

S-240

Skipjack SOMERSET

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

1987

S-240
SOMERSET (skipjack)
Wenona, Maryland

SOMERSET is a 44.9' 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 1.5', and a gross registered tonnage of 9. She carries a typical skipjack rig of jib-headed mainsail and a single large jib with a club on its foot. Built in 1949 in Reedville, Virginia following traditional Bay design and construction methods, SOMERSET 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. SOMERSET is of special interest for having been built during the post World War II revival of skipjack building for the working oyster fleet.

Maryland Historical Trust
State Historic Sites Inventory Form

Survey No. S-240

Magi No.

DOE yes xno

CHESAPEAKE BAY SKIPJACK FLEET THEMATIC GROUP

1. Name (indicate preferred name)

historic SOMERSET

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street & number LOWER THOROFARE n/a not for publication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
<u> </u> district	<u> </u> public	<u>x</u> occupied	<u> </u> agriculture
<u> </u> building(s)	<u>x</u> private	<u> </u> unoccupied	<u>x</u> commercial
<u> </u> structure	<u> </u> both	<u> </u> work in progress	<u> </u> educational
<u> </u> site	Public Acquisition	Accessible	<u> </u> entertainment
<u>x</u> object	<u> </u> in process	<u>x</u> yes: restricted	<u> </u> government
	<u> </u> being considered	<u> </u> yes: unrestricted	<u> </u> industrial
	<u>x</u> not applicable	<u> </u> no	<u> </u> military
			<u> </u> museum
			<u> </u> park
			<u> </u> private residence
			<u> </u> religious
			<u> </u> scientific
			<u>x</u> transportation
			<u> </u> other:

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

name Captain Walton Benton

street & number telephone no.: 651-1762

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 x state county local

depository for survey records Maryland Historical Trust, 21 State Circle

city, town Annapolis, state Maryland 21401

7. Description

Survey No. S-240

Condition

☐ excellent
☒ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☒ altered

Check one

☒ original site
☐ moved date of move 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 44.9' long two-sail bateau, or V-bottom deadrise type of centerboard sloop, commonly referred to as a skipjack. Built in 1949 in Reedville, Virginia, she continues to be active in the sailing oyster fleet. She has a beam of 15.7', a depth of 1.5', and a gross register tonnage of 9. She carries a typical skipjack rig of jib-headed mainsail and large jib. She has a longhead bow with headrails and a square, or transom, stern. Her wooden hull is painted the traditional white.

SOMERSET has a straight, raking stem with a longhead or clipper bow and headrails--wooden braces--leading from the hull to the end of the longhead. Her transom stern is low and raking. The rudder is mounted outboard on pintles and there is a chock, or jig, for the pushboat located to starboard of the rudder. There are guards running the length of the hull on the sides, protecting the hull from the oyster dredges.

The single mast is set up with double shrouds, a forestay, jib-stay, and topping lift; there are lazyjacks on both sails to aid in furling. The mainsail is laced to the boom, which is jawed to the mast. The sail is carried on wood hoops at the mast. There is a large jib with a club along its foot, rigged out to the bowsprit. The bowsprit, painted white, is rigged with double chain bobstays and cable bowsprit shrouds. There are headrails leading from the hull to the end of the longhead beneath the bowsprit. In addition to the sail rig, the vessel carries a motorized pushboat, which is suspended on davits over the stern.

The skipjack is flush-decked with a typical arrangement of deck structures including cabin trunk, winders, wheelbox, and hatches. There is a lograil at the foredeck, with a pinrail atop it from the mast aft, which is doubled at the stern. Dredging gear is carried in season.

SOMERSET is painted all white with brown trim on the pinrail.

8. Significance

Survey No. S-240

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	1949	Builder/Architect	Unknown
check:	Applicable Criteria: <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D		
	and/or		
	Applicable Exception: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input checked="" type="checkbox"/> G		
	Level of Significance: <input checked="" type="checkbox"/> national <input type="checkbox"/> state <input type="checkbox"/> 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. Cut 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.

SOMERSET 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 1949 in Reedville, Virginia following traditional Bay design and construction methods. She has worked in the oyster dredging fleet since her building and is presently based at Deal Island. The vessel was one of 10 skipjacks built after World War II during a boom in the oyster business, all of which are still active except for the ROSIE PARKS. 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 closely follows earlier prototypes.

