NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Skipjack *Martha Lewis*

other names HA-2189

2. Location

street & number Millard Tydings Memorial Park, Commerce St. at S. Strawberry Lane ☐ not for publication

city or town Havre de Grace ☒ vicinity

state Maryland code MD county Harford code 025 zip code 21078

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☒ nationally ☐ statewide ☐ locally. (☐ See continuation sheet for additional comments).

Signature of certifying official/Title — Date 10-23-08

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments).

Signature of certifying official/Title — Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby, certify that this property is:
- ☐ entered in the National Register.
  - ☐ See continuation sheet.
- ☐ determined eligible for the National Register.
  - ☐ See continuation sheet.
- ☐ Determined not eligible for the National Register.
- ☐ removed from the National Register.
- ☐ other (explain): _____

Signature of the Keeper — Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply)

- [x] private
- [ ] public-local
- [ ] public-State
- [ ] public-Federal

Category of Property
(Check only one box)

- [ ] building(s)
- [ ] district
- [ ] site
- [x] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

Chesapeake Bay Skipjack Fleet TR

number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION: water-related
COMMERCE/TRADE

Current Functions
(Enter categories from instructions)

TRANSPORTATION: water-related
COMMERCE/TRADE
EDUCATION
RECREATION AND CULTURE

7. Description

Architectural Classification
(Enter categories from instructions)

OTHER: Chesapeake Bay Skipjack

Materials
(Enter categories from instructions)

foundation N/A
walls N/A
roof N/A
other WOOD

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets)

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

☒ **A** Property is associated with events that have made a significant contribution to the broad pattern of our history.

☐ **B** Property associated with the lives of persons significant in our past.

☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply)

Property is:

☐ **A** owned by a religious institution or used for religious purposes.

☐ **B** removed from its original location.

☐ **C** a birthplace or grave.

☐ **D** a cemetery.

☐ **E** a reconstructed building, object, or structure.

☐ **F** a commemorative property.

☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets)

Area of Significance
(Enter categories from instructions)

MARITIME HISTORY

Period of Significance

1955

Significant Dates

Significant Person
(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Bronza Parks, builder

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

Previous documentation on files (NPS):

☐ preliminary determination of individual listing (36 CFR 67) has been requested
☐ previously listed in the National Register
☐ previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey
#
☐ recorded by Historic American Engineering Record
#

Primary location of additional data:

☒ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☐ Other

Name of repository:

Skipjack *Martha Lewis* (HA-2189)
Name of Property

Harford County, Maryland
County and State

10. Geographical Data

Acreage of Property Less than one acre Havre de Grace, MD quad

UTM References N/A
(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	18	406442	4377001	3			
2				4			

☐ See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title Joseph D. Irr, Ph.D., President, Board of Directors
Organization Chesapeake Heritage Conservancy date 4/11/2006
street & number 13886 Swantown Creek Road telephone 410-648-6958
city or town Galena state MD zip code 21635

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map**

Photographs

Property Owner

(Complete this item at the request of SHPO or FPO)

name Chesapeake Heritage Conservancy
street & number 121 North Union Avenue, Suite C telephone 410-939-4078
city or town Havre de Grace state MD zip code

Paperwork Reduction Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et. seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

Description Summary:

The Skipjack *Martha Lewis* is a wooden-hulled V-bottom two-sail bateau built according to traditional methods employed by boat builders and watermen on the Chesapeake Bay. This vessel was built by master shipwright Bronza Parks at Wingate, Dorchester County, Maryland in 1955 along with two nearly identical skipjacks: *Rosie Parks* and *Lady Katie.* In keeping with the tradition of an oyster dredge boat, the engine used to operate the boat when not under sail was placed in an accompanying yawl boat. In 1993 the vessel was moved to Havre de Grace, Maryland, where she was restored and upgraded to USCG standards required for carrying passengers. The boat remains in excellent repair, is still USCG certified and continues to dredge for oysters under sail power.

