

Survey No. T-508

Magi No. 2105085633

DOE  yes  no

# Maryland Historical Trust State Historic Sites Inventory Form

CHESAPEAKE BAY SALLING LOG CANOE FLEET THEMATIC GROUP

SEP 18 1985

## 1. Name (indicate preferred name)

historic PERSISTENCE

and/or common log canoe

## 2. Location

street & number St. Michaels Marina n/a not for publication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"/> 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	<b>Public Acquisition</b>	<b>Accessible</b>	<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 Louis E. Jallade

street & number RFD 1, Box 13 telephone no.: 745-5387

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

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-508

<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		

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

PERSISTENCE is a 32' 4 1/2" sailing log canoe, believed to have been built in the 1890s, possibly by John B. Harrison of Tilghman, Maryland. She is log built in the Tilghman style, with carvel-fitted rising strakes. She has a beam of 6' 11 1/2" and is double-ended with no longhead on her bow. The boat is privately owned and races under No. 12. The hull is painted the traditional white, and has green trim.

PERSISTENCE is log-built with carvel-fitted rising strakes and a lapped sheer and rubrail. The construction is tied together with a half-frame amidships. Washboards are supported by sawn hanging knees and form small fore- and after-decks with a peapod-shaped cockpit lined with a coaming. The fore-deck has long splashboards at the bow. Short cleat rails are carried amidships for use with the springboards. There is a wood, V-shaped outrigger with cleat rails along its sides, braced out from the hull with metal.

In shape, the canoe is double-ended, with a straight, slightly raking stem and a sharp, raking stern post on which a rudder is hung outboard on pintles. The tiller is led to the afterdeck through the frame of the bumpkin. A centerboard is cased in a trunk located in the cockpit.

The canoe is rigged with two masts with adjustable rake--a 44' foremast set into square mast partners on the fore-deck, and a 39' mainmast set in a midships thwart. The bowsprit is set up with a bobstay and bowsprit shrouds with spreaders. The foremast is also stayed with two adjustable shrouds and a forestay. The boat carries a foresail and a mainsail, both with clubs on their clews and sprits. There is a large jib with a club on its foot.

The boat was re-converted from power to sail from 1966-1970. Her hull is painted white, with green trim on the rubrail and green bottom paint. There is brightwork trim on the bowsprit and the washboards are white. The boat carries no longhead beneath the bowsprit.

Restored by Sidney Dickson in 1966-70, the vessel is currently undergoing a second restoration by the present owners. The hull has not been fiberglassed.

## 8. Significance

Survey No. T-508

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 checked="" type="checkbox"/> 1700-1799	<input checked="" type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input 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 c. 1890s Builder/Architect att. to John B. Harrison

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 last surviving traditional Chesapeake Bay racing lot 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 varied considerably.

PERSISTENCE is significant as being attributed to the well-known canoe and workboat builder John B. Harrison of Tilghman, Maryland. She was probably built in the 1890s as a working canoe. She was found in 1966 on Kent Island where she had a long tradition of working as an oystering tonging boat. She was purchased at this time by Sidney Dickson who reconverted to sail. The rebuilding took four years and her first race was in 1970. PERSISTENCE is of interest as being one of 3 canoes restored between 1966 and 1970 (along with ROVER and S.C. DOBSON), a period of revival of interest in racing which was followed by the building of two new canoes by two of the same men who had restored those mentioned above. Dickson, restorer of PERSISTENCE, went on to build SPIRIT OF WYE TOWN. Under her present owner PERSISTENCE has not raced for several years and is now in the process of being restored again. The hull has not been fiberglassed.

## 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	0	2	0	4	2	9	3	4	1	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

state	code	county	code

## 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  
Shaw House  
21 State Circle  
Annapolis, Maryland 21401  
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