

T-519

MARIANNE (3-log Tilghman canoe)

St. Michaels, Maryland

This vessel is a 22' long three-log sailing canoe that has been used both for working and as a racing log canoe. She was built before 1916 in Bryantown, Queen Annes County, or on Kent Island and worked as an oyster boat with a single-masted sailing rig and an auxiliary engine until 1960 when she was converted to a racing canoe with the typical two-masted racing rig. The vessel is on display at the Chesapeake Bay Maritime Museum. MARIANNE is significant as being one of the surviving members of the racing log canoe fleet (retired 1968) and for having been the smallest member of the racing fleet. It was her small size, however, that proved unsuitable for successful racing and led to her donation to the Museum.

Maryland Historical Trust  
State Historic Sites Inventory Form

Survey No. T-519

Magi No. 2105195733

DOE  yes  no

**1. Name** (indicate preferred name)

historic MARIANNE  
and/or common 3-log Tilghman canoe CBMM 68-124-1

**2. Location**

street & number Mill Street \_\_\_\_\_ not for publication  
city, town St. Michaels \_\_\_\_\_ vicinity of \_\_\_\_\_ congressional district  
state Maryland \_\_\_\_\_ county Talbot

**3. Classification**

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" 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 checked="" type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input checked="" type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input 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 Chesapeake Bay Maritime Museum  
street & number \_\_\_\_\_ telephone no.: 745-2916  
city, town St. Michaels \_\_\_\_\_ state and zip code Maryland 21663

**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 \_\_\_\_\_  
depository for survey records \_\_\_\_\_  
city, town \_\_\_\_\_ state \_\_\_\_\_

## 7. Description

Survey No. T-519

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

This boat is a double-ended, three-log sailing canoe that has been used both for working (as a sloop-rigged canoe with an auxiliary engine) and as a racing log canoe. She was built before 1916 in Bryantown, Queen Anne County, Maryland, or on Kent Island; the builder may have been a Mr. Reede or Reeves. She measures 29'11" overall, with a 22' length on deck. Her beam is 4'10". In addition to the single-masted working rig, the vessel used a Tilghman racing rig of two unstayed, raking masts after her conversion to racing in 1960. The rig is not with the boat as it is currently displayed at the Chesapeake Bay Maritime Museum.

The boat has sharp ends, with a rudder mounted on pintles on the raking stern and a 66"-long tiller for steering. She is log built of three pine logs, with ten half frames on either side of the hull. The bottom log is carved into a short, deep run aft. There is a plank keelson or shoe deepening slightly aft. There are two pairs of sawn knees supporting a foot-wide thwart serving as a step for the after-mast.

The canoe is partially decked with washboards and there is a 3 1/2"-high coaming around the deck opening. A square mast-step is set into the foredeck, and a 9'-long bowsprit ends at a sampson post in the foredeck. The bowsprit is set up with two wire stays and a wire bobstay with adjustable turnbuckle. The bowsprit is squared and chamfered at its after-end, which is painted white, but rounded and varnished at its tip. The other spars, two masts of Sitka spruce, are not with the boat. Sails, also removed, are of dacron.

Fittings for racing were added after the boat's conversion from a working boat. These include 4-foot-long grip rails on the washboards near the after-mast; a bumpkin added over the stern; and large cleats as well as a lengthened bowsprit. The working engine, a single-cylinder Palmer engine, was removed.

Decorative scrollwork was added to a modified longhead mounted beneath the bowsprit. The scrollwork consists of relief-carved leaves and vines painted gold on a white background. The hull is painted white, with brightwork trim on bumpkin, grip-rails, and bowsprit. The log portion of the interior of the hull is left dark--oiled or stained to preserve the wood.

# 8. Significance

Survey No. T-519

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 checked="" type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input checked="" type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" 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** before 1916      **Builder/Architect** att. to Mr. Reede, or Reeves

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 surviving members of the racing log canoe fleet (retired 1968), vessels 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 native 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 6500 existed in Bay waters in the 1880s. The working canoes first began to be raced in 1840 and by the 1870s 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 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.

MARIANNE gains added significance for having been the smallest member of the racing canoe fleet. Built on only three logs and 22' long, she was built before 1916 as a working oyster boat in Bryantown, Queen Annes County, or on Kent Island. The builder may have been a Mr. Reede or Reeves. The vessel has a single-masted sailing rig and an auxiliary engine, typical of working canoes built in the early years of the 20th century. MARIANNE was converted to a racing canoe with the typical two-masted Tilghman rig in 1960 and raced until her donation to the Museum in 1968. However, her small size proved detrimental and it was decided by her owners that she was too small for successful racing and she was "retired" to the Museum.

