

Survey No. T-544

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 VIRGINIA W

and/or common

## 2. Location

street & number KNAPPS NARROWS n/a not for publication

city, town Tilghman n/a vicinity of congressional district First

state Maryland 024 county Talbot 041

## 3. Classification

<b>Category</b>	<b>Ownership</b>	<b>Status</b>	<b>Present Use</b>	
<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	<b>Public Acquisition</b>	<b>Accessible</b>	<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 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 Bob Marshall

street & number telephone no.:

city, town Tilghman state and zip code Maryland 21671

## 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 MD 21401

# 7. Description

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

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

This vessel is a two-sail bateau, or V-bottomed deadrise type of centerboard sloop, with a typical skipjack rig. She measures 37.5 feet register length, which according to her owner means 49 feet on deck and 56 feet overall. Her beam is 13.5 feet, and she draws 3.3 feet with centerboard up, 6 feet with centerboard down. Originally built in 1904 in Guilford, Virginia by Harrison Lewis, she was extensively rebuilt in 1980-81, using predominately fir instead of the more usual local pine. She is cross-planked in typical Bay fashion. Fir was used for her sides, stem, stemline, and mast. The vessel is painted white.

VIRGINIA W. has a longhead bow, with an almost-plumb stem; she is square-sterned, with a well-raked transom with some tuck to the corners of the chine. Her rudder is carried inboard; according to her owner this is unusual in such a small skipjack, but it may also reflect the practices of the era in which she was built.

The vessel is flush-decked with several deck structures: a box over the steering gear on the afterdeck; a tall trunk cabin with a slide to port; and a main hatch. Other fittings include a wheel original to the boat, made by "J.W. Neilly, Balto."; new rollers; original davits and steering gear. The winders are powered by a 4-cylinder Wisconsin air-cooled engine, located amidships. The pushboat, carried on davits, is 11 feet long by 4½ feet wide, and is powered by a 6-cylinder Ford engine; there is a jig for it centered on the transom.

The single mast is set up with little rake, rigged with double shrouds and turnbuckles, a forestay, and a jibstay. The boom, which is jawed to the mast, is new and of Norwegian spruce. The bowsprit, squared on top with wood runner-grips along its length, ends at a square sampson post; it is set up with chain bowsprit shrouds and a double chain bobstay. The rig is typical of skipjacks: a jib-headed dacron mainsail, laced to the boom and carried on wood mast-hoops, and a single large dacron jib with a small club on its foot.

The vessel is decorated with trailboards: the name VIRGINIA W. in gold on a green background, with motifs of eagles and arrows, flags, a red-white-and-blue shield, all surrounded in black and gold.

# 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/ humanitarian
<input type="checkbox"/> 1700-1799	<input checked="" 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 type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates    1904                      Builder/Architect    Harrison Lewis

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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 36 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 1890's 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 Bay 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 pushboat 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 skipjack's crew is made up of the captain, who is often also the owner, and five crew members.

VIRGINIA W. is of interest as being one of the older skipjacks still dredging in the Chesapeake fleet. She was built in 1904 in Guilford, Va. by Harrison Lewis following traditional Bay-area design and construction methods. She has worked in the oyster dredging fleet since her building and is presently based at Tilghman Island. The vessel is one of the 21 surviving working skipjacks to have been built previous to 1912, although like most, she has been extensively repaired. VIRGINIA W. was extensively rebuilt by her owner Tim Sterns in 1980-81 and like the STANLEY NORMAN is an example of a "nearly dead" vessel being brought back to life as an active oyster dredge boat. She is small for a skipjack and was built as a "100-bushel boat," meaning she can carry a 100 bushels of oysters on her deck.

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

10. Geographical Data

Acreege of nominated property less than one acre

Quadrangle name Tilghman, MD

Quadrangle scale 1:24000

UTM References do NOT complete UTM references

A 

1	8
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3	8	4	0	4	0
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4	2	8	6	2	6	0
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Zone Easting Northing

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Zone Easting Northing

C 

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D 

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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	Anne Witty/ M. E. Hayward		
organization	Radcliffe Maritime Museum 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  
Shaw House  
21 State Circle  
Annapolis, Maryland 21401  
(301) 269-2438