

Maryland Historical Trust State Historic Sites Inventory Form

Survey No. K-542

Magi No. 150 5733

DOE yes no

CHESAPEAKE BAY SAILING LOG CANOE FLEET THEMATIC GROUP

1. Name (indicate preferred name)

historic SILVER HEEL

and/or common log canoe

2. Location

street & number Bachelor Hope Farm, Quaker Neck Landing n/a not for publication

city, town Chestertown vicinity of congressional district First

state Maryland 024 county Kent 029

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	Public Acquisition	Accessible	<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 Robert M. Hewes, III [winter address]

street & number 90 Cricket Ave. telephone no.: 215-649-9383

city, town Ardmore state and zip code Pennsylvania 19003

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

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

SILVER HEEL is a 33'11-3/4" sailing log canoe in the racing fleet. She has a beam of 7' 3/4". She has a clipper bow, with the longhead braced to serve as a bowsprit, and a straight, raking stern. The canoe is privately owned and races in Eastern Shore competition under No. 2. Her hull is finished the traditional white, with varnished trim on the washboards.

The canoe is log-built in typical Tilghman fashion with carvel-fitted rising planks. Sawn hanging knees support the wide strip-planked washboards. The canoe has a straight, raking stem, with a longhead that is braced with wooden flying braces to serve as a bowsprit. Double-ended, her stern is sharp and raking, with a rudder mounted on pintles on the sternpost. An outrigger, or bumpkin, overhangs the stern. The bow has small splashboards. A centerboard is cased in a trunk on the log bottom.

The rig includes two masts with adjustable rake. The foremast is set into mast partners in the foredeck, which is squared at its after end. The mainmast is set into mast partners mounted in a thwart. The sails comprise a Tilghman racing rig--foresail and mainsail with clubs at the clew and sprits, and a large jib. The jib is clubbed along the foot and led out along the longhead.

The canoe's hull is painted white with a blue stripe above the waterline. The washboards are varnished. The longhead has brightwork trim or beading outlining the area where the trailboards would be mounted. The name SILVER HEEL is painted in large black script letters on the hull at the bow.

8. Significance

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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"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government
		<input type="checkbox"/> invention	<input type="checkbox"/> religion
			<input type="checkbox"/> science
			<input type="checkbox"/> sculpture
			<input type="checkbox"/> social/
			<input type="checkbox"/> humanitarian
			<input type="checkbox"/> theater
			<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other (specify)

Specific dates 1902 **Builder/Architect** Eugene Thompson

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 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 1880's. The working canoes first began to be raced in 1840 and by the 1870's 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 1880's and 1890's, interest in log canoe racing waned in the first two decades of the 20th century only to be revived again in the 1920's. 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.

SILVER HEEL is significant as being one of the older canoes in the racing fleet, having been constructed in Queen Anne's County on Kent Island in 1902 by Eugene Thompson for John Wesley Dickinson. The canoe has been continuously owned in Kent County. The present owner, Robert M. Hewes III of Ardmore, Pennsylvania, has a summer home in Chestertown where the vessel is kept.

9. Major Bibliographical References

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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 Chestertown, MD

Quadrangle scale 1:24000

UMT References

A	18	405150	4331490
	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	code	county	code
n/a			