## 9. Major Bibliographical References

Survey No. T-519

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

## 10. Geographical Data

Acreege 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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E 

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F 

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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 \_\_\_\_\_

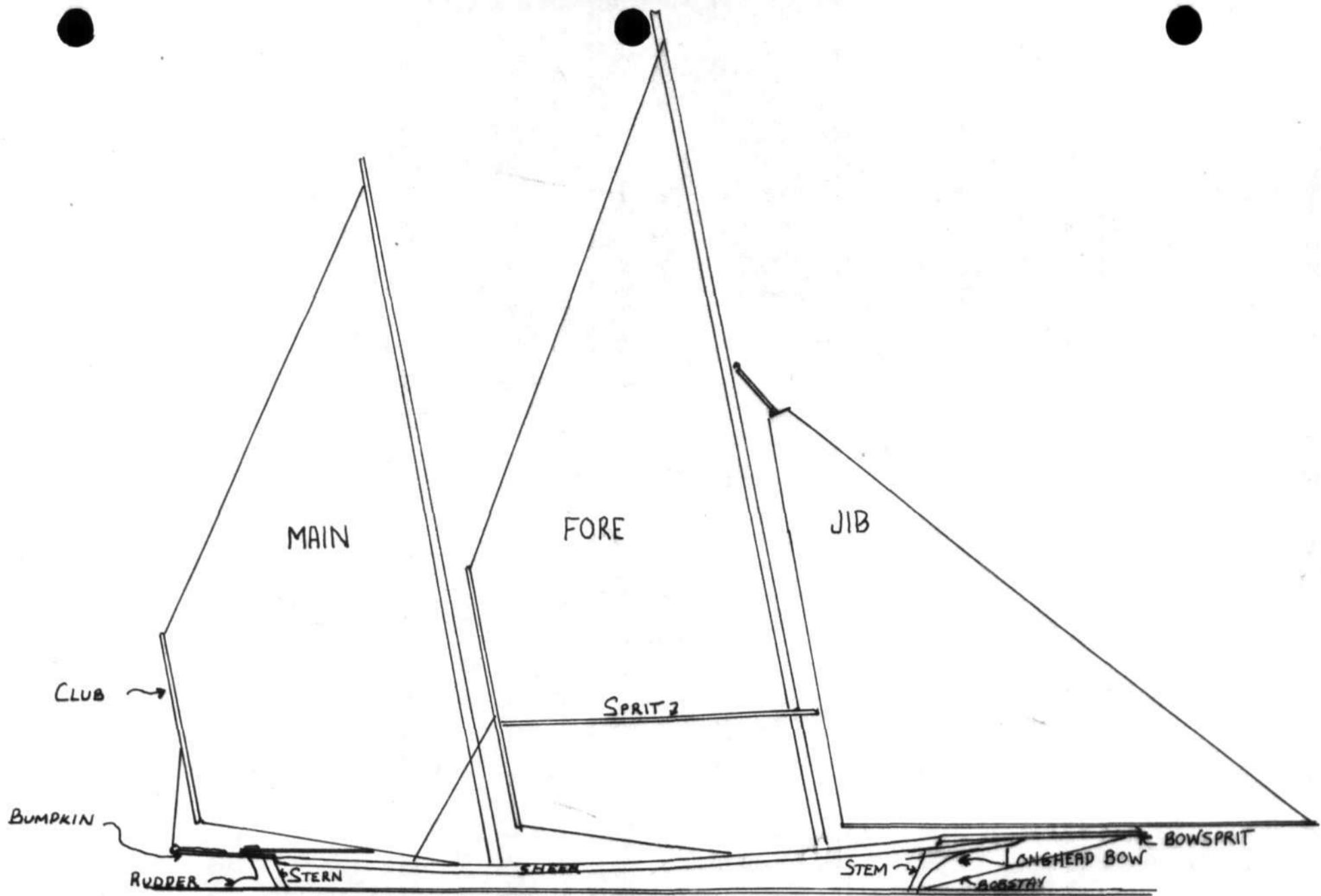
street & number \_\_\_\_\_ telephone \_\_\_\_\_

city or town \_\_\_\_\_ state \_\_\_\_\_

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.

