

T-540

## Skipjack REBECCA T. RUARK

### **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](http://mht.maryland.gov)) for details about how to make an appointment.

All material is property of the Maryland Historical Trust.

***Last Updated: 04-05-2004***

T-540

REBECCA T. RUARK (skipjack)  
Tilghman, Maryland

REBECCA T. RUARK is a 47.3' long, round-bottomed centerboard sloop rigged as a skipjack. She has a beam of 15.7', a depth of 3.7', and a net registered tonnage of 110. She carries a typical skipjack rig of jib-headed mainsail and a single large jib with a club on its foot. She is fore-and-aft planked in contrast to other vessels in the skipjack fleet which are of cross-planked construction. Built in 1896 in Taylor's Island, Maryland REBECCA T. RUARK 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. REBECCA T. RUARK is of special interest as being one of the oldest skipjacks still dredging and for her unusual sloop-like hull construction. She is one of only two vessels in the dredging fleet built before 1900.

Survey No. T-540

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 REBECCA T. RUARK

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street & number GIBSONTOWN ROAD N/A not for publication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	<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 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 Wade H. Murphy, Jr.

street & number telephone no.: 886-2576

city, town Tilghman state and zip code Maryland 21671

## 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-540

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" 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"/> n/a
<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 47.3-foot long, round-bottomed centerboard sloop rigged as a skipjack, and commonly referred to as a "skipjack." She was built in 1896 in Taylor's Island, Maryland and is fore-and-aft planked, in contrast to other vessels in the skipjack dredging fleet which are of cross-planked construction. According to her owner, she may have been built to carry a schooner rig. She has a beam of 15.7 feet, a depth of 3.7 feet, and a net registered tonnage of 10 tons. She carries a typical skipjack rig of jib-headed mainsail laced to the boom and carried on white-painted wood hoops at the mast, and a single large jib with a club on its foot. The hull is painted the traditional white.

In shape the vessel has a longhead bow with a raking straight stem and hollow, clipper-like bow lines. Her transom stern is shallow and well raked with some tumblehome; it is carried fully out of the water without the "tuck" at the transom/chine line seen on most cross-planked skipjacks. This feature gives the vessel a long afterdeck. Her rudder is carried inboard. There is a jib for the pushboat in the center of the transom.

The vessel is flush decked, with a spacious deck layout. From the stern forward deck structures include: a steering-gear box placed well forward of the after-rail; a tall cabin with a sliding hatch cover (slide) and three square windows; a hatch with a box for the winders fitted partially over it; a main cargo hatch; and a slant-topped cuddy hatch on the foredeck forward of the mast. Other fittings include oystering gear, rollers for the dredges, a capstan mounted on the sampson post, and pipe-rail around the decks. There are davits for the pushboat at the stern.

The single mast is well raked aft, and is set up with shrouds and turnbuckles, a jibstay, forestay, and topping lift; the forestay is adjusted with deadeyes. The bowsprit is rounded, with wooden grips along its length; it is set up with double bobstays of chain and cable, and chain bowsprit shrouds.

The vessel is decorated with trailboards on the longhead, with the name REBECCA T. RUARK in gold on a black lozenge, a green background, and an eagle/flag/shield/arrow motif in red, white, blue, and gold; red stripes, leaves, vines, and shields fill in the trailboards. There is a gold eagle billet-head on the longhead. The hull is decorated with a red stripe parallel to the sheer but below it. There are carved nameboards at the bow and further aft on the hull, with the name in yellow paint on a black ground and daisy wheels at the ends. There is a black-on-white nameboard on the transom.

## 8. Significance

Survey No. T-540

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 checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input 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	Builder/Architect
1896	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.

REBECCA RUARK is of interest as being one of the oldest skipjacks still dredging in the Chesapeake fleet. She was built in 1896 in Taylor's Island, Maryland and last rebuilt in Deltaville, Va., in 1969. She is unusual among the oyster-dredging fleet because, although she carries a typical skipjack rig, she is round-bottomed and fore-and-aft planked, instead of the more typical cross-planked, V-bottom construction. The round-bottomed boat is very strongly built in comparison to the V-bottom type, but, due to her age, little remains of her original construction. The vessel is one of the 21 surviving working skipjacks to have been built previous to 1912 and one of only 2 surviving to have been built previous to 1900.

(continued overleaf)

REBECCA RUARK has enjoyed a reputation as "the best dredger in the State of Maryland." Under Capt. Emerson Todd, a waterman for almost 65 years, she was based for many years in Cambridge, Md., where the Todd brothers owned a trio of skipjacks: Capt. William Todd skippering the NELLIE BYRD and Capt. Wilson Todd the SALLIE BRAMBLE. Both the NELLIE BYRD and REBECCA RUARK were sold to Tilghman owners in 1983-84 and will now oyster out of that home port. Capt. Emerson Todd once said of the REBECCA RUARK, "It can go anywhere on the Chesapeake Bay--in rain or shine or heavy fog. It's the best . . ." He had a reputation as being one of the most dedicated of the skipjack captains, always the first boat out and the last boat in. For many years Capt. Todd carried on an old tradition, which he had revived, of nailing a small Christmas tree to the top of his mast to celebrate the season.

