

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC

Chesapeake Bay Skipjack, "Mary W. Somers"  
AND/OR COMMON

Chesapeake Bay Skipjack

**2 LOCATION**

STREET &amp; NUMBER

(Formerly on St. Inigoe's Creek) Goose Bay Marina, Goose Bay Lane  
NOT FOR PUBLICATION

CITY, TOWN

(Formerly St. Mary's City)

 VICINITY OF Welcome

CONGRESSIONAL DISTRICT

four

STATE

Maryland

CODE

24

COUNTY

St. Mary's

CODE

037

**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input checked="" type="checkbox"/> WORK IN PROGRESS	<input checked="" type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT
<input checked="" type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT
X Boat	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL
		<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 type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> OTHER:

**4 OWNER OF PROPERTY**

1/9/84 Educational Alternatives, Inc.

NAME

~~Thomas Rowe~~

Dr. Raymond Hartjen

P. O. Box 265

STREET &amp; NUMBER

~~Box 71~~

Port Tobacco, MD 20677

CITY, TOWN

~~St. Mary's City~~

VICINITY OF

STATE

Maryland 20686

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE.

Vessel Documentation Office

REGISTRY OF DEEDS, ETC.

Dept. of Transportation, U. S. Coast Guard

STREET &amp; NUMBER

CITY, TOWN

Washington, D. C.

STATE

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

 FEDERAL  STATE  COUNTY  LOCALDEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

**7** DESCRIPTION

CH-368

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED    DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The "Mary W. Somers" is a Chesapeake Bay skipjack christened and built in 1904 at Mearsville, Virginia. She is a sailing vessel of sloop rig with one mast 49' above deck. She has a register length of 41.9 feet and a beam of 14 feet. Her overall length, which includes bowsprit, is 57 feet, and she draws 3.5 feet of water. Included on the deck is a 100 pound anchor, a windlass, port and starboard dredge rollers, a steering wheel, a rudder screw, davits over the stern for yawl boat, and a 43 foot boom. The standing rigging is old style, i.e., shrouds are secured by deadeyes and lanyards. The running gear includes bob stay, jib halyard, main halyard, lazy jacks, down haul, etc. There is a small cabin with companionway. It has three port windows, sleeps two to three crew and has deck iron for a stove pipe. Below deck is a hold for cargo, divided by a centerboard well 13 feet in length. A longhead below the bowsprit includes a decorated and carved trail board of traditional motif in gold leaf and color enamels. Much of this vessel's construction is original and replacements in construction and rigging have been made in the original style.

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 checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY) Crafts
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The significance of the skipjack, "Mary W. Somers", as well as the rest of the skipjack fleet, lies in their unique survival as the last "working sail" in North America.

A brief history of the development of the skipjack can be synopsized from M.V. Brewington's book, Chesapeake Bay, A Pictorial Maritime History.<sup>1</sup> Of the half dozen or so sailing vessels to be developed on the Bay since its settlement in the seventeenth century, the skipjack was the last to come into being. Its design, taken from the skiffs used to work crab-trot lines on the Lower Eastern Shore, resulted from an economic depression in the early 1890's and a simultaneous drop in oyster production. The early skipjacks were economical boats, being comparatively easier and cheaper to build and in good weather requiring only one man to operate both the boat and the dredge. The skipjacks gradually increased in size until they were large enough to take their catch to the cities rather than selling it to the "buy-boats." These larger vessels were built by professional shipbuilders rather than by the watermen.

The skipjack, among other sailing craft, saw year-round service in commerce until the advent of better roads and freight hauling by truck. Lumber, farm products, and coal were transported to and from ports around the bay area. Until World War II, it was common to see twenty-five or more skipjacks laden with watermelons and cantaloupes at Long Dock and at Fells Point in Baltimore. Washington and Georgetown also received the goods of commerce by this means of transportation.

Today the skipjacks are used for the dredging of oysters in the Maryland waters of the Chesapeake, from November through April.

<sup>1</sup>M.V. Brewington, Chesapeake Bay, A Pictorial Maritime History (Cambridge, Md.: Cornell Maritime Press, 1956), pp.65-66.

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

CH-368

- Bellbell, Edwin, Life on the Potomac.
- Brewington, M. V., Chesapeake Bay, A Pictorial Maritime History.
- Brewington, M. V., Chesapeake Bay Log Canoes and Bugeyes.
- Burgess, Robert H., This Was Chesapeake Bay.
- De Gast, Robert, Oyster Men of the Chesapeake.
- Maryland Historical Society, Archives of Maryland.
- Pogue, Robert, History of St. Mary's County.

