

CT-798

SHAMROCK (5-log brogan)

Solomons, Maryland

SHAMROCK is a 40'8" long 5-log canoe of the type known as a brogan, larger than the log canoe and built with a keel instead of a centerboard. The vessel has a beam of 9'4" and a depth of 3'10" and is thought to have been built c. 1908 at Poquoson, Virginia. Originally sail-rigged with two masts, the vessel was altered for power at some time before her donation to the Calvert Marine Museum, where she is now on display. SHAMROCK is significant as being an extremely rare survival of a brogan, a vessel type that represents an evolutionary stage between the log canoe and the later bugeye. She is additionally important as a very late example of the brogan type, having been built at a time when many log canoes were already being motorized and when the building of bugeyes had almost ceased.

# Maryland Historical Trust State Historic Sites Inventory Form

Survey No. CT-798

Magi No. 0507985733

DOE  yes  no

## 1. Name (indicate preferred name)

historic SHAMROCK

and/or common 5-log brogan CMM 76-384

## 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street & number \_\_\_\_\_ not for publication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	<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 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-798

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>	
<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 vessel is a 5-log canoe of the type known as a brogan--built with a keel rather than a centerboard. She is an extremely rare surviving example of the Chesapeake brogan, a type related to the sailing log canoe and bugeye. The boat measures 40'8" long, with a beam of 9'4" and a depth of 3'10". Originally sail-rigged with two masts, she was altered for power at some time before her donation to the Calvert Marine Museum, Solomons, where she is now on display. The boat is thought to have been built c. 1908-1909, possibly at Poquoson, Virginia.

The brogan is almost straight-sided, with little rocker to the sheer, and a hard chine. Construction is log, with a full keel of two pieces scarfed together. At the sharp stem, which has very little rake, the rising planks are rabbeted into a stem piece. At the sharp, raking stern, the logs and planks are fastened directly to one another. There are two massive frames set into the interior of the hull at the bow--one spans just the log portion of the hull and has a square mast-step cut into it, the other is a full-width frame. The hull is fastened with iron drifts. The rudder has been detached from its outboard pintles and is displayed near the boat.

The brogan is partially decked, with washboards--portions of which are missing--and short fore- and after-decks once lined with a coaming. The washboards are supported by sawn hanging knees.

Under sail the boat had a two-masted, sharp-headed rig, with the foremast higher than the main, both set raking aft. With a foresail, main, and jib set out to the bowsprit, the rig resembled that of the bugeye but was lighter. SHAMROCK was altered for power--the stern has been reinforced with concrete and a propeller shaft led through the stern log.

The boat was painted white inside and out with gray also used inside the hull. The hull is patched with metal in places. Surviving fittings include one of the mast-steps and a sampson post set into the foredeck. The boat is in poor condition.

# 8. Significance

Survey No. CT-798

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 checked="" 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 checked="" type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" 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	c. 1908	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 five-log canoe of the type known as a brogan, built with a keel rather than a center-board, is significant as being an extremely rare survival of her type, representing an "evolutionary" stage in the family tree of the log canoe and bugeye. As with many log canoes and bugeyes, she was altered for power at some time during her career. She is additionally significant as a very late example of the brogan, having been built probably about 1908 in the Poquoson region of Virginia.

The brogan was a development of the log canoe and was built by the same log construction methods. The type emerged in response to conditions in the oyster fishery in the 19th century. When the oyster dredge was first introduced from New England during the first two decades of the 19th century it was found to be too efficient and was prohibited in both Maryland and Virginia because its use was wiping out the oyster beds. Its brief reign, however, encouraged the building of larger canoes up to about 40' long, as did the increasing market demand for oysters. By the 1840s new oyster beds, located in deep water, had been opened up in the Bay and in 1854 a dredge called a "scrape" was legalized in Maryland for use on the deepwater oyster beds of Tangier Sound only. This provided further impetus to the development of the large "coastin' canoe," of which the brogan was a variation.

The brogan was distinguished from the log canoe only by its size and the arrangement of its interior. In size, the brogan ranged up to 45' or longer. The washboards of the canoe evolved into real decks, and the open body of the canoe was divided by bulkheads and covered with hatches. In addition, some standing rigging was added. The sail rig consisted of two masts with sharp-headed sails, the foremast higher than the mainmast and both well-raked aft. The rig, with a foresail, mainsail, and jib carried out to the bowsprit, was similar to, but lighter than, that of the later bugeye.