Martha Lewis is docked at the Millard Tydings Memorial Park in Havre de Grace, Maryland, at the confluence of the Susquehanna River and the Chesapeake Bay.

General Description:

Martha Lewis was built in 1955 for Captain James Lewis of Wingate, Dorchester County, Maryland by Bronza Parks of the same community. Captain Lewis had the vessel constructed for the sole purpose of dredging oysters, and the vessel has served that purpose every year but 1993 when she was out of the water for major restoration work. Parks followed traditional skipjack design methods that were used extensively on Maryland's Eastern Shore. The vessel was constructed by formula and without architectural plans. She is 49 feet five inches long on deck and has a beam of 16 feet 7 inches. Length on the waterline is 46 feet 2 inches. With the centerboard raised, the draft is 3 feet 8 inches. Her present mast is of Douglas fir and rises 65 feet above the waterline. Traditional gold leaf ball signifying construction is complete and that the vessel is debt-free tops it. The boom is also formed from Douglas fir and extends 50 feet from its fitting to the mast. The ship has a longhead bow and a straight raking stern with a bracket fitted to hold the bow of the powered yawl boat. When not in use for power, the yawl boat is suspended from davits athwartships beyond the stern of the skipjack.

HULL:
According to Frederick E. Hecklinger, a marine surveyor specializing in wooden boats, the hull of *Martha Lewis* was originally constructed to unusually good standards for a vessel of this type. Hecklinger also writes: "In 1994 an extensive program of rebuilding and refastening was accomplished and maintenance has since been attended to in an unusually good and regular manner." The wooden hull has hard chines and is planked athwartships in a herringbone pattern below those chines. This design minimizes the need for internal frames. Meant to be used for

dredging in shallow waters, the hull is stabilized below the water by a moveable centerboard equal in length to the broadest beam measurement of 16 feet 7 inches. All original planking and some structural elements were formed from loblolly pine. This species of wood is common to forests on the Eastern Shore of Maryland. Some of the few frames present in the hull were fabricated from oak. In order to preserve the hull structure, replacement parts are now fabricated from wood with far greater resistance to decay commonly encountered in older wooden hulls built from these local trees. For example, a rotting 25-foot section of the port chine log was replaced with white oak in 2005 and some of the decaying fore and aft planks above the waterline were replaced with Douglas fir during that same preservation effort. Materials used during the 1993-1994 restoration will be described in another section. Originally, the hull was metal clad near the waterline. There has been some decay of the underlining wooden planks due to the penetration of water between planks and metal shields. So to prolong the life of remaining original planks and allow for inspection and replacement of galvanized fasteners for the bottom planks, the steel plates were removed in 2005. This action was done in conformance with the directions of the USCG Inspector. All seams are caulked when required for watertight integrity following traditional methods using cotton, oakum and pitch.

DECK

Planking on the flush deck runs fore-and-aft. The present wood planks, installed in 1993, were fabricated from a Central American hardwood because the original planks of pine were seriously decayed. Without the new planks, the boat would not have achieved USCG certification. The plank seams have been repeatedly caulked with traditional cotton, oakum and pitch treatments. Above deck structures include a summer cabin just aft of the mast. This structure is used to facilitate passage below decks and to provide seating for passengers. A flat hatch cover usually replaces it when the boat is used for oyster dredging. The oyster dredging equipment is mounted on the deck aft of the summer cabin. This consists of the original winding gear fabricated of steel. Adjacent to the winding gear is a 1950s 6 cylinder automobile engine rigged to operate the dredge winding gear. The winder engine is enclosed in a wooden box. Side rollers are mounted amidships on the rails. The main cabin is the remaining above-deck structure. It lies directly in front of the quarterdeck. The steering mechanism, operated by a metal wheel, lies directly above the rudderpost.

MAIN CABIN

The main cabin is paneled with tongue and groove pine installed during the initial construction. There is an area for food preparation with updated propane stove, three bunks, navigation equipment and tool storage plus limited bench seating.

