

MAY 16 1984

Survey No. S-242

Magi No.

DOE yes no

Maryland Historical Trust State Historic Sites Inventory Form

CHESAPEAKE BAY SKIPJACK FLEET THEMATIC GROUP

1. Name (indicate preferred name)

historic THOMAS W. CLYDE

and/or common skipjack

2. Location

street & number LOWER THOROFARE n/a not for publication

city, town Wenona _____ vicinity of _____ congressional district FIRST

state Maryland 024 county Somerset 039

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"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input checked="" type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name Capt. Charles Abbott

street & number _____ telephone no.: 784-2216

city, town Wenona state and zip code Maryland 21870

5. Location of Legal Description

courthouse, registry of deeds, etc. n/a liber

street & number _____ folio

city, town _____ state

6. Representation in Existing Historical Surveys

title Survey of Surviving Traditional Chesapeake Bay Craft

date 1983-1984 federal state county local

depository for survey records Maryland Historical Trust, 21 State Circle

city, town Annapolis, state Maryland 21401

7. Description

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Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> n/a original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date of move <u> n/a </u>
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

This vessel is a 54.4' long, two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a skipjack. Built in 1911 in Oriole, Maryland for the oyster fishery, she continues active as a sailing dredgeboat. The vessel has a beam of 18.2', a depth of 5.3', and a net register tonnage of 21. She carries a typical skipjack rig of jib-headed mainsail and large boom. She has a longhead bow with headrails and a square, transom stern. Her wooden hull is painted the traditional white.

THOMAS W. CLYDE has a straight, slightly raking stem with a longhead. Headrails-- wooden braces--extend from the end of the longhead back to the hull. Her square stern is boxy. The vessel shows typical Bay-area cross-planked construction methods. Her rudder is carried outboard on the transom with a chock for the pushboat located to one side. There are guards amidships to protect the hull from the bumping of the dredges, and metal ice sheathing at the waterline.

The single mast is set up with double shrouds and turnbuckles, as well as a forestay, jibstay, and topping lift. There are lazyjacks on the sails for easier furling. The mainsail is laced to the boom and carried on wood hoops at the mast; the boom is jawed to the mast. A large jib, with a club along its foot, is rigged out to the bowsprit, which is long and octagonal, painted white with brightwork toward the end and a white tip. The bowsprit is rigged with double chain bobstays and chain bowsprit shrouds. There are headrails from the end of the longhead back to the hull. In addition to the sail rig, the vessel carries a motorized pushboat suspended from davits over the stern.

The skipjack is flush-decked, with a wheelbox at the after rail, a tall cabin trunk, and a box over the winder engine. Decks are surrounded with a pinrail forward and a higher pinrail aft, but open with dredge rollers amidships. Dredging gear is carried in season.

The white-painted hull is decorated with a tan-trimmed pinrail. Trailboards mounted on the longhead have the vessel's name in gold with vines and leaves, along with an eagle/shield/arrows motif in red, white, and blue, all on a dark green background. Nameboards on the hull have the name THOMAS W. CLYDE in gold on a dark ground.

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/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates	1911	Builder/Architect	Unknown
check: Applicable Criteria:	<input checked="" type="checkbox"/> A	<input type="checkbox"/> B	<input checked="" type="checkbox"/> C <input type="checkbox"/> D
and/or			
Applicable Exception:	<input type="checkbox"/> A	<input type="checkbox"/> B	<input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input checked="" type="checkbox"/> none
Level of Significance:	<input checked="" type="checkbox"/> national	<input type="checkbox"/> state	<input type="checkbox"/> local

Prepare both a summary paragraph of significance and a general statement of history and support.

This vessel is significant as being one of the 35 surviving traditional Chesapeake Bay skipjacks and a member of the last commercial sailing fleet in the United States. Out of a fleet of hundreds of skipjacks that worked Bay waters in the early years of this century today only this small number remain to carry on the tradition of working sail.

The skipjack evolved as a distinct type of Bay vessel in the 1890s as a cheaper-to-construct alternative to the earlier bugeyes and other traditional framed craft, in a period when shipbuilding costs were rising and the oyster catch was diminishing. The type was devised by enlarging (to 25 to 60 feet) the hull of the ordinary, unframed, square-sterned crabbing skiff, and giving it a deadrise bottom, a deck, a cabin, and a sloop rig. The result--with its unframed, hard chine, cross-planked, V-bottom--proved inexpensive to build, easy to repair, and could be constructed by a competent house carpenter. Skipjacks were specifically designed as oyster dredge boats, with wide beams and low freeboard lending stability and providing a large working space on deck. The single masted rig, with sharp-headed mainsail and large jib, was easy to handle, powerful in light winds, and handy in coming about quickly for another pass over the oyster beds.

The Maryland oyster season begins November 1 and ends March 15. Skipjacks must dredge under sail on all days except Mondays and Tuesdays, when they are allowed to use their motorized pushbot for dredging. The pushboat, normally carried on davits at the stern, is lowered into the water and literally "pushes" the skipjack along from behind, the nose of the pushboat resting against a "jig" on the stern of the skipjack. The pushboat can also legally be used to get the skipjack to and from the oyster beds each day. Each skipjacks' crew is made up of the captain, who is often also the owner, and five crew members.

THOMAS W. CLYDE is of interest as being one of the older skipjacks still dredging in the Chesapeake fleet. She was built in 1911 in Oriole, Md. following traditional Bay-area design and construction methods. She has worked in the oyster-dredging fleet since her building and is presently based at Deal Island. The vessel is one of the 21 surviving working skipjacks to have been built previous to 1912, although, like the other members of the fleet, she has been much repaired over the years in true Chesapeake fashion.

9. Major Bibliographical References

Survey No.

See Thematic Group nomination cover form, Continuation Sheets No. 8-13.

10. Geographical Data

Acreeage of nominated property less than one acre
Quadrangle name Deal Island, MD Quadrangle scale 1:24000

UTM References do NOT complete UTM references

A	<u>18</u>	<u>416870</u>	<u>4220240</u>	B					
	Zone	Easting	Northing		Zone	Easting	Northing		
C				D					
E				F					
G				H					

Verbal boundary description and justification

This working vessel is usually 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	<u>Anne Witty/ M. E. Hayward</u>		
organization	<u>Radcliffe Maritime Museum</u>		
	<u>Maryland Historical Society</u>	date	<u>May, 1984</u>
street & number	<u>201 West Monument Street</u>		telephone <u>(301) 685-3750</u>
city or town	<u>Baltimore</u>	state	<u>Maryland 21201</u>

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438