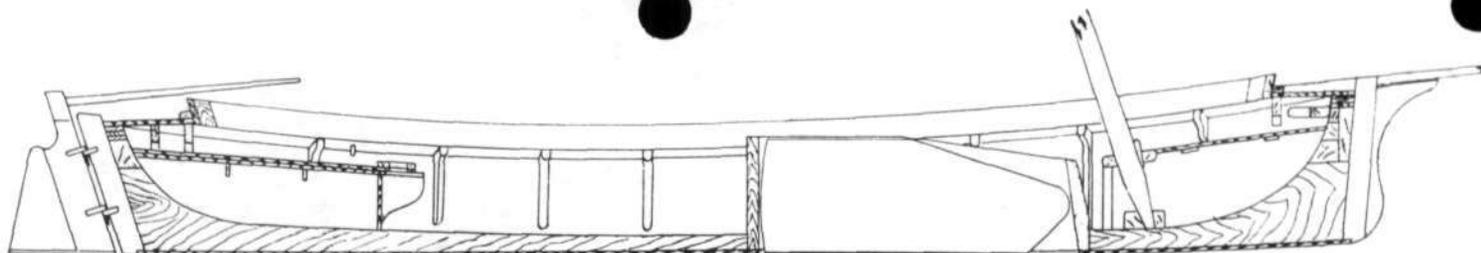
The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

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



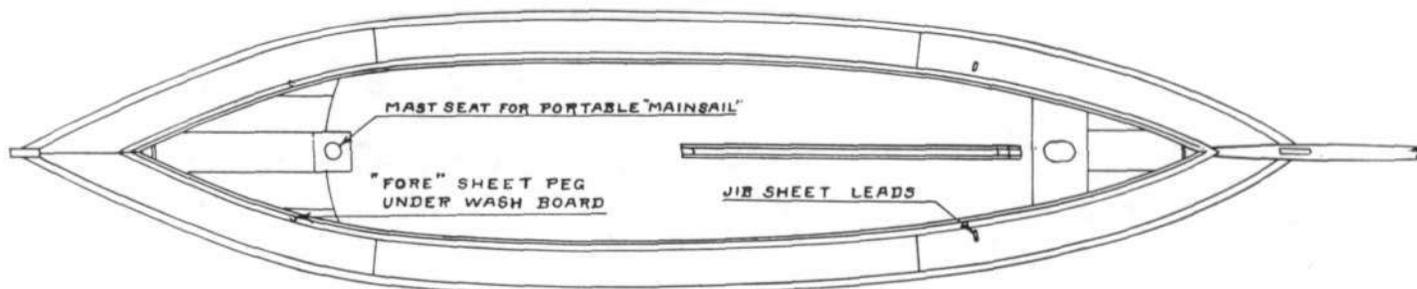
SAIL PLAN OF TILGHMAN ISLAND CANOE after drawing by J.G. Earle

T-519



LONGITUDINAL SECTION

SCALE:  
0 1 2 3 4 5



PLAN

SCALE:  
0 1 2 3 4 5

PRINCIPAL DIMENSIONS  
 LENGTH OVER ALL 28'-4"  
 LENGTH LOAD WATER LINE 27'-10 1/2"  
 BREADTH OVER GUNWALES 6'-2"  
 DEPTH INSIDE TO TOP OF COAMING 3'-5"

