

CT-789

BARDOG (log canoe)

Solomons, Maryland

BARDOG is a 26' long two-long canoe in the collection of the Calvert Marine Museum. Of the original canoe only the two hollowed logs remain, held together by iron drifts; rising planks, washboards, and any decking the boat once had are all missing and no fittings survive intact. Built c. 1870 in the Poquoson, Virginia region as a sailing canoe, the vessel was sometime subsequently altered for power. BARDOG gains her significance for being a rare survival of the two-log Poquoson-style canoe and for being one of the oldest log canoes to survive in Maryland. Despite her deteriorated condition, the vessel is important for the way in which it illustrates, in a museum setting, the original method of Chesapeake Bay two-log canoe construction.

Maryland Historical Trust State Historic Sites Inventory Form

Survey No. CT-789

Magi No. 0507895533

DOE yes no

1. Name (indicate preferred name)

historic BARDOG

and/or common 2-log canoe CMM 78-104

2. Location

street & number _____ not for publication

city, town Solomons _____ vicinity of _____ congressional district _____

state Maryland _____ county Calvert

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 type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" 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 checked="" 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 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 Calvert Marine Museum

street & number _____ telephone no.: 326-3719

city, town Solomons _____ state and zip code Maryland 20688

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. CT-789

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site	
<input 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 26' long two-log canoe is a rare survival of a two-log canoe. Originally built for sail, probably c. 1870, in the Poquoson, Virginia area, the boat was at some time subsequently altered for power. It has a beam of 5' and a depth of 2'. Once used for oyster-tonging, the boat is now on display at the Calvert Marine Museum, Solomons. It is in deteriorated condition with many parts missing, but shows well the method of two-log canoe building as well as the means of strengthening the hull for power.

Built of two logs hollowed and fitted together, originally with metal butterfly keys, the boat has had three partial frames added and may have been fully framed at one time. Iron drifts now hold the logs together at bow and stern, which have lost their sharp lines. There is a planked skeg at the stern and a wide plank keelson with a centerboard slot cut into it. An alteration performed by an earlier owner added an additional shoe to the keel. The frames were added in the 1960s to stabilize what was left of the hull. Rising planks, washboards, and any decking the boat once had are all missing and no fittings survive intact.

The boat was built for sail, but altered to accommodate a one-cylinder Palmer engine which is no longer in the boat, but was there when the boat floated ashore at St. Georges Creek in 1948. The hull was once finished white but all traces of paint are now gone.

PRINCIPAL DIMENSIONS

LENGTH OVER ALL 25'-9"
BREADTH OVER GUNWALES 5'-6"
DEPTH INSIDE TO TOP OF COAMING 1'-9"

