Easement

QA-488
(K-662)
Survey No. (T-529)
Magi No.
DOE ___yes x no

Maryland Historical Trust
State Historic Sites Inventory Form

CHESAPEAKE BAY SKIPJACK FLEET THEMATIC GROUP

1. Name (indicate preferred name)

historic ELSWORTH

and/or common skipjack

2. Location

(relocated to Whorton vic., Kent Co.) 1989

street & number Gibsontown Road n/a not for publication

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

state Maryland 024 county Talbot 041

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	x occupied	___ agriculture	___ museum
___ building(s)	x private	___ unoccupied	x commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
x object	___ in process	x yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	x transportation
	x not applicable	___ no	___ military	___ other:

4. Owner of Property (give names and mailing addresses of all owners)

name Robert Wilson

street & number telephone no.:

city, town Tilghman state and zip code Maryland 21671

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 Survey of Surviving Traditional Chesapeake Bay Craft

date 1983-1984 ___ federal x state ___ county ___ local

depository for survey records Maryland Historic Trust, 21 State Circle

city, town Annapolis state MD 21401

7. Description

Survey No. (T-529) QA-488

Condition		Check one	Check one		
___ excellent	___ deteriorated	___ unaltered	n/a original site		
x good	___ ruins	x altered	___ moved	date of move	n/a
___ fair	___ unexposed				

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

This vessel is 39.9' long, two-sail bateau, or V-bottom deadrise centerboard sloop, commonly referred to as a skipjack. She has a beam of 14.3', a depth of 3.1', and a gross registered tonnage of 8 tons. She was built in 1901 in Hudson, Maryland for the oyster dredge fleet. She carries a typical skipjack rig--a single, slightly raking mast with a boom jawed to it and a jib-headed mainsail laced to the boom and carried on wood hoops at the mast, and a club-footed jib, rigged to a long bowsprit. The wooden hull is painted white.

In shape the vessel has a raking, longhead bow and a well-tucked transom stern with little rake and a slightly curved top. The rudder is carried inboard, entirely below the waterline. The hull shows more free'oard than some. It has metal sheathing at the waterline and a dark sheer stripe below the sheer-level rubrail on the hull.

The vessel is flush-decked, with several deck structures. From the stern forward, these include: a box over the steering gear; a main trunk cabin topped with a "doghouse" with three large windows (added to the original trunk cabin for the skipper's ease in steering and comfort); a small hatch; a tall box over the winders; a main cargo hatch; a cuddy with a slide on the foredeck. The deck is surrounded by a short taffrail except at the midships dredge-roller area; this rail is surmounted be a pipe safety rail around the stern quarter and forward of the work area. Other fittings include iron-pipe davits for the pushboat, which hangs suspended over the stern; and a sampson post with a capstan on the foredeck.

The single mast is set up with triple shrouds and deadeyes, with a topping lift to the end of the boom and lazyjacks for furling the mainsail. The squared-off bowsprit has a double chain bobstay and chain bowsprit shrouds. Rigged to it are a forestay, jibstay, and lazyjacks for jib.

Decorations include the name ELSWORTH in large black letters on the sheer at the bow, and trailboards mounted on the longhead. These have the vessel's name in gilded letters on a black ground, with green leaves and vines. There is a small red-painted sphere at the masthead.

8. Significance

Survey No. (T-529) QA-488

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	___ architecture	___ education	___ military	___ social/ humanitarian
___ 1700–1799	___ art	___ engineering	___ music	___ theater
___ 1800–1899	x commerce	___ exploration/settlement	___ philosophy	x transportation
x 1900–	___ communications	___ industry	___ politics/government	___ other (specify)
		___ invention		

Specific dates 1901 **Builder/Architect** Mitchell Hubbard; Robert Thomas, William Seward

check: Applicable Criteria: x A ___ B x C ___ D
and/or
Applicable Exception: ___ A ___ B ___ C ___ D ___ E ___ F ___ G x none

Level of Significance: x 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 35 surviving traditional Chesapeake Bay skipjacks and a member of the last commercial sailing fleet in the United States. Out of a fleet of hundreds of skipjacks that worked Bay waters in the early years of this century, today only this small number remain to carry on the tradition of working sail.

