

T-526

ANNA McGARVEY (skipjack)
Tilghman, Maryland

ANNA McGARVEY is a 45.3' long two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a skipjack. She has a beam of 15.7', a depth of 3', and a net registered tonnage of 8. The vessel carries a typical skipjack rig of jib-headed mainsail and a single large jib with a club on its foot. Built in 1980 in Baltimore, Maryland by Melbourne Smith, ANNA McGARVEY gains her significance as being one of the last 35 surviving traditional Chesapeake Bay skipjacks and a member of the last commercial sailing fleet in the United States. ANNA McGARVEY is of special interest for having been built by the builder of the PRIDE OF BALTIMORE and for being one of two new skipjacks added to Maryland's oyster dredging fleet in recent years.

Maryland Historical Trust State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic ANNA MCGARVEY

and/or common skipjack

2. Location

street & number Gibsontown Road ___ not for publication

city, town Tilghman ___ vicinity of congressional district

state Maryland county Talbot

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 Mike Ashford

street & number telephone no.:

city, town Annapolis state and zip code Maryland

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-526

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

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

This vessel is a 45.3' long, two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to a skipjack. She has a beam of 15.7' and a depth of 3' with a net registered tonnage of 8 tons. She was built in 1980 at Baltimore, Maryland following plans designed by Melbourne Smith based on the original lines of the skipjack MINNIE V, built in 1906 in Wenona, Maryland and rebuilt in Baltimore at the same time as the building of the ANNA McGARVEY. The vessel carries a typical skipjack rig--a 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 vessel has a longhead bow and a square, or transom, stern. She sits low at the stern, with little freeboard. The vessel has sharp, clean, almost yachtlike lines, especially forward where the chine is faired into the waterline at the bow, giving a clipper-like effect. Her longhead bow has a straight, raking stem and the hexagonal bowsprit is led out parallel to the waterline. The transom stern is low and squared at the waterline, but elliptical at the top. The rudder is vertically cut and mounted outboard on pintles; it sits well above the water when the boat is unloaded.

The vessel is flush-decked with a typical skipjack deck layout. From the stern forward, deck structures include: a wheelbox over the steering gear; a low cabin with a slide providing access to the main cabin; a box built over the winders; and a large main hatch. She is fitted out for oystering with dredges, winders, a fuel drum connected to the engine of the pushboat, and the pushboat itself, suspended from davits at the stern.

The mast is well-raked aft, about 20°, and is finished bright, as is the boom. The mast is set up with double cable shrouds, forestay, jibstay, and a topping lift which leads to the end of the boom. There are lazyjacks on both sails for easier furling.

Decoration takes the form of trailboards on the longhead; these are black with the name ANNA McGARVEY in white, decorated with gold vines and scrolls and a shield/flag/ arrows motif in red, white, blue, and gold. There is a red stripe on her hull below the sheer line.

8. Significance

Survey No. T-526

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 checked="" 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 1980 Builder/Architect Melbourne Smith

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, although relatively new, has great significance as representing the persistence and revival of vessel construction of the skipjack type as being suitable for oystering or carrying cargo on Chesapeake Bay. Built in 1980 almost a quarter of a century after the last flurry of skipjack building in the mid-1950s, the vessel's fine lines are thoroughly traditional, and she was built according to traditional methods.

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.

Built in Baltimore in 1980-81 at the same time the MINNIE V (1906) was being rebuilt by the City of Baltimore, the ANNA McGARVEY was created from the same design and measurements. Melbourne Smith, builder of the PRIDE OF BALTIMORE was in charge of the project.

9. Major Bibliographical References

Survey No. T-526

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

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

Quadrangle scale _____

UTM References do NOT complete UTM references

A	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

C	<input type="text"/>	<input type="text"/>	<input type="text"/>
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D	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

E	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

F	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

G	<input type="text"/>	<input type="text"/>	<input type="text"/>
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H	<input type="text"/>	<input type="text"/>	<input type="text"/>
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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
-------	------	--------	------

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

Survey No. T-526

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 ANNA McGARVEY

and/or common skipjack

2. Location

street & number Gibsontown Road n/a not for publication

city, town Tilghman n/a 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 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 Mike Ashford

street & number 226 Wardour Drive telephone no.: 301-268-1524

city, town Annapolis state and zip code Maryland 21401

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. T-526

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	n/a	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"/> n/a
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

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8. Significance

Survey No. T-526

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 checked="" type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
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<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 1980 Builder/Architect Melbourne Smith

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, although relatively new, has great significance as representing the persistence and revival of vessel construction of the skipjack type as being suitable for oystering or carrying cargo on Chesapeake Bay. Built in 1980 almost a quarter of a century after the last flurry of skipjack building in the mid-1950s, the vessel's fine lines are thoroughly traditional, and she was built according to traditional methods.