THREE STRAKES AT TOP EXTEND  
 FROM STEM TO STERN POST

YELLOW PINE KNEE SIDED

"GRAVING PIECE" 7'-0" LONG

OAK SHOE 1x6" AMIDSHIP

"GRAVING PIECE" 9'-0" LONG

MIDSHIP SECTION

SCALE:  
0 1 2 3 4 5

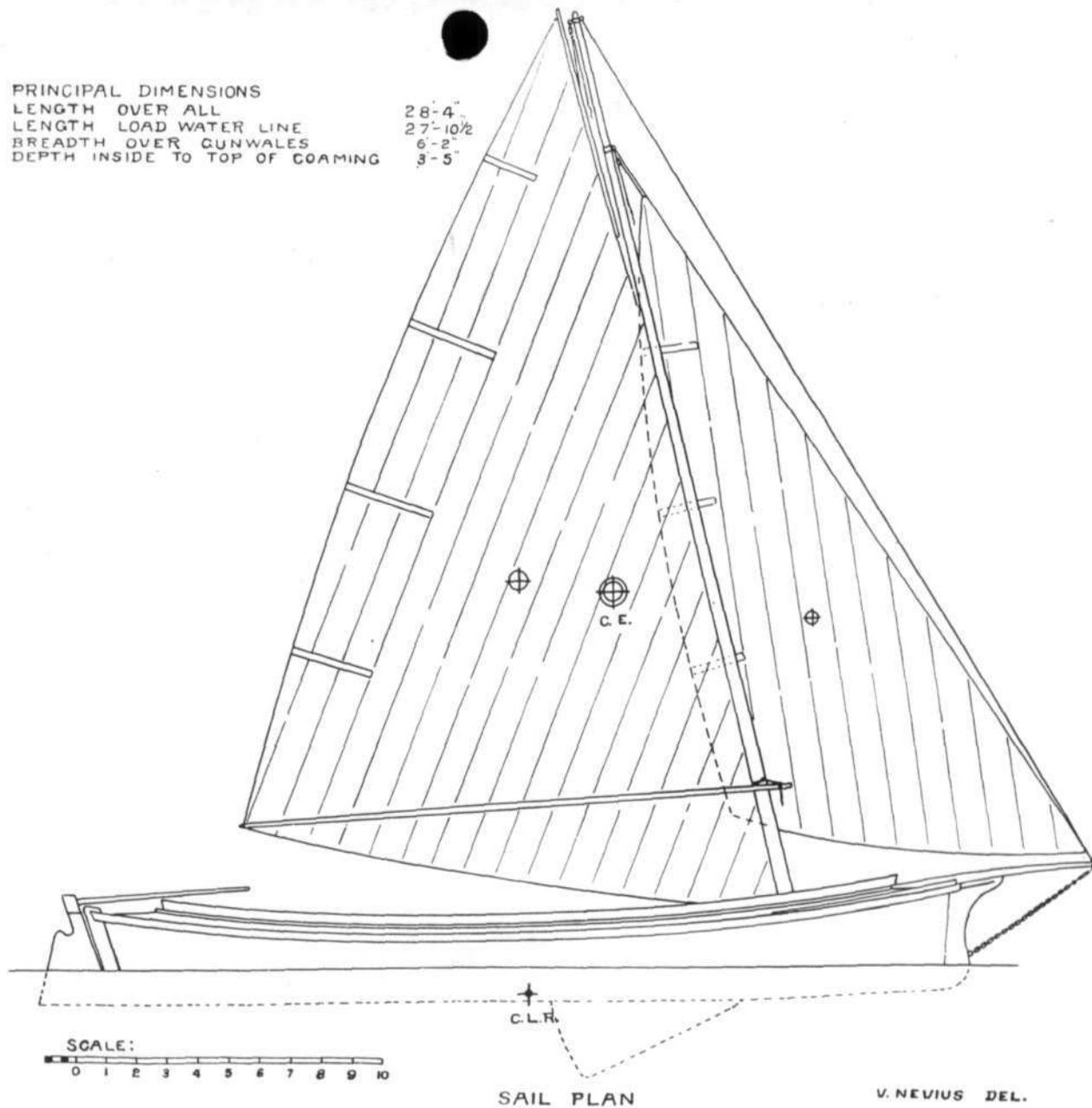
COAMING 7/8 x 6" YELLOW PINE  
 COAMING TRIM 1 1/2 x 1 1/2" YELLOW PINE  
 WASH BOARD 7/8 x 12" YELLOW PINE  
 WEARING STRIP 7/8 x 2" OAK  
 OUTER GUNWALE 7/8 x 2 1/2" OAK  
 INNER GUNWALE 7/8 x 2 1/2" OAK  
 1/2" IRON DOWELS ABOUT 10" #10 &  
 WITH WOODEN FLUGS AT OUTBOARD ENDS

V. NEVIUS, DEL.

PLATE IV B. SECTIONS: POQUOSON THREE-LOG CANOE, Lillian L.  
 Built circa 1898. (Courtesy U.S. National Museum)

PRINCIPAL DIMENSIONS  
 LENGTH OVER ALL  
 LENGTH LOAD WATER LINE  
 BREADTH OVER GUNWALES  
 DEPTH INSIDE TO TOP OF COAMING

28'-4"  
 27'-10½"  
 6'-2"  
 3'-5"



SAIL PLAN

V. NEVIUS DEL.

PLATE IV D. SAIL PLAN OF POQUOSON THREE-LOG CANOE, Lillian L.  
 Built circa 1898. (Courtesy U.S. National Museum)

T-519  
3-Log Tilghman Canoe MARIANNE  
Small Boat Exhibit Shed (T-626)  
Chesapeake Bay Maritime Museum  
Mill St.  
St. Michaels  
Saint Michaels Quad.  
Talbot Co.





