T-522
ROSIE PARKS (skipjack)
St. Michaels, Maryland

This vessel is a 46.2' long two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as skipjack. Built in 1955 in Wingate, Maryland by the noted boatbuilder Bronza Parks, the vessel was given to the Chesapeake Bay Maritime Museum in 1975 by her late captain and owner, Orville Parks. She is now a floating exhibit, in sailing condition, but no longer dredges for oysters. The vessel has a beam of 16'7", a depth of 3'3" and a net register tonnage of 8. ROSIE PARKS is significant as being one of the 35 surviving traditional Chesapeake Bay skipjacks and for having been built by one of the best known boatbuilders in recent years, Bronza Parks. The vessel is also important as having been one of the most successful skipjacks in the annual workboat races held off of Deal Island and at Sandy Point State park. Her present use as a restored Museum educational vessel adds to her importance.

Survey No. T-522

Magi No. 2105225833

DOE __yes __no

Maryland Historical Trust
State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic ROSIE PARKS

and/or common Skipjack CBMM 75-53-1

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street & number Mill Street ___ not for publication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	
___ district	___ public	x occupied	___ agriculture	___ museum
___ building(s)	x private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	x educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
x object	___ in process	___ yes: restricted	___ government	___ scientific
	___ being considered	x yes: unrestricted	___ industrial	x transportation
	x not applicable	___ no	___ military	___ 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-522

Condition		Check one	Check one
x excellent	___ deteriorated	___ unaltered	___ original site
___ good	___ ruins	x altered	___ moved date of move _____
___ fair	___ 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 46.2'-long, two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a skipjack. Built in Wingate, Maryland in 1955 by the noted boatbuilder Bronza Parks, she was given to the Chesapeake Bay Maritime Museum in 1975 by her late captain and owner, Orville Parks. She is now a floating exhibit, in sailing condition, but no longers dredges for oysters. Like her sister ships LADY KATIE and MARTHA LEWIS, ROSIE PARKS was built in typical Bay fashion using cross-planked construction methods, along traditional lines. She has a beam of 16'7", a depth of 3'3", and a net register tonnage of 8. The vessel has a longhead or clipper bow and a square, or transom, stern. The wooden hull is painted the traditional white.

In shape, the vessel exhibits a generous deadrise. Her bow is sharp but with little rake to the stem and there is an added longhead. The stern is square, with the rudder mounted outboard on pintles. The vessel has a hard chine, heavily rolled throughout, particularly around the transom where beading surrounds the rounded edges. There is a chock for the pushboat on the transom and davits extending over the stern.

ROSIE PARKS was built in Bay fashion using cross-planked construction. The transverse planking is stepped to the staving and transom with no feather edges. The bow is fully staved with no log or chunk filler. The vessel is mostly yellow pine planking on oak frames with some fir also used in the construction. Structural members--knees, chine liner, centerboard trunk--are massive. The vessel is fastened with galvanized iron spikes and riveted rods.

There is a single mast of western fir set with about a 15° rake aft. The mast is rigged with double shrouds and a forestay and jibstay leading to the end of the bowsprit. The square bowsprit, which tapers to round at the end, is set up with two chain-and-cable bobstays and chain bowsprit shrouds. The sail rig consists of a jib-headed mainsail and a large jib. The main is laced to the boom and carried on wood hoops at the mast. It is furled by means of lazyjacks, as is the club-footed , self-tending jib. Sails are dacron and are stored ashore. In addition to the sail rig the boat can be propelled by pushboat which is carried suspended from davits over the stern.

The vessel is flush-decked, surrounded by a low, solid lograil forward and a pinrail aft, but open where the dredges are rolled aboard amidships. There are several deck structures, including: a wheelbox with a 35" wheel mounted on it; a 7'10" long by 8'6" wide cabin; a midships hatch; and a large, two-sectioned main deck hatch forward. The cabin trunk is a replacement, built after the boat was donated to the museum. Some of the decking is new as well. There is a flat sampson post on the foredeck.

The vessel is painted white with brightwork trim on the cabin and at the end of the bowsprit. The spars are also left bright. Trailboards mounted on the longhead are carved and painted with the name ROSIE PARKS in gold on a green backgroun. Trailboard decorations include the motifs of an eagle and arrows, stars and stripes, and vines and leaves. Colors are red, white, blue, gold, and black. There are also black nameboards with the name ROSIE PARKS in gold with a flower or pinwheel motif, mounted on the [illegible] just aft of the chain bowsprit shroud.