9. Major Bibliographical References

Survey No. S-240

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

10. Geographical Data

Acreage of nominated property less than one acreQuadrangle name Deal Island, MDQuadrangle scale 1:24000UTM References do NOT complete UTM references

A 18 416870 4220240
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. HaywardRadcliffe Maritime Museumorganization 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. S-240

Magi No. 2002405833

DOE ☐ yes ☐ no

1. Name (indicate preferred name)

historic SOMERSET

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 Walton Benton

street & number

telephone no.: 651-1762

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-240

Condition

☐ excellent
☐ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☐ altered

Check one

☐ original site
☐ moved date of move _____

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8. Significance

Survey No. S-240

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		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates	1949	Builder/Architect	Unknown
check: Applicable Criteria:	<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D		
and/or			
Applicable Exception:	<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G		
Level of Significance:	<input type="checkbox"/> national <input type="checkbox"/> state <input type="checkbox"/> 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. Cut 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. S-240

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

Zone	Easting			Northing					

B

Zone	Easting			Northing					

C

--	--	--	--	--	--	--	--	--	--

D

--	--	--	--	--	--	--	--	--	--

E

--	--	--	--	--	--	--	--	--	--

F

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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

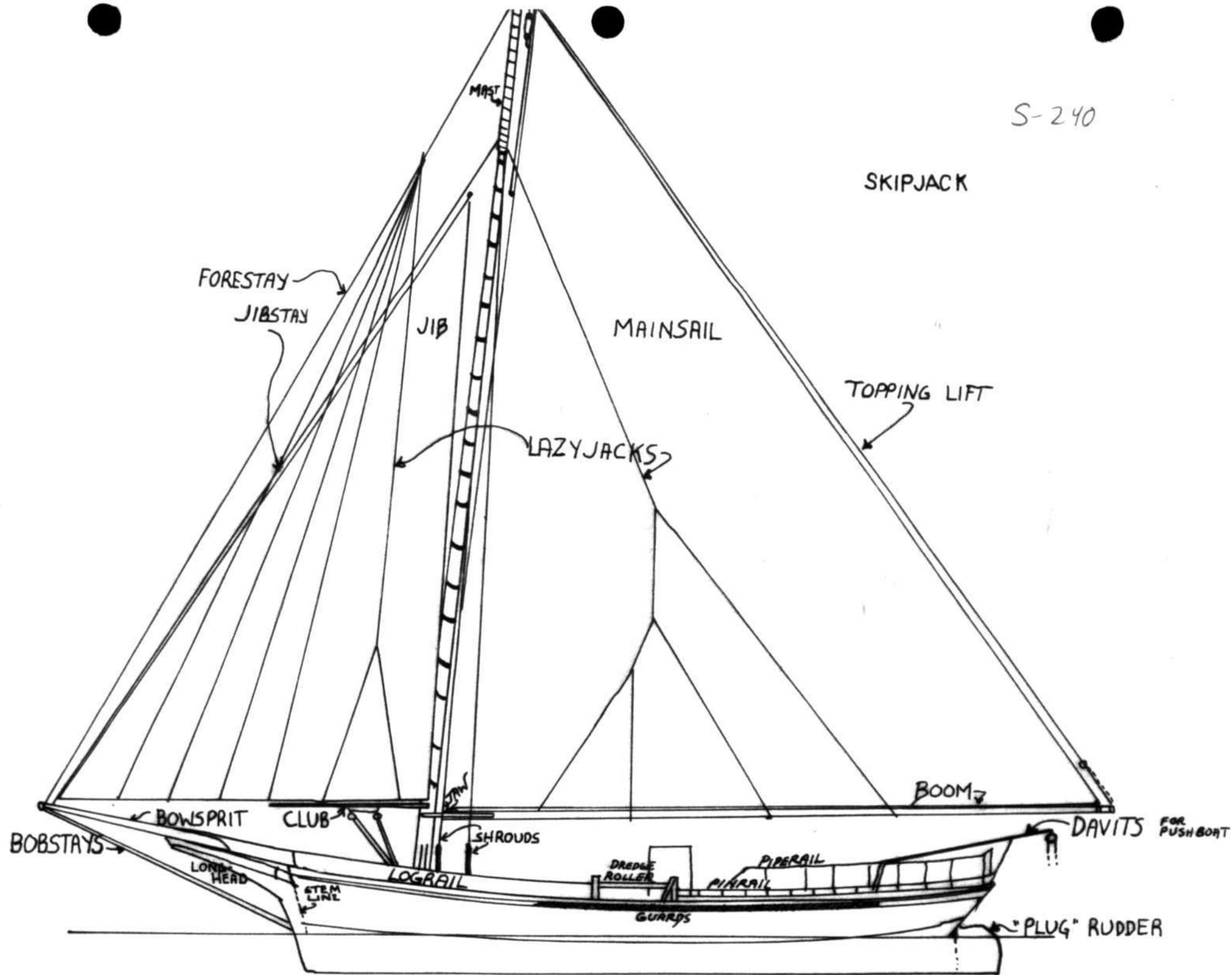
city or town Baltimore state Maryland 21201

