

Maryland Historical Trust State Historic Sites Inventory Form

Survey No. K-
Magi No. 150 5633
DOE yes no

AUG 5 1985
SEP 18 1985

CHESAPEAKE BAY SAILING LOG CANOE FLEET THEMATIC GROUP

1. Name (indicate preferred name)

historic ISLAND IMAGE

and/or common log canoe

2. Location

street & number RFD 3, Walnut Point Rd. n/a not for publication

city, town Chestertown vicinity of congressional district First

state Maryland 024 county Kent 029

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 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 checked="" 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 checked="" type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:

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

name James H. Smith

street & number RFD 3, Walnut Point Rd. telephone no.: 778-2988

city, town Chestertown state and zip code Maryland 21620

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 Maryland Historical Trust Historic Sites Inventory

date 1984 federal state county local

depository for survey records 21 State Circle

city, town Annapolis state Maryland 21401

7. Description

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

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

ISLAND IMAGE is a sailing log canoe built in 1885 at Elliot's Island, Maryland by Herman Jones and Isaac Moore. Built as a Pocomoke-style canoe, she has been rebuilt to join the racing fleet as a Tilghman-style canoe with carvel-fitted rising strakes. She is 29' 8 1/2" long with a beam of 5' 10 1/4", and has a straight, raking stem and a sharp stern. The canoe is privately owned, and races under no. 17. She is distinctive for her dark blue hull--the only one in the fleet.

The canoe shows typical log construction with evidence remaining of shiplap fastenings, as she originally had lapstrake (shiplap) rising strakes in typical Pocomoke-style building. When rebuilt in 1971, the canoe was re-topped with cedar topsides (which are now fiberglassed), new decks, and new sawn hanging knees and a full frame. Her construction is particularly sturdy at the bow.

Overall, her shape shows a considerable rise to the stern. She has a sharp bow with a straight, raking stem, but her longhead has recently been removed. The sharp stern is overhung with an outrigger, or bumpkin. The rudder is hung outboard on pintles. A centerboard is cased in a trunk located well forward.

The canoe is rigged with two masts with adjustable rake, and a Tilghman-style racing rig. Originally she carried a Pocomoke or "stick-up" rig. Her masts are hollow. The foremast is stayed with heavy shrouds and a forestay, adjusted at massive stainless steel chainplates mounted on the hull. The mainmast is unstayed. The canoe carries a foresail and mainsail with clubs and sprits. Both sails are made of dacron now but the original sails were of Egyptian cotton. The bowsprit is long and set up with a chain bobstay and two wire bowsprit shrouds. There are three springboards used for balance in racing which are stored inside the hull when not in use.

The canoe's hull is painted dark blue with varnished and epoxied washboards and brightwork trim on the spars. The log interior is unfinished, but coated with pine oil. The boat is unusual for her finish, her age, and her conversion from one style of indigenous canoe to another. She has an 1885 silver dollar mounted in her tiller handle.

8. Significance

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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 checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input 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 1885 **Builder/Architect** Herman Jones and Isaac Moore

check: Applicable Criteria: A B C D
and/or

Applicable Exception: A B C D E F G none

Level of Significance: national state 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 last surviving traditional Chesapeake Bay racing lot canoes that carry on a tradition of racing on the Eastern Shore of Maryland that has existed since the 1840's. In addition, it is a surviving representative of the oldest indigenous type of boat on the Bay -- the working log canoe - which was developed in the 17th century by early European settlers from the aboriginal dugout canoe.

Used for transportation and for harvesting the rich bounty of the Bay, log canoes changed little over the centuries. Constructed of from two to seven logs and ranging in length from 20 to 35 feet, they were rigged with one or two sharp-headed spritsails with or without a jib set on raking, unstayed pole masts. Easily and cheaply constructed, some 6300 existed in Bay waters in the 1880s. The working canoes first began to be raced in 1840 and by the 1870s area boatbuilders were building canoes specifically for racing, with lighter, thinner hulls and sharper lines. As mast heights increased to increase sail area the canoes became inherently unstable, necessitating the use of springboards and human ballast. Also part of the racing rig is the outrigger added for balance and to enable the sail tender to sit beyond the overlarge mainsail.

With the invention of the gasoline engine many log canoes were converted to power for oystering, but were then converted back to sail as interest in racing waxed and waned over the years. After peak years of popularity in the 1880s and 1890s, interest in log canoe racing waned in the first two decades of the 20th century only to be revived again in the 1920s. The popularity of racing, spearheaded by the Miles River Yacht Club, continued unabated until the present day, although the number of vessels active in the fleet has varied considerably.

ISLAND IMAGE is significant for being one of the oldest surviving members of the racing fleet and for being the only Pocomoke-style canoe in the fleet, with the "stick-up" Pocomoke rig. When she was purchased by her present owner in 1971 she had been stripped down to her five-log hull, but the original logs were in good condition. Her topsides were completely rebuilt at Sam McQuay's boatyard in Tilghman. Despite local tradition that a blue-hulled boat brings bad luck, ISLAND IMAGE has a blue hull. She used to sport yellow sails, another unusual feature, and will do so soon again. She is one of the few canoes in the fleet without a longhead, it having been removed by the present owner.

9. Major Bibliographical References

Brewington, Marion V., Chesapeake Bay Log Canoes and Bugeyes (Cambridge, Md.: Cornell Maritime Press, 1963)

10. Geographical Data

Acreeage of nominated property less than one acre

Quadrangle name Chestertown, MD

Quadrangle scale 1:24000

UMT References

A

1	8	4	0	8	1	9	0	4	3	3	5	9	5	0
Zone	Easting			Northing										

B

Zone	Easting			Northing										

C

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D

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Verbal boundary description and justification

The historic boundary of this movable vessel is co-terminous with the hull. The vessel is usually stored at the location indicated in Item 2.

List all states and counties for properties overlapping state or county boundaries

state	n/a	code	county	code
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state	code	county	code
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11. Form Prepared By

name/title Anne Witty and Dr. Mary Ellen Hayward

organization Maryland Historical Society

date May 1984

street & number 201 West Monument Street

telephone (301) 685-3750

city or town Baltimore

state Maryland 21201

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
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