8. Significance

Survey No. T-522

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	___ architecture	_x_ education	___ military	___ social/ humanitarian
___ 1700–1799	___ art	___ engineering	___ music	___ theater
___ 1800–1899	_x_ commerce	___ exploration/settlement	___ philosophy	_x_ transportation
_x_ 1900–	___ communications	___ industry	___ politics/government	___ other (specify)
		___ invention		

Specific dates 1955 **Builder/Architect** Bronza Parks

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 36surviving traditional Chesapeake Bay skipjacks and a recent 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 1890s 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 behin, the nose of the pushboat resting agains 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.

ROSIE PARKS is especially significant as having been built by noted boatbuilder Bronza Parks of Wingate, Maryland, and for having enjoyed a particularly successful career in the annual Chesapeake Bay workboat races under her well-known captain, Orville Parks, brother of the boatbuilder. The son and grandson of watermen, Bronza Parks began his career as an oyster dredger, but switched to boatbuilding after constructing a crab skiff for his own use. Specializing in skiffs and powerboats for both pleasure and commercial use, Parks prided himself on building no two boats alike--he tried something new and different on each. Hoping to improve on old designs, in 1955 Parks undertook the construction of three skipjacks, the last to be built on the Bay until 1979. The three vessels were the ROSIE PARKS, LADY KATIE, and MARTHA LEWIS and Parks' claim to have created a

9. Major Bibliographical References

Survey No. T-522

Howard I. Chapelle, Chesapeake Bay Skipjacks (St. Michaels, Md: Chesapeake Bay Maritime Museum, n.d.)

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____ **Quadrangle scale** _____

UTM **References** do NOT complete UTM references

	Zone	Easting	Northing		Zone	Easting	Northing
A				B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

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

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title	Anne Witty/ M.E. Hayward		
organization	Maryland Historical Society	**date**	5/84
street & number	201 W. Monument St.	**telephone**	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

8. Significance

Survey No. T-522

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	___ architecture	___ education	___ military	___ social/ humanitarian
___ 1700–1799	___ art	___ engineering	___ music	___ theater
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ transportation
___ 1900–	___ communications	___ industry	___ politics/government	___ other (specify)
		___ 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.

superior design proved accurate, as the ROSIE PARKS became a champion in the annual workboat races. Captain Orville Parks, brother of the boatbuilder, dredged the ROSIE PARKS for 20 years and raced her up until a year before his death at age 80. Called "Captain Marvel" by his friends, Parks won most of the Deal Island workboat races and 9 out of the first 10 Chesapeake Appreciation Days skipjack races. He continued to race the boat even after he had donated her to the Chesapeake Bay Maritime Museum. Bronza Parks was less fortunate in his career. He was fatally shot at his boatyard in 1958 during an argument with a client.

ROSIE PARKS is also of interest as having been built during the post World War II revival of skipjack building for the working oyster fleet. Although Parks made "improvements" in her design, she essentially followed traditional Bay design and construction methods. 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 the ROSIE. It is of great interest that even though these vessels were built over 50 years after the peak skipjack-building years, their design and construction methods closely followed turn-of-the-century prototypes.

9. Major Bibliographical References

Survey No.

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____ Quadrangle scale _____

UTM References do NOT complete UTM references

	Zone	Easting	Northing		Zone	Easting	Northing
A				B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

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

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title

organization date

street & number telephone

city or town state

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

Survey No. T-522

Magi No. 2105225833

DOE __yes x no

Maryland Historical Trust
State Historic Sites Inventory Form

CHESAPEAKE BAY SKIPJACK FLEET THEMATIC GROUP

1. Name (indicate preferred name)

historic ROSIE PARKS

and/or common Skipjack CBMM 75-53-1

2. Location

street & number Chesapeake Bay Maritime Museum Mill Street n/a not for publication

