

D-648

PATRICIA (log canoe)
Cambridge, Maryland

PATRICIA is a 27'4" sailing log canoe in the racing fleet. She is log-built with carvel-fitted rising planks, a longhead bow, sharp stern, and a beam of 6'4-3/4". Her sailing rig consists of two masts with adjustable rake that carry a foresail, mainsail, and large jib. Instead of the normal sprits she is the only vessel in the racing fleet to carry "wishbones," or double sprits. Built in 1942 by Oliver Duke, PATRICIA gains her significance for being one of the last 22 surviving 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. PATRICIA is of special interest for having been built by one of the better-known racing canoe builders of the 1930s and 1940s, Oliver Duke.

Maryland Historical Trust State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic PATRICIA

and/or common log canoe

2. Location

street & number 903 Roslyn Ave. *(Nashua Avenue)* ^{3-15-12 120197} not for publicationcity, town Cambridge vicinity of congressional district

state Maryland county Dorchester

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 checked="" 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 H. William West

street & number 903 Roslyn Ave. telephone no.:

city, town Cambridge state and zip code Maryland 21613

5. Location of Legal Description

courthouse, registry of deeds, etc. liber

street & number folio

city, town state

6. Representation in Existing Historical Surveys

title

date federal state county local

depository for survey records

city, town state

7. Description

Survey No. D-648

Condition		Check one	Check one	
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input 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.

PATRICIA is a 27'4" sailing log canoe in the racing fleet. She was built by Oliver Duke, a noted recent log canoe builder. She has a beam of 6' 4-3/4", a slightly hollow longhead bow, and a sharp stern. The canoe is log built in the Tilghman fashion, with carvel-fitted rising planks. Painted white, the canoe races under the no. 19 and is privately owned.

PATRICIA has typical log construction, with rising planks carvel-fitted to the log bottom. Washboards form a half-deck and cockpit. She has a slightly hollow, modified longhead bow and a sharp stern. There is a centerboard and a rudder hung on pintles on the stern post. There is a long bumpkin extending out over the stern to help balance the canoe. The bumpkin has a fitted seat. Trestles inside the hull support the spars when they are taken down.

The canoe is rigged with two unstayed masts with adjustable rake, carrying foresail, mainsail, and jib. In 1984 her rig was modified to include "wishbones" instead of sprits and she is the only boat in the racing fleet to use these. The sails are clubbed at the clew and made of dacron. The round bowsprit is rigged with a chain bobstay and wire bowsprit shrouds.

PATRICIA's hull is painted white, with red trim on the cockpit coaming and some brightwork trim. Her name is painted in gold on white trailboards and there is a gold scrolled billet-head.

8. Significance

Survey No. D-648

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 1942 **Builder/Architect** Oliver Duke

check: Applicable Criteria: A B C D
and/or

Applicable Exception: A B C D E F G

Level of Significance: national state local

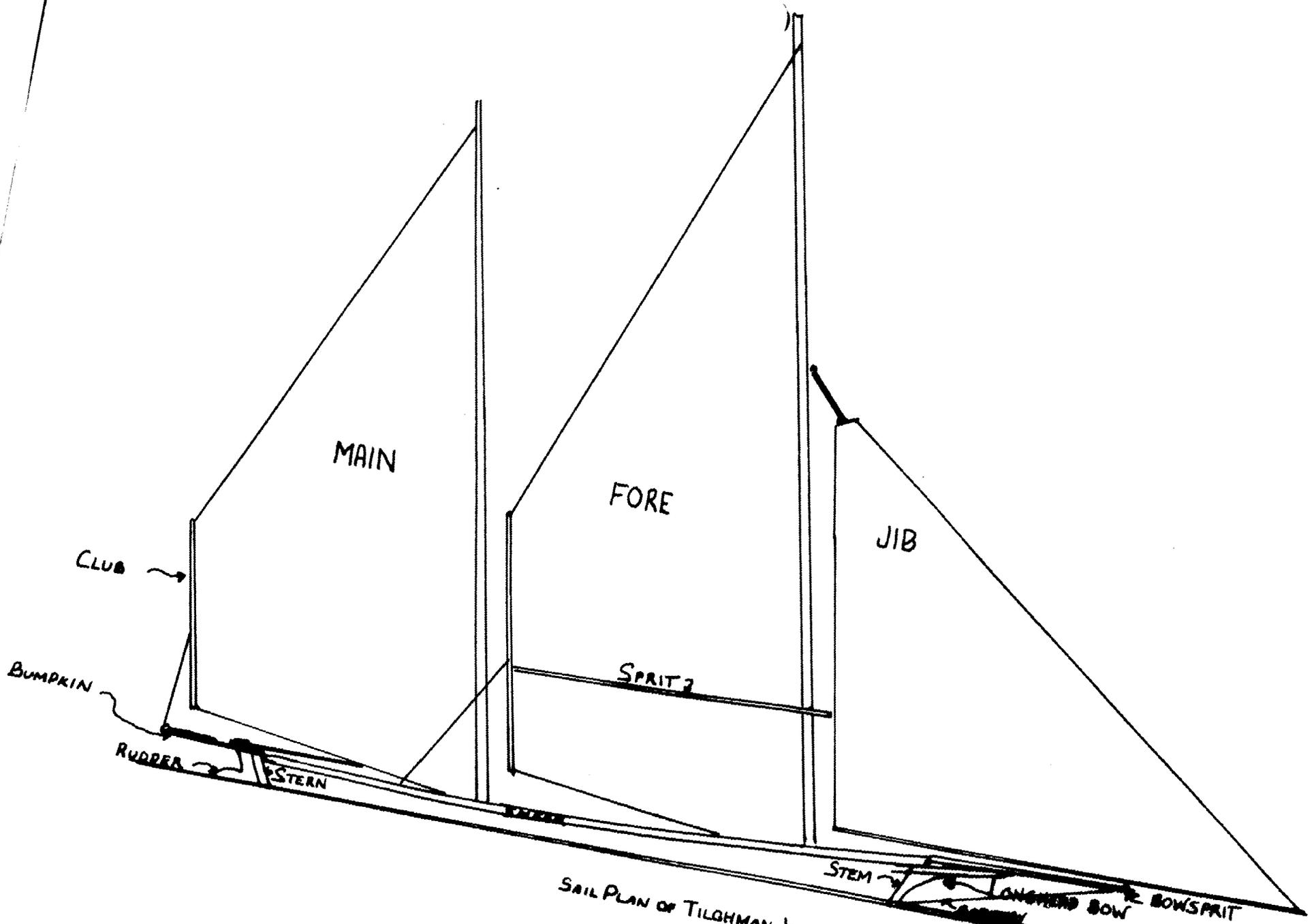
Prepare both a summary paragraph of significance and a general statement of history and support.