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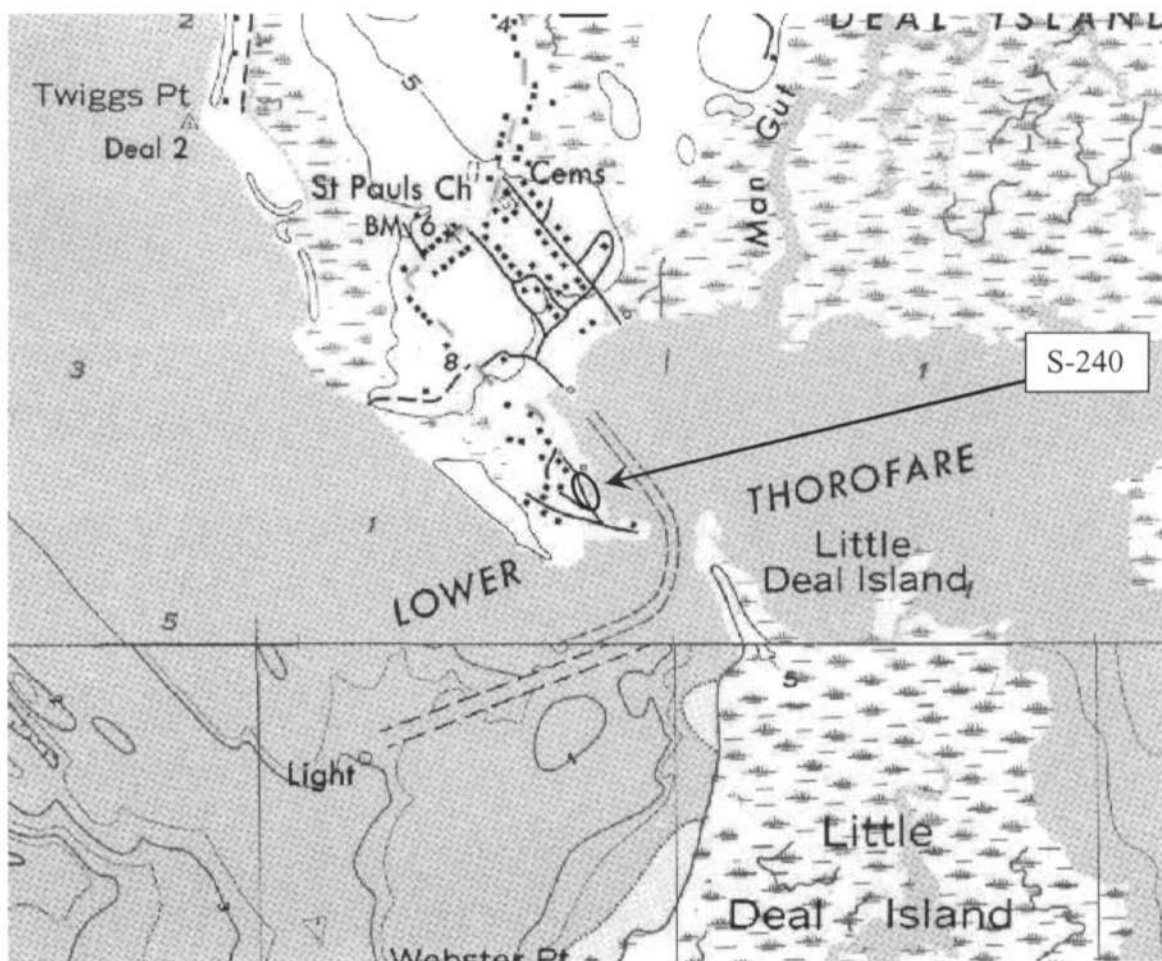
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S-240



S-240
Somerset (skipjack)
Wenona
Deal Island Quad.
Somerset County





S-240

SOMERSET
Wenona, Md

port bow sail
M.C. Wootton

11/83



S-240

SOMERSET
Wenona, Md

port side sail
M. C. Wootton

11/83