The skipjack evolved as a distinct type of Bay vessel in the 1890's as a cheaper-to-construct alternative to the earlier bugeyes and other traditional framed craft, in a period when shipbuilding costs were rising and the oyster catch was diminishing. The type was devised by enlarging (to 25 to 60 feet) the hull of the ordinary, unframed, square-sterned Bay crabbing skiff, and giving it a deadrise bottom, a deck, a cabin, and a sloop rig. The result--with its unframed, hard chine, cross-planked, V-bottom--proved inexpensive to build, easy to repair, and could be constructed by a competent house carpenter. Skipjacks were specifically designed as oyster dredge boats, with wide deams and low freeboard lending stability and providing a large working space on deck. The single masted rig, with sharp-headed mainsail and large jib, was easy to handle, powerful in light winds, and handy in coming about quickly for another pass over the oyster beds.

The Maryland oyster season begins November 1 and ends March 15. Skipjacks must dredge under sail on all day except Mondays and Tuesdays, when they are allowed to use their motorized pushboard for dredging. The bushboat, normally carred on davits at the stern, is lowered into the water and litereally "pushes" the skipjack along from behind, the nose of the pushboat resting against a "jig" on the stern of the skipjack. The pushboat can also legally be used to get the skipjack to and from the oyster beds each day. Each skipjack's crew is made up of the captain, who is often also the owner, and five crew members.

ELSWORTH is of interest as being one of the older skipjacks still dredging in the Chesapeake fleet. She was built in 1901 in Hudson, Maryland by Mitchell Hubbard, assisted by Robert Thomas and William Seward, following traditional Bay-area design and construction methods. The vessel was commissioned by Hilary Wingate and named for Joseph Elsworth Wingate his son. ELSWORTH was skippered for a time by the "boy captain," Darryl Larrimore, who when he became skipper in 1978 was the youngest on the Bay and in his mid-twenties. The vessel currently works out of Tilghman Island. ELSWORTH is one of the 21 surviving working skipjacks to have been built previous to 1912, although, like the other members of the fleet, she has been much repaired over the years. A recent addition is a "doghouse" added to her trunk cabin, an improvement designed to make the helm more comfortable for the skipper.

9. Major Bibliographical References

Survey No. QA-488

See Thematic G. ıp nomination cover form, ..ontinuation Sheets No. 8-13.

10. Geographical Data

Acreage of nominated property less than one acre

Quadrangle name Tilghman, MD

Quadrangle scale 1:24000

UTM References do NOT complete UTM references

	Zone	Easting	Northing
A	18	384240	4285550
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

This working vessel is usually docked at the location indicated in Item 2. Historic boundaries are coterminous with the hull.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
n/a			