This vessel is significant as being one of the last 22 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 100 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 for 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.

PATRICIA is significant for having been built by one of the better-known racing canoe builders of the 1930s and 1940s, Oliver Duke. Three other canoes by Duke (NODDY, EDMEE S., and OLIVER'S GIFT) are still members of the racing fleet. In 1984 PATRICIA became the first canoe to carry wishbones (wishbone-shaped double sprits) instead of the traditional sprits. PATRICIA was built in Swarthmore, Pa. and was designed to "beat the NODDY." Oliver Duke, a native of Royal Oak, Md. was trained as a naval architect and worked for Sun Shipbuilding of Chester, Pa. He lived in Swarthmore, Pa. and had a farm on the Eastern Shore. He built log canoes as a hobby. In 1947 PATRICIA was sailed from Pa. down the C&D Canal to the Eastern Shore.



SAIL PLAN OF TILGHMAN ISLAND CANOE after drawing by J.G. Earle
D-648

Survey No. D-648

Magi No. 1006485833

DOE yes no

Maryland Historical Trust State Historic Sites Inventory Form

CHESAPEAKE BAY SAILING LOG CANOE FLEET THEMATIC GROUP

1. Name (indicate preferred name)

historic PATRICIA

and/or common log canoe

2. Location

street & number 903 Roslyn Ave. n/a not for publication

city, town Cambridge n/a vicinity of congressional district First

state Maryland 024 county Dorchester 019

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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. D-648

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date of move _____

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Survey No. D-648

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Specific dates 1942 **Builder/Architect** Oliver Duke

check: Applicable Criteria: A B C D
and/or

Applicable Exception: A B C D E F G

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 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 for 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.

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PATRICIA is exceptionally significant in representing the later phase of the work of Oliver Duke, a recognized master designer and craftsman of log canoes. Her design and construction carry over elements incorporated in his earlier canoes NODDY and EDMEE S., which were built in the early 1930s and are also included in the thematic group nomination.

9. Major Bibliographical References

D-648

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 Cambridge, MD

Quadrangle scale 1:24000

UMT References

A	118	4071540	4268790
	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
(301) 269-2438



280 000
FEET

Goose
Point

472

CHESAPEAKE
BAY
SAILING
LOG CANOE
FLEET

471

35'

Oystershell
Point

THEMATIC
GROUP

470

(D-648)

PATRICIA

18-407540 -
4268790

469

EAST NEW MARKET
3rd. 11. SW

Bolingbroke

Highlys
Beach

Chancellor
Point

RIVER

State
Hospital

Shoal
Creek

Whitell
Creek

Creek

CHOPTANK RIVER

BM
14

K



D-648

PATRICIA
Cambridge, Md.

port stern
M.C. Wootton 7/84

BOATYARD



D-648

PATRICIA
Cambridge, Md.

port side
M.C. Wootton 7/84



D-648

PATRICIA
Cambridge, Md.

stern - interior hull
M.C. Wootton 7/84

PATRICIA

D-648

PATRICIA
Cambridge, Md.

port bow
M.C. Wootton 7/84



D-648

PATRICIA

St. Michaels, Md

Port side, under sail

A.E. Witty 7/84