

1987

S-236

H.M. KRENTZ (skipjack)
Wenona, Maryland

H.M. KRENTZ is a 44.3' long two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a skipjack. She has a beam of 15.6', a depth of 4.9', and a gross register tonnage of 8. She carries a typical skipjack rig of jib-headed mainsail and a single large jib with a club on its foot. Built in 1955 in Harryhogan, Virginia following traditional Bay design and construction methods, H.M. KRENTZ 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. H.M. KRENTZ is of special interest as having been built during the post World War II revival of skipjack building for the working oyster fleet.

Survey No. S-236

Magi No.

DOE yes no

Maryland Historical Trust State Historic Sites Inventory Form

CHESAPEAKE BAY SKIPJACK FLEET THEMATIC GROUP

1. Name (indicate preferred name)

historic H.M. KRENTZ

and/or common

2. Location

street & number Lower Thorofare n/a not for publication

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

state Maryland 024 county Somerset 039

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 checked="" 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 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 Clifton Webster

street & number telephone no.: 784-2148

city, town Wenona state and zip code Maryland 21870

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 state county local

depository for survey records Maryland Historical Trust, 21 State Circle

city, town Annapolis state MD 21401

7. Description

Survey No. S-236

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" 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			n/a _____

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

This vessel is a 44.3-foot-long two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly known as a "skipjack." She is built in typical Bay fashion using cross-planked construction methods. Her beam is 15.6 feet; her depth, with centerboard down, 4.9. feet. She has a gross register tonnage of 8 tons. The wooden hull is painted the traditional white and carries a typical skipjack rig of jib-headed mainsail laced to the boom and carried on wood hoops at the mast, and a single large jib with a club on its foot. H.M. KRENTZ was built in 1955 in Harryhogan, Virginia for the oyster-dredging fleet.

The vessel is clipper-bowed, with a longhead and a slightly hollow, almost plumb stem. The stern is square, with a sharp rake to the transom. Overall, the vessel is high-sided, with a considerable amount of free-board. Her rudder is carried inboard at the stern.

The deck is flush, with several deck structures. From the stern forward these include: steering gear, located well forward of the after rail; a tall cabin trunk with a slide; a small hatch; winders, with a box covering them; a main hatch; and a small cuddy with a slide. The decks are surrounded with a tall pinrail aft, which is shorter at the foredeck and open at the dredge rollers. Other fittings and equipment include rollers, redging gear, winders, and a fuel drum for the pushboat. The pushboat is hung over the stern on davits.

The single mast is set up with double shrouds, forestay, jibstay, and topping lift; it is raked slightly aft. The boom is jawed to the mast. The bowsprit is rigged with double bobstays and double bowsprit shrouds.

Decorations include nameboards on the hull at the bow, with the name H.M. KRANTZ (both spellings are used locally, since "Krentz" is locally pronounced "Krantz") in black letters on a white ground.

8. Significance

Survey No. S-236

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 1955 Builder/Architect Herman M. Krentz, Sr.

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 36 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 beams 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 days except Mondays and Tuesdays, when they are allowed to use their motorized pushboat for dredging. The pushboat, normally carried on davits at the stern, is lowered into the water and literally "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.

H.M.KRENTZ is of interest as having been built during the post World War II revival of skipjack building for the working oyster fleet. She was built in 1955 in Harryhogan, Virginia by Herman M. Krentz, Sr., for whom she was named. Although based in Virginia, Krentz repaired and rebuilt many Maryland vessels. H.M. KRENTZ was built for David Lewis of Cambridge, MD, who wanted a skipjack of 10 tons or less to dredge oysters on the Choptank. Krentz took measurements off one of the Maryland skipjacks he admired--the FANNIE L. DAUGHERTY (1904); the new skipjack varied slightly from the FANNIE in her

(continued overleaf)

measurements but met the tonnage requirements. A photograph of the building process is included in Robert Burgess, Chesapeake Sailing Craft, Part I.

In her working life, H.M. KRENTZ has won the Chesapeake Appreciation Days annual workboat races at Sandy Point State Park, as well as the workboat races at Deal Island, on several occasions. According to Robert Burgess, a photograph of the H.M. KRENTZ was used by the Franklin Mint as the basis for a silver ingot cast as part of their Famous Ships series.

The vessel was one of ten skipjacks built after World War II during a boom in the oyster business, all of which are still active except for the ROSIE PARKS (now at the Chesapeake Bay Maritime Museum). It is of great interest that even though these vessels were built over fifty years after the peak skipjack-building period, their design and construction methods closely followed turn-of-the-century prototypes.

9. Major Bibliographical References

Survey No. S-236

See Thematic Group nomination cover form, Continuation Sheets No. 8-13.

10. Geographical Data

Acreage of nominated property less than one acre
Quadrangle name Deal Island, MD Quadrangle scale 1:24000

UTM References do NOT complete UTM references

A	1,8	416870	4220240	B			
	Zone	Easting	Northing		Zone	Easting	Northing
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	n/a	code	county	code
state		code	county	code

11. Form Prepared By

name/title	Anne Witty/ M. E. Hayward		
organization	Radcliffe Maritime Museum		
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

Maryland Historical Trust State Historic Sites Inventory Form

Survey No. S-236
Magi No. 2002365833
DOE yes no

1. Name (indicate preferred name)

historic H.M. KRENTZ

and/or common

2. Location

street & number _____ not for publication

city, town Wenona _____ vicinity of _____ congressional district _____

state Maryland _____ county Somerset

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 checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
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<input checked="" type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
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	<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)

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street & number _____ telephone no.: 784-2148

city, town Wenona _____ state and zip code Maryland 21870

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

pository for survey records _____

city, town _____ state _____

7. Description

Survey No. S-236

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

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8. Significance

Period	Areas of Significance—Check and justify below			
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<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 1955 **Builder/Architect** Herman M. Krentz, Sr.

check: Applicable Criteria: A B C D
 and/or
 Applicable Exception: A B C D E F G
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8. Significance

Survey No.

