oyster dredge gear of the day and stowing the oysters it took in.

The Lockwood's hull itself represents the oldest tradition of Bay boat-building, that of the log canoe. Nine logs hewn by hand and secured with iron bolts form her bottom and lower sides. The keel log in the center is the heaviest, and four others extend to either side. She retains the double ended or sharp sterned configuration common to Bay canoes, which derives from the original Indian one log dugouts. Framing and planks above the logs finish the sides, and anticipate the rise to dominance of all frame construction by 1900. A heavy deck to support her dredge gear completes her hull.

The rigging above the deck, like the hull, is traditional Chesapeake Bay. Her three triangular "leg of mutton" sails were easy to handle under dredging conditions, and could be doused quickly in the sudden storms known to the region. Additionally, her gracefully raked masts extending back over her hatch provided a practical method of hoisting the oysters from the hold. All these special adaptations of hull and rig are visible testimoney to the stringent requirements of old style oyster dredging and of Bay sailing in general, requirements which Harrison's Lockwood admirably fulfilled.

From soon after her 1889 completion until 1896 she dredged oysters out of Tilghman Island under a number of owners. After 1896 she passed into the ownership of John F. Tall and into a period of change. Her home port became Cambridge, Maryland on the Choptank River. At some time soon afterwards her sharp canoe stern received its patent stern platform, which lent extra workspace, as well as a new wheel steering system. Most importantly, a powered dredge winder replaced the hand winders, which were notorious for the back-breaking effort required to turn them. The power winders greatly improved working conditions in the oyster fleet and did much to end the infamous"shanghaiing" caused by perpetual labor shortages.

See Continuation Sheet No. 4

HISTORY AND SUPPORT:

By 1910, when she passed into the ownership of J. Hillary Wingate and a partner, she assumed the classic Bay bugeye appearance which she alone retains today. During Wingate's ownership her commercial activity was divided between winter oystering and the summer produce hauling trade. Throughout the first half of this century the Bay workboats remained the cheapest way for shoreline farmers to ship and market produce, fostering an extensive water-dependent transportation system and economy. Dozens of boats would tie up every day at Baltimore's Long Wharf or in the Washington, D. C. basins to unload fresh foodstuffs and attempt to contract return consignments of coal or supplies for the isolated Bay communities. Edna E. Lockwood and her sisters flourished in this seasonal activity during the 1920s and 1930s.

After the Second World War, however, conditions turned against the bugeyes. The oyster harvest continued to decline, and the smaller, plank built skipjacks offered watermen and owners a larger profit margin than the more expensive bugeyes. At the same time, improved roads and trucking lines captured the summer produce shipping trade, removing half the year's livelihood for the bugeye investors and crew. The sail bugeyes quickly succumbed to this double impulse. Most were converted to powered oyster buy boats or crab dredge boats, or simply abandoned. The Lockwood stayed in sail through the decline years under veteran Captain Ivy McNamara for owner Wingate.

In the 1960s she passed to her last working owner, William Johnson, who dredged her in the 1965-1966 and 1966-1967 seasons. Now the only unaltered bugeye, Edna E. Lockwood had finally become too weak for dredging. She was acquired by John Kimberly, and given by him to the Chesapeake Bay Maritime Museum. She passed into museum care with almost the exact working rig and equipment she bore in her heyday in 1910.

The poor condition which forced the Lockwood's retirement in 1967 presented the museum with an immediate decision. The vessel would have to be painstakingly restored, a major undertaking, or else left as a strictly static exhibit, possibly even sinking at her moorings. The decision was made to restore, and a major fund-raising effort got underway. Naval architect John Lord's plans assured the fidelity of the work, and Manyard Lowery brought his Tilghman Island boatbuilding skill and tradition to the project. The Edna E. Lockwood retained the original log bottom Harrison carved, original rig, and appearance exactly as in 1910, and in 1979 she was relaunched in the presence of Mrs. John B. Harrison.

See Continuation Sheet No. 5

HISTORY AND SUPPORT (continued)

The Lockwood embodies the maritime traditions of small boatbuilding, log construction, the harsh conditions which lay behind the profits, and the eventual coming of improved working conditions on the water. She represents a more isolated and independent life in the Bay counties, a time when the bugeye crews harvested the Bay and provided a vital commercial link for its scattered communities. In short, the Edna E. Lockwood provides a window into the broad scope of daily life and trade in the Chesapeake Bay region.

Footnote

[1]Marion V. Brewington, Chesapeake Bay Bugeyes, Newport News, Va.: The Mariner's Museum, 1941, p. 64.

9. MAJOR BIBLIOGRAPHICAL REFERENCES:

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