

Survey No. T-510

Magi No. 2105105633

DOE yes no

Maryland Historical Trust State Historic Sites Inventory Form

CHESAPEAKE BAY SAILING LOG CANOE FLEET THEMATIC GROUP

SEP 18 1985

1. Name (indicate preferred name)

historic SANDY

and/or common log canoe

2. Location

street & number Sherwood Road n/a not for publication

city, town Sherwood 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"/> 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 William C. Hanlon

street & number 7913 New Orleans Drive telephone no.: 703-768-9179

city, town Alexandria state and zip code Virginia 22308

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	date of move _____
<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.

SANDY is a 28' 1-1/4" long sailing log canoe with two masts and a racing rig. Log-built, with carvel-fitted rising planks, the boat has a beam of 6' 8-1/4". She is double-ended, with a longhead bow and a sharp stern. Her exact provenance is unknown, but she has been racing in the St. Michaels area since 1938. She may have been built on the western shore. The canoe has a racing rig (refurbished in 1971), a centerboard, and her original log hull, which is painted white. She is privately owned and races under No. 7.

SANDY shows typical Tilghman-style log construction, with carvel-fitted rising planks. She has little freeboard. The bow has an almost plumb stem and a longhead. A rudder is hung outboard on the sharp stern. An outrigger, or bumpkin, overhangs the stern. The bowsprit is long and set up with heavy standing rigging (bowsprit shrouds and bobstay).

The rig consists of two masts with adjustable rake. The foremast is stayed with two shrouds and a forestay, on which the jib is laced. The masts were new in 1971, as were the sails. The foremast is 44' high and the mainmast 32' high. The sails are rigged with sprits and clubs at the clew.

Without auxiliary power, the canoe is towed to and from races. Racing gear includes springboards and extra sails. The boat is open, with fittings including a centerboard trunk, mast-steps, and slanted washboards forming a half-deck. The hull is painted white and remains unglassed. Trailboard~~x~~ carried on the longhead and nameboards on the hull have the name SANDY painted on them.

In 1965 the vessel was rebuilt from the hull up by the late Capt. Louie Zang of Galesville, Maryland and Joe Dawson of Annapolis. The new masts were made by Sam McQuay of Tilghman Island.

SANDY was built as a working canoe, of three logs and heavy construction, particularly broad in the stern for her length. While the boat's history can only be traced back to the 1930s, the growth rings on her logs indicate 150 years of growth on them--logs that would have been rare after the late 19th century. Because of the age of her logs, the fact that only three logs were used, and the original fitting together of the logs with butterfly plates, as well as the use of natural crooks or knees as deck supports, the owners guess that SANDY may be 125 years old. If so, she is the oldest canoe in the racing fleet today.

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	Ca. late 19th Century	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 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 1880's. The working canoes first began to be raced in 1840 and by the 1870's 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 gasoling 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 1880's and 1890's, interest in log canoe racing waned in the first two decades of the 20th century only to be revived again in the 1920's. The popularity of racing, spearheaded by the Miles River Yacht Club, continued unabated until present day, although the number of vessels active in the fleet has varied considerably.

SANDY is significant for having been part of the racing canoe fleet since 1938 although her previous history is unknown, including her date and place of building and her builder. She also is of interest for being one of the few canoes whose original log hull has not been fibreglassed. Tradition has it that SANDY was built and owned on the Western Shore where she is called by old-timers the "store bill boat," referring to the story of a boat that was traded to a general store in payment for grocery bills then resold by the store owner, then traded back to him for someone else's grocery bill. In any case the vessel was purchased in 1938 by the late Walter Tyler of Arundel on the Bay and raced at St. Michaels. In 1955 she was purchased by Bill Hanlon who has raced her ever since. The Hanlons have made extensive repairs to the hull (1965) and replaced the masts in 1971.

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 Claiborne, MDI

Quadrangle scale 1:24000

UMT References

A

1	8	3	8	5	3	8	0	4	2	9	0	8	9	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

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

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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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