S-236

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<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/ 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 type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates

Builder/Architect

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.

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The vessel was one of ten skipjacks built after World War II during a boom in the oyster business, all of which are still active except for the ROSIE PARKS (now at the Chesapeake Bay Maritime Museum). It is of great interest that even though these vessels were built over fifty years after the peak skipjack-building period, their design and construction methods closely followed turn-of-the-century prototypes.

9. Major Bibliographical References

Survey No. 5-236

10. Geographical Data

Acreeage of nominated property _____

Quadrangle name _____

Quadrangle scale _____

UTM References do NOT complete UTM references

A

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Zone Easting Northing

B

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Zone Easting Northing

C

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D

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G

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H

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Verbal boundary description and justification

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

state	code	county	code
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state	code	county	code
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11. Form Prepared By

name/title

organization	date
--------------	------

street & number	telephone
-----------------	-----------

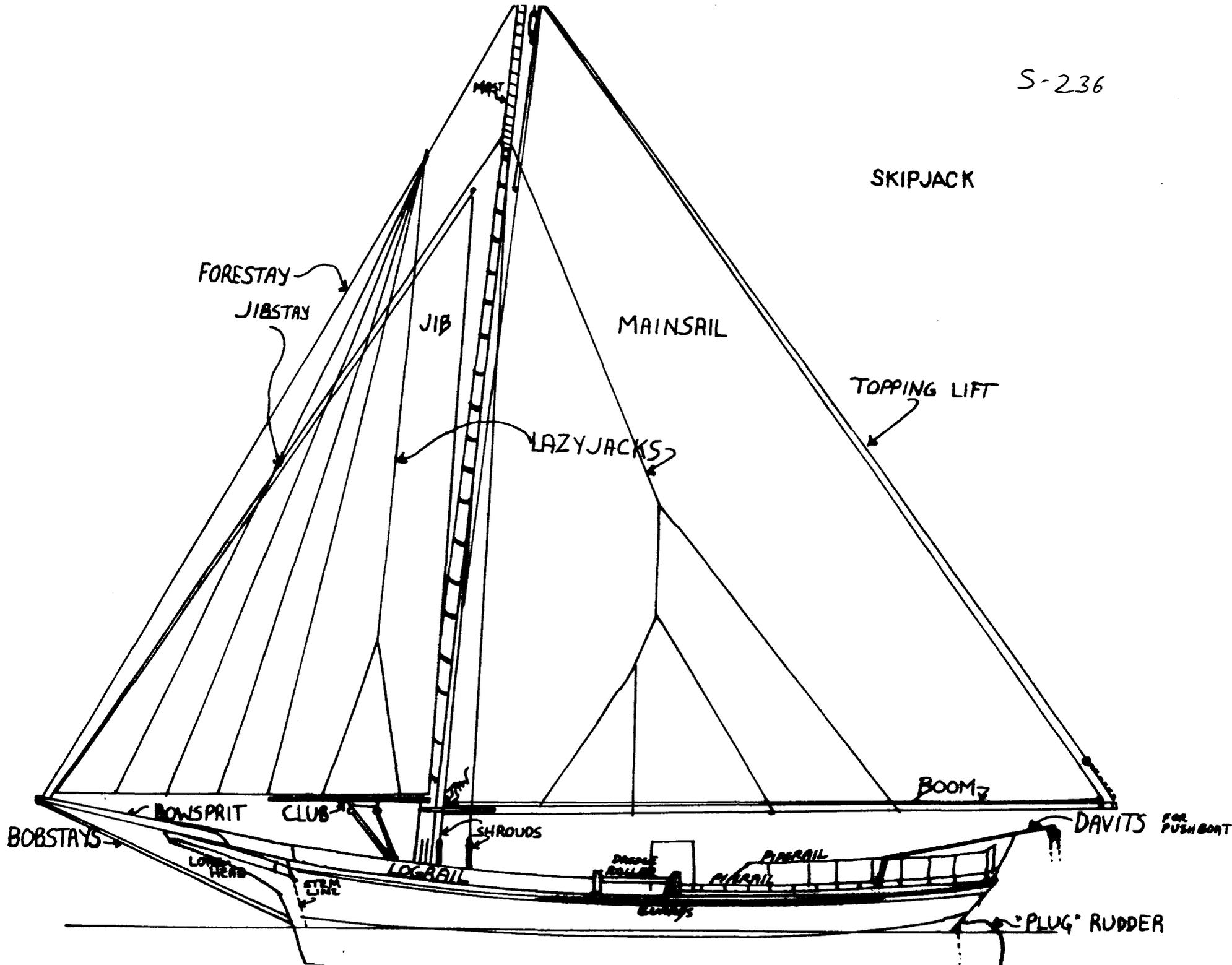
city or town	state
--------------	-------

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return to: Maryland Historical Trust
 Shaw House
 21 State Circle
 Annapolis, Maryland 21401
 (301) 269-2438

S-236





S-236

H.M. KRENTZ
Wenona, Md

bow starboard side
M.C. Wootton

10/83

1000000



S-236

H.M. KRENTZ
Wenona, Md

starboard side under sail
M.C. Wootton 11/83

KRENTZ



S-236

H.M. KRENTZ
Wenona, Md

bow
M. C. Wootton 10/83

Krentz



S-236

H.M. KRENTZ
Wenona, Md

stern
M.C. Wootton

10/83



KRENTZ