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

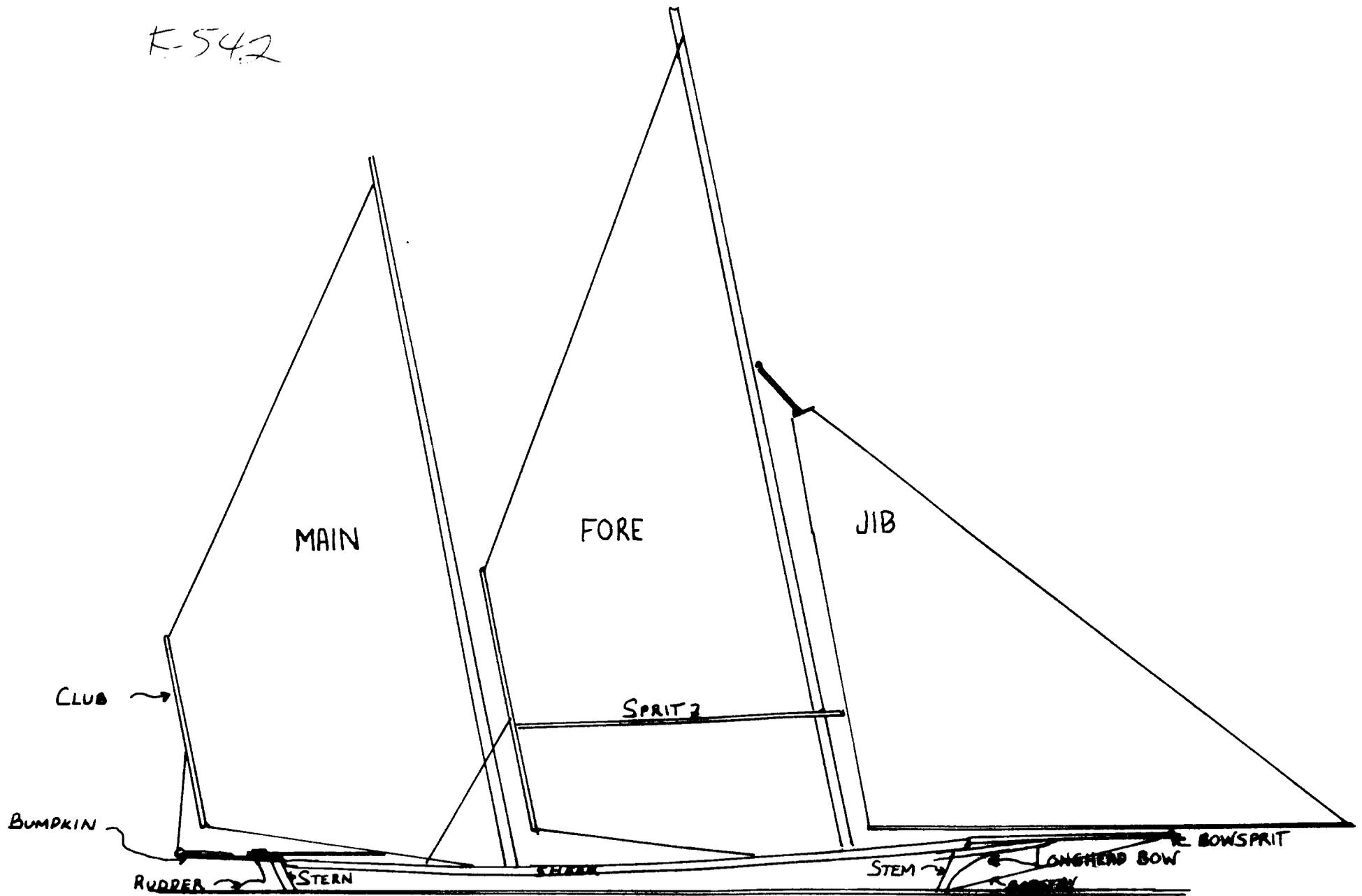
state Maryland 21201

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

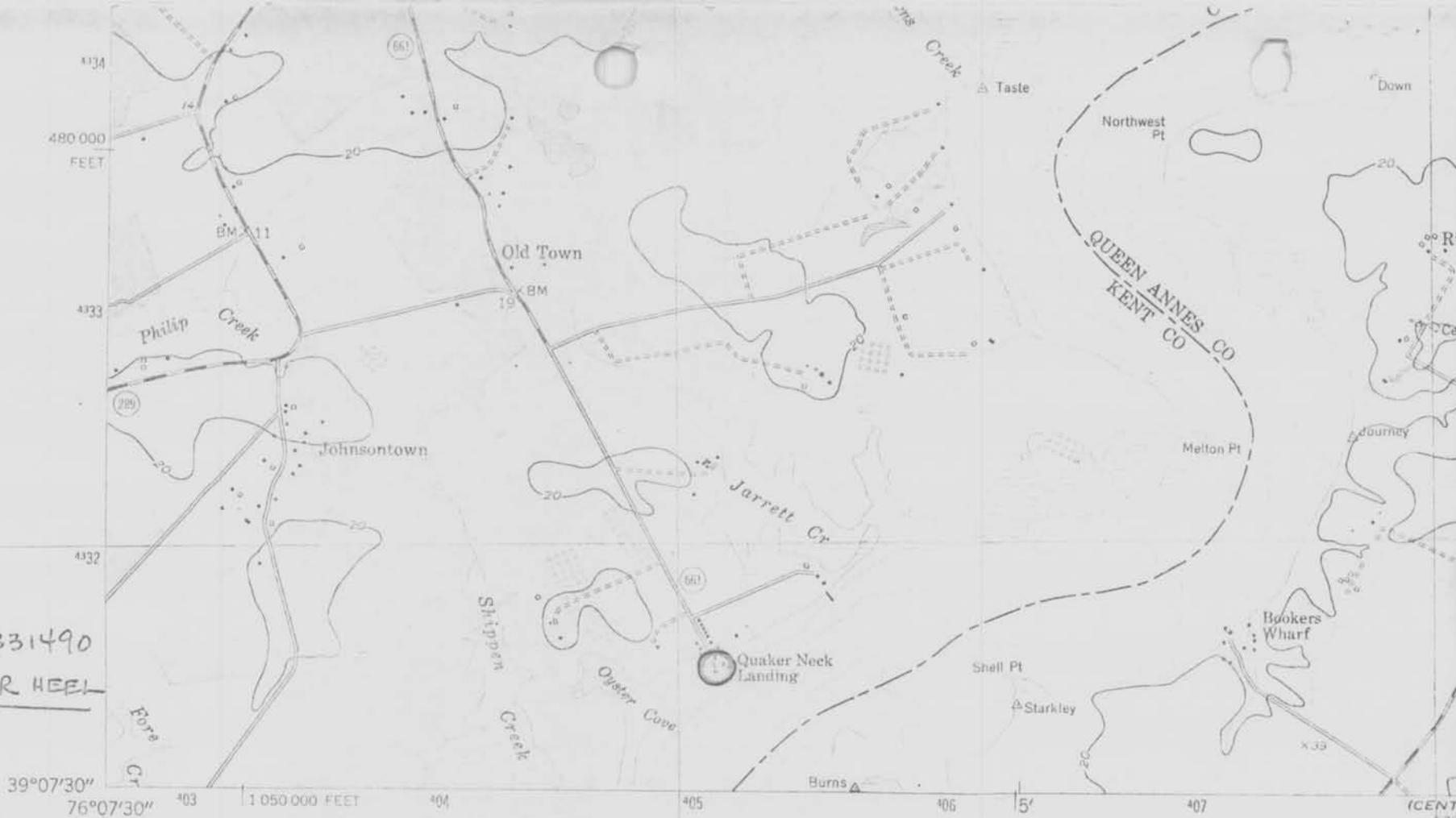
K-542



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

18-405150-4331490
SILVER HEEL
 (K-542)

(LANGFORD CREEK)
 9762 II SW



39°07'30" 76°07'30" 1050 000 FEET

Mapped by Army Map Service
 Edited and published by the Geological Survey
 Control by USGS and USC&GS
 Culture and drainage in part compiled from aerial photographs
 Topography by plane-table surveys 1942
 Culture revised by the Geological Survey 1953
 Hydrography from USC&GS chart 548 dated 1944
 Polyconic projection. 1927 North American datum
 10,000-foot grid based on Maryland coordinate system
 1000-meter Universal Transverse Mercator grid ticks,
 zone 18, shown in blue

Revisions shown in purple compiled by the Geological Survey from
 aerial photographs taken 1973. This information not field checked



UTM GRID AND 1973 MAGNETIC NORTH
