

T-537

MINNIE V (skipjack)
Tilghman, Maryland

MINNIE V 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. She carries a typical skipjack rig of jib-headed mainsail and a single large jib with a club on its foot. Originally built in 1906 in Wenona, Maryland following traditional Bay design and construction methods, she was rebuilt along her original lines in 1980 by Melbourne Smith. MINNIE V 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. She is of special interest for being owned by the City of Baltimore and operated both in the working oyster fleet and as a summer passenger and educational vessel in Baltimore's Inner Harbor.

Survey No. T-537

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 MINNIE V

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street & number Gibsontown Road n/a not for publication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 checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input 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 checked="" type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<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 City of Baltimore (c/o Maryland Historical Society)

street & number 201 W. Monument St. telephone no.: 685-3750

city, town Baltimore state and zip code Maryland 21201

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. T-537

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> n/a original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date of move <u> </u>
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			<u> </u> n/a

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-foot long, two-sail bateau, or V-bottomed deadrise centerboard sloop, commonly referred to as a "skipjack." She is built in Bay fashion using cross-planked construction methods. She has a beam of 15.7 feet and a depth of 3 feet with a net registered tonnage of 8 tons. Originally built in 1906 in Wenona, Maryland for the oyster-dredging fleet, she was refurbished in the 1970s and rebuilt along her original lines in 1980. She carries a typical skipjack rig with a jib-headed dacron mainsail laced to the boom and carried on wood hoops at the mast, and a single large dacron jib with a club at its foot. The vessel is painted white.

The vessel has a longhead bow with a raking stem and a transom stern with a slightly rounded top. The rudder is carried outboard on pintles mounted to the transom and enclosed by a box. The vessel has slightly flaring bows. Her wooden hull is sheathed with metal and painted below the waterline with copper bottom paint.

MINNIE V. has flush decks, with several deck structures. From the stern forward, these include: a cabin with a roof about two feet off the deck; an engine hatch cover; and a forward hatch leading to ballast and storage below. There is a box over the steering gear located at the after-rail. Fittings include pipe davits for a pushboat, which is suspended over the stern; the wheel, mounted on the steering box; a jig for the pushboat on the transom; a compass mounted on the cabin roof, and winches forward. There is high pipe railing surrounding the decks aft. The pushboat was built by Captain Ed Farley, owner of the STANLEY NORMAN, in the summer of 1983.

The single mast is raked aft about 15°, and set up with double shrouds and deadeyes on port and starboard rails. Other rigging includes a forestay, jibstay, topping lift, and lazyjacks for both jib and mainsail. The bowsprit is octagonal forward of the stem and tapers towards its end; it is set up with one chain and one chain-and-cable bobstay and two bowsprit stays. The vessel's original boom was replaced with a new boom in the fall of 1983. In addition to her pushboat, this vessel is motorized with a Gray inboard auxiliary engine (conforming to Coast Guard regulations for the carrying of passengers).

Decorations include trailboards on the longhead with the name MINNIE V in gold, American flags, and gold-leaf vines. There is also an eagle billet-head on her longhead.

8. Significance

Survey No. T-537

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/
<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: 1906

Builder/Architect: Unknown

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 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.

MINNIE V is of special interest as being owned by the City of Baltimore and operated both in the working oyster fleet and as a summer passenger and educational vessel in Baltimore's Inner Harbor. Originally built in 1906 in Wenona, Maryland, the MINNIE V was rebuilt in 1980-81 at Baltimore's Inner Harbor along her original lines and she re-joined the oyster fleet in 1982 after a 10+ year hiatus. Her rebuilding was supervised by noted marine artist and designer Melbourne Smith, designer of the PRIDE OF BALTIMORE, built on the same Inner Harbor site, and using many of the same shipwrights, as the MINNIE V. At the same time MINNIE V was rebuilt, a new skipjack based on her lines was built, the ANNA McGARVEY. Both are now active in the oyster fleet, based at Tilghman Island.

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

T-537

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 18 384240 4285550
Zone Easting Northing

B
Zone Easting Northing

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
Annapolis, Maryland 21401
(301) 269-2438

Maryland Historical Trust State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic MINNIE V

and/or common skipjack

2. Location

street & number Gibsontown Rd 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
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<input type="checkbox"/> site	Public Acquisition	Accessible	<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 Baltimore state and zip code Maryland 21201

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-537

Condition		Check one	Check one
<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 type="checkbox"/> moved date of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

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The single mast is raked aft about 15°, and set up with double shrouds and deadeyes on port and starboard rails. Other rigging includes a forestay, jibstay, topping lift, and lazyjacks for both jib and mainsail. The bowsprit is octagonal forward of the stem and tapers towards its end; it is set up with one chain and one chain-aq-d-cable bobstay and two bowsprit stays. The vessel's original boom was replaced with a new boom in the fall of 1983. In addition to her pushboat, this vessel is motorized with a Gray inboard auxiliary engine (conforming to Coast Guard regulations for the carrying of passengers).

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8. Significance

Survey No. T-537

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
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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 1906/1980-81 **Builder/Architect** Unknown (1906) Melbourne Smith (1980)

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 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.