YAWL BOAT

An automotive gasoline engine originally powered the yawl or push boat. To meet USCG standards, this engine was replaced by an aging diesel engine in 1994. That engine was replaced in 2004 with a modern Yanmar 165 horsepower diesel. The yawl boat was originally built of loblolly pine. Due to wood decay, many parts of the yawl boat were replaced with Central American hardwood in 1994. However, the original lines of the boat were maintained during the repairs. Engine controls were moved from the yawl boat to the skipjack quarterdeck during the 1994 restoration.

EXTERNAL APPEARANCE

The hull is painted white above the waterline. This is the traditional color for Chesapeake Bay workboats. Below the waterline, red antifouling paint is used. The color red also appears on the lower hulls of most skipjacks. The number 8 is displayed on plaques fastened to the standing rigging on both port and starboard. This is a display of the boat's original oyster license issued by Dorchester County, MD. She also displays decorative trailboards on both port and starboard. They are mounted on the sides of the longhead bow. These painted and gilded carvings show the name of *Martha Lewis* set against a blue background. A traditional gilded eagle head is also mounted on the underside of the longhead bow. The tradition of carved tailboards on Chesapeake Bay vessels dates to the early 18th century, and seems to be a carry-over from European ship building traditions. *Martha Lewis* also carries two name boards on the hull abaft the bow and above the rub rail.

RIGGING

The vessel is equipped with a traditional skipjack aft-sloping 65-foot wooden mast and a wooden boom equal to the length of the boat on the deck. She has a self-tacking fractionally rigged head sail mounted to a fixed forestay. The headsail's tack is secured to the outboard end of the longhead bow (bow sprit). There is a short club mounted at the clew to assist in the movement of the sail during a tacking operation. The luff of the traditional leg-of-mutton mainsail is secured to wooden mast hoops. The foot is laced to the boom. Both sails are equipped with four sets of traditional reefing points.

Fixed rigging is built from galvanized metal cables and wherever possible is served with traditional tarred cordage. The running rigging is a synthetic fiber, which closely resembles the manila hemp originally installed on the boat.

MAJOR PRESERVATION PROJECT

In 1994 owner William J. Roe of Tilgman Island, MD sold *Martha Lewis* to a new organization formed by Master Shipwright Allen Rawl and Dr. Randy George of Alabama. The organization's purpose was to restore the vessel to allow it to continue oyster dredging and to be able to provide historical and environmental programs aboard. The extensive repairs to the vessel began in the fall of 1993 in Havre de Grace, MD and were completed in the spring of 1994. The extensive repair work was performed during

one of the coldest winters in recent years. Many of the workers were volunteers who came forward to complete the project under the guidance of Allen Rawl.

The following are quotes from the builder's log of Allen C. Rawl:
Forward
"This builder's log begins in the fall of 1993 with the purchase of the Skipjack *Martha Lewis* from her present owner William J. Roe, Jr. by Randolph D. George for the Skipjack *Martha Lewis*, Inc. Settlement and transfer of title took place September 7, 1993 at the home of Mister Roe on Tilghman Island, MD."

"*Martha Lewis* has worked continuously as a Chesapeake Bay oyster dredge boat and the intent of her new owner is to restore her to her original condition and appearance, compromising authenticity only when her sea worthiness, safety of her crew and passengers and longevity can be improved."

"Restoration work will take place at Concord Point Lighthouse Park, Havre de Grace, MD at a temporary yard provided by the Havre de Grace Maritime Museum and the City of Havre de Grace under my direction." --- Allen C. Rawl, President.

Allen Rawl wrote at the conclusion of the project:
"Since our final onboard inspection by the United States Coast Guard on May 25th, we have had our Certificate revised to allow *Martha Lewis* to carry 34 persons over all lakes, bays and sounds with the one mile from shore restriction deleted. I believe she is the only Chesapeake Bay Skipjack to be so licensed by the Coast Guard."