 DECLINATION AT CENTER OF SHEET



SCALE
 1000 0 1000 2000
 1 5
 CONTOUR IN
 NATIONAL GEODETIC
 DEPTH CURVES AND SOUNDINGS IN
 SHORELINE SHOWN REPRESENTS THE
 THE MEAN RANGE

THIS MAP COMPLIES WITH NAT
 FOR SALE BY U. S. GEOLOGICAL
 A FOLDER DESCRIBING TOPOGRAPHIC MA

A black and white photograph of a boat named "Silver Heel" resting on a wooden slipway. The boat is white with a dark hull and has the name "Silver Heel" written in a cursive script on its side. The slipway is made of wooden beams and is situated on a gravelly or sandy ground. In the background, there are large trees and a dark structure, possibly a shed or barn. A tall, thin pole stands to the right of the boat. The foreground shows some debris, including a coiled rope and wooden planks.

Silver Heel

K-542 .

SILVER HEEL

St. Michaels, Md

port side

M. C. Wootton 5/84



K-542

SILVER HEEL

St. Michaels, Md

stern

M. C. Wootton 5/84



K-542

SILVER HEEL
St. Michaels, Md

interior hull
M. C. Wootton 5/84



K-542

SILVER HEEL
St. Michaels, Md

bow

M. C. Wootton 5/84