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9. Major Bibliographical References

Survey No. T-537

Howard I. Chapelle, American Small Sailing Craft (New York: W.W. Norton, 1951)

H.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"/>
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E	<input type="text"/>	<input type="text"/>	<input type="text"/>
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F	<input type="text"/>	<input type="text"/>	<input type="text"/>
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G	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

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 Wityy/ M.E. Hayward

organization Maryland Historical Society

date 5/84

street & number 201 W. Monument St.

telephone 685-3750

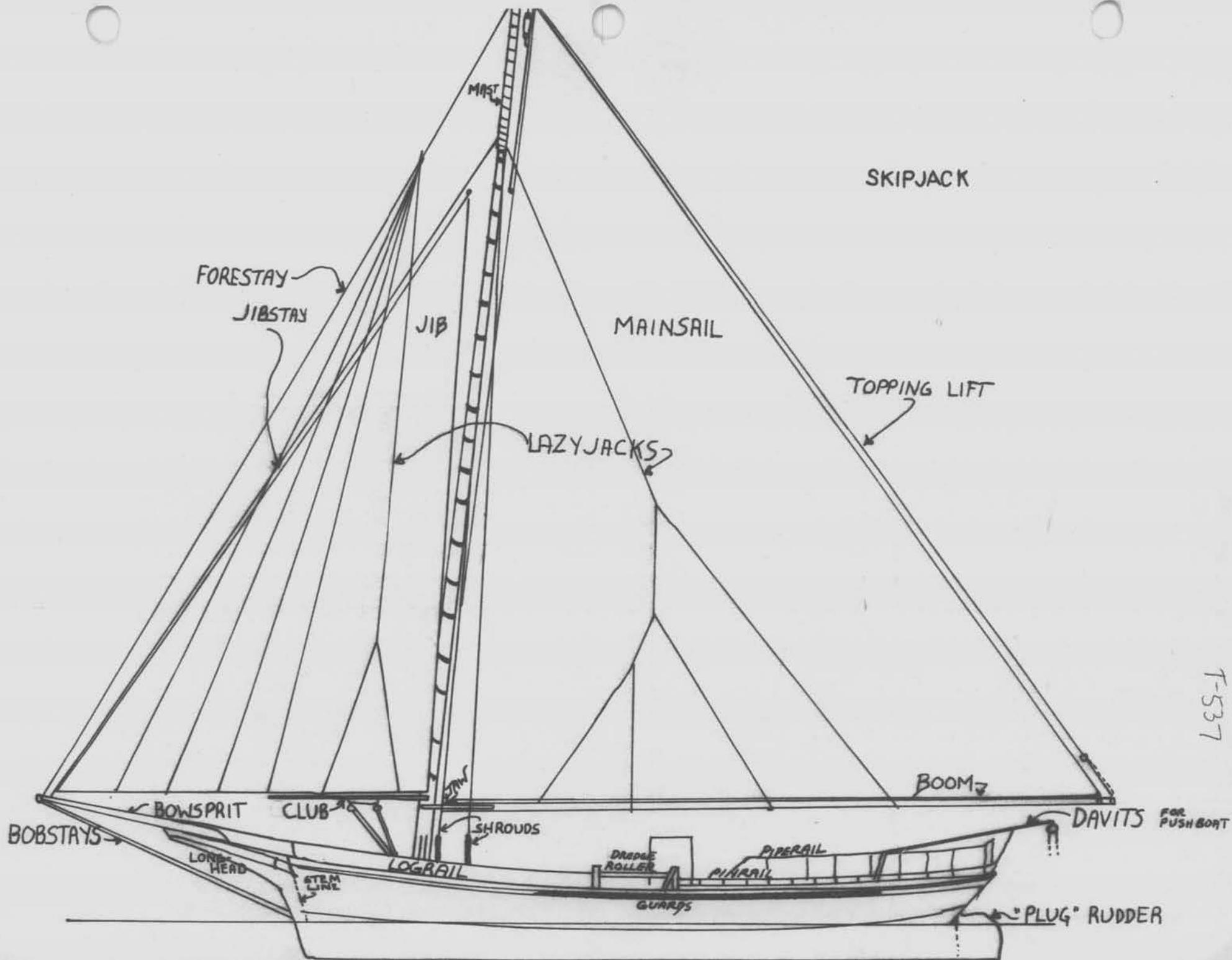
city or town Baltimore

state Maryland 21201

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return to: Maryland Historical Trust
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T-537

MINNIE V.

Tilghman, Md

272

stern under sail

M.C. Wootton

11/83



T-537

MINNIE V
Tilghman, Md.

stern - under sail
M.C. Wootton 11/83



300-13

T-537

MINNIE V.
Tilghman, Md

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



E1-35

T-537

MINNIE V.
Tilghman, Md.

Port side - stern

M.C. Wootton 10/84



T-537

MINNIE V.
Tilghman, Md

port sid - dredge gear
M.C. Wootton 11/83

952



E1-9

T-537

MINNIE V.
Tilghman, Md.

Starboard side
M.C. Wootton 10/84



T-537

MINNIE V.
Tilghman, Md.

Port side - stern
M.C. Wootton 10/84

F1-26



E1-5

T-537

MINNIE V.
Tilghman, Md,

Port bow, trailboard
M.C. Wootton 10/84