

MARYLAND HISTORICAL TRUST

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON

MARTINAK PUNGY

2 LOCATION

STREET & NUMBER

Near Watts Creek Boat Landing

CITY, TOWN

Martinak State Park

VICINITY OF Denton

CONGRESSIONAL DISTRICT

STATE

Maryland

COUNTY

Caroline

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input checked="" type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input 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 type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME

Maryland Department of Natural Resources Telephone #:

STREET & NUMBER

Tawes State Office Building

CITY, TOWN

Annapolis

VICINITY OF

STATE, zip code

Maryland 21401

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

CAR-254

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The remains are 57' long from stern to stern consisting of keelson, keel (one foot deep) and false keel (1" thick), with 17 major timbers, mostly ribs, up to 18' in width, all of white oak. There is considerable hardware of hand-cast bronze and iron, mostly fasteners. There is evidence of scarfing (patches) in the keel. The entry from the bow is relatively sharp, as is the close of the stern.

These are assembled under a roof-shelter near their discovery site in Watts Creek, Martinak State Park, Caroline County, Maryland.

CONTINUE ON SEPARATE SHEET IF NECESSARY

SIGNIFICANCE

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/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES _____ BUILDER/ARCHITECT _____

STATEMENT OF SIGNIFICANCE

The sailing-craft remains which were found in Watts Creek in 1964 and 1969 have been reliably identified as those of a "Pungy", an indigenous type of Chesapeake Baycraft and an important part of the merchant fleet for most of a century (roughly between the 1830's and 1930's). There are no known survivors of the type on the Bay or elsewhere; the last pungy to sail the Chesapeake was taken to the Great Lakes and abandoned there in 1959.

Pungies, which were built in Maryland and Virginia between 1840 and 1880, were a significant development in the native sailing fleet, a collection of vessels uniquely adapted to commerce on and beyond Tidewater. The lineage began with the Bermuda sloop, which dominated colonial traffic on the Bay. The Pilot Boat was an intermediate step on the way to the first truly indigenous Chesapeake craft, the Chesapeake Bay Schooner. A need for speed in merchant ships for privateering during the Revolution gave rise to a further development (perhaps the apex) in the Baltimore Clipper. By the 1850's, the sacrifice in cargo capacity which allowed the Clipper's speed led to its displacement by the pungy, a swift vessel with better cargo space. The characteristics of the pungy reveal its ancestry: the full flaring bows, long lean run, deep draft aft, sharp floor, flush deck, log rail, raking stempost and sternpost, the main topmast sprung forward are all developments of its schooner forbears.

As with its predecessors, the pungy was used on the ocean as well as the bay. Its speed made it useful in pineapple trade between Baltimore and the Bahamas. Their primary use was on the Bay, however, in oyster dredging and cargo hauling. There were pungys in the working fleet well into the 20th Century, but its popularity had declined prior to the turn of the century. Its deep draft kept it out of the silting inland waterways and it was replaced by centerboard craft.

The Martinak Pungy was discovered in two parts at two separate times during work on a boat ramp in Watts Creek: a six foot section of stern and rudder in 1964, the remainder in 1969. It was brought ashore and assembled beneath a pavillion shelter constructed for that purpose. The remains have been examined

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Burgess, Robert H.: Chesapeake Sailing Craft, Part I; Tidewater Publishers, Cambridge, Md. 1975
Sun Magazine, 19 March 1972, "The Pungy Schooner".
Nautical Archeology Association, Inc.
Calvert Marine Museum.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

11 FORM PREPARED BY

NAME / TITLE

John D. Hnedak, Historic Sites Survey Team Captain

ORGANIZATION

DNR/MHT Historic Sites Survey

DATE

1978-79

STREET & NUMBER

Maryland Historic Trust, 21 State Circle

TELEPHONE

(301) 269-2438

CITY OR TOWN

Annapolis

STATE

Maryland 21401

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.