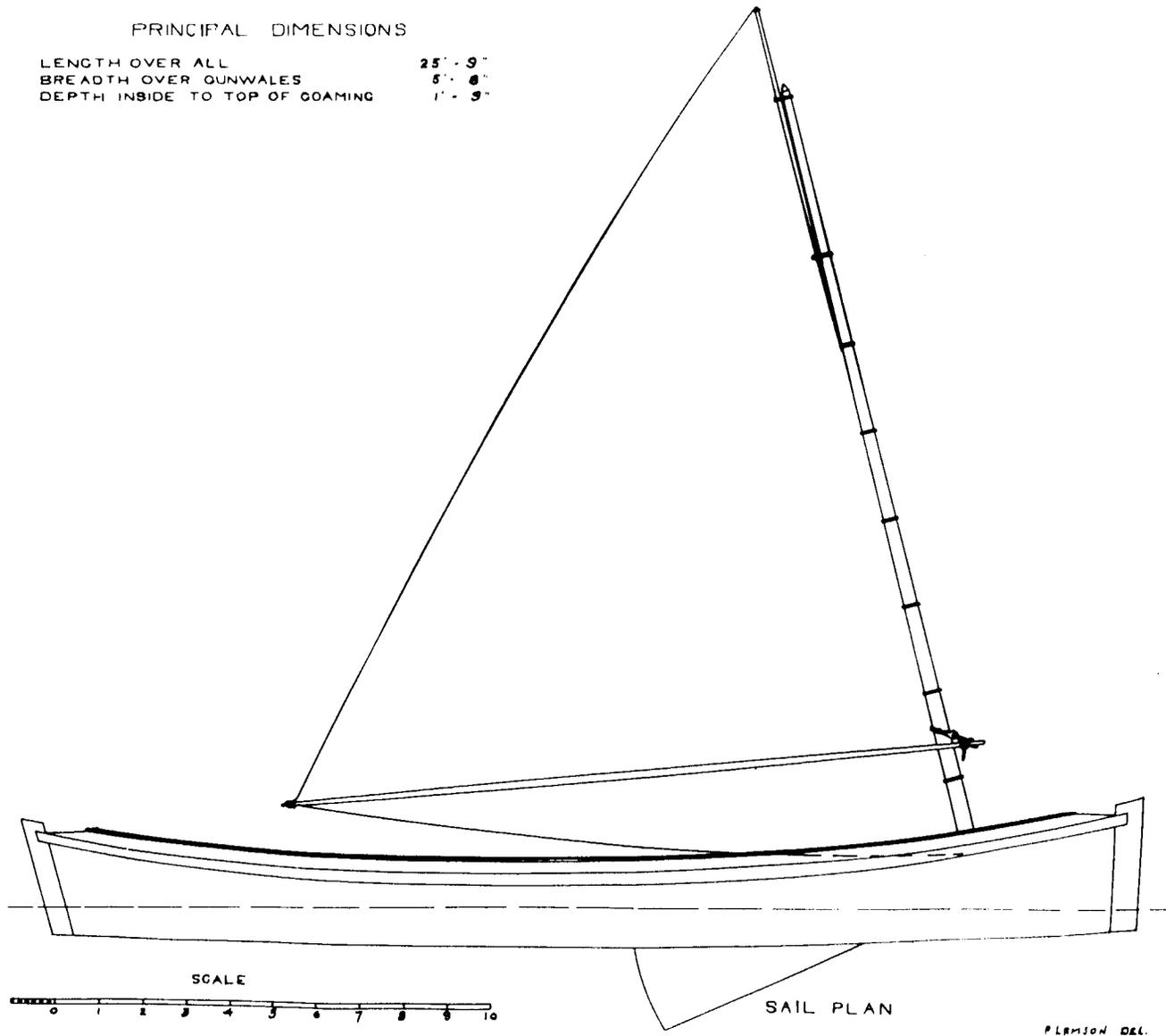
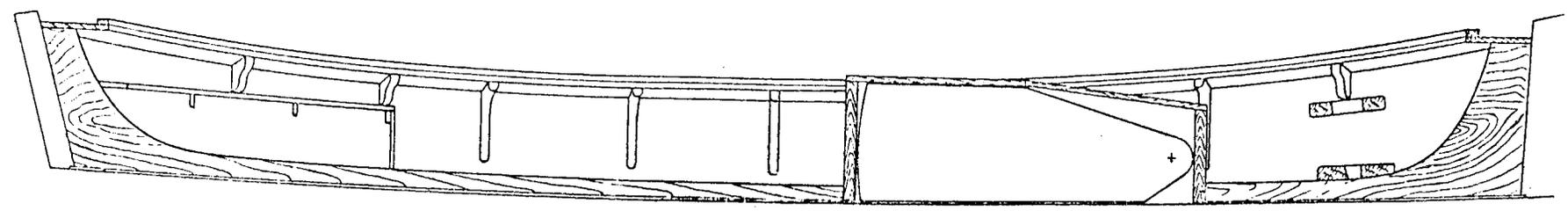
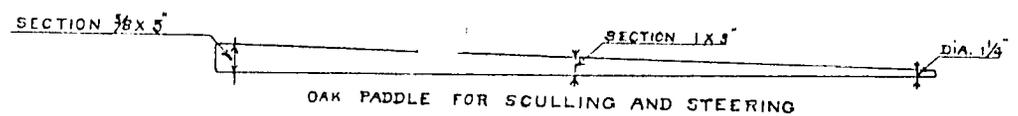
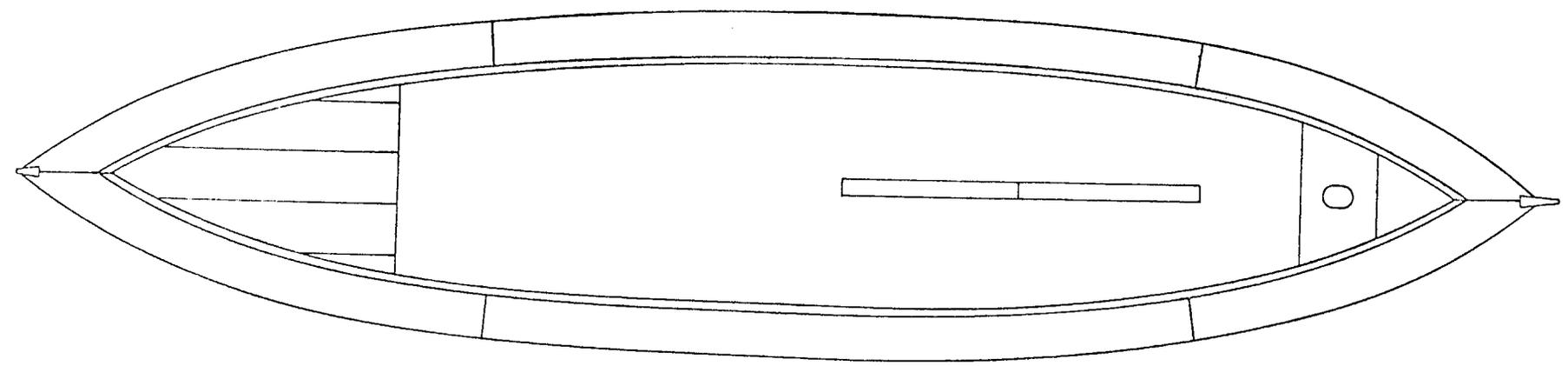


