

QA-420

TENACEOUS (log canoe)  
Stevensville, Maryland

TENACEOUS is a 27' 5-1/4" sailing log canoe in the racing fleet. She is log-built of five logs with carvel-fitted rising planks, a longhead bow, a straight, sharp stern, and a beam of 5' 5-7/8". Her sailing rig consists of two masts with adjustable rake that carry a foresail, mainsail, and a large jib. Built between 1976 and 1979 by John Chamberlin near St. Michaels, Maryland, TENACEOUS gains her significance by being a member of the Chesapeake Bay racing log canoe fleet and carrying on a tradition of racing on the Eastern Shore of Maryland that has existed since the 1840's. TENACEOUS is of special interest as having been built during a recent mini-revival of interest in log canoe racing in the late 1960's and early 1970's and of being one of three new canoes built post-1970 to join the racing fleet.

# Maryland Historical Trust State Historic Sites Inventory Form

Survey No. QA-420

Magi No. 1804205833

DOE  yes  no

## 1. Name (indicate preferred name)

historic TENACEOUS

and/or common log canoe

## 2. Location

street & number Kent Point Rd. (MD R+8) JLK-9/16/93  
not for publication

city, town Stevensville vicinity of congressional district

state Maryland county Queen Annes

## 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 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 checked="" 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 John V. Chamberlin

street & number Gum Thickets, Kent Point Rd. telephone no.: 643-4780

city, town Stevensville state and zip code Maryland 21666

## 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

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<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input checked="" 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 checked="" type="checkbox"/> altered	<input type="checkbox"/> moved
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		date of move _____

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

This vessel is a five-log sailing canoe, measuring 27' 5-1/4" long with a beam of 5' 5-7/8". She was built for racing by John Chamberlin near St. Michaels, Maryland between 1976 and 1979 and launched on July 4, 1979. Her design, according to her builder, was "based on the best of each boat, past and present." Although a new boat and the 21st addition to the current racing fleet, the boat's design is traditional. She is log-built in the Tilghman fashion with carvel-fitted rising strakes and a lapped covering board serving as a rubrail. She is double-ended, with a longhead bow and a straight sharp stern. The hull is painted white with brightwork trim. Privately owned she sails in Eastern Shore races under No. 21.

TENACEOUS is log-built of five loblolly pine logs, harvested near Bozman, Maryland, and carvel-fitted rising strakes. Her hull is fastened with iron drifts. There are 22 natural oak crooks used as hanging knees placed at two foot intervals. These support wide, planked, varnished washboards of locust. Lined with a coaming, the washboards form a peapod-shaped cockpit. There are cleat rails on the washboards amidships.

In shape the canoe has little freeboard and a wineglass-shaped hull as seen from the bow. The longhead is attached to a straight, slightly raking stem. The straight, sharp stern has a wide stern post which straightens out the angle of rake and carries the rudder on pintles. A small braced platform over the stern serves as an outrigger or bumpkin. The centerboard is cased in a trunk located in the cockpit.

The canoe is rigged with two masts of adjustable rake. There is a braced square mast-step located just aft of the foredeck and one further aft for the mainmast. The long bowsprit is set up with a wire bobstay and two bowsprit shrouds but the masts are unstayed. The canoe flies a foresail and a mainsail, both leg-of-mutton spritsails with clubs at the clews. The dacron sails were made by North Sails' Jim Marshall.

The canoe is painted white with blue bottom paint and brightwork trim on the washboards and rubrail, while the cockpit coaming is white. The longheads have the name TENACEOUS--spelt the British way--on trailboards which are carved and gilded. The name is surrounded with a plain scroll terminating in a sideways figure 8 and further decorated with the motifs of the Maryland state flag: red-and-white quartered shield and black-and-yellow checked shield.

# 8. Significance

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<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** 1976-1979 **Builder/Architect** John Chamberlin

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.

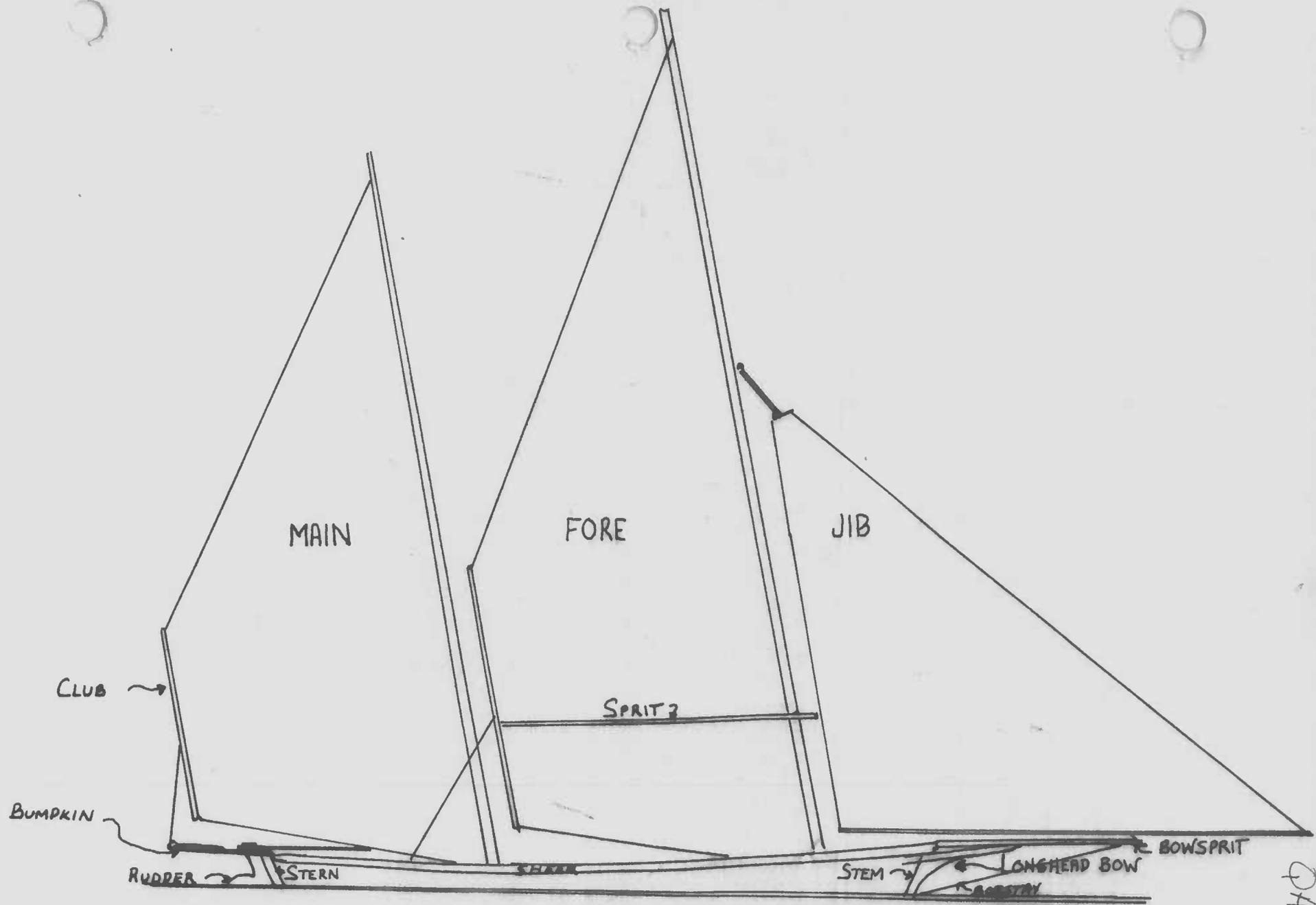
This vessel is significant as being one of the last 22 surviving traditional Chesapeake Bay racing log canoes that carry on a tradition of racing on the Eastern Shore of Maryland that has existed since the 1840's. In addition, it is a surviving representative of the oldest indigenous type of boat on the Bay--the working log canoe--which was developed in the 17th century by early European settlers from the aboriginal dugout canoe.

Used for transportation and for harvesting the rich bounty of the Bay, log canoes changed little over the centuries. Constructed of from two to seven logs and ranging in length from 20 to 35 feet, they were rigged with one or two sharp-headed spritsails with or without a jib set on raking, unstayed pole masts. Easily and cheaply constructed, some 6300 existed in Bay waters in the 1880s. The working canoes first began to be raced in 1840 and by the 1870s area boatbuilders were building canoes specifically for racing, with lighter, thinner hulls and sharper lines. As mast heights increased to increase sail area the canoes became inherently unstable, necessitating the use of springboards and human ballast. Also part of the racing rig is the outrigger added for balance and to enable the sail tender to sit beyond the overlarge mainsail.

With the invention of the gasoline engine many log canoes were converted to power for oystering, but were then converted back to sail as interest in racing waxed and waned over the years. After peak years of popularity in the 1880s and 1890s, interest in log canoe racing waned in the first two decades of the 20th century only to be revived again in the 1920s. The popularity of racing, spearheaded by the Miles River Yacht Club, continued unabated until the present day, although the number of vessels active in the fleet has varied considerably.

TENACEOUS is significant for having been built during a wave of interest in log canoe racing during the late 1960's and 1970's. The builder, John Chamberlin, became interested in the challenge of building a log canoe after he restored ISLAND LARK in 1971. TENACEOUS was built from blue prints "based on the best of each boat, past and present." Its 5 logs were cut in Bozman, Md. The canoe was built in the traditional method with an adze but was fastened with steel rods instead of the usual iron drift bolts. The canoe gains significance for the fact that its building was documented (see Bibliography).





SAIL PLAN OF TILGHMAN ISLAND CANOE after drawing by J.G. Earle

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TENACEOUS

Stevensville, Md

