

S-231

Skipjack CITY OF CRISFIELD

Architectural Survey File

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site (mht.maryland.gov) for details about how to make an appointment.

All material is property of the Maryland Historical Trust.

Last Updated: 03-21-2013

S-231

CITY OF CRISFIELD (skipjack)

Wenona, Maryland

CITY OF CRISFIELD is a 44.7' long two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a skipjack. She has a beam of 15.8', a depth of 1.7', and a net registered tonnage of 10. She carries a typical skipjack rig of jib-headed mainsail and a single large jib with a club on its foot. Built in 1948 in Reedville, Virginia following traditional Bay design and construction methods, CITY OF CRISFIELD 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. CITY OF CRISFIELD is of special interest as having been built during the post World War II revival of skipjack building for the working oyster fleet.

Survey No. S-231

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 CITY OF CRISFIELD

and/or common

2. Location

street & number Lower Thorofare n/a not for publication

city, town Wenona n/a vicinity of congressional district First

state Maryland 024 county Somerset 039

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 Captain Arthur S. Daniels, Jr.

street & number telephone no.: 784-2226

city, town Wenona state and zip code Maryland 21870

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. S-231

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> <u>n/a</u> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date of move <u>n/a</u>
<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 44.7'-long two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a skipjack. She was built in 1948 in Reedville, Virginia in typical Bay fashion using cross-planked construction methods and is among the working fleet of oyster dredgeboats in Maryland. She has a beam of 15.8' and a depth of 1.7' with a net registered tonnage of 10. She carries a typical skipjack rig consisting of jib-headed mainsail laced to the boom and carried on wood hoops at the mast, and a large jib. The vessel has a longhead (clipper) bow and a square (transom) stern. The wooden hull is painted white.

CITY OF CRISFIELD is a boxy vessel, with a straight, slightly raking stem and a longhead beneath a hexagonal bowsprit. Her square stern is raking, with the rudder hung outboard on pintles on the transom. The transom also carries a jig for the pushboat, located to starboard of the rudder. There are long guards on the sides of the hull, which has greater freeboard forward than aft.

The single mast is raked well aft and set up with double shrouds, a forestay, and jibstay. There is a topping lift leading to the end of the boom, which is long and jawed to the mast. Both mainsail and jib are furled by means of lazyjacks. The mainsail is jib-headed and laced to the boom; wooden hoops hold it to the mast. The large jib has a club on its foot. The bowsprit is hexagonal and set up with double chain bobstays and cable bowsprit shrouds. In addition to the sail rig the vessel carries a motorized pushboat, carried on pipe davits at the stern.

The skipjack is flush-decked with several deck structures. These include: a cabin; a box for the winder engines; a slant-topped forepeak hatch aft of the mast; and a flat sampson post on the foredeck. The deck is surrounded by low rails--a log rail forward and a pinrail aft--but is open amidships at the dredge rollers.

The vessel is painted the traditional white with decorative stripes on the hull and there is green paint on the cabin roof. The name CITY OF CRISFIELD is displayed on the hull near the bows in block letters. Trailboards have the vessel's name in yellow on a blue ground with a red-beaded surround.

8. Significance

Survey No. S-231

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 1948-9 Builder/Architect Unknown

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 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.

CITY OF CRISFIELD is of interest as having been built during the post World War II revival of skipjack building for the working oyster fleet. She was built in 1948-9 at Reedville, Virginia following traditional Bay design and construction methods. She has worked in the oyster-dredging fleet since her building and is presently based in Deal Island. 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 for the ROSIE PARKS (now at the Chesapeake Bay Maritime Museum). It is of great interest that even though these vessels were built over fifty 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. S-231

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

10. Geographical Data

Acreage of nominated property less than one acre

Quadrangle name Deal Island, MD

Quadrangle scale 1:24000

UTM References do NOT complete UTM references

A	118	416870	4220240
	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

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

Radcliffe Maritime Museum

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

Maryland Historical Trust State Historic Sites Inventory Form

Survey No. S-231

Magi No. 2002315833

DOE yes no

1. Name (indicate preferred name)

historic CITY OF CRISFIELD

and/or common

2. Location

street & number

 not for publication

city, town Wenona

 vicinity of

congressional district

state Maryland

county

Somerset

3. Classification

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

4. Owner of Property (give names and mailing addresses of all owners)

name Captain Arthur S. Daniels, Jr.