Rawl went on to write: " *Martha* seems to be off to a good beginning. There is lots of local interest. She will operate under the direction of the Chesapeake Heritage Conservancy in alliance with the Havre de Grace Maritime Museum." "She is a good boat and already has the respect of many knowledgeable Chesapeake Bay Sailors, visitors and enthusiasts."

Major items repaired or replaced in the 1993-1994 restoration project include:
1. Fume tight bulkhead, strong back and ballast rack created
2. Eight pipe berths fabricated and installed.
3. Passenger boarding ramp fabricated.
4. Bow assembly and breasthook rebuilt.
5. Bobstays replaced.
6. New bowsprit and accompanying hardware built and installed.
7. Watertight bulkhead installed
8. Aft cabin seating and berths rebuilt.

9. Centerboard refurbished.
10. Deck boxes built for passenger seating and lifejacket storage.
11. Deck beams rebuilt or replaced with sound wood.
12. Forward Hold cover fabricated and installed.
13. Jib sheet traveler rebuilt.
14. Diesel fuel tanks installed below quarterdeck.
15. New hatch cover fabricated.
16. Forward Summer Cabin designed, built and installed.
17. New mast partner and bracing installed
18. Safety railings fabricated and installed.
19. All standing rigging replaced with galvanized steel.
20. All new running rigging installed.
21. Rudderpost rebuilt.
22. New mast fabricated from Douglas fir
23. New jib club built from Douglas fir.
24. New boom fabricated from Douglas fir.
25. New deck planks of Central American hardwood installed
26. Quarter knee and transom rebuilt.
27. Yawl boat keel replaced.

Summary Statement of Significance:

The Skipjack *Martha Lewis* is significant under Criterion C as an example of a regionally-distinctive type of sailing vessel which was developed in the late 19th century to serve the oyster industry of the Chesapeake Bay. It derives additional significance under Criterion A, for its association with the oyster industry which has contributed to both the economy and the identity of the Chesapeake Bay region. Constructed in 1955 according to traditional design and construction techniques rooted in the 19th century, the *Martha Lewis* reflects a boom in the oyster industry which took place in the years following World War II. The vessel has been active in the commercial oyster fishery continuously from the date of her construction to the present, except for the 1993 season during which she was undergoing restoration.

The Skipjack *Martha Lewis* is an integral part of the surviving Chesapeake Bay Skipjack Fleet -- the last commercial sailing fleet in the United States -- whose national significance was documented in a thematic nomination to the National Register in 1985. At that time, the fleet comprised a total of 35 vessels, 12 of which were constructed after World War II. The postwar vessels reflect a continuing tradition of working sail which is profoundly important to the identity of the Chesapeake Bay region; however, because they were less than 50 years old at the time the Thematic Group nomination was prepared, they were not accepted for listing. Over the years since the Thematic Group nomination was prepared, the number of surviving skipjacks has dwindled from 35 to perhaps a dozen, with only four or five remaining active in the commercial oyster fishery. The *Martha Lewis* remains an active member of the sailing oyster fleet. During the off-season, educational and recreational programs provide revenue for her upkeep.

The surviving skipjacks of the Chesapeake Bay signify a remnant of the last commercial sailing fleet within North American waters. *Martha Lewis* stands out as an excellent example of this type of vessel designed specifically to work the shallow oyster beds of the Chesapeake Bay. Designed by local watermen in the late stages of the 19th century at the height of the Chesapeake Bay booming oyster industry, the boats exemplify the resourcefulness of the local watermen as they drew upon existing resources to meet the continuous demand for oysters in commercial markets throughout the country. Inexpensive to build and efficient to operate, the skipjack proved to be capable of supporting the oyster harvesting industry throughout the 20th and even into the 21st centuries. *Martha Lewis* is one of the last working skipjacks to be constructed by traditional boatbuilding methods. She is an excellent example of how local design and innovation played an important role in meeting specific economic needs of the watermen and the culture of the residents of the Chesapeake Bay region. To some extent, this influence is still being felt today even when the vessel participates in diverse activities. These newer activities still include

oyster dredging but also encompass environmental and historical educational programs for both adults and school children.

