

SM-366

DEE OF ST. MARY'S (skipjack)
Piney Point, Maryland

DEE OF ST. MARY'S is a 56' long two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a skipjack. She has a beam of 19.5', a depth of 6', and a net registered tonnage of . She carries a typical skipjack rig of jib-headed mainsail and a single large jib with a club on its foot. Built in 1979 at St. George's Creek, Maryland by Francis Goddard, DEE OF ST. MARY'S 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. DEE OF ST. MARY'S is of special interest as being the first skipjack built in Maryland for the working oyster fleet since 1955-56, for being only the second skipjack ever built on the Western Shore of Maryland, and for being the second largest skipjack ever built.

Maryland Historical Trust

State Historic Sites Inventory Form

CHESAPEAKE BAY SKIPJACK FLEET THEMATIC GROUP

1. Name (indicate preferred name)

historic DEE OF ST. MARY'S

and/or common skipjack

2. Location

street & number St. George's Creek (Delaware) n/a not for publication

city, town Piney Point vicinity of congressional district First

state Maryland 024 county St. Mary's 037

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"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input checked="" type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<input checked="" type="checkbox"/> not applicable	<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 checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

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

name Jack Russell

street & number telephone no.: 994-2700

city, town Piney Point state and zip code Maryland 20686

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 Maryland 21401

7. Description

Survey No. SM-366

<u>Condition</u>		<u>Check one</u>	<u>Check one</u>		
<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"/> n/a
<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.

This vessel is a 56' long, two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a skipjack. She has a beam of 19.5' and a draft of 6' to 8' with the centerboard down. She was built in traditional Bay fashion, using cross-planked construction methods, in 1979 in St. Georges Creek, Maryland by Francis Goddard, with a design by William Hall of Solomons, Maryland. She was the first skipjack built for the oyster-dredging fleet since 1955 and, according to her builder, the second largest skipjack ever built. The vessel 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. The vessel is painted white.

In shape, the DEE OF ST. MARY'S has a longhead bow and a square, or transom, stern. She is straight-sided and rides low at the stern. Her longhead bow has a straight, raking stem and she has a 19' long bowsprit. The transom stern is low, with little rake. The rudder is mounted on pintles and there is a "jig" for the pushboat on the starboard side of the transom.

The deck is flush, fitted with a taffrail all around except at the mid-deck dredge roller work area. Deck structures follow a typical layout, with some variation in form. The steering gear (on loan from the Calvert Marine Museum, Solomons, Maryland) is furthest aft; there is a "doghouse"-style cabin, fully-paneled with eight glass windows and a slide to port, with handrails on the cabin roof; a large hatch abutting the cabin; winders; and a smaller cabin trunk with double hatch covers, slide, and handrails. The starboard hatch of this forward cabin leads to the galley; on the port side (the hatch is divided by the centerboard trunk) there are bunks. The main, or after, cabin contains navigational equipment, two bunks, and amenities for the crew while under way.

The vessel carries oyster-dredging gear in season, including winders, rollers, dredges, and a pushboat suspended from davits at the stern. Her building has been well documented. Hull materials include a keel of California fir; decks are oak; side and bottom boards are Maryland spruce; planking is Douglass fir. Her centerboard is white oak and measures 13'5" by 50".

The single mast is 72' long; and is braced with mast partners extending about 2' above deck level. The mast is set up with triple shrouds and turnbuckles, with other standing rigging including a forestay, jibstay, and topping lift leading to the end of the boom. The boom is jawed to the mast, measures 55' long, and is patched with metal sheathing in three places. The vessel carries 2,500 square feet of dacron sail in mainsail and jib; according to her designer Bill Hall, her rig is a balanced one, in which "the combined center of effort for its sails is 5% to 10% forward of the center of lateral resistance of its hull"--a principle from yacht design here applied to a traditional workboat type. There are lazyjacks and brown sail covers for both sails. Rigging for the bowsprit is composed of a double chain bobstay and two bowsprit shrouds.

The white-painted hull has a red stripe beneath the rub rail. Trailboards, carved by "Pepper" Langley of Solomons, Maryland, are mounted on the longhead. These have the boat's name in gold on green. There is an eagle billethead beneath the trailboards on the bow. Her name also appears on nameboards on the transom, along with the home port name. St. George's Island, Maryland.