After the Civil War the dredge was legalized in Dorchester (1870) and Talbot (1874) Counties and size restrictions caused brogans to become very long in proportion to their beam and depth. But the legalization of the dredge also encouraged the development of larger vessels, most notably the bugeye, which supplanted the smaller, keel-draft brogan. For economic reasons the cross-planked skipjack also became a popular alternative to the bugeye and the brogan stopped being built. However, a few brogans remained in use under sail as late as 1940 in the Solomons area. With the introduction of the gasoline engine, many log canoes and brogans were motorized in order to remain competitive in the oyster industry. SAMROCK was altered for power by having her stern strengthened and a hole cut through for propellor shaft. Her sail rig was removed. It is not known when the brogan was motorized, but she remains important as a late-built example of her type, built at a time when many log canoes were already being motorized and when the building of the bugeye had almost ceased.

# 9. Major Bibliographical References

Survey No. CT-798

Marion V. Brewington, Chesapeake Bay Log Canoes and Bugeyes (Cambridge, Md: Cornell Maritime Press, 1963)

Howard I. Chapelle, American Small Sailing Craft (New York: W.W. Norton & Co., 1951)

# 10. Geographical Data

Acreage of nominated property \_\_\_\_\_

Quadrangle name \_\_\_\_\_

Quadrangle scale \_\_\_\_\_

UTM References do NOT complete UTM references

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 Zone Easting Northing

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 Zone Easting Northing

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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.F. Hayward

organization Maryland Historical Society date 5/84

street & number 201 W. Monument St. telephone 685-3750

city or town Baltimore state Maryland

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

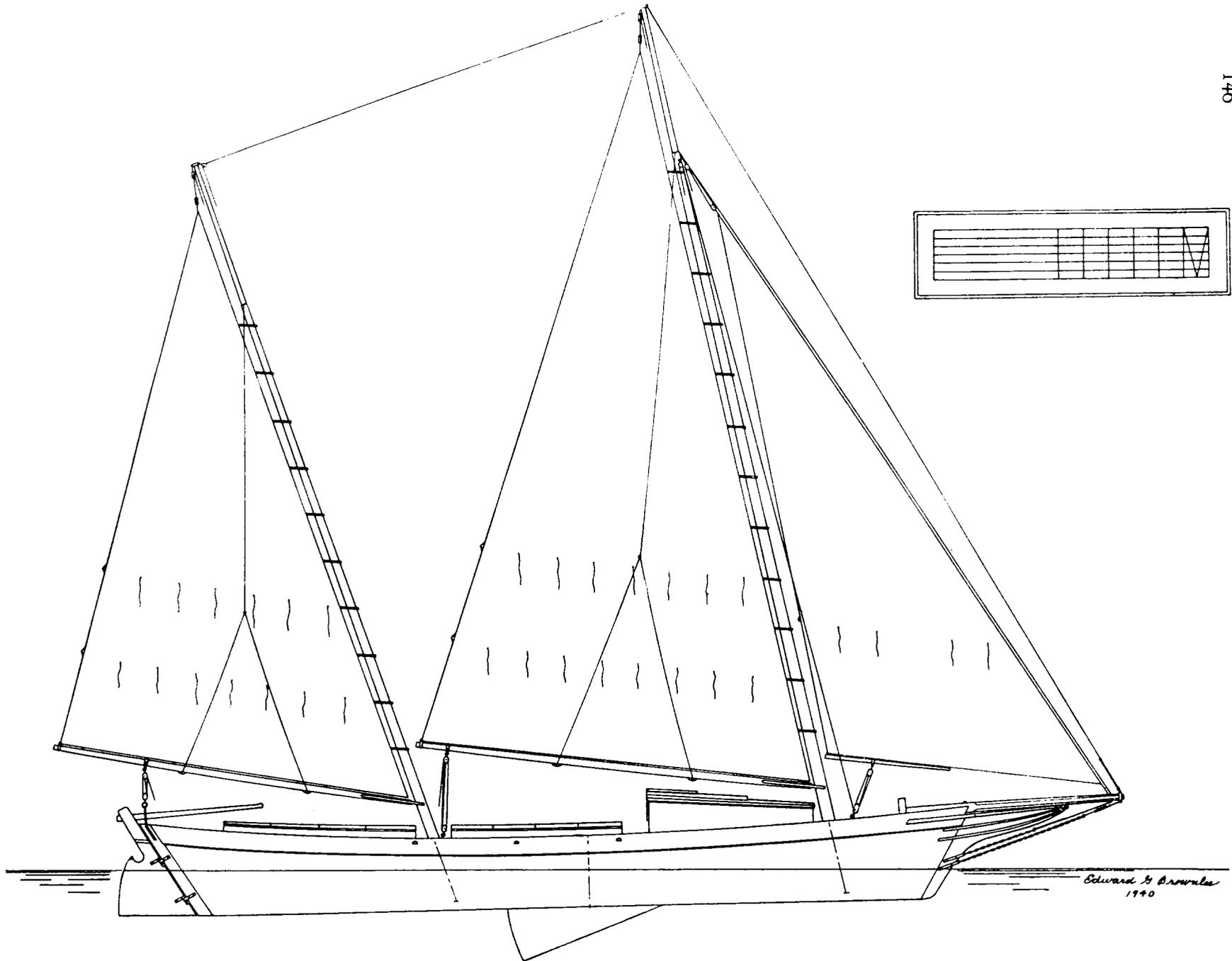


PLATE XIII B. SAIL PLAN OF UNIDENTIFIED LOG BROGAN.