Resource History and Historic Context:

The Chesapeake oyster fishery dates to the early 1800s when vessels from New England and New York and later New Jersey and Delaware came to the Bay to dredge oysters due to the depletion of their own native beds. Concern for depletion of the Chesapeake beds led to conservation laws banning dredging in Maryland waters in 1820 thereby restricting the harvesting of oysters to hand tonging. In 1828, Thomas Kensett opened Baltimore's first oyster cannery having been awarded the first United States patent for his process "to preserve animal, vegetable, and other perishable goods." Because oysters were an extremely perishable product for which there was wide demand, they proved the ideal first food product to be experimentally massed-marketed with the canning process. Kensett's process, followed by several other canners, allowed for national distribution of Maryland oysters. Canning increased the demand for oysters and the ban on dredging was repealed in 1865, though dredging was restricted to specific deep-water oyster beds and sail-powered vessels only. These resource conservation laws served to help save commercial sailing vessels by banning steam and later internal combustion engine powered vessels from dredging. Yet, the demand for oysters remained in the commercial markets.

Due to the heavy demand for oysters by the 1880s, over 700 Maryland licensed dredge boats consisting of pungies, schooners, sloops, and mainly bugeyes worked the Bay. In 1884-1885 a record 15 million bushels of oysters were harvested. But, as with the oyster grounds to the north, this demand and resulting over utilization of the resource caused the decline of the native Chesapeake oyster population. By the 1890s, shipbuilding expenses also began to rise due to depleted supplies of large timbers and higher labor costs. Similarly, large trees necessary for the construction of the traditional bugeye log hull were becoming scarce. These changes in natural resources brought in the age of the skipjack.

Gradually, a new boat design that would meet the needs of thousands of oyster dredgers evolved. It was based on the traditional flat-bottomed crabbing skiffs, but changed in unique ways. Costs were reduced by making the boats smaller and by incorporating flat deadrise bottoms. Using only two sails and attaching the mainsail to the mast with wooden hoops so it could be raised and lowered quickly and easily countered the need for large crews. A mainsail slanted toward the stern of the boat, puts the top of the mast over the center of effort, at the widest part of the beam, where it could be used as a hoist to move oysters from the hold. Increased maneuverability was gained by using a large mainsail that could move a boat in the Chesapeake's light winds while also pulling heavy dredges over oyster beds.

A shallow draft and a centerboard served to improve maneuverability and allow passage into shallower waters and rivers of the Bay. The overall simpler design of the skipjack produced a smaller and lighter

boat that could be built in any shipyard, or as was often the case, in a waterman's own backyard. While no two were exactly alike, they all followed these general guidelines. Through trial and error, without the use of models or blueprints, oyster dredgers developed several specific measures that were passed by word of mouth to other boat builders.

The significant measures were:

- Beam width: one-third the length of the boat
- Mast height: equal to the boat's length on deck plus the beam
- Boom length: equal to the boat's length on deck
- Bowsprit length: equal to the beam.
- Transom width: equal to three-fourths of the beam
- Centerboard length: equal to one-third of the length on deck
- Mast rake: stepped at a point equal to one-third the distance between the bowsprit and the stern so that a plumb line dropped from the top of the mast would hit the center line between the end of the bowsprit and the stern; or approximately 75 degrees to the waterline.