street & number

telephone no.: 784-2226

city, town Wenona

state and zip code Maryland 21870

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. S-231

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date of move _____

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Specific dates 1948-9 Builder/Architect Unknown

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

Applicable Exception: A B C D E F G

Level of Significance: national state local

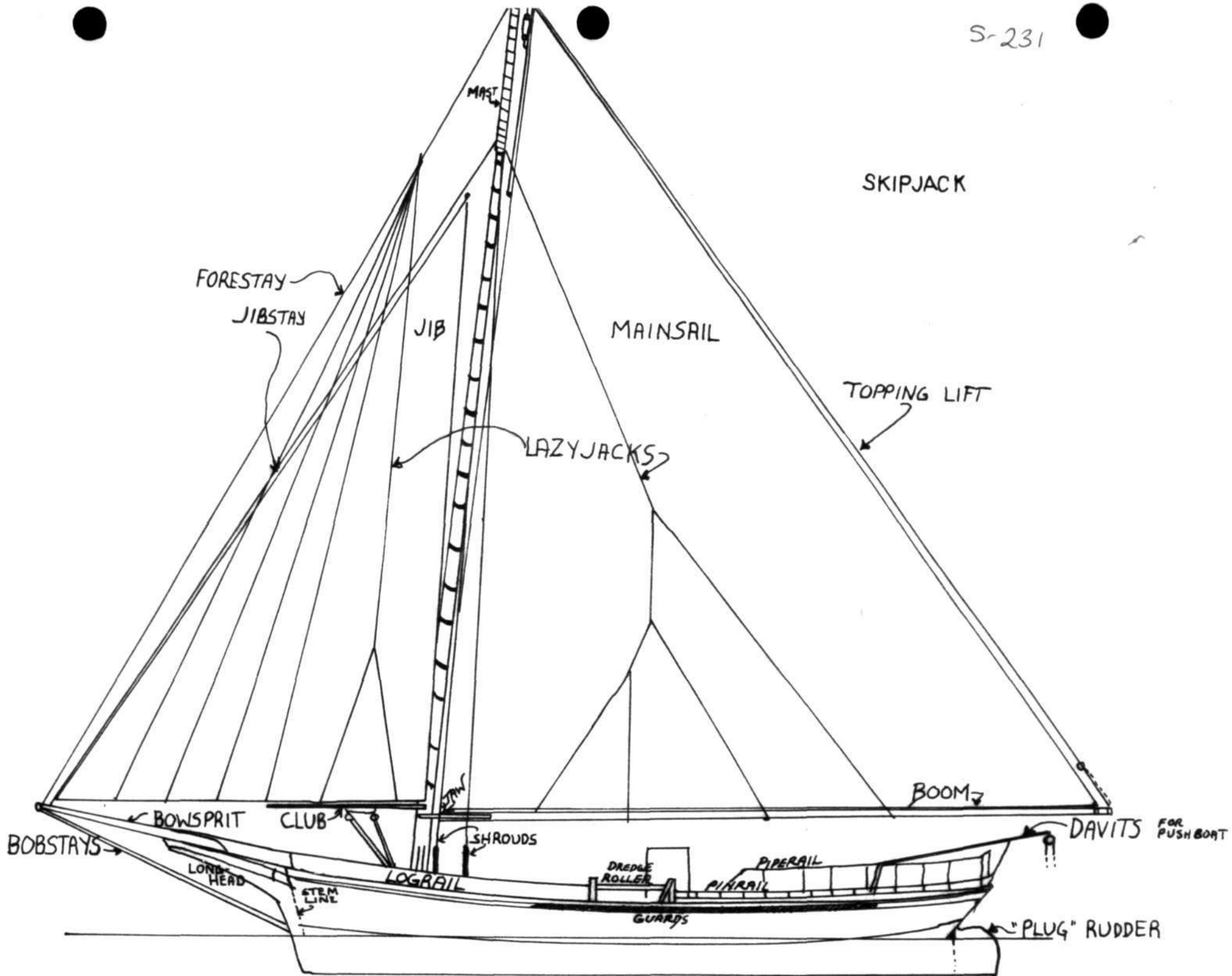
Prepare both a summary paragraph of significance and a general statement of history and support.

