

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

| | |
|------------------|-------------|
| FOR NPS USE ONLY | |
| RECEIVED | JUN 7 1976 |
| DATE ENTERED | JUL 30 1976 |

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC **
CHESAPEAKE BAY SKIPJACK, "RELIANCE"
AND/OR COMMON

2 LOCATION

STREET & NUMBER *off MD 33 at*
Knapps Narrows
CITY, TOWN
Tilghman
STATE Maryland
VICINITY OF First
CODE 24
COUNTY Talbot
CODE 041

3 CLASSIFICATION

| CATEGORY | OWNERSHIP | STATUS | PRESENT USE |
|--|---|---|---|
| <input type="checkbox"/> DISTRICT | <input type="checkbox"/> PUBLIC | <input checked="" type="checkbox"/> OCCUPIED | <input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM |
| <input type="checkbox"/> BUILDING(S) | <input checked="" type="checkbox"/> PRIVATE | <input type="checkbox"/> UNOCCUPIED | <input checked="" type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK |
| <input type="checkbox"/> STRUCTURE | <input type="checkbox"/> BOTH | <input type="checkbox"/> WORK IN PROGRESS | <input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE |
| <input type="checkbox"/> SITE | PUBLIC ACQUISITION | ACCESSIBLE | <input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS |
| <input checked="" type="checkbox"/> OBJECT | <input type="checkbox"/> IN PROCESS | <input checked="" type="checkbox"/> YES: RESTRICTED | <input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC |
| | <input type="checkbox"/> BEING CONSIDERED | <input type="checkbox"/> YES: UNRESTRICTED | <input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION |
| | | <input type="checkbox"/> NO | <input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER: |

X Boat

4 OWNER OF PROPERTY

NAME
Nelly C. Greene
STREET & NUMBER
206 Claude Street
CITY, TOWN
Annapolis
VICINITY OF
STATE
Maryland 21401

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.
STREET & NUMBER
Vessel Documentation Office
CITY, TOWN
Department of Transportation, U.S. Coast Guard
Washington, D.C.
STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
DATE
DEPOSITORY FOR SURVEY RECORDS
CITY, TOWN
STATE
FEDERAL STATE COUNTY LOCAL

7 DESCRIPTION

CONDITION

EXCELLENT

GOOD

FAIR

DETERIORATED

RUINS

UNEXPOSED

CHECK ONE

UNALTERED

ALTERED

CHECK ONE

ORIGINAL SITE

MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Reliance is a Chesapeake Bay skipjack built in 1904 at Fishing Creek, Maryland. She is a sloop-rigged sailing vessel presently used for dredging oysters in Maryland waters. She has a registered length of 41 feet and an over-all length of 60 feet. Her beam is 14 feet and her draft is 2.5 feet. Her dredge gear includes four pairs of dredges, dredge cables, and front and starboard dredge rollers; one set of winders; one four-cylinder winder motor; and one yawl boat with an eight cylinder motor. She has one suit of canvas sails. All running rigging is manila and all deck hardware is iron. Her deck layout includes a small cabin aft with three crude berths and a large hatch forward. This vessel is constructed of native Eastern Shore pine and all repairs have been made in the original style.