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9. Major Bibliographical References

Survey No. T-526

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

10. Geographical Data

Acreage of nominated property less than one acre

Quadrangle name Tilghman, MD

Quadrangle scale 1:24000

UTM References do NOT complete UTM references

A	1,8	38,42,40	4,28,55,50
	Zone	Easting	Northing

B			
	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			
---	--	--	--

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

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

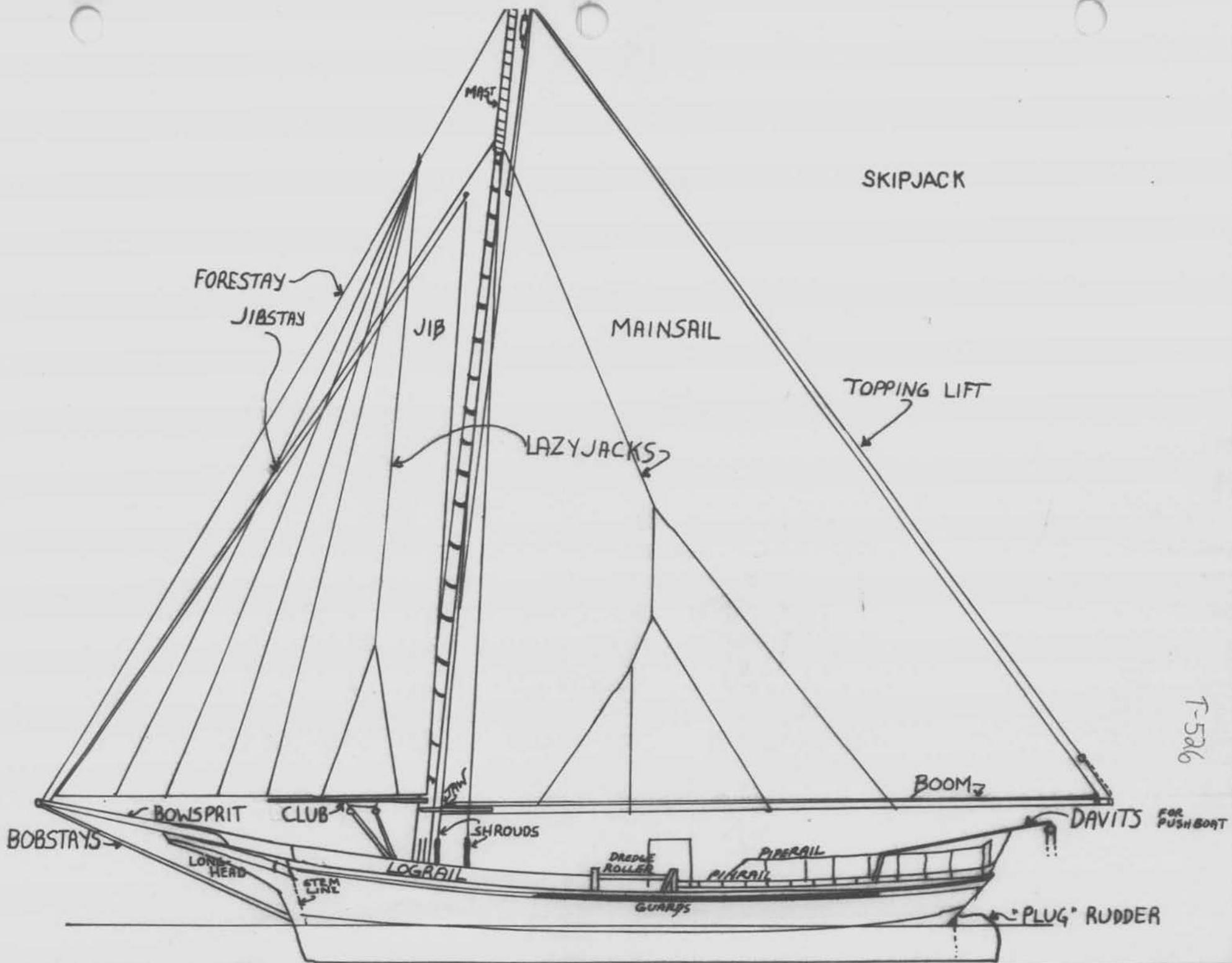
city or town Baltimore

state Maryland 21201

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



T-526



T-526

ANNA McGARVEY
Tilghman, Md

port bow
M.C. Wootton

10/83



T-526

ANNA McGARVEY
Tilghman, MD

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

87%



T-526

ANNA McGARVEY
Tilghman, MD

port side
M.C. Wootton

10/83



T-526

ANNA McGARVEY
Tilghman, Md

stern
M.C. Wootton

10/83