T-519

MARIANNE

St. Michaels, Md

Port side

A.E. Witty 5/84



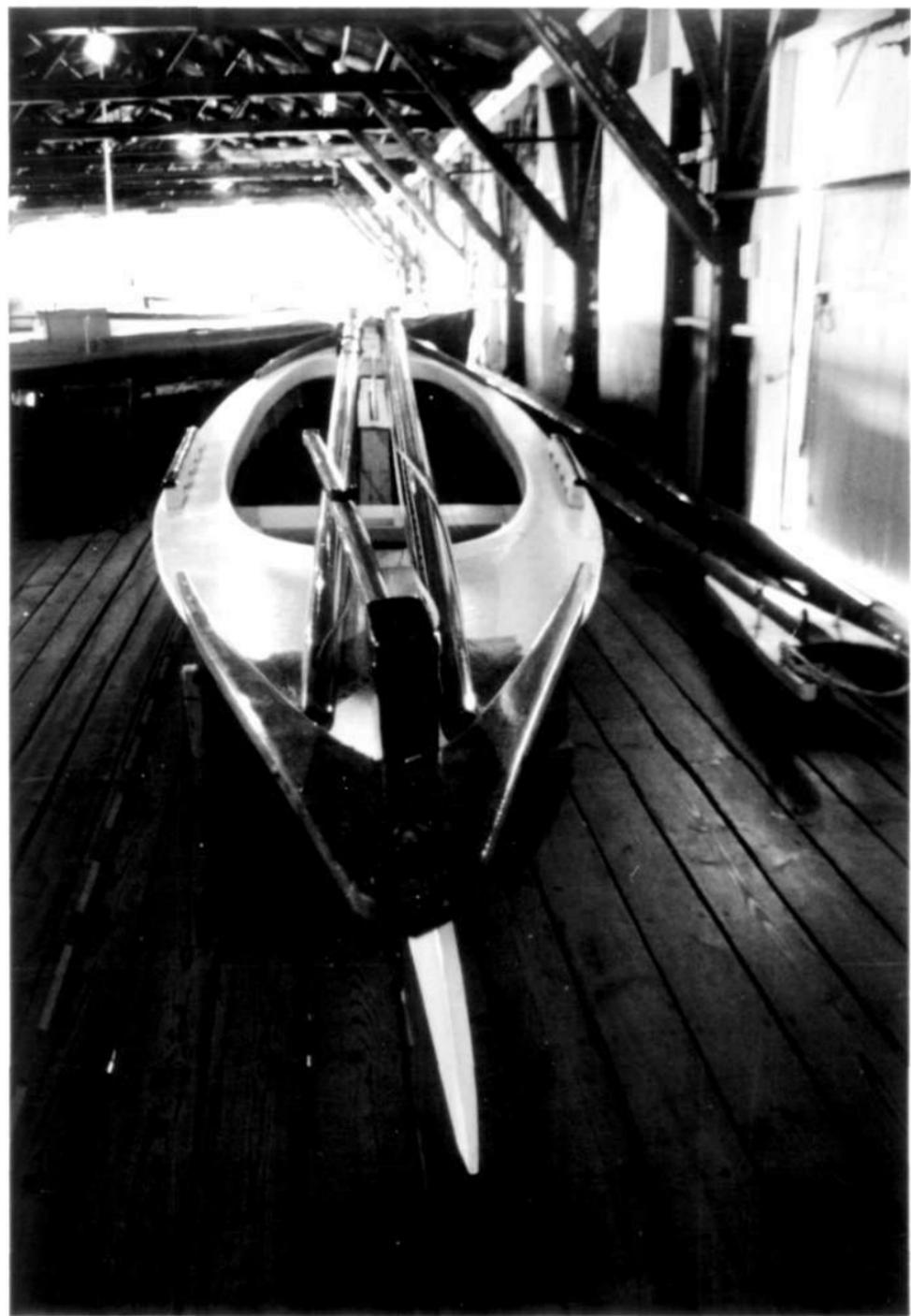
T-519

MARIANNE

St. Michaels, Md

Port side - stern

A.E. Witty 5/84



T-519

MARIANNE

St. Michaels, Md.

Interior hull - stern

A.E. Witty 5/84

*Handwritten scribble*