## 9. Major Bibliographical References

Survey No.

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

T-540

## 10. Geographical Data

Acreage of nominated property less than one acreQuadrangle name Tilghman, MDQuadrangle scale 1:24000UTM 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
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state	code	county	code
-------	------	--------	------

## 11. Form Prepared By

name/title Anne Witty/ M. E. Haywardorganization Radcliffe Maritime Museum  
Maryland Historical Societydate May, 1984street & number 201 West Monument Streettelephone (301) 685-3750city or town Baltimorestate 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. T-540

Magi No. 2105405633

DOE ☐ yes ☐ no

## 1. Name (indicate preferred name)

historic REBECCA T. RUARK

and/or common skipjack

## 2. Location

street & number Gibsons Road ☐ not for publicationcity, town Tilghman ☐ vicinity of congressional districtstate 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"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment
<input checked="" type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

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

name Captain Wade H. Murphy, Jr.

street &amp; number telephone no.: 886-2576

city, town Tilghman state and zip code Maryland 21671

## 5. Location of Legal Description

courthouse, registry of deeds, etc. liber

street &amp; number folio

city, town state

## 6. Representation in Existing Historical Surveys

title

date ☐ federal ☐ state ☐ county ☐ local

pository for survey records

city, town state



## 7. Description

Survey No. T-540

<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 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 47.3-foot long, round-bottomed centerboard sloop rigged as a skipjack, and commonly referred to as a "skipjack." She was built in 1896 in Taylor's Island, Maryland and is fore-and-aft planked, in contrast to other vessels in the skipjack dredging fleet which are of cross-planked construction. According to her owner, she may have been built to carry a schooner rig. She has a beam of 15.7 feet, a depth of 3.7 feet, and a net registered tonnage of 10 tons. She carries a typical skipjack rig of jib-headed mainsail laced to the boom and carried on white-painted wood hoops at the mast, and a single large jib with a club on its foot. The hull is painted the traditional white.

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The vessel is decorated with trailboards on the longhead, with the name REBECCA T. RUARK in gold on a black lozenge, a green background, and an eagle/flag/shield/arrow motif in red, white, blue, and gold; red stripes, leaves, vines, and shields fill in the trailboards. There is a gold eagle billet-head on the longhead. The hull is decorated with a red stripe parallel to the sheer but below it. There are carved nameboards at the bow and further aft on the hull, with the name in yellow paint on a black ground and daisy wheels at the ends. There is a black-on-white nameboard on the transom.

## 8. Significance

Survey No. T-540

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 checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input 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	1896	Builder/Architect	Unknown
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check: Applicable Criteria: ☐ A ☐ B ☐ C ☐ D  
and/orApplicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ GLevel 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.

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.

REBECCA RUARK is of interest as being one of the oldest skipjacks still dredging in the Chesapeake fleet. She was built in 1896 in Taylor's Island, Maryland and last rebuilt in Deltaville, Va., in 1969. She is unusual among the oyster-dredging fleet because, although she carries a typical skipjack rig, she is round-bottomed and fore-and-aft planked, instead of the more typical cross-planked, V-bottom construction. The round-bottomed boat is very strongly built in comparison to the V-bottom type, but, due to her age, little remains of her original construction. The vessel is one of the 19 surviving working skipjacks to have been built previous to 1912 and one of only 2 surviving to have been built previous to 1900.

## 8. Significance

Survey No.

T-540

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 type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

**Specific dates****Builder/Architect**check: Applicable Criteria: ☐ A ☐ B ☐ C ☐ D  
and/orApplicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ GLevel of Significance: ☐ national ☐ state ☐ local

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

REBECCA RUARK has enjoyed a reputation as "the best dredger in the State of Maryland." Under Capt. Emerson Todd, a waterman for almost 65 years, she was based for many years in Cambridge, Md., where the Todd brothers owned a trio of skipjacks: Capt. William Todd skippering the NELLIE BYRD and Capt. Wilson Todd the SALLIE BRAMBLE. Both the NELLIE BYRD and REBECCA RUARK were sold to Tilghman owners in 1983-84 and will now oyster out of that home port. Capt. Emerson Todd once said of the REBECCA RUARK, "It can go anywhere on the Chesapeake Bay--in rain or shine or heavy fog. It's the best . . ." He had a reputation as being one of the most dedicated of the skipjack captains, always the first boat out and the last boat in. For many years Capt. Todd carried on an old tradition, which he had revived, of nailing a small Christmas tree to the top of his mast to celebrate the season.

