

Maryland Historical Trust State Historic Sites Inventory Form

Survey No. T-543

Magi No.

DOE yes no

CHESAPEAKE BAY SKIPJACK FLEET THEMATIC GROUP

1. Name (indicate preferred name)

historic STANLEY NORMAN

and/or common Skipjack

2. Location

street & number EDGAR COVE n/a not for publication

city, town St. Michaels n/a vicinity of congressional district First

state Maryland 024 county Talbot 041

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input 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 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 Captain Ed Farley

street & number P.O. Box 582 telephone no.: 745-2717

city, town St. Michaels state and zip code Maryland 21663

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

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 state

7. Description

Survey No. T-543

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	<input type="checkbox"/> n/a
<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 47.5' long, two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a skipjack. She has a beam of 16', a depth of 4' at the stern with the centerboard up, and a registered tonnage of 7 tons. She was built in Bay style using cross-planked construction in 1902 of Salisbury, Maryland for the oyster dredging fleet. The vessel's keel is original and of yellow pine but between 1976 and 1980 much of the vessel was rebuilt by her present owner. This process was extremely well documented and will be referred to later. She carries a typical skipjack rig--a jib-headed mainsail laced to the boom and carried on hoops at the 65' spruce mast, and a single, large, self-tending jib with a club on its foot. The vessel is painted white.

In shape, the vessel has a longhead bow and square stern. She has a straight stem, with an extra brace flying from the end of the longhead to the bow planking. Her square transom stern is "tucked" underwater--in other words, the chine meets the waterline, causing some drag. This is an unusual feature, as most skipjacks have a high tuck where the chine meets the transom. The rudder is hung outboard on pintles mounted on the flat, raking transom and on the skeep.

The hull is of cross-planked construction, with some atypical features resulting from her recent rebuilding. These include the addition of two strongbacks and knees added amidships to strengthen the hull. Rebuilding also saw the addition of new mast partners, a new bow, and enlarged cabin and hatches, but the basic deck layout remains the same as the original. The process of rebuilding is fully described, as are the materials used (from local white oak and loblolly pine to tropical woods such as Santa Maria and bullet-tree) by Christopher Hall in an article for Woodenboat in 1980 (see Bibliography).

The hull is sheathed with metal--annealed yellow brass--at the waterline. Decks are of oak and there are metal-sho rub-rails on the sides of the hull beneath the sheer. The hull is painted white, as are the decks. The spars are bright and there are bright and gray accents on the cabin. Topsides are gray with the name STANLEY NORMAN in black applied letters on the sheer plank at the bows.

The vessel is flush-decked. Deck structures (in their original layout) from the stern forward include: a trunk cabin with a slide, providing access to the main cabin; a small deck hatch; a plywood box over the winders; a cargo hatch in two sections, with a high coaming; and a forward cuddy with a slide, giving access to the head and to storage space below. fittings for oystering include rollers, winders, a winder engine, dredges, and pushboat suspended on davits over the stern. A pinrail surrounds the decks, 16" high aft, 10" high forward, but open at the dredge rollers. There is an additional pipe rail around the stern quarter, extending forward as far as the rigging except for the work area. the main cabin, which is particularly finely finished is equipped with lanterns; a barometer and chronometer; two horseshoe lockers for sitting; bunks; a stove; table; and miscellaneous supplies and equipment.

The mast has considerable rake and is set up with double shrouds of steel cable with turnbuckles and chain rather than the more traditional deadeyes. Other rigging includes a forestay, jibstay, topping lift, and lazyjacks. The bowsprit is set up with a double chain bobstay and two bowsprit shrouds as well as its extra wooden flying brace. The long boom is jawed to the mast. The jib is made self-tending with a horse of 1½" pipe set across the foredeck.

E. Significance

Survey No. T-543

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400-1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500-1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600-1699	___ architecture	___ education	___ military	___ social/
___ 1700-1799	___ art	___ engineering	___ music	___ humanitarian
___ 1800-1899	<input checked="" type="checkbox"/> commerce	___ exploration/settlement	___ philosophy	___ theater
<input checked="" type="checkbox"/> 1900-	___ communications	___ industry	___ politics/government	<input checked="" type="checkbox"/> transportation
		___ invention		___ other (specify)

Specific dates 1902 Builder/Architect Unknown

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 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 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-bermed 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.

STANLEY NORMAN is of interest as being one of the older skipjacks still dredging in the Chesapeake fleet. She was built in 1902 in Salisbury, Maryland following traditional Bay-area design and construction methods. The vessel is one of the 19 surviving working skipjacks to have been built previous to 1912 and, like most of the skipjacks, has been extensively rebuilt, a process that extended over four years from 1976-1980, and was well documented by the owner and restorer, Ed Farley of Bozman, Md. The vessel is particularly finely finished and is used for summer charters as well as for winter dredging. She is an example of how an older vessel, near abandonment, can be restored to useful working life—a process common to wooden vessels of all eras, but particularly well documented in this case.

9. Major Bibliographical References

Survey No.

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

10. Geographical Data

Acreage of nominated property less than one acreQuadrangle name Claiborne, MDQuadrangle scale 1:24000

UTM References do NOT complete UTM references

A

1	8	3	9	0	5	0	0	4	2	9	1	3	8	0
Zone		Easting				Northing								

B

Zone		Easting				Northing								

C

Zone		Easting				Northing								

D

Zone		Easting				Northing								

E

Zone		Easting				Northing								

F

Zone		Easting				Northing								

G

Zone		Easting				Northing								

H

Zone		Easting				Northing								

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
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state	code	county	code
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11. Form Prepared By

name/title Anne Witty/ M. E. Haywardorganization Radcliffe Maritime Museum
Maryland Historical Societydate May, 1984street & number 201 West Monument Streettelephone (301) 685-3750city or town Baltimorestate 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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