

Survey No. T-499

Magi No. 2104995833

DOE yes no

Maryland Historical Trust State Historic Sites Inventory Form

AUG 5 1985

CHESAPEAKE BAY SAILING LOG CANOE FLEET THEMATIC GROUP

SEP 18 1985

1. Name (indicate preferred name)

historic EDMEE S. ex-CECELIA MAE

and/or common log canoe

2. Location

street & number Chesapeake Bay Maritime Museum
Mill Street n/a not for publication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 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 checked="" 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 type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

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

name Chesapeake Bay Maritime Museum

street & number St. Michaels telephone no.: 745-2916

city, town Maryland state and zip code 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

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

Survey No. T-499

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.

EDMEE S. is a 48'4" sailing log canoe owned by the Chesapeake Bay Maritime Museum and sailed in canoe races on the Eastern Shore. Log-built with carvel-fitted rising planks, in the Tilghman style, she has a 31'7" length on deck and a beam of 7'7". The canoe was built in the 1930's by noted builder Oliver Duke but never raced until acquired by the Museum in 1980. She now races under No. 22, with a crew of 9 to 11 people.

EDMEE S. was built of 5 pine logs, topped with carvel-fitted rising planks in typical Tilghman fashion. She has washboards, forming a half-deck around the cockpit, set on cut-out, sawn hanging knees, and partial stern seats. Double-ended, she has a sharp, somewhat hollow bow with a modified longhead and a sharp, steeply raking stern. The rudder is carried outboard at the stern on pintles. A wood outrigger, or bumpkin, painted white with a metal backrest, extends about 4' over the stern. The canoe has a centerboard set well forward, let into the squared-off bottom log. Her overall shape reveals a rounded chine with little or no flare to the topsides.

The canoe is rigged with two adjustable masts, set raked well aft by means of chocks. The foremast is set into a square cut out of the foredeck, while the mainmast is stepped through a thwart reinforced with a vertical bracing frame and an upper horizontal brace. Sails are of white dacron and include a fore, main, jib, and kite. The boat sometime carries a striped staysail but does not have a square sail. The bowsprit, square and tapering, is rigged with a wire bobstay and bowsprit shrouds. The boat carries three springboards for balance when sailing. There are cleat railings on either washboard.

The boat's hull is painted white on the topsides with a royal blue stripe at the waterline. There are light yellow washboards. The log bottom interior is dark wood. the name EDMEE S. is painted on the hull. The longhead has a relief-carved scroll, painted royal blue on a white ground, as decoration.

In 1982 restoration/maintenance work done at the Maritime Museum include cutting down the stem and stern post, removing the skeg, extending the centerboard slot 8" forward, rebolting and recapping the centerboard trunk with Phillippine mahogany, moving the trunk thwarts forward, and converting the rudder to a slightly larger, kick-up type based on L. Francis Herreshoff's design for MEADOWLARK. A shoe was also added to the canoe bottom. The hull remains unfiberglassed.

8. Significance

Survey No. T-499

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 checked="" type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input 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	1930s	Builder/Architect	Oliver Duke
check: Applicable Criteria:	<input checked="" type="checkbox"/> A	<input checked="" type="checkbox"/> B	<input checked="" type="checkbox"/> C
and/or	<input type="checkbox"/> D		
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 last surviving traditional Chesapeake Bay racing log 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 varried considerably.

EDMEE S. is significant as having been built by noted canoe builder Oliver Duke during the revival of interest in log canoe racing during the late 1920s and early 1930s. She is also of interst for now being owned and raced by the Chesapeake Bay Maritime Museum at St. Michaels. The vessel had an interesting history of never having been raced. Soon after the outhbreak of World War II she was left in Jim Richardson's boatyard near Cambridge and remained there in dry storage for 20 years until she was restored by Richardson for Bill Combs. Combs, a member of the board of the Museum, helped the Museum acquire the boat, which was re-named EDMEE S. after his wife. The vessel's original name was CECELIA MAE. During her 20-year stay at Richardson's, the boatbuilder used her to haul sand to build his home on LeCompte Gay and to take his family "Sunday sailing" with a shortened rig. In 1982 the Museum did further restoration on the vessel, but the hull remains unfiberglassed.

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 St. Michaels, MD

Quadrangle scale 1:24000

UMT References

A

1	8	3	9	4	1	0	0	4	2	9	3	7	0	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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