From half model formerly in the Author's Collection. Builder, place, and date unknown.

Drawings by Edward G. Brownlee.

CT-798

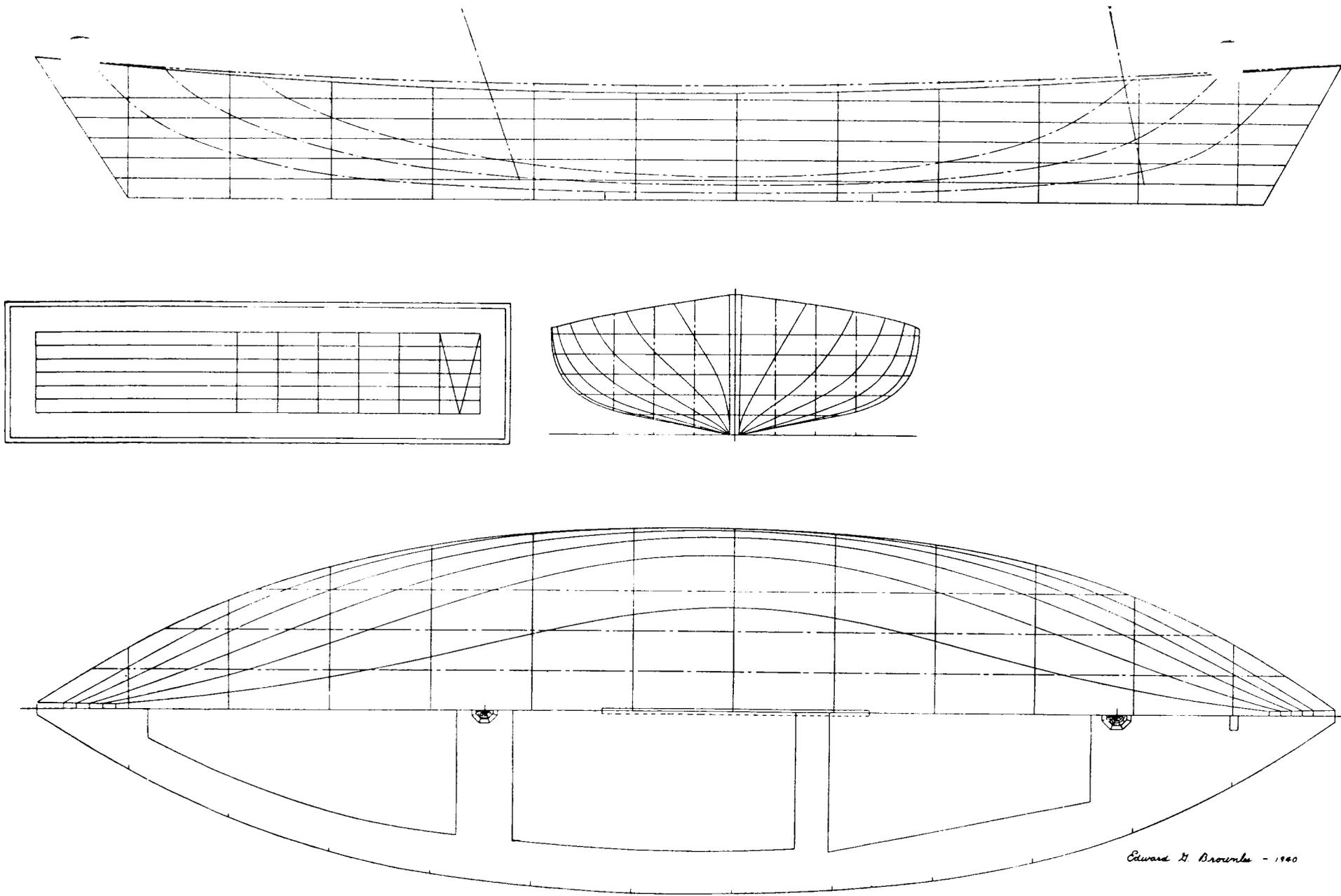


PLATE XIII A. LINES AND DECK PLAN OF UNIDENTIFIED LOG BROGAN.

From half model formerly in the Author's Collection. Builder, place, and date unknown.

Drawings by Edward G. Brownlee.



CT-798

CT-798

SHAMROCK

Solomons, Md

bow

M. C. Wootton 4/84



CT-798

CT-798

SHAMROCK  
Solomons, Md

stern  
M. C. Wootton      4/84



CT-798

SHAMROCK  
Solomons, Md

bow

M. C. Wootton 4/84

CT-798