One suggestion for the origin of the name skipjack that certainly seems appropriate is that it is an archaic English word meaning "inexpensive yet useful servant." The typical cost of a skipjack in 1905 was $3000. It is said the skipjack is the most economical survivor of the Chesapeake sailing workboats. The skipjack's wide beam, hard chine, and low freeboard provided a stable, large, working and storage platform. The single-masted rig, with sharp headed mainsail (a few had gaff rigged mainsails) and large jib, was easy to handle, powerful in light winds, and handy in coming about quickly without losing way, which was so necessary for their continuous "licks" (passes) over the oyster beds. The first recorded herring-bone planked skipjack is the 1891-built *Ruby G. Ford*, which last sailed about 1986 and is now abandoned and in ruins at Tilghman Island, Maryland. The *Ford* may have been replanked as most of the early skipjacks were framed with fore and aft planking such as the *Kathryn*, built in 1901. Hard chine boats have no need for bottom frames because of their sturdy cross-planked bottoms.

Some historians have estimated that nearly 2,000 skipjacks have been built, all specifically designed for dredging oysters from the Chesapeake Bay. The peak building years were during the 1890s and first decade of the 20th century. By the 1930s, the fleet had dwindled dramatically as old vessels were abandoned in the face of low oyster prices and an almost non-existent market. This trend continued into the post World War II era. This post-war revival of the oyster industry led to the construction of a group of new skipjacks. *Martha Lewis* was one of these newer dredge boats. These additions to the fleet brought the numbers of working vessels up into the 70s. By 1971, the fleet had dropped to 43 vessels, with a more or less steady decline since. When the skipjack fleet was nominated to the National Register in 1985 it was estimated 35 skipjacks existed; by 1993 only about 25 were still dredging for oysters. In 2005, there are only about 12 remaining afloat. Of these, approximately 4-5 skipjacks still work the

Chesapeake. Most of these boats have been substantially rebuilt. A major restoration program sponsored by the State of Maryland at the Chesapeake Bay Maritime Museum has returned several of the older boats to the skipjack fleet. Not all of the restored vessels were involved in the 2005-2006 oyster harvest, presumably because of the economic difficulties faced by their captains.

With the oyster harvest at an all-time low and repeated threats of a moratorium on oystering, to conserve the depleted oyster beds, the working skipjacks remaining in the fleet are in trouble. With little if any profit being made by their owners, the maintenance of the skipjacks is suffering. A few captains have attempted "dude" charters with mixed, but mostly limited success. Even the skipjack, which is considered the Chesapeake's most economical sailing workboat cannot make a living for her owner when the oysters are too scarce to make a profit.

The extinction of America's last commercial fishing sailing fleet is, unfortunately, possible. This sailing fleet has survived as long as it has only due to legislation enacted by the State of Maryland to ban power dredging, although a powered push boat or yawl is allowed to motor the skipjack to and from the beds. Beginning in 1967, the skipjacks were allowed to dredge under power on Mondays and Tuesdays. And the law has been modified again to allow power dredging with the yawl boat on any two days of the week. In fact, most skipjacks today operate mostly on power days. Thus, technically, much of the skipjack fleet is not truly a working sailing fleet any more. The crew and captain of the *Martha Lewis* are committed to maintaining the tradition of oyster dredging under sail.

Major Bibliographical References:

Burgess, Robert H. This Was Chesapeake Bay. Centreville, MD: Tidewater Publishers, 1963, pp. 144-147.

DuPont, Jr., Iréné, "Negotiating For the Skipjack *Barbara Batchelder*," Chesapeake Bay Maritime Museum Quarterly Report, Fall 2003, p. 22.

Eshelman, Ralph. Chesapeake Bay Skipjack *Kathryn* National Historic Landmark Study National Park Service Maritime Heritage Program website.

Hayward, Mary Ellen. Chesapeake Bay Skipjack Fleet Thematic Resources nomination, National Register of Historic Places, 1985.

Hecklinger, Frederick E. (Business correspondence to Captain of *Martha Lewis*)

Lesher, Pete, Boats built by Bronza Parks at Wingate, MD ca. 1930-1958, (Personal communication) 2006.

Lesher, Pete, Conversation with F. O'Neal Dean regarding Skipjacks, (Personal correspondence) 2006.

Rawl, Allen C. Builder's Log, (Personal record) 1993.