city, town St. Michaels n/a vicinity of congressional district First

state Maryland 024 county Talbot 041

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	x occupied	___ agriculture	___ museum
___ building(s)	x private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	x educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
x object	___ in process	___ yes: restricted	___ government	___ scientific
	___ being considered	x yes: unrestricted	___ industrial	x transportation
	x not applicable	___ no	___ military	___ 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. 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 x state ___ county ___ local

depository for survey records Maryland Historical Trust, 21 State Circle

city, town Annapolis state MD 21401

7. Description

Survey No. T-522

Condition		Check one	Check one	
x excellent	___ deteriorated	___ unaltered	n/a original site	
___ good	___ ruins	x altered	___ moved	date of move n/a
___ fair	___ 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 46.2'-long, two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a skipjack. Built in Wingate, Maryland in 1955 by the noted boatbuilder Bronza Parks, she was given to the Chesapeake Bay Maritime Museum in 1975 by her late captain and owner, Orville Parks. She is now a floating exhibit, in sailing condition, but no longers dredges for oysters. Like her sister ships LADY KATIE and MARTHA LEWIS, ROSIE PARKS was built in typical Bay fashion using cross-planked construction methods, along traditional lines. She has a beam of 16'7", a depth of 3'3", and a net register tonnage of 8. The vessel has a longhead or clipper bow and a square, or transom, stern. The wooden hull is painted the traditional white.

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There is a single mast of western fir set with about a 15° rake aft. The mast is rigged with double shrouds and a forestay and jibstay leading to the end of the bowsprit. The square bowsprit, which tapers to round at the end, is set up with two chain-and-cable bobstays and chain bowsprit shrouds. The sail rig consists of a jib-headed mainsail and a large jib. The main is laced to the boom and carried on wood hoops at the mast. It is furled by means of lazyjacks, as is the club-footed , self-tending jib. Sails are dacron and are stored ashore. In addition to the sail rig the boat can be propelled by pushboat which is carried suspended from davits over the stern.

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8. Significance

Survey No. T-522

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	___ architecture	x education	___ military	___ social/ humanitarian
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___ 1800–1899	x commerce	___ exploration/settlement	___ philosophy	x transportation
x 1900–	___ communications	___ industry	___ politics/government	___ other (specify)
		___ invention		

Specific dates 1955 **Builder/Architect** Bronza Parks

check: Applicable Criteria: x A x B x C ___ D
and/or
Applicable Exception: ___ A ___ B ___ C ___ D ___ E ___ F x G

Level of Significance: x 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 recent 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.

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(continued overleaf)

superior design proved accurate, as the ROSIE PARKS became a champion in the annual workboat races. Captain Orville Parks, brother of the boatbuilder, dredged the ROSIE PARKS for 20 years and raced her up until a year before his death at age 80. Called "Captain Marvel" by his friends, Parks won most of the Deal Island workboat races and 9 out of the first 10 Chesapeake Appreciation Days skipjack races. He continued to race the boat even after he had donated her to the Chesapeake Bay Maritime Museum. Bronza Parks was less fortunate in his career. He was fatally shot at his boatyard in 1958 during an argument with a client.

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9. Major Bibliographical References

Survey No. T-522

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

10. Geographical Data

Acreage of nominated property less than one acre

Quadrangle name St. Michaels, MD

Quadrangle scale 1:24000

UTM References do NOT complete UTM references

	Zone	Easting	Northing		Zone	Easting	Northing
A	18	394070	4293650	B			
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

