

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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RECEIVED APR 12 1976

DATE ENTERED OCT 8 1976

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

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

1 NAME

HISTORIC



AND/OR COMMON

Nbr
(Chesapeake Bay Skipjack) "Mary W. Somers"

Chesapeake Bay Skipjack

2 LOCATION

STREET & NUMBER

S F of St Marys City at
St. Inigoe's Creek

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

St. Mary's City *vic.* VICINITY OF

four

STATE

CODE

COUNTY

CODE

Maryland

24

St. Mary's

037

3 CLASSIFICATION

CATEGORY

OWNERSHIP

STATUS

PRESENT USE

___DISTRICT

___PUBLIC

___OCCUPIED

___AGRICULTURE

___MUSEUM

___BUILDING(S)

PRIVATE

___UNOCCUPIED

COMMERCIAL

___PARK

___STRUCTURE

___BOTH

WORK IN PROGRESS

EDUCATIONAL

___PRIVATE RESIDENCE

___SITE

PUBLIC ACQUISITION

ACCESSIBLE

___ENTERTAINMENT

___RELIGIOUS

OBJECT

___IN PROCESS

___YES: RESTRICTED

___GOVERNMENT

___SCIENTIFIC

X Boat

___BEING CONSIDERED

___YES: UNRESTRICTED

___INDUSTRIAL

___TRANSPORTATION

___NO

___MILITARY

___OTHER:

4 OWNER OF PROPERTY

NAME

Thomas Rowe

STREET & NUMBER

Box 71

CITY, TOWN

St. Mary's City VICINITY OF

STATE

Maryland 20686

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

Vessel Documentation Office

REGISTRY OF DEEDS, ETC.

Dept. of Transportation, U. S. Coast Guard

STREET & NUMBER

CITY, TOWN

Washington, D. C.

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

___FEDERAL ___STATE ___COUNTY ___LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The "Mary W. Somers" is a Chesapeake Bay skipjack christened and built in 1904 at Mearsville, Virginia. She is a sailing vessel of sloop rig with one mast 49' above deck. She has a register length of 41.9 feet and a beam of 14 feet. Her overall length, which includes bowsprit, is 57 feet, and she draws 3.5 feet of water. Included on the deck is a 100 pound anchor, a windlass, port and starboard dredge rollers, a steering wheel, a rudder screw, davits over the stern for yawl boat, and a 43 foot boom. The standing rigging is old style, i.e., shrouds are secured by deadeyes and lanyards. The running gear includes bob stay, jib halyard, main halyard, lazy jacks, down haul, etc. There is a small cabin with companionway. It has three port windows, sleeps two to three crew and has deck iron for a stove pipe. Below deck is a hold for cargo, divided by a centerboard well 13 feet in length. A longhead below the bowsprit includes a decorated and carved trail board of traditional motif in gold leaf and color enamels. Much of this vessel's construction is original and replacements in construction and rigging 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 checked="" 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 checked="" type="checkbox"/> OTHER (SPECIFY) Crafts
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The significance of the skipjack, "Mary W. Somers", as well as the rest of the skipjack fleet, lies in their unique survival as the last "working sail" in North America.

A brief history of the development of the skipjack can be synopsized from M.Y. Brewington's book, Chesapeake Bay, A Pictorial Maritime History.¹ Of the half dozen or so sailing vessels to be developed on the Bay since its settlement in the seventeenth century, the skipjack was the last to come into being. Its design, taken from the skiffs used to work crab-trot lines on the Lower Eastern Shore, resulted from an economic depression in the early 1890's and a simultaneous drop in oyster production. The early skipjacks were economical boats, being comparatively easier and cheaper to build and in good weather requiring only one man to operate both the boat and the dredge. The skipjacks gradually increased in size until they were large enough to take their catch to the cities rather than selling it to the "buy-boats." These larger vessels were built by professional shipbuilders rather than by the watermen.

The skipjack, among other sailing craft, saw year-round service in commerce until the advent of better roads and freight hauling by truck. Lumber, farm products, and coal were transported to and from ports around the bay area. Until World War II, it was common to see twenty-five or more skipjacks laden with watermelons and cantaloupes at Long Dock and at Fells Point in Baltimore. Washington and Georgetown also received the goods of commerce by this means of transportation.

Today the skipjacks are used for the dredging of oysters in the Maryland waters of the Chesapeake, from November through April.

¹M.Y. Brewington, Chesapeake Bay, A Pictorial Maritime History (Cambridge, Md.: Cornell Maritime Press, 1956), pp.65-66.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Beitzell, Edwin, Life on the Potomac.
 Brewington, M. V., Chesapeake Bay, A Pictorial Maritime History.
 Brewington, M. V., Chesapeake Bay Log Canoes and Bugeyes.
 Burgess, Robert H., This Was Chesapeake Bay.
 De Gast, Robert, Oyster Men of the Chesapeake.
 Maryland Historical Society, Archives of Maryland.
 Poque, Robert, History of St. Mary's County.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY N/A

UTM REFERENCES

A	118	371581810	42253210	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

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

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE Thomas Rowe, Associate Professor, St. Mary's College of Maryland

ORGANIZATION Owner-master of skipjack "Mary W. Somers" DATE July 15, 1975

STREET & NUMBER Box 71 TELEPHONE

CITY OR TOWN St. Mary's City STATE Maryland

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.

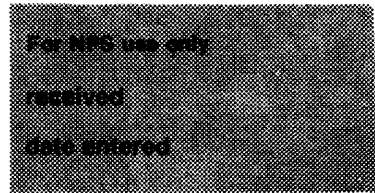
STATE HISTORIC PRESERVATION OFFICER SIGNATURE John N. Pearce DATE 3/18/76

TITLE _____

FOR NPS USE ONLY	
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER	
Attesting	DATE <u>10/8/96</u>
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION	DATE <u>7/29/76</u>
ATTEST:	
KEEPER OF THE NATIONAL REGISTER	

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**



Chesapeake Bay Skipjack Mary W. Somers

Continuation sheet Charles County, Maryland Item number 2, 4, and 10 Page 1

2. LOCATION

Goose Bay Marina, Port Tobacco River
Port Tobacco vicinity
Charles County (Code 017)

4. OWNER OF PROPERTY

Educational Alternatives, Inc.
Raymond H. Hartjen, Ph. D., Executive Director
P. O. Box 265
Port Tobacco, Maryland 20677

10. GEOGRAPHICAL DATA

U.S.G.S. Quadrangle: Mathias Point, MD-VA
UTM References: 18-320980 - 4257890

Prepared by Peter Kurtze
Assistant National Register
Administrator
Maryland Historical Trust
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

November 7, 1985