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY N/A

UTM REFERENCES

A	1 1 8	3 7 1 5 8 1 8 1 0	4 1 2 1 2 5 1 3 1 2 1 0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

**LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES**

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

**11 FORM PREPARED BY**

NAME / TITLE Thomas Rowe, Associate Professor, St. Mary's College of Maryland

ORGANIZATION \_\_\_\_\_ DATE July 15, 1975

Owner-master of skipjack "Mary W. Somers" STREET & NUMBER TELEPHONE \_\_\_\_\_

Box 71 CITY OR TOWN STATE \_\_\_\_\_

St. Mary's City Maryland

**12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION**

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL ✓ STATE \_\_\_\_\_ LOCAL \_\_\_\_\_

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE John N. Pence DATE 3/18/76

TITLE \_\_\_\_\_ DATE \_\_\_\_\_

**FOR NPS USE ONLY**

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE \_\_\_\_\_

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST: \_\_\_\_\_ DATE \_\_\_\_\_

KEEPER OF THE NATIONAL REGISTER

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Inventory—Nomination Form**

For NPS use only

received

date entered

Chesapeake Bay Skipjack Mary W. Somers

Continuation sheet Charles County, Maryland Item number 2, 4, and 10 Page 1

2. LOCATION

Goose Bay Marina, Port Tobacco River  
Port Tobacco vicinity  
Charles County (Code 017)

4. OWNER OF PROPERTY

Educational Alternatives, Inc.  
Raymond H. Hartjen, Ph. D., Executive Director  
P. O. Box 265  
Port Tobacco, Maryland 20677

10. GEOGRAPHICAL DATA

U.S.G.S. Quadrangle: Mathias Point, MD-VA  
UTM References: 18-320980 - 4257890

Prepared by Peter Kurtze  
Assistant National Register  
Administrator  
Maryland Historical Trust  
21 State Circle  
Annapolis, Maryland 21401  
(301) 269-2438

November 7, 1985

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NATIONAL PARK SERVICE

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AND/OR COMMON

Chesapeake Bay Skipjack

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STREET & NUMBER

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NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

St. Mary's City

VICINITY OF

four

STATE

CODE

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CODE

Maryland

24

St. Mary's

037

**3 CLASSIFICATION**

**CATEGORY**

**OWNERSHIP**

**STATUS**

**PRESENT USE**

DISTRICT

PUBLIC

OCCUPIED

AGRICULTURE

MUSEUM

BUILDING(S)

PRIVATE

UNOCCUPIED

COMMERCIAL

PARK

STRUCTURE

BOTH

WORK IN PROGRESS

EDUCATIONAL

PRIVATE RESIDENCE

SITE

**PUBLIC ACQUISITION**

**ACCESSIBLE**

ENTERTAINMENT

RELIGIOUS

OBJECT

IN PROCESS

YES: RESTRICTED

GOVERNMENT

SCIENTIFIC

X Boat

BEING CONSIDERED

YES: UNRESTRICTED

INDUSTRIAL

TRANSPORTATION

NO

MILITARY

OTHER:

**4 OWNER OF PROPERTY**

NAME

Thomas Rowe

STREET & NUMBER

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CITY, TOWN

St. Mary's City

VICINITY OF

STATE

Maryland 20686

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Washington, D. C.

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DATE

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DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

**DESCRIPTION**

CH-368

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
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BUILDER/ARCHITECT

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- Brewington, M. V., Chesapeake Bay Log Canoes and Bugeyes.
- Burgess, Robert H., This Was Chesapeake Bay.
- De Gast, Robert, Oyster Men of the Chesapeake.
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- Pogue, Robert, History of St. Mary's County.

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ACREAGE OF NOMINATED PROPERTY N/A  
UTM REFERENCES

A	1 1 8	3 7 1 5	8 1 8 1 0	4 1 2	2 1 5	3 1 2 1 0	B								
	ZONE	EASTING			NORTHING				ZONE	EASTING			NORTHING		
C							D								

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE  
Thomas Rowe, Associate Professor, St. Mary's College of Maryland

ORGANIZATION DATE

Owner-master of skipjack "Mary W. Somers" July 15, 1975

STREET & NUMBER TELEPHONE

Box 71

CITY OR TOWN STATE

St. Mary's City Maryland

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL  STATE  LOCAL

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STATE HISTORIC PRESERVATION OFFICER SIGNATURE *Alan N. Pearce* 3/18/76

TITLE DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

TEST:

DATE

KEEPER OF THE NATIONAL REGISTER



4260  
0.4 MI TO U.S. 301  
POTOMAC RIVER BRIDGE 8 MI  
4258  
4257  
7650 IV NW

CH-368  
CHESAPEAKE BAY  
SKIPJACK  
27'30"  
MARY W. SOMERS  
CHARLES COUNTY,  
MARYLAND  
18-320980-4257890

7 NOVEMBER 1985



Chesapeake Bay Skipjack Mary W. Somers CH-368  
Charles County, Maryland

photo by R. H. Hartjen, 29 December 1984  
negatives at Educational Alternatives, Inc.

115 LaGrange Ave.,  
La Plata, MD 20646

at a berth in Goose Creek, Port Tobacco River  
1/2



Chesapeake Bay Skipjack Mary W. Somers CH-368

Charles County, Maryland

photo by R. H. Hartjen, 29 December 1984

negative at Educational Alternatives, Inc.

115 LaGrange Ave.

La Plata, MD 20646

at a berth in Goose Creek, Port Tobacco River

2/2



CH-368

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D-3669

SE. of rd.

SEARCH #  
p. 160 ~~5000~~



~~SN 305 SNIPACK MARY SOMER~~

CH-368



MADE  
IN  
KODAK  
K  
APR 80