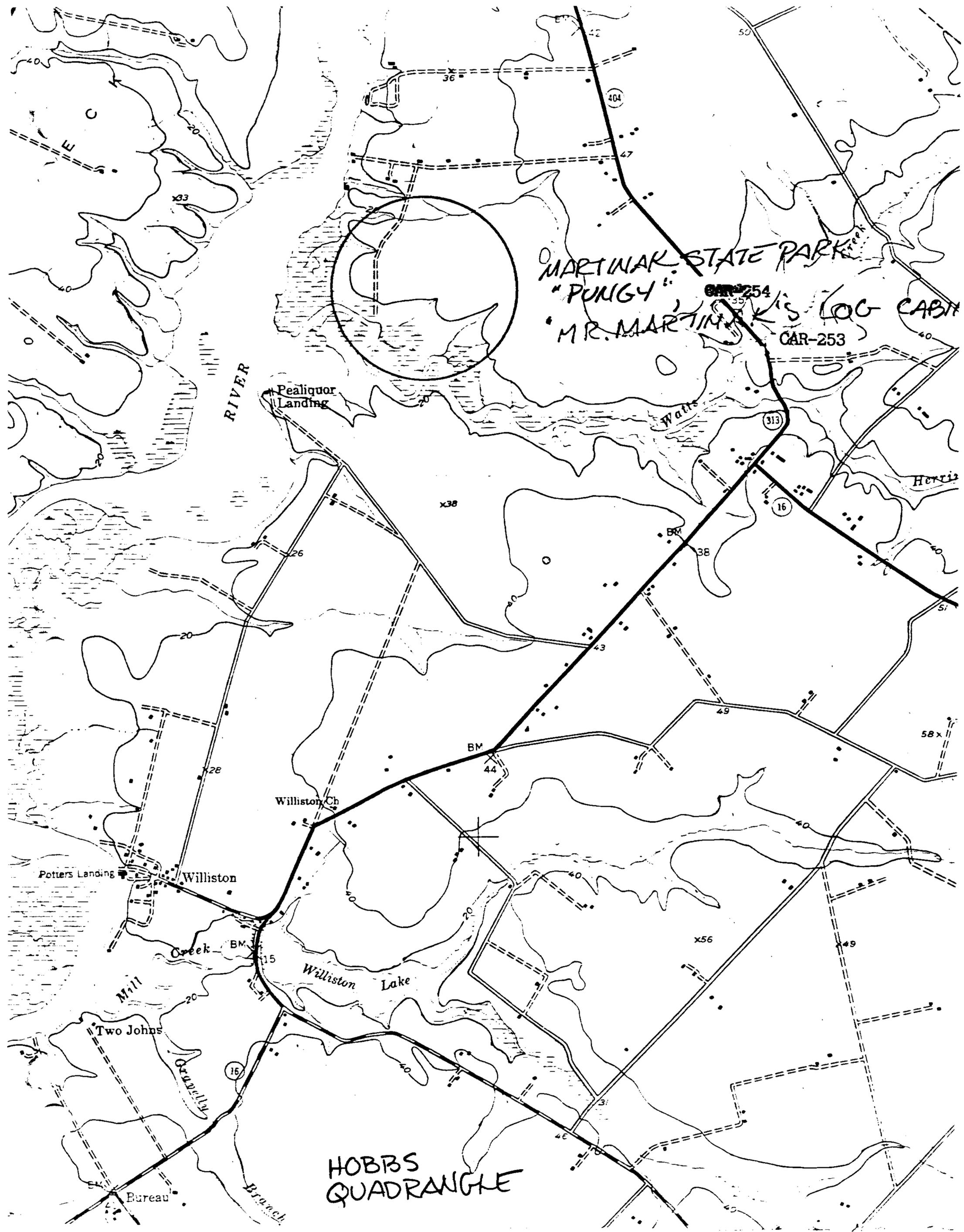
The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

~~examined~~ by a number of experts in Maritime history, including the late H.I. Chapelle of the Smithsonian (who originally made the identification), Dr. F. Hopkins, University of Baltimore Graduate School; Jim Holt, Director, St. Michaels Maritime Museum; Jim Richardson of Richardson's boatyard, Lloyds, Md. (where the reproduction of the 17th Century ship "Dove" was built), Don Shomette, President of the Nautical Archeology Association, Inc., and Ralph Eschleman of the Calvert Marine Museum.