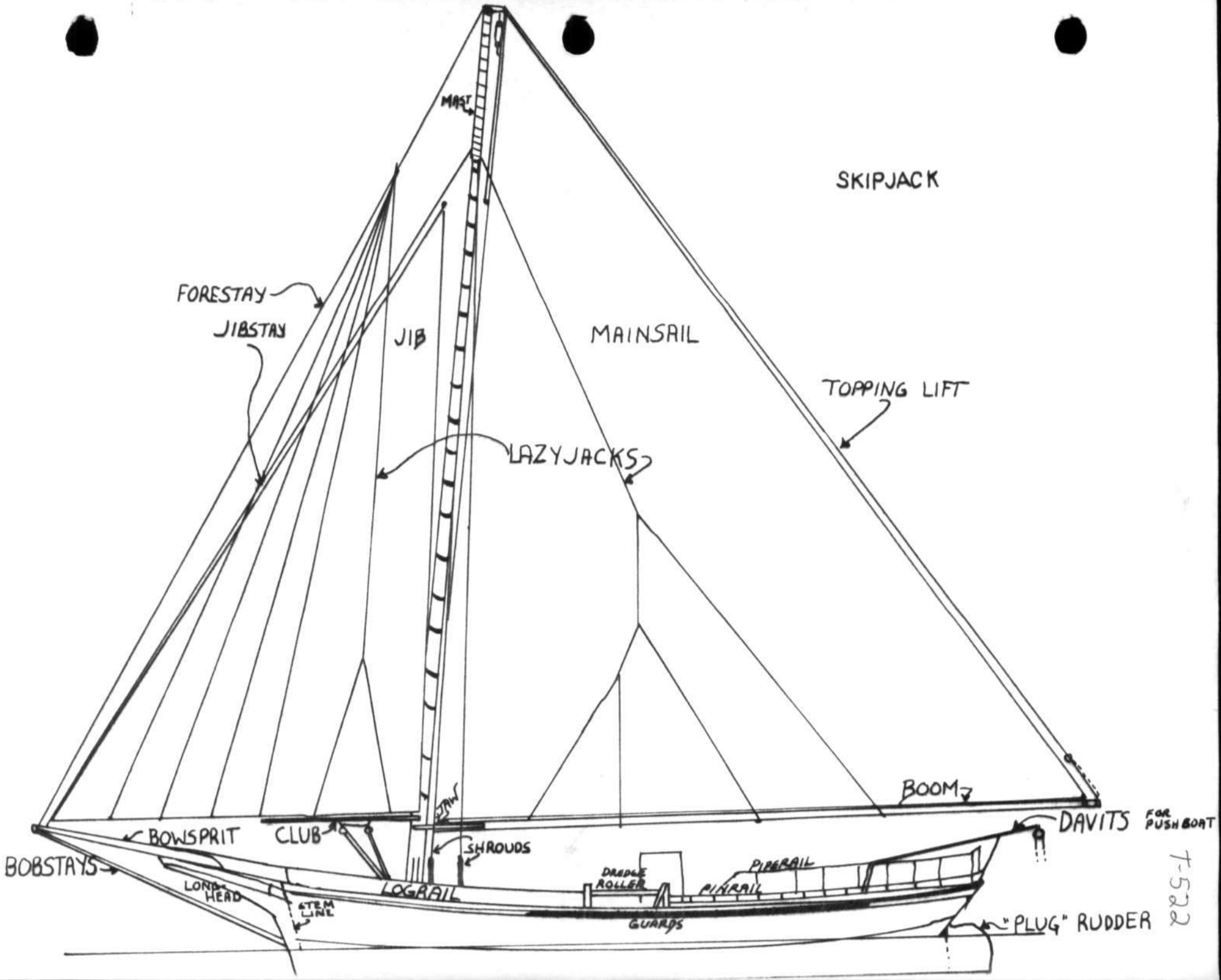
name/title	Anne Witty/ M. E. Hayward		
organization	Radcliffe Maritime Museum Maryland Historical Society	date	May, 1984
street & number	201 West Monument Street	telephone	(301) 685-3750
city or town	Baltimore	state	Maryland 21201

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
Anna-lis, Maryland 21401
(30. 269-2438

PS-2746


SKIPJACK
MAST
FORESTAY
JIBSTAY
JIB
MAINSAIL
TOPPING LIFT
LAZYJACKS
BOOM
DAVITS FOR PUSH BOAT
BOWSPRIT
CLUB
SHROUDS
BOBSTAYS
LONG HEAD
STEM LINE
LOGRAIL
DRIPPLE ROLLER
PINRAIL
PINRAIL
GUARDS
"PLUG" RUDDER

7-522

T-522
Skipjack ROSIE PARKS
Chesapeake Bay Maritime Museum
Mill St.
St. Michaels
Saint Michaels Quad.
Talbot Co.

19

367-42

T-522

ROSIE PARKS
St. Michaels, Md

Bow
M.C. Wootton 5/84

259-16

T-522

ROSIE PARKS
St. Michaels, Md

port side
M. C. Wootton 10/83

1002

260-12

T-522

ROSIE PARKS
St. Michaels, Md

starboard side
M. C. Wootton 10/83