Unknown Author, National Park Service National Register of Historic Places *Claud W. Sommers*, Skipjack Northumberland County (National Park Service website)

Vojtech, Pat Chesapeake Bay Skipjacks (Centreville, MD 21617 Tidewater Publishers, 1993.

Geographical Data

Verbal Boundary Description:

This working vessel is usually docked at the location indicated in Item 2.

Boundary Justification:

Boundaries are coterminous with the hull of the Skipjack *Martha Lewis*.

Index to Photographs

The following information applies to all photographs which accompany this documentation:

Name of Property: Skipjack *Martha Lewis*
Location: Harford County, Maryland
Photographer: Peter E. Kurtze
Date: October 21, 2008

Photo captions:

MD_HarfordCounty_Skipjack*MarthaLewis*_0001.tif
Starboard side, view from bow

MD_HarfordCounty_Skipjack*MarthaLewis*_0002.tif
Port side, view from bow

MD_HarfordCounty_Skipjack*MarthaLewis*_0003.tif
Trailboard detail

MD_HarfordCounty_Skipjack*MarthaLewis*_0004.tif
Starboard side, showing cabin and deck

MD_HarfordCounty_Skipjack*MarthaLewis*_0005.tif
Distant view showing setting of vessel docked in its permanent location at Millard Tydings Memorial Park, Havre de Grace, MD