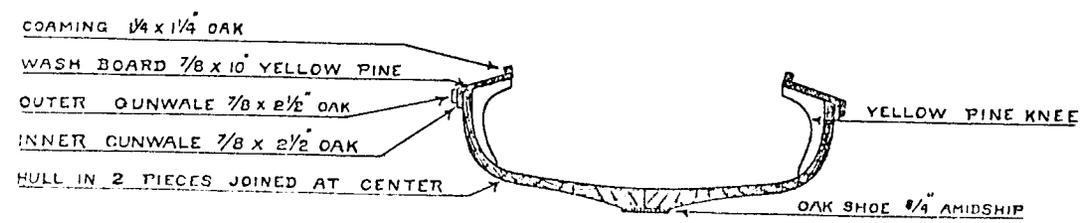
PLATE III C. SAIL PLAN OF POQUOSON TWO-LOG CANOE.
Built by Henry Freeman, Back River, Messick, Va., 1876. Drawings by The Historic
American Merchant Marine Survey. (Courtesy U.S. National Museum)



LONGITUDINAL SECTION



PLAN



MIDSHIP SECTION

PRINCIPAL DIMENSIONS
 LENGTH OVER ALL 25'-9"
 BREADTH OVER GUNWALES 5'-8"
 DEPTH INSIDE TO TOP OF COAMING 1'-0"



V. NEVIUS DEL.

PLATE III B. SECTIONS: POQUOSON TWO-LOG CANOE.
 Built by Henry Freeman, Back River, Messick, Va., 1876. Drawings by The Historic American
 Merchant Marine Survey. (Courtesy U.S. National Museum)

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THE GREAT LOG
This log was used in the construction of the USS Constitution. It is one of the largest logs ever used in the United States Navy. The log is made of white oak and is approximately 100 feet long and 4 feet in diameter. It was discovered in 1961 in the woods of Massachusetts.

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BARDOG
Solomons, Md

port side
M. C. Wootton 4/84



THE GREAT BRITAIN

The Great Britain was the first iron-hulled steamship built in England. She was built by Robert Stephenson and Company at Newcastle-upon-Tyne in 1830. She was the first iron-hulled steamship to be built in England. She was the first iron-hulled steamship to be built in England.

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BARDOG

Solomons, Md

stern

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BARDOG
Solomons, Md

interior hull
M. C. Wootton 4/84