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.

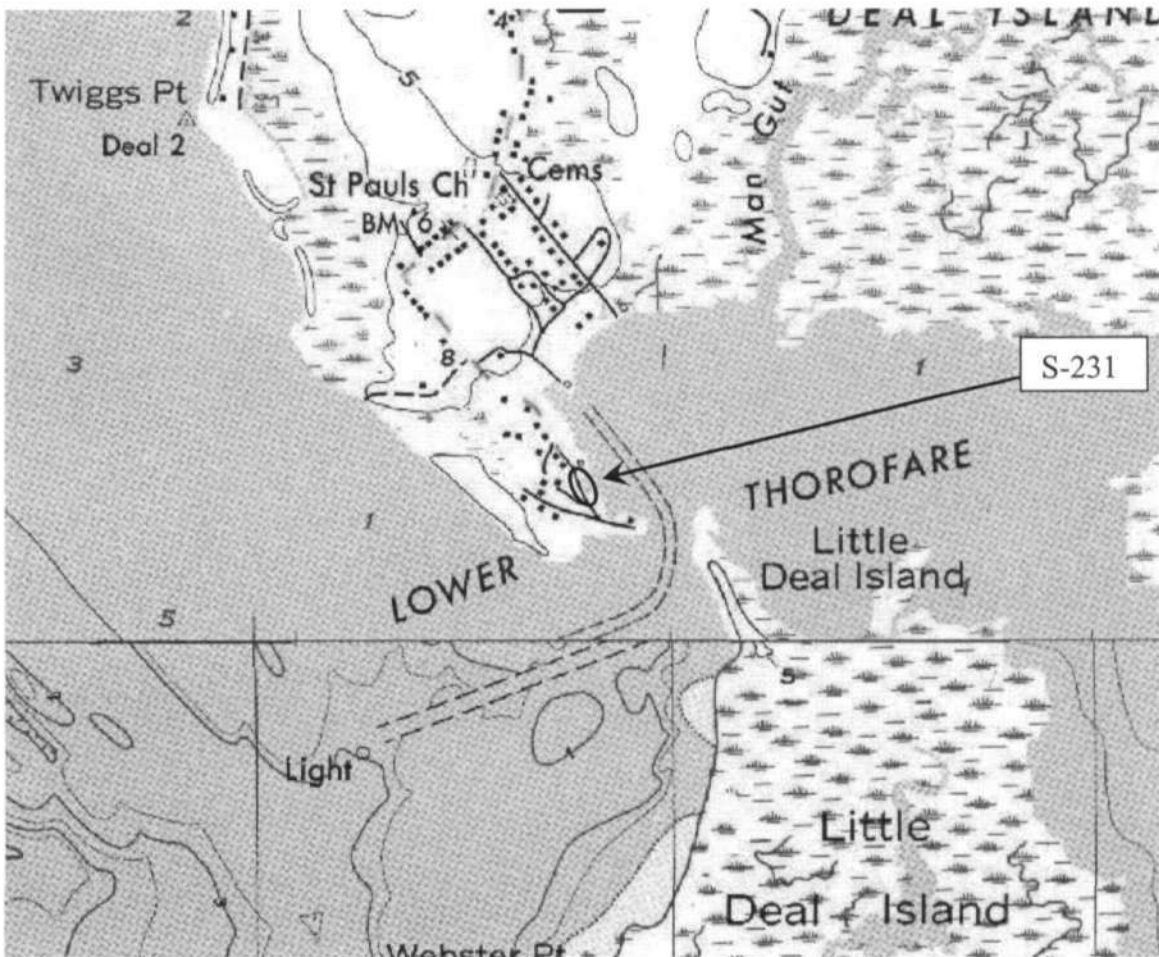
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S-231
City of Crisfield (skipjack)
Wenona
Deal Island Quad.
Somerset County





S-231

CITY OF CRISFIELD

Wenona, MD

bow-under sail

M.C. Wootton 11/83



S-231

CITY OF CRISFIELD

Wenona, Md.

starboard side

M.C. Wootton 11/83



S-231

CITY OF CRISFIELD

Wenona, MD

port side-under sail

M. C. Wootton 11/83



406-44

S-231

CITY OF CRISFIELD
Wenona, Md.

Stern
M.C. Wootton 7/84