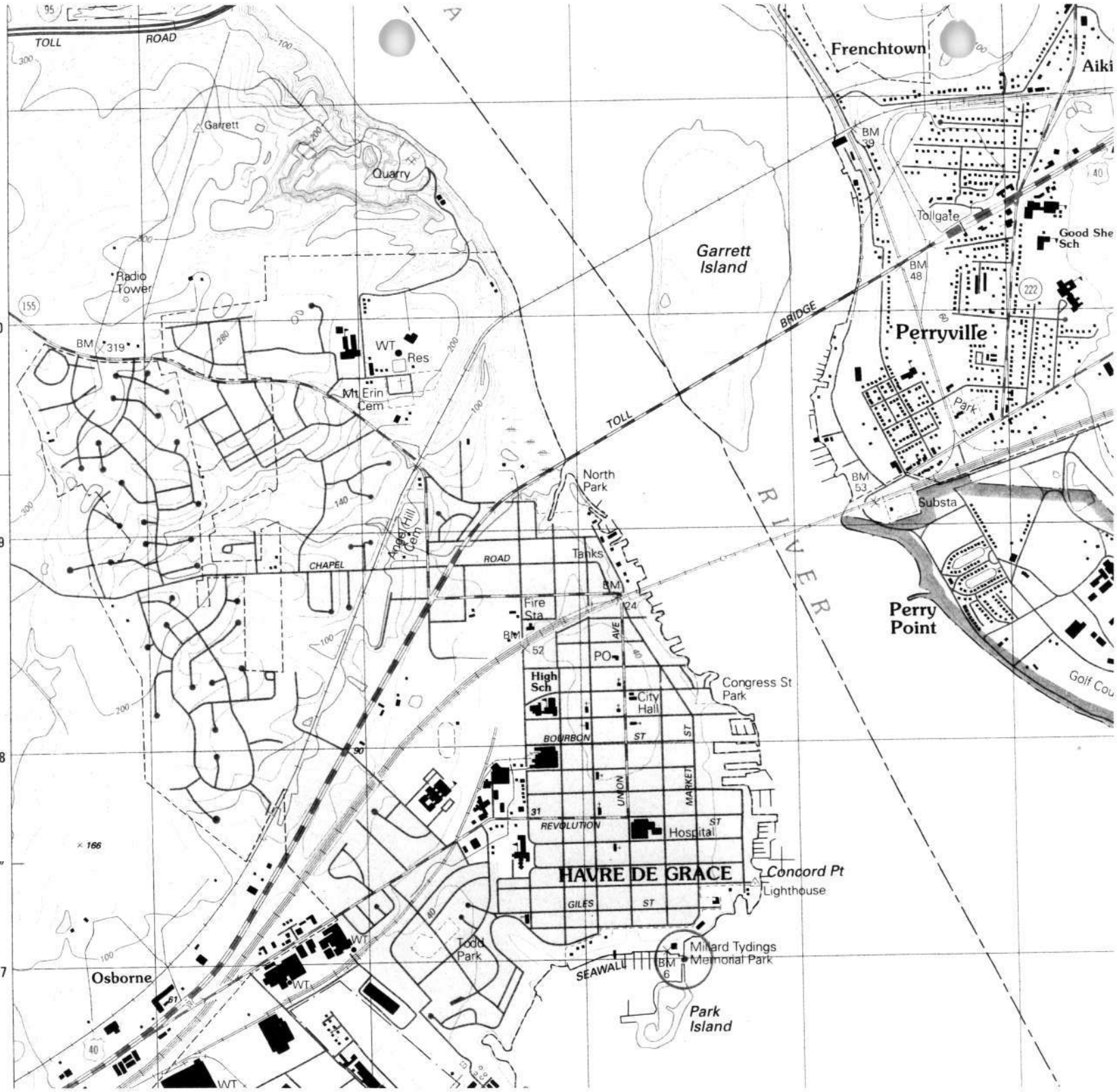
Supplementary Documentation

Photographs of the *Skipjack Martha Lewis* collected by the Chesapeake Heritage Conservancy, Havre de Grace, Harford County, Maryland. Most are copies of original work gathered from varied sources. Negatives of all copied materials, along with negatives of several originals are stored in the archives of the Conservancy.

1. *Skipjacks Martha Lewis* and *Rosie Parks* under construction at Bronza Park's boat yard, Wingate, MD in 1954. (Copy of the original by an unknown photographer. Collected from Allen Rawl.)
2. The launching of *Martha Lewis* at Wingate, MD 1955. (Copy of the original by an unknown photographer. Collected from Allen Rawl.)
3. *Martha Lewis* under sail with one reef in the main. Sometime in the 1970s. (Copy of the original by an unknown photographer. Collected from Chesapeake Bay Maritime Museum.)
4. *Martha Lewis* and other skipjacks sailing to the oyster beds. Sometime in the 1970s. (Copy of the original by an unknown photographer. Collected from Chesapeake Bay Maritime Museum.)
5. Early stages of reconstruction at Havre de Grace, MD 1993. (Copy of the original by an unknown photographer. Collected from Allen Rawl.)
6. Sheltered hull during reconstruction at Concord Point, Havre de Grace, MD 1994. (Copy of the original by an unknown photographer. Collected from Allen Rawl.)
7. Re-launch of the restored hull at Tydings Park Marina, Havre de Grace, MD Spring 1994. (Copy of the original by an unknown photographer. Collected from Allen Rawl.)
8. *Martha Lewis* at the Broadway Pier, Fels Point, Baltimore, MD. View of the Trailer Board and Name Board 2004.Photographer: Amy C. Kehring. (Copy of the original.)
9. View of the bow, anchor, bow sprit, running and standing rigging while underway on the Chesapeake Bay. 2004. Photographer: Amy C, Kehring. (Copy of the original.)
10. *Martha Lewis* underway while oyster dredging November 2005. View facing aft from the mast displaying the dredge winding gear. Original photo by Joseph D. Irr
11. Starboard-side dredge in use during an Oystering operation aboard *Martha Lewis* November 2005. Original photo by Joseph D. Irr.
12. Port-side dredge and oysters on *Martha Lewis* while underway November 2005. Original photo by Joseph D. Irr.

Additional Items

1. General Index or Abstract of Title Jun 03 1993
2. USCG Certificate of Documentation March 07, 2005
3. USCG Certificate of Inspection 09 May 2005
4. USCG Certificate of Ownership of Vessel 12-08-2000



HA-2189
SKIPJACK
MARTHA LEWIS
HARFORD COUNTY
MARYLAND

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