8. Significance

Survey No. SM-366

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 1979 Builder/Architect Francis Goddard

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 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 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.

DEE OF ST. MARY'S is of great significance as being the first skipjack built in Maryland for the working oyster fleet since 1955-56. She was built in 1979 by Francis Goddard of Piney Point, Md. for Capt. Jackie Russell. Equally significant, she was only the second skipjack ever built on the Western Shore of Maryland, and the first ever built in St. Mary's County. DEE OF ST. MARY'S also has the distinction of being the second largest

(continued overleaf)

skipjack ever built, the largest being the ROBERT L. WEBSTER (1915), no longer in the fleet.

The vessel is traditional in design, the product of the examination of a number of working skipjacks by her builder and owner. Goddard had previously specialized in power work and pleasure boats, but when approached by Jackie Russell to build a skipjack, took up the challenge eagerly. The DEE cost \$75,000 to build and was named after Russell's wife.

As a member of the dredging fleet the DEE has held her own. Her speed may be due in part to her balanced rig which, according to her designer Bill Hall, is one where "the combined center of effort for the sails is 5% to 10% forward of the center of lateral resistance of the hull." This principle of yacht design, here applied to a traditional hull type, means that the sail rig is more efficient than that of many other skipjacks; it is also unique to this vessel. In the DEE traditional elements are combined with modern innovations such as a comfortable "doghouse" type cabin, a galley forward, and bunks for all the crew.

9. Major Bibliographical References

Survey No. SM-366

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

10. Geographical Data

Acreage of nominated property less than one acre

Quadrangle name Piney Point, MD

Quadrangle scale 1:24000

UTM References do NOT complete UTM references

A	118	367340	4224080
	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

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	date	May, 1984
	Maryland Historical Society		
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

1. Name (indicate preferred name)

historic DEE OF ST. MARY'S

and/or common skipjack

2. Location

street & number _____ not for publication

city, town St. George's Island vicinity of _____ congressional district _____

state Maryland county St. Mary's

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 Jack Russell

street & number _____ telephone no.: 994-2700

city, town Piney Point state and zip code Maryland 20686

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. SM-366

Condition		Check one	Check one	
<input checked="" type="checkbox"/> excellent	<input 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 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.

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8. Significance

Survey No. SM-366

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
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<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 1979 **Builder/Architect** Francis Goddard

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 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.

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

Specific dates	Builder/Architect
check: Applicable Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D and/or	
Applicable Exception: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G	
Level of Significance: <input type="checkbox"/> national <input type="checkbox"/> state <input type="checkbox"/> local	

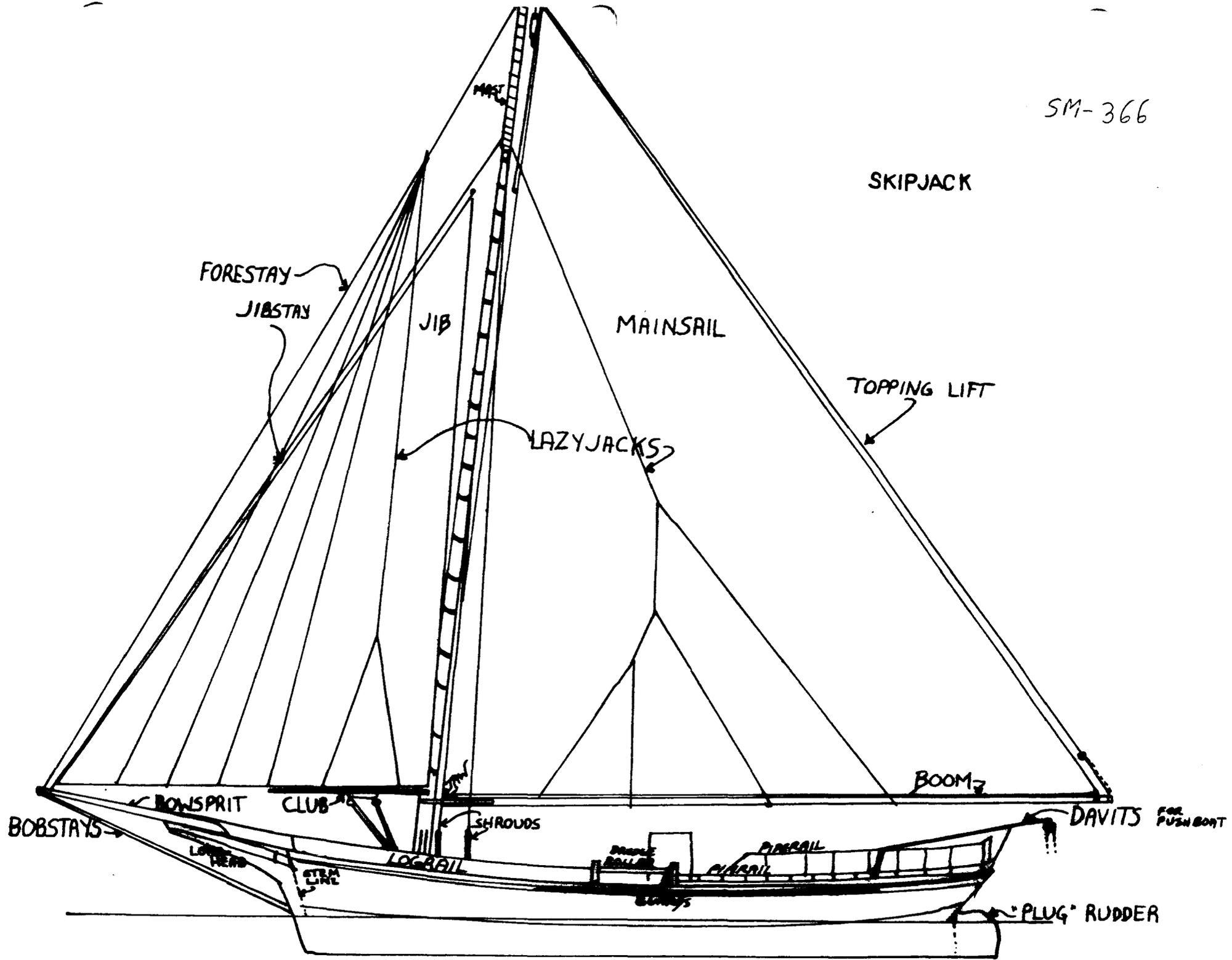
Prepare both a summary paragraph of significance and a general statement of history and support.

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The vessel is traditional in design, the product of the examination of a number of working skipjacks by her builder and owner. Goddard had previously specialized in power work and pleasure boats, but when approached by Jackie Russell to build a skipjack, took up the challenger eagerly. He is now (1984) in the process of completing a second skipjack, the CONNIE FRANCIS, based on his own full-scale model and which may enter the oyster fleet in 1985. The DEE cost \$75,000 to build and was named after Russell's wife.

... a member of the dredging fleet the DEE has held her own. Her speed may be due in part to her balanced rig which, according to her designer Bill Hall, is one where "the combined center of effort for the sails is 5% to 10% forward of the center of lateral resistance of the hull." This principal of yacht design, here applied to a traditional hull type, means that the sail rig is more efficient than that of many other skipjacks; it is also unique to this vessel. In the DEE traditional elements are combined with modern innovations such as a comfortable "doghouse" type cabin, a galley forward, and bunks for all the crew.

SM-366



SKIPJACK

FORESTAY

JIBSTAY

JIB

MAINSAIL

TOPPING LIFT

LAZY JACKS

BOOM

BOWSPRIT

CLUB

SHROUDS

DAVITS FOR PUSH BOAT

BOBSTAYS

LOG RAIL

PLUG RUDDER

PLUG RUDDER

PLUG RUDDER



SM-366

MHT

SM-366

DEE OF ST. MARY'S
St. George's Island, Md.

Starboard side
Carl Fleischhauer (Calvert Marine
Museum, 1981)

Calvert Marine Museum photograph
by Carl Fleischhauer



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DEE OF ST. MARY'S
St. George's Island, Md.

Port side, under sail
Paula Johnson (Calvert Marine
Museum, 1981)

Paul

34240

17

Calvert Marine Museum photograph
by Paula Johnson



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DEE OF ST. MARY'S
St. George's Island, Md.

Bow

Terry Eiler (Calvert Marine
Museum, 1981)

11-50016
- 2

Calvert Marine Museum photograph
by Terry Eiler



SM-366

DEE OF ST. MARY'S
St. George's Island, Md.

Stern
Terry Eiler (Calvert Marine
Museum, 1981)

11-35516

28

Calvert Marine Museum photograph
by Terry Eiler