11. Form Prepared By

name/title Anne Witty/ M. E. Hayward

organization Radcliffe Maritime Museum
Maryland Historical Society

date May, 1984

street & number 201 West Monument Street

telephone (301) 685-3750

city or town Baltimore

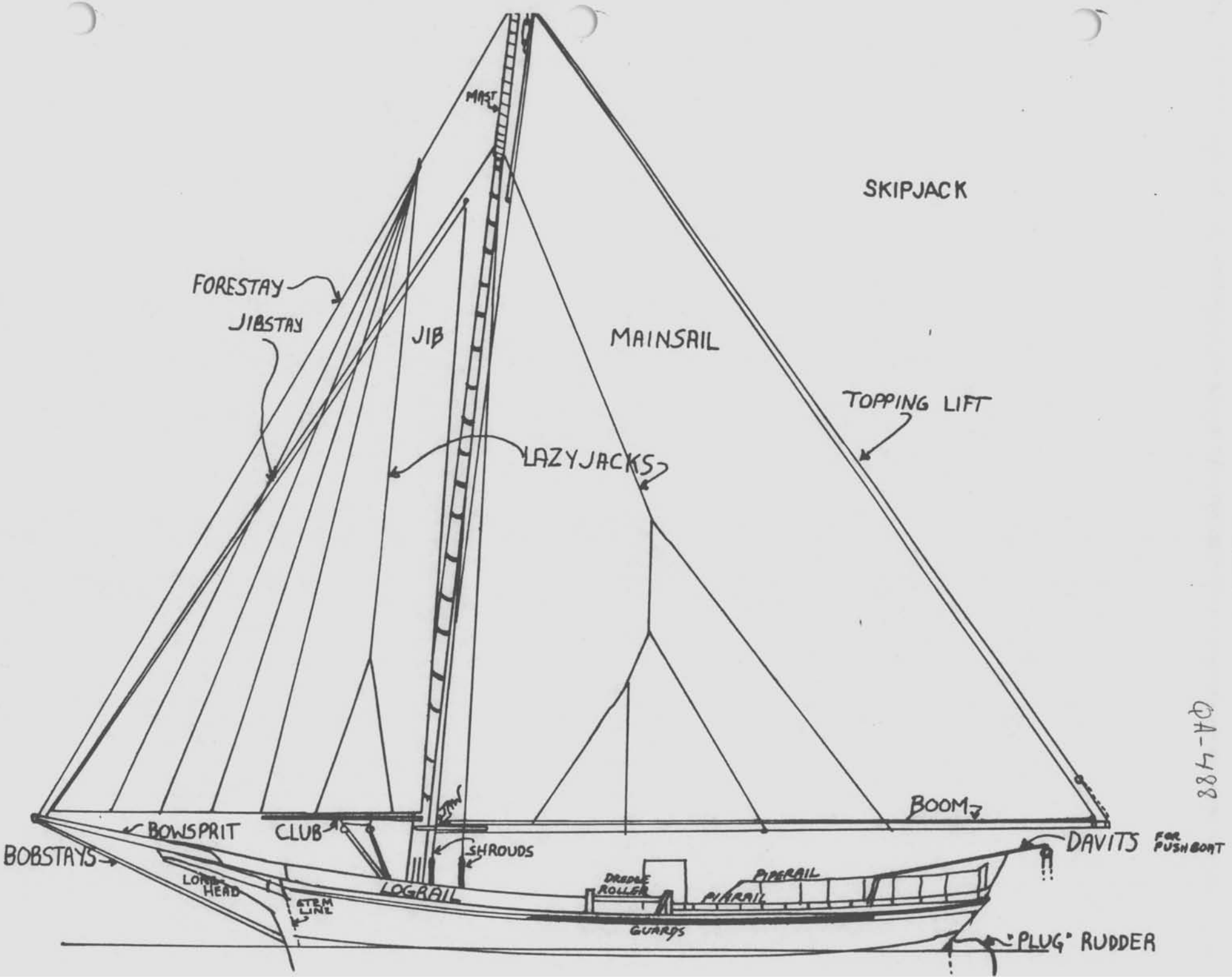
state Maryland 21201

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.