## 9. Major Bibliographical References

Survey No. T-540

"Come Along for a Day on the R.T.R.," Easton Star-Democrat, December 24, 1976

Robert Burgess, Chesapeake Sailing Craft, Part I. (Cambridge, Md: Tidewater Publishers, 1975)

## 10. Geographical Data

Acreage 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
-------	------	--------	------

state	code	county	code
-------	------	--------	------

## 11. Form Prepared By

name/title Anne Witty/ M.E. Hayward

organization Maryland Historical Society

date 5/84

street &amp; number 201 W. Monument St.

telephone 685-3750

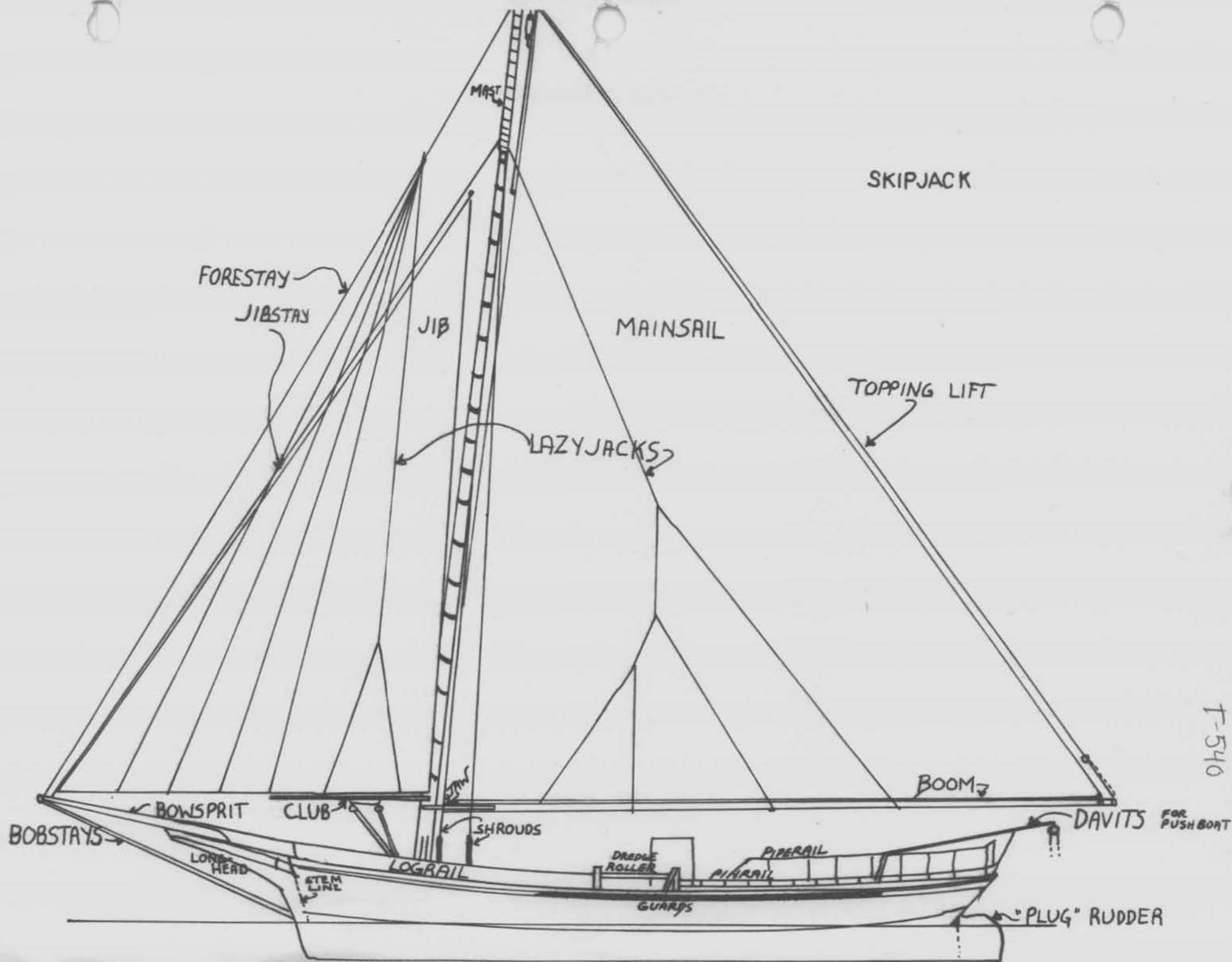
city or town Baltimore

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



T-540



T-540

REBECCA RUARK  
Tilghman, Md

87%

port side under sail

M.C. Wootton

11/83





T-540

REBECCA RUARK  
Tilghman, Md

bow

M. C. Wootton

10/83



T-540

REBECCA RUARK  
Tilghman, Md

starboard side  
M. C. Wootton

10/83

REBECCA T RUARK

CAMBRIDGE MD

HDFSJOKI



T-540

REBECCA RUARK  
Tilghman, Md

stern  
M.C. Wootton

10/83



T-540

REBECCA RUARK  
Tilghman, Md

starboard side  
M.C. Wootton

10/83