

# Easement

K-662

~~T 529~~

ELSWORTH (skipjack)  
Tilghman, Maryland

ELSWORTH (skipjack) relocated  
assigned new survey number  
QA-488.

ELSWORTH is a 39.9' long two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a skipjack. She has a beam of 14.3', a depth of 3.1', and a gross registered tonnage of 8. She carries a typical skipjack rig of a jib-headed mainsail and a single large jib with a club on its foot. Built in 1901 in Hudson, Maryland following traditional Bay design and construction methods, ELSWORTH 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. ELSWORTH is of special interest as being one of the oldest skipjacks still working in the dredging fleet and one of the 19 surviving skipjacks built previous to 1912.

# Maryland Historical Trust State Historic Sites Inventory Form

Survey No. ~~T-529~~ **K-662**  
Magi No. 2105295733  
DOE  yes  no

## 1. Name (indicate preferred name)

historic EELSWORTH

and/or common skipjack

## 2. Location

street & number \_\_\_\_\_ not for publication

city, town Tilghman \_\_\_\_\_ vicinity of \_\_\_\_\_ congressional district \_\_\_\_\_

state 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"/> 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 Robert Wilson

street & number \_\_\_\_\_ telephone no.: \_\_\_\_\_

city, town Tilghman state and zip code Maryland 21671

## 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

pository for survey records \_\_\_\_\_

city, town \_\_\_\_\_ state \_\_\_\_\_

**7. Description**

<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 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 39.9' long, two-sail bateau, or V-bottom deadrise centerboard sloop, commonly referred to as a skipjack. She has a beam of 14.3', a depth of 3.1', and a gross registered tonnage of 8 tons. She was built in 1901 in Hudson, Maryland for the oyster dredge fleet. She carries a typical skipjack rig--a single, slightly raking mast with a boom jawed to it and a jib-headed mainsail laced to the boom and carried on wood hoops at the mast, and a club-footed jib, rigged to a long bowsprit. The wooden hull is painted white.

In shape the vessel has a raking, longhead bow and a well-tucked transom stern with little rake and a slightly curved top. The rudder is carried inboard, entirely below the waterline. The hull shows more freeboard than some. It has metal sheathing at the waterline and a dark sheer stripe below the sheer-level rubrail on the hull.

The vessel is flush-decked, with several deck structures. From the stern forward, these include: a box over the steering gear; a main trunk cabin topped with a "doghouse" with three large windows (added to the original trunk cabin for the skipper's ease in steering and comfort); a small hatch; a tall box over the winders; a main cargo hatch; a cuddy with a slide on the foredeck. The deck is surrounded by a short taffrail except at the midships dredge-roller area; this rail is surmounted by a pipe safety rail around the stern quarter and forward of the work area. Other fittings include iron-pipe davits for the pushboat, which hangs suspended over the stern; and a sampson post with a capstan on foredeck.

The single mast is set up with triple shrouds and deadeyes, with a topping lift to the end of the boom and lazyjacks for furling the mainsail. The squared-off bowsprit has a double chain bobstay and chain bowsprit shrouds. Rigged to it are a forestay, jibstay, and lazyjacks for jib.

Decorations include the name WELSWORTH in large black letters on the sheer at the bow, and trailboards mounted on the longhead. These have the vessel's name in gilded letters on a black ground, with green leaves and vines. There is a small red-painted sphere at the masthead.

# 8. Significance

<b>Period</b>	<b>Areas of Significance—Check and justify below</b>			
<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**      1901      **Builder/Architect**      Mitchell Hubbard; Robert Thomas, William Seward

check: Applicable Criteria:  A  B  C  D

and/or

Applicable Exception:  A  B  C  D  E  F  G

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 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-rigged 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 deams 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 day except Mondays and Tuesdays, when they are allowed to use their motorized pushboard for dredging. The bushboat, 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 "jib" 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.

ELSWORTH is of interest as being one of the older skipjacks still dredging in the Chesapeake fleet. She was built in 1901 in Hudson, Maryland by Mitchell Hubbard, assisted by Robert Thomas and William Seward, following traditional Bay-area design and construction methods. The vessel was commissioned by Hilary Wingate and named for Joseph Elsworth Wingate his son. ELSWORTH was skippered for a time by the "boy captain," Darryl Larrimore, who when he became skipper in 1978 was the youngest on the Bay and in his mid-twenties. The vessel currently works out of Tilghman Island. ELSWORTH is one of the 19 surviving working skipjacks to have been built previous to 1912, although, like the other members of the fleet she has been much repaired over the years. A recent addition is a "doghouse" added to her cabin, an improvement designed to make the helm more comfortable for the skipper.

# 9. Major Bibliographical References

Survey No. K-662  
T-529

James Kalbaugh, "Aboard the Elsworth," Chesapeake Bay Magazine, November, 1980

Howard 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	<input type="text"/>						
	Zone	Easting	Northing				

B	<input type="text"/>						
	Zone	Easting	Northing				

C	<input type="text"/>						
---	----------------------	----------------------	----------------------	----------------------	----------------------	----------------------	----------------------

D	<input type="text"/>						
---	----------------------	----------------------	----------------------	----------------------	----------------------	----------------------	----------------------

E	<input type="text"/>						
---	----------------------	----------------------	----------------------	----------------------	----------------------	----------------------	----------------------

F	<input type="text"/>						
---	----------------------	----------------------	----------------------	----------------------	----------------------	----------------------	----------------------

G	<input type="text"/>						
---	----------------------	----------------------	----------------------	----------------------	----------------------	----------------------	----------------------

H	<input type="text"/>						
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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

# 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

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

Survey No. K-662  
~~T-529~~

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 ELSWORTH

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 Robert Wilson

street & number telephone no.:

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 Historic Trust, 21 State Circle

city, town Annapolis state MD 21401

## 7. Description

Survey No. R-662  
T-529

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date of move <u>      </u>
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			<u>      </u> 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 39.9' long, two-sail bateau, or V-bottom deadrise centerboard sloop, commonly referred to as a skipjack. She has a beam of 14.3', a depth of 3.1', and a gross registered tonnage of 8 tons. She was built in 1901 in Hudson, Maryland for the oyster dredge fleet. She carries a typical skipjack rig--a single, slightly raking mast with a boom jawed to it and a jib-headed mainsail laced to the boom and carried on wood hoops at the mast, and a club-footed jib, rigged to a long bowsprit. The wooden hull is painted white.

In shape the vessel has a raking, longhead bow and a well-tucked transom stern with little rake and a slightly curved top. The rudder is carried inboard, entirely below the waterline. The hull shows more freeboard than some. It has metal sheathing at the waterline and a dark sheer stripe below the sheer-level rubrail on the hull.

The vessel is flush-decked, with several deck structures. From the stern forward, these include: a box over the steering gear; a main trunk cabin topped with a "doghouse" with three large windows (added to the original trunk cabin for the skipper's ease in steering and comfort); a small hatch; a tall box over the winders; a main cargo hatch; a cuddy with a slide on the foredeck. The deck is surrounded by a short taffrail except at the midships dredge-roller area; this rail is surmounted by a pipe safety rail around the stern quarter and forward of the work area. Other fittings include iron-pipe davits for the pushboat, which hangs suspended over the stern; and a sampson post with a capstan on the foredeck.

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Decorations include the name WELSWORTH in large black letters on the sheer at the bow, and trailboards mounted on the longhead. These have the vessel's name in gilded letters on a black ground, with green leaves and vines. There is a small red-painted sphere at the masthead.

# 8. Significance

Survey No. ~~T-529~~ K-662

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 checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" 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      1901      Builder/Architect      Mitchell Hubbard; Robert Thomas, William Seward

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 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 deams and low free-board 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 day except Mondays and Tuesdays, when they are allowed to use their motorized pushboard for dredging. The bushboat, 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.

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

## 10. Geographical Data

Acreage of nominated property less than one acre  
 Quadrangle name Tilghman, MD Quadrangle scale 1:24000

UTM References do NOT complete UTM references

A	18	384240	428550	B			
	Zone	Easting	Northing		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

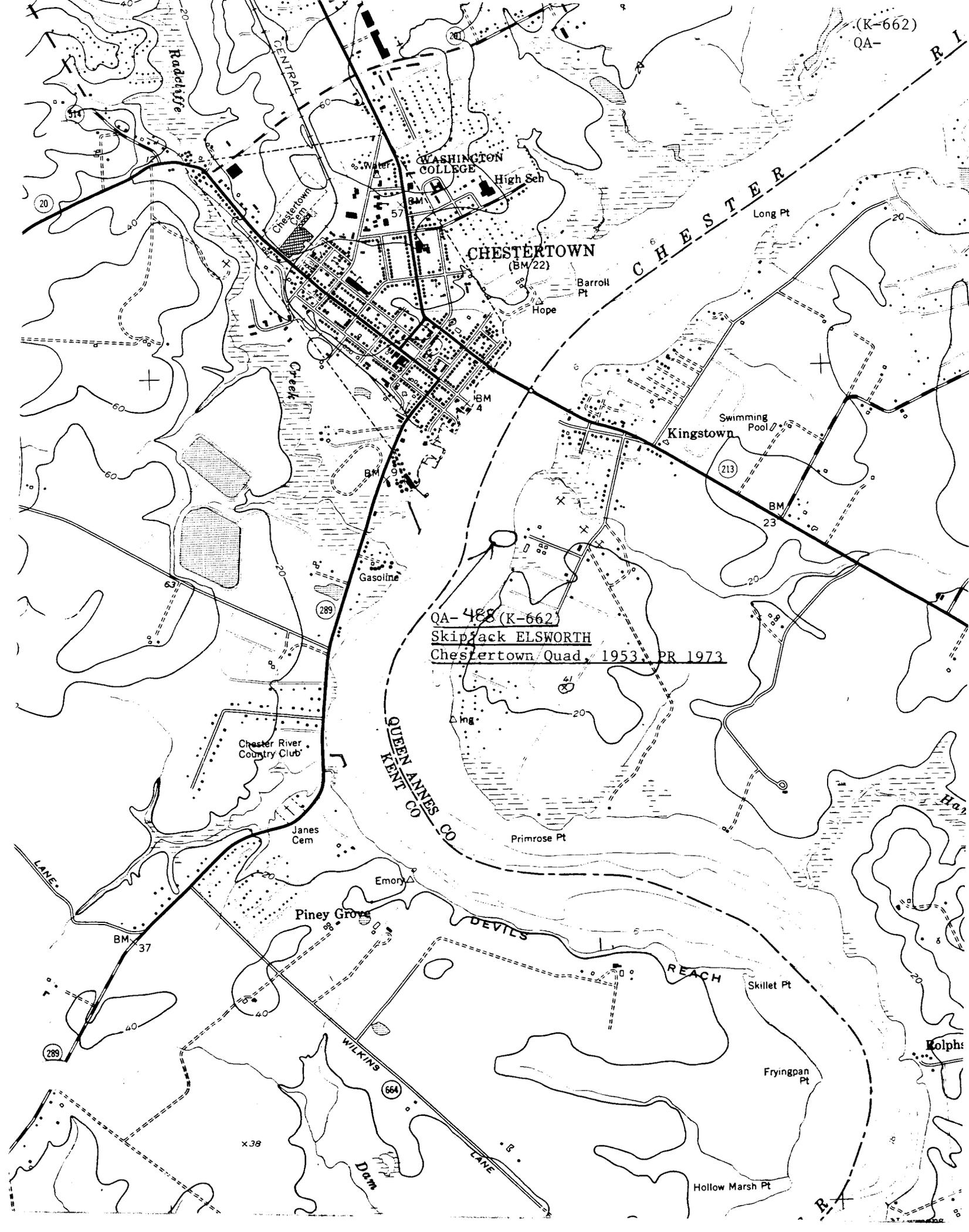
## 11. Form Prepared By

name/title	Anne Witty/ M. E. Hayward		
organization	Radcliffe Maritime Museum	date	May, 1984
	Maryland Historical Society		
street & number	201 West Monument Street	telephone	(301) 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.

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return to: Maryland Historical Trust  
 Shaw House  
 21 State Circle  
 Annapolis, Maryland 21401  
 (301) 269-2438



(K-662)  
QA-

WASHINGTON  
COLLEGE  
High Sch

CHESTERTOWN  
(BM/22)

CHESTER

Kingstown

QA-488 (K-662)  
Skipjack ELSWORTH  
Chestertown Quad, 1953, PR 1973

QUEEN ANNES CO  
KENT CO

Chester River  
Country Club

Piney Grove

DEVILS  
REACH

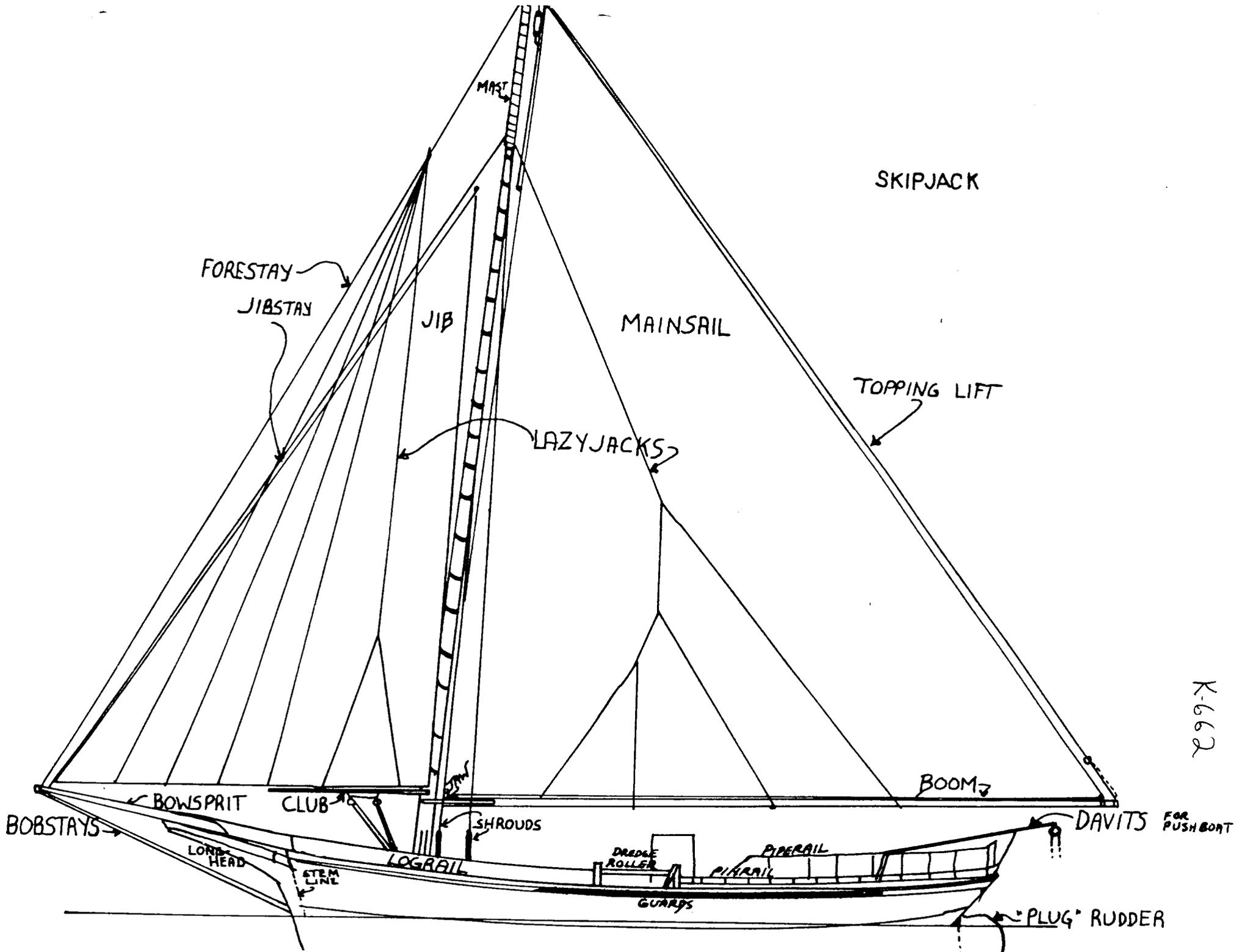
REACH

WILKINS

Fryingpan Pt

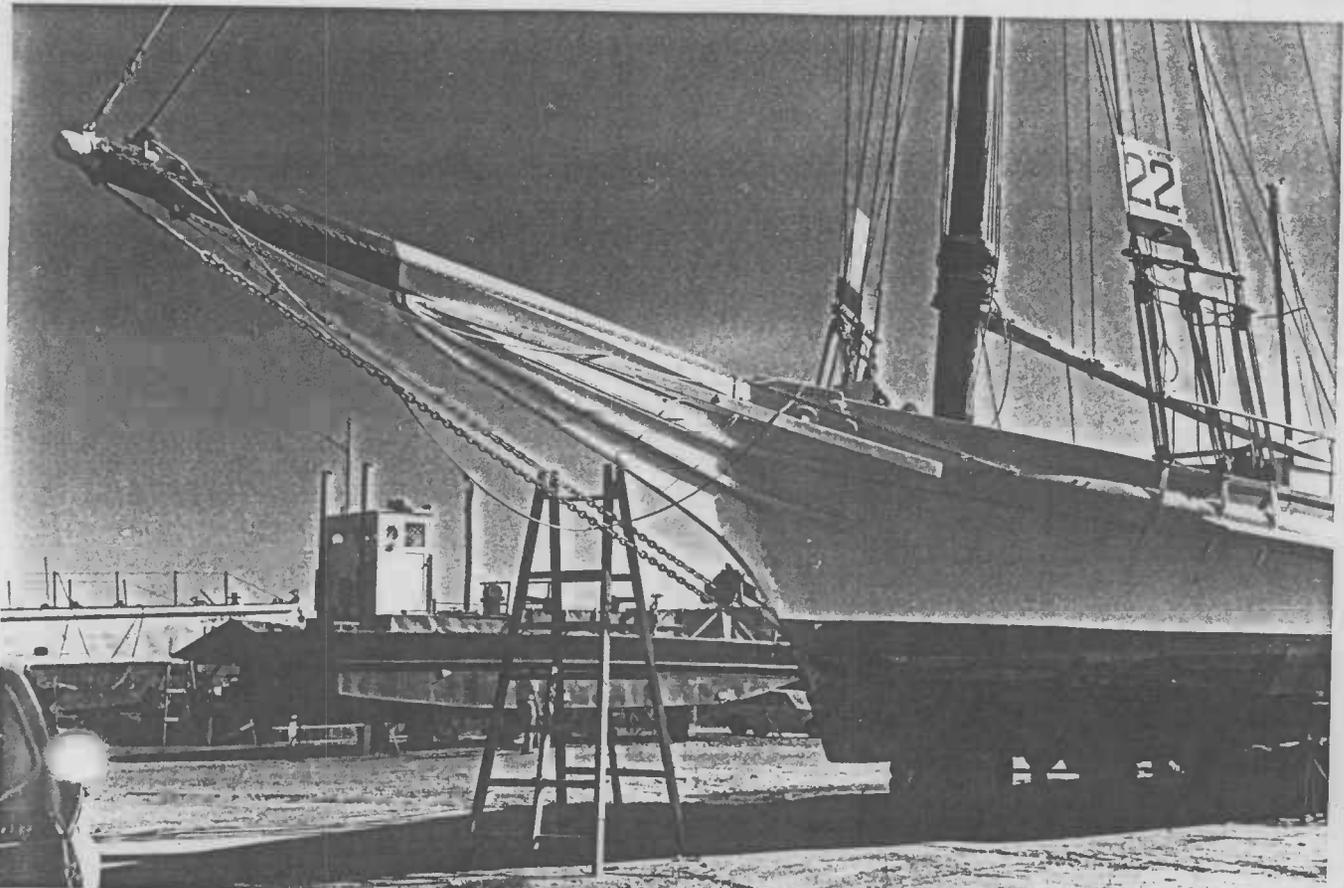
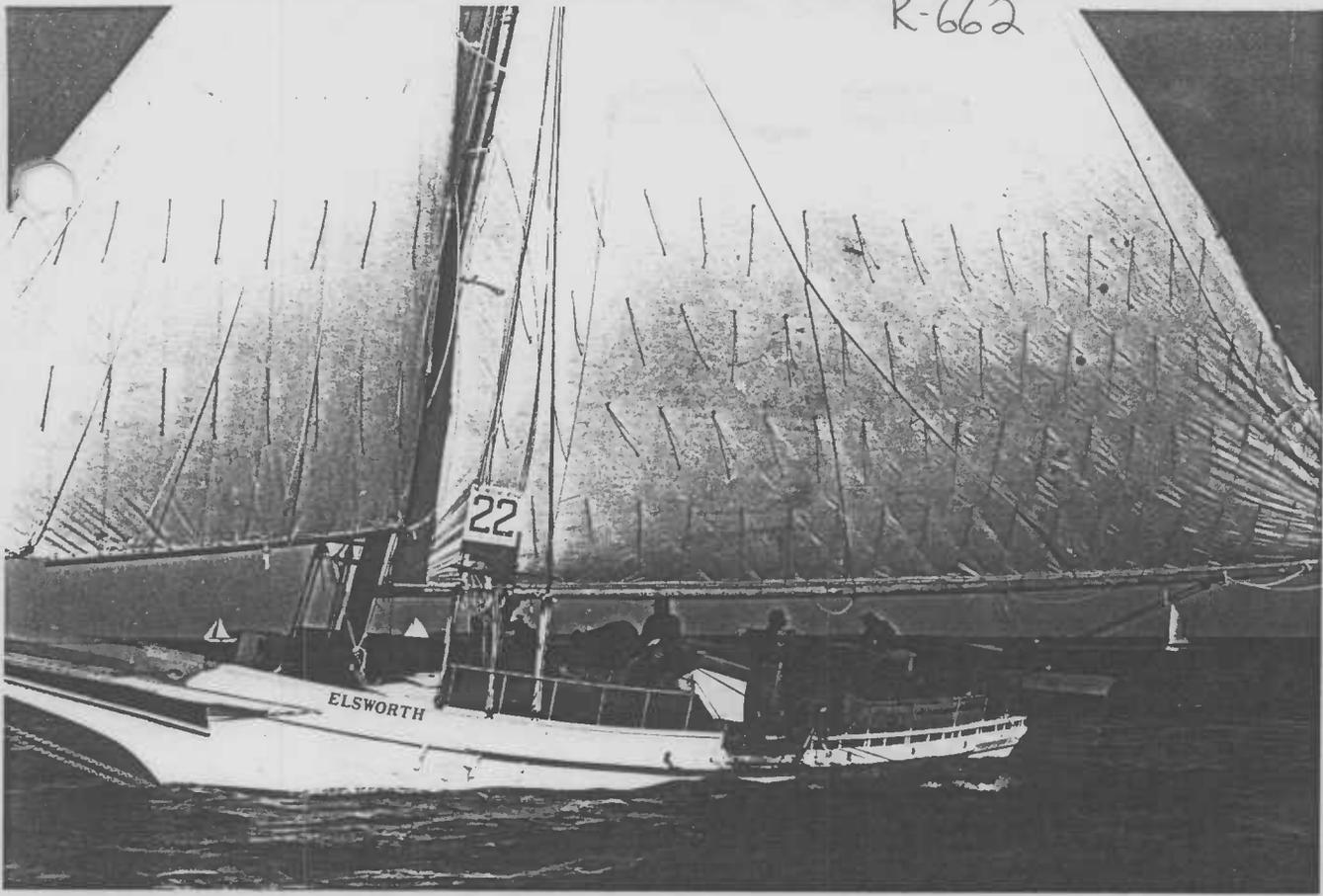
Hollow Marsh Pt

Kolphs



K-662

K-662



R-662