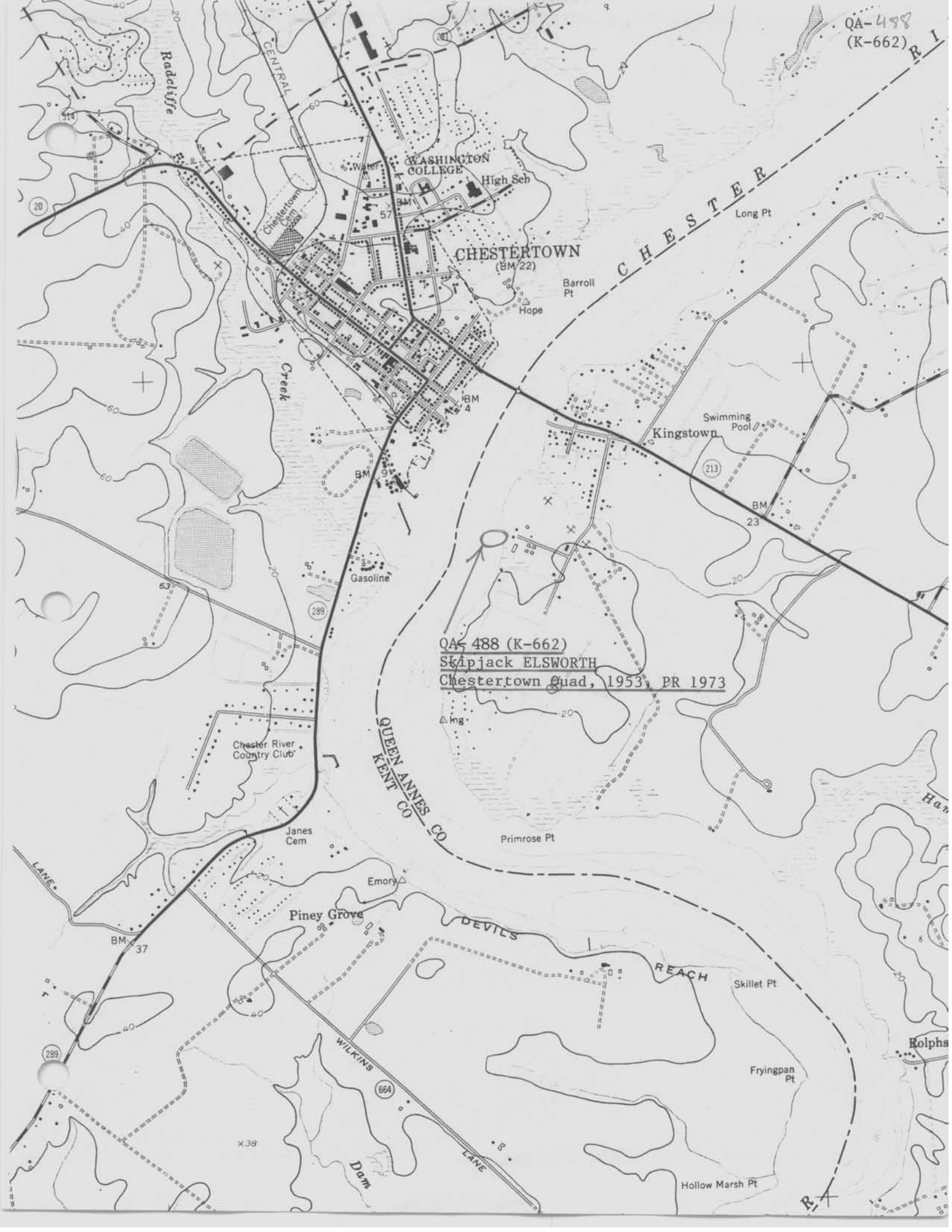
The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Anna-olis, Maryland 21401
(30. 269-2438

