

Survey No. S-232

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 CLARENCE CROCKETT

and/or common

2. Location

street & number Lower Thorofare n/a not for publication

city, town Wenona n/a 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 checked="" 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"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input checked="" type="checkbox"/> scientific
			<input type="checkbox"/> other:

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

name Captain Loudy Horner

street & number telephone no.: 784-2668

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 MD 21401

state

7. Description

Survey No. S-232

Condition		Check one		Check one	
<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"/> 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 44.6'-long two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a skipjack. She was built in 1908 in Deep Creek, Virginia and has sailed in the oyster-dredging fleet since then. She is built in typical Bay fashion using cross-planked construction methods. She has a beam of 14.7' and a depth of 3.0' with a net registered tonnage of 7. She carries a typical skipjack rig of jib-headed mainsail and large jib. The vessel has a longhead (clipper) bow and a square transom stern. The wooden hull is painted the traditional white and is sheathed with metal against ice at the waterline.

This vessel has a longhead bow with a straight, slightly raking stem and a square, or transom, stern. The transom is steeply raking with the rudder hung outboard on pintles and a jig for the pushboat to the starboard side. There are guards on the hull to protect it from the dredges.

The single mast is slightly raked aft and finished bright. The mast is rigged with double shrouds, adjusted by turnbuckles rather than the more traditional deadeyes, a forestay, and a jibstay. There is a topping lift leading to the end of the boom, which is jawed to the mast. Both mainsail and jib are furled by means of lazyjacks. The mainsail is jib-headed and laced to the boom. The large jib carries a club on its foot. The bowsprit, rigged with double chain bobstays and chain bowsprit shrouds, is slightly bowed down and is painted white. In addition to its sail rig the skipjack carries a motorized pushboat, suspended over the stern on davits.

The vessel is flush-decked with several deck structures. These include: a wheel-box located against the after rail; a cabin trunk with an added "doghouse" with six small horizontal windows and a full-length door; and a small fore hatch. The cabin has a single round port on either side. There is a box covering the winder engines and a sampson post, with winch heads, on the foredeck. The deck is surrounded by a low pinrail atop a solid lograil forward, and a higher pinrail aft. The boat is open amidships where the dredges come aboard over rollers. Other gear includes oyster dredging equipment--dredges, winders, and winder engines.

The vessel is painted white with a red stripe beneath the guards on the hull. The box over the winders is painted green. Trailboards, mounted on the longhead, are blue with red trim and carry the vessel's name as well as a flag-shield and diamond-shaped lozenges as decoration. The name is also carried in black letters on the bows.

8. Significance

Survey No. S-232

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	1908	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 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.

CLARENCE CROCKETT is of interest as being one of the older skipjacks still dredging in the Chesapeake fleet. She was built in 1908 in Deep Creek, Virginia following tradition 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. A most recent addition includes an added "doghouse" with windows and a full-length door, an improvement designed to make the helm more comfortable for the skipper.

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 acre
Quadrangle name Deal Island, MD Quadrangle scale 1:24000

UTM References do NOT complete UTM references

A

1	8	4	1	6	8	7	0	4	2	2	0	2	4	0
Zone	Easting				Northing									

B

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 Anne Witty/ M. E. Hayward

Radcliffe Maritime Museum

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
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438