8 SIGNIFICANCE

| PERIOD | AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW | | | |
|---|--|---|---|--|
| <input type="checkbox"/> PREHISTORIC | <input type="checkbox"/> ARCHEOLOGY-PREHISTORIC | <input type="checkbox"/> COMMUNITY PLANNING | <input type="checkbox"/> LANDSCAPE ARCHITECTURE | <input type="checkbox"/> RELIGION |
| <input type="checkbox"/> 1400-1499 | <input type="checkbox"/> ARCHEOLOGY-HISTORIC | <input type="checkbox"/> CONSERVATION | <input type="checkbox"/> LAW | <input type="checkbox"/> SCIENCE |
| <input type="checkbox"/> 1500-1599 | <input type="checkbox"/> AGRICULTURE | <input type="checkbox"/> ECONOMICS | <input type="checkbox"/> LITERATURE | <input type="checkbox"/> SCULPTURE |
| <input type="checkbox"/> 1600-1699 | <input type="checkbox"/> ARCHITECTURE | <input type="checkbox"/> EDUCATION | <input type="checkbox"/> MILITARY | <input type="checkbox"/> SOCIAL/HUMANITARIAN |
| <input type="checkbox"/> 1700-1799 | <input type="checkbox"/> ART | <input type="checkbox"/> ENGINEERING | <input type="checkbox"/> MUSIC | <input type="checkbox"/> THEATER |
| <input type="checkbox"/> 1800-1899 | <input checked="" type="checkbox"/> COMMERCE | <input type="checkbox"/> EXPLORATION/SETTLEMENT | <input type="checkbox"/> PHILOSOPHY | <input checked="" type="checkbox"/> TRANSPORTATION |
| <input checked="" type="checkbox"/> 1900- | <input type="checkbox"/> COMMUNICATIONS | <input checked="" type="checkbox"/> INDUSTRY | <input type="checkbox"/> POLITICS/GOVERNMENT | <input type="checkbox"/> OTHER (SPECIFY) |
| | | <input type="checkbox"/> INVENTION | | |

SPECIFIC DATES 1904

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The significance of the skipjack Reliance is shared as well by her twenty-nine sisters who make up the last fleet of working sailing vessels in North America.

The "skipjack" is the final stage in a development that began with the Indian dugout and ended with the internal combustion engine. During the 1890's, rising costs and dwindling oyster harvests forced Chesapeake watermen to seek a replacement for the large and expensive "bugeye." The lines for this replacement were taken directly from the flat bottomed crab skiff. Because it had a flat bottom and hard chines, the resulting boat could be built cheaply. The economy of construction and the working characteristics of the skipjack made it hugely successful for the short period of time before the gasoline engine was generally accepted in the Bay.

During the non-oystering months skipjacks were used to haul fresh produce, lumber, and livestock to markets in Baltimore and Washington.

Today there are thirty survivors in a fleet that once numbered in the thousands. These boats are still being used to dredge for oysters in the Maryland waters of the Chesapeake Bay from November to March.

Each year the size of Maryland's oyster fleet declines. The prevailing attitude among watermen is that in five or six years time working sails will disappear from the Bay and those remaining skipjacks will have their masts cropped. Most of a working skipjack's enemies are economic: declining profitability in the face of increased mechanization and higher yard costs. With outside help it may be possible to stem the economic problems and preserve the working sail.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Brewington, M.V. Chesapeake Bay, A Pictorial Maritime History.
 Brewington, M.V. Chesapeake Bay Log Canoes and Bugeyes.
 Burgess, Robert H. Chesapeake Circle.
 Burgess, Robert H. Chesapeake Sailing Craft.
 Burgess, Robert H. This Was Chesapeake Bay.
 DeGast, Robert Oystermen of the Chesapeake
Maryland Historical Society. Archives of Maryland

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY not applicable

UTM REFERENCES

A 18 863900 4285530
 ZONE EASTING NORTHING

B
 ZONE EASTING NORTHING

C
 ZONE EASTING NORTHING

D
 ZONE EASTING NORTHING

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

| STATE | CODE | COUNTY | CODE |
|-------|------|--------|------|
| STATE | CODE | COUNTY | CODE |

11 FORM PREPARED BY

njm

NAME / TITLE

Peter L. Teeling, Captain, Skipjack Reliance

ORGANIZATION

DATE

Jan. 23, 1976

STREET & NUMBER

TELEPHONE

151 Monticello Avenue

263-2492

CITY OR TOWN

STATE

Annapolis,

Maryland 21401

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

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

John W. Pearce
 JHP

5/28/76
 DATE

TITLE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Attest:

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE

7.30.76

ATTEST:

ACTING CHIEF OF THE NATIONAL REGISTER

DATE

7.30.76