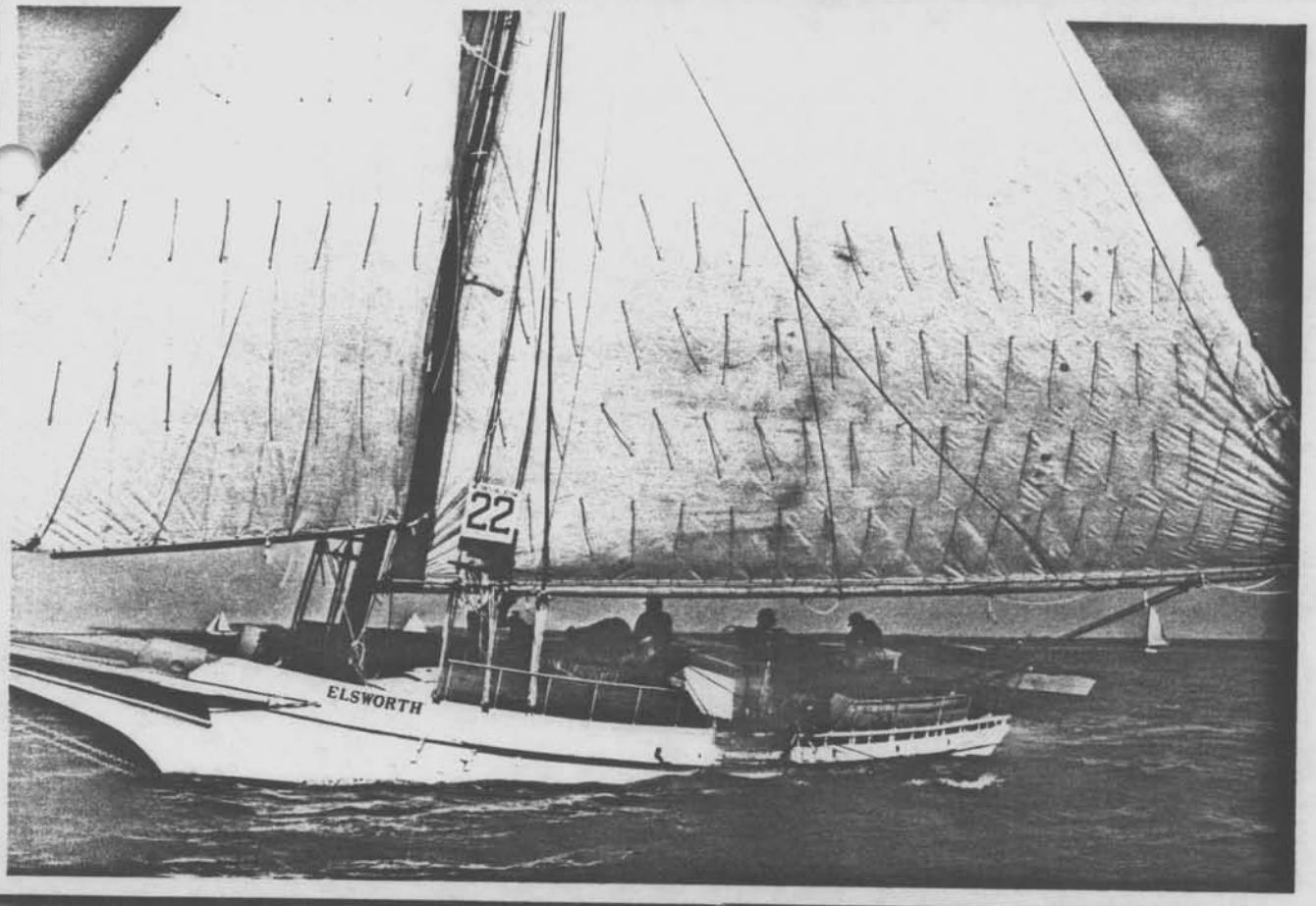
PS-2746

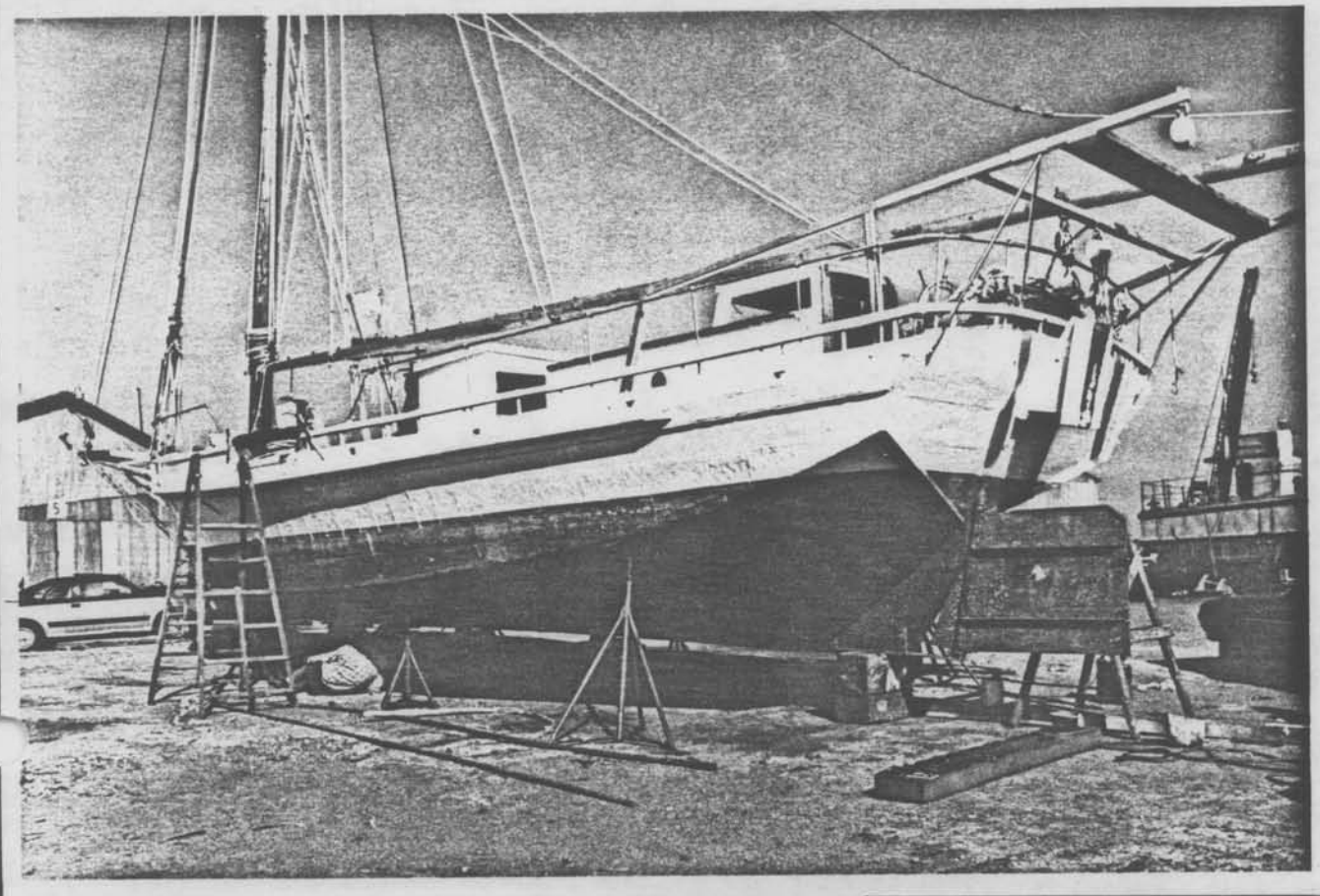
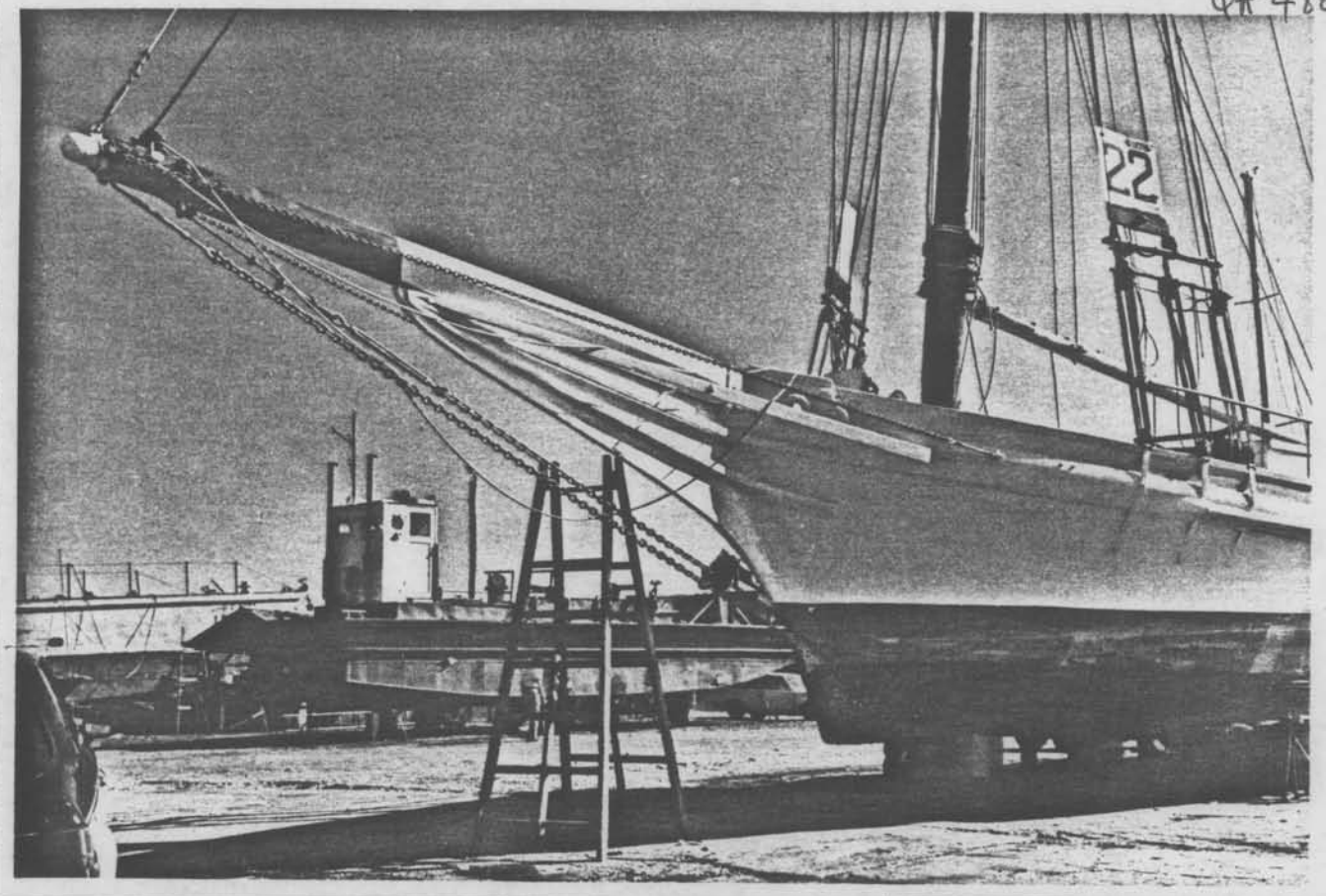
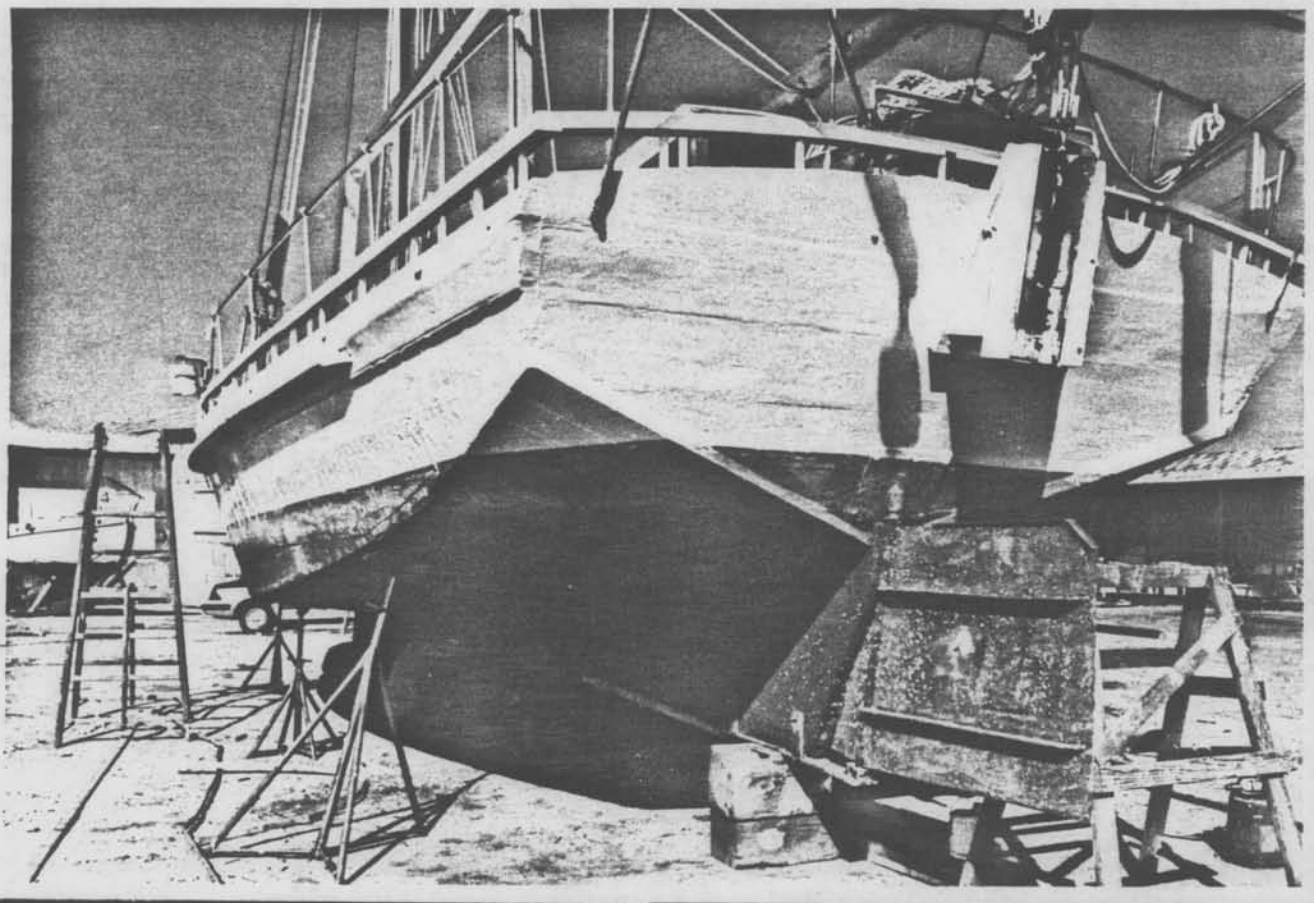

SKIPJACK
MAST
FORESTAY
JIBSTAY
JIB
MAINSAIL
TOPPING LIFT
LAZYJACKS
BOOM
BOWSPRIT
CLUB
SHROUDS
BOBSTAYS
LONG HEAD
STEM LINE
LOGRAIL
DREDGE ROLLER
PIPERAIL
PIPERAIL
GUARDS
DAVITS FOR PUSHBOAT
"PLUG" RUDDER

QA-488


QA-488
(K-662)
Radcliffe
CENTRAL
Chestertown Cem
Water
WASHINGTON COLLEGE
High Sch
BM
57
CHESTERTOWN
(BM 22)
Hope
Barroll Pt
CHESTER
Long Pt
Creek
BM
4
BM
9
Kingstown
Swimming Pool
BM
23
Gasoline
QA- 488 (K-662)
Skipjack ELSWORTH
Chestertown Quad, 1953, PR 1973
Chester River Country Club
QUEEN ANNES CO
KENT CO
Janes Cem
Primrose Pt
Emory
Piney Grove
DEVILS
REACH
Skillet Pt
BM
37
WILKINS
LANE
Fryingpan Pt
Dam
Hollow Marsh Pt
Kolphs

QA-488





QA-488