The concensus of opinion is that it is a sailing ship of the pungy type or earlier. Cast bronze fittings suggest a pre-Civil War date at the latest; "royal iron"¹ found in the scarfing suggests an earlier 19th Century date, prior to the construction of a true pungy. Further refinement in the identification of the craft may come about during an analysis by maritime archeologists planned for the summer of 1979. The details of Chesapeake maritime history are sketchily known, and the appearance of this relic was greeted enthusiastically by professionals as an opportunity to widen knowledge of that field.

¹ An analysis of trace elements in the iron used in the scarfing (patch repair) identified it as "royal" iron, produced in Brittain c. 1820, opening the possibility that the ship was repaired in a British port about that time.



MARTINAK STATE PARK
"PUNGY"
"MR. MARTINAK'S LOG CABIN"
CAR-254
CAR-253

HOBBS QUADRANGLE

RIVER

Pealiquor Landing

Williston Ch

Williston

Williston Lake

Creek

Two Johns

Mill

Bureau

Branch

Watts

Harris

Potters Landing

313

16

16

BM

BM

BM

x38

x56

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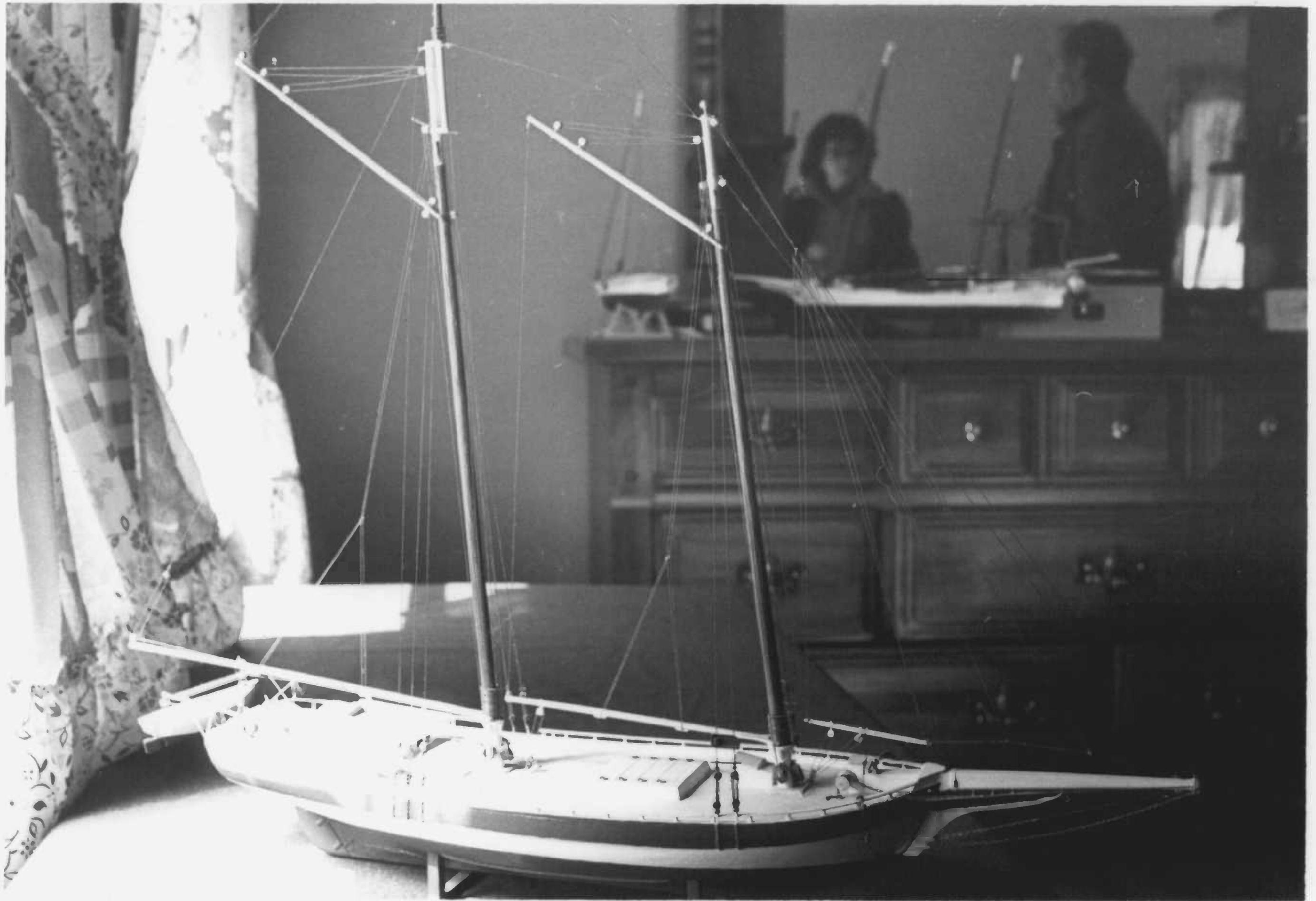
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PUNGIY
MODEL (for CAR-254
~~CAR-253~~)

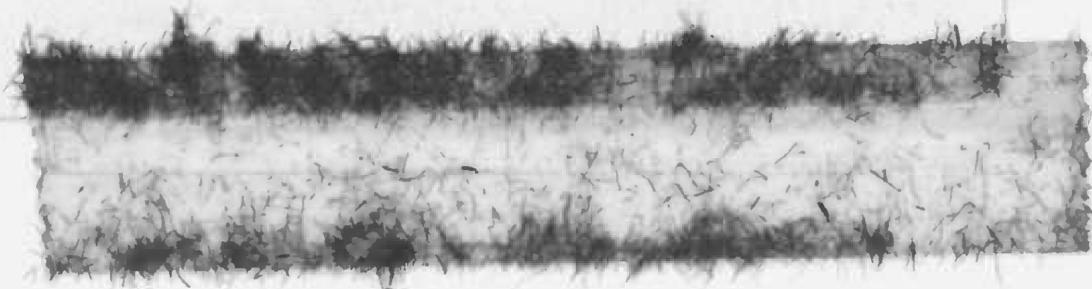
JDH

SPRING '79



PUNGY DISCOVERY SITE
MARTINAK STATE PARK

CAR-254





CAR-254





CAR-254



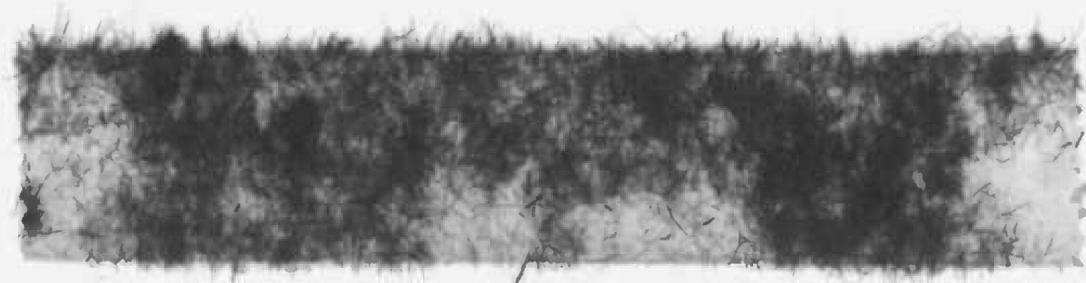


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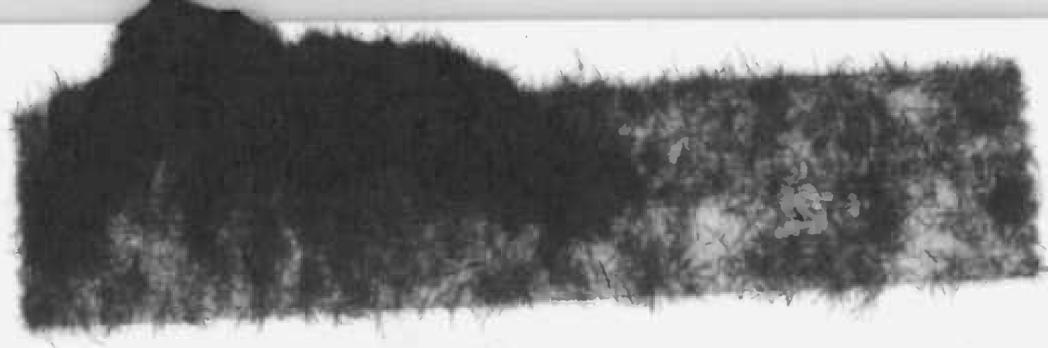


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