

Survey No. T 507  
Magi No. 2105075833  
DOE  yes  no

# Maryland Historical Trust State Historic Sites Inventory Form

CHESAPEAKE BAY SAILING LOG CANOE FLEET THEMATIC GROUP

## 1. Name (indicate preferred name)

historic  NODDY  
and/or common  log canoe

## 2. Location

street & number Deepwater Point Road, Long Haul Creek n/a  not for publication  
city, town St. Michaels  vicinity of congressional district First  
state Maryland 024 county Talbot 041

## 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	<b>Public Acquisition</b>	<b>Accessible</b>	<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 Cdr. Robert Murray, USN  
street & number 1300 Army-Navy Drive #329 telephone no.: 703-521-3026  
city, town Arlington state and zip code Virginia 22202

## 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

Survey No. T-507

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input checked="" 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		

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

NODDY is a sailing log canoe, carrying two masts and a racing rig. The boat is double-ended, with a curved stem and longhead bow, and a sharp, raking stern. She is log built with carvel-fitted rising planks. The canoe measures 27'6" long, with a beam of 6'4 1/2". She has a large centerboard and carries springboards for balance. NODDY was built by Oliver Duke, a noted canoe builder, in Royal Oak, Maryland in 1930 for the racing log canoe fleet. Her log hull remains unglassed and is painted white. NODDY races under #1.

The vessel has a slightly curving stem, on which a longhead is attached. Her sharp stern carries a rudder on pintles. In shape she is full-bodied through the ends, with a slight S-curve to the sheer. The boat was built as a racing canoe, with a three-log bottom, carvel-fitted rising planks and a rubrail at the sheer. Wide washboards form a square cockpit. The logs are put together in typical Tilghman style with the logs bolted together with iron drift pins. As originally built NODDY sported unique, hollow curved masts but these were replaced by traditional masts after being broken off in a storm in 1951.

The interior contains the centerboard trunk, mast-steps in thwarts, and removable trestles (on which the masts are carried when not set up). A long varnished bumpkin extends over the stern. The long, varnished hexagonal bowsprit is rigged with a cable bobstay and two bowsprit shrouds. When rigged for sailing, NODDY has two unstayed masts--a 38' foremast and a 35' mainmast. Fore and mainsails are clubbed and have sprits. The boat also carries a large jib rigged out to the bowsprit.

The boat is towed to and from races. All gear is removable, including the rig. Racing gear includes extra, light sails and long springboards used to balance the boat while under sail. NODDY retains her original log hull, which is painted white. There is brightwork trim on the cleat rails (mounted on the washboards), cockpit coaming, bowsprit, and spars. The boat carries a short, broad longhead with the name NODDY carved and painted in black with green leaves and vines carved beneath and a small yellow flower carved at the billethead point. These are carved directly on the longhead rather than on separately mounted trailboards, an unusual practice in Bay construction.

## 8. Significance

Survey No. T-507

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 1930 Builder/Architect Oliver Duke

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 25 to 35 feet, they carried simple sailing rigs of one or two masts. Easily and cheaply constructed, some 6300 existed in Bay waters in the 1880s. Competitive impulses first brought working oystering canoes together for races in the St. Michaels area in 1840. In 1872 Robert Lambdin of St. Michaels built the first canoe with a centerboard and in the decades to follow canoes built specifically for racing with thinner, lighter hulls and sharper lines were developed by area boatbuilders. With the invention of the gasoline engine many log canoes were converted to power for working, but were then converted back to sail as interest in racing waxed and waned over the years. After peak years of popularity in the 1880s and 1890s, interest in log canoe racing waned in the first two decades of the 20th century only to be revived again in the 1920s. 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.

NODDY is significant as having been built during the revival of interest in log canoe racing during the late 1920's and early 1930's, by one of the most noted builders of that era, Oliver Duke of Royal Oak, Maryland. Duke was also the builder of the surviving canoes EDMEE S., OLIVER'S GIFT, and PATRICIA. In the NODDY, his 13th canoe, Duke carried out several design experiments based on his many years of sailing log canoes. Among these was a centerboard well constructed so that one could "cant" the centerboard to windward. Masts curved, or bowed, at the head were another of Duke's experiments, based upon his theory that in windward work the last few feet at the top of a sharp sail had but little driving force. The curve aft in the masts widened the sail at the peak and also allowed the same sail area on a shorter mast, so that the canoe's stability was increased even with the usually oversized sails. Duke was also a pioneer in the development of hollow masts, now a standard feature on the racing canoes. NODDY no longer has her original curved masts; they were broken off in a storm in 1951.

## 9. Major Bibliographical References

T-507

Brewington, Marion V., Chesapeake Bay Log Canoes and Bugeyes (Cambridge, Md.: Cornell Maritime Press, 1963)

## 10. Geographical Data

Acreage of nominated property less than one acre

Quadrangle name St. Michaels, MD

Quadrangle scale 1:24000

### UMT References

A 

1	9	3	9	3	9	4	0	4	2	9	5	2	5	0
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	n/a	code	county	code
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state	code	county	code
-------	------	--------	------

## 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

T-507

NODDY (log canoe)

St. Michaels, Maryland

NODDY is a 27'6" sailing log canoe in the racing fleet. She is log-built with carvel-fitted rising planks fitted to the three-log bottom. She has a longhead bow; a sharp, raking stern, and a beam of 6' 4-1/2". Her sailing rig consists of two masts with adjustable rake--a 38' foremast and a 35' mainmast--that carry a foresail, mainsail, and large jib. Built in 1930 in Royal Oak, Maryland by Oliver Duke, NODDY gains her significance for being one of the last 22 surviving 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. NODDY is of special interest for having been built by Oliver Duke, one of the better-known builders during the revival of interest in log canoe racing during the late 1920's and 1930's.

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<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	<b>Public Acquisition</b>	<b>Accessible</b>	<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
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city, town state

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title

date  federal  state  county  local

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# 7. Description

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<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		date of move _____

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Survey No. T-507

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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 1930 Builder/Architect Oliver Duke

check: Applicable Criteria:  A  B  C  D and/or

Applicable Exception:  A  B  C  D  E  F  G

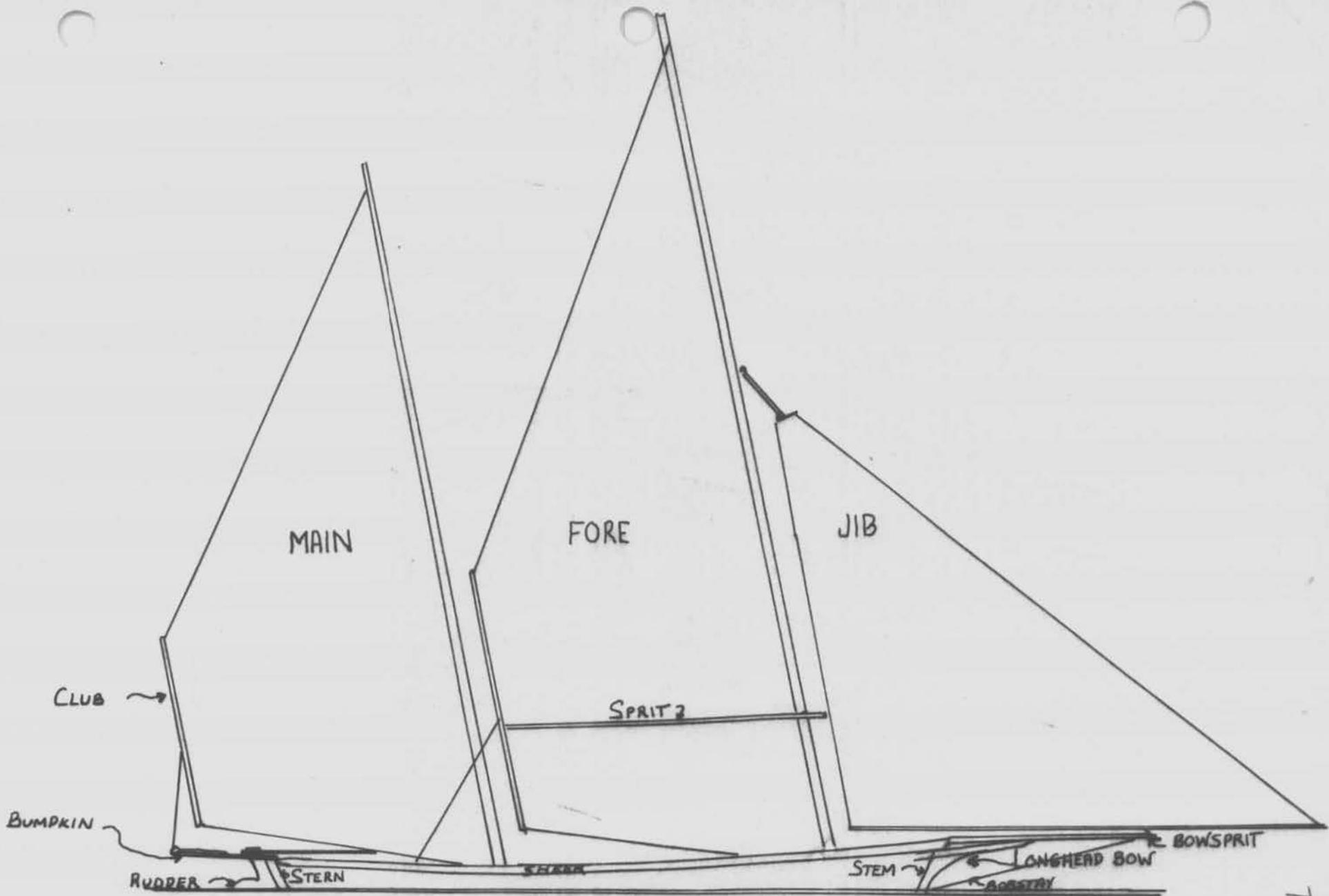
Level of Significance:  national  state  local

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

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NODDY

St. Michaels, Md

starboard side

M. C. Wootton 10/83



T-507

NODDY

St. Michaels, Md

bow

M. C. Wootton 10/83



T-507

NODDY

St. Michaels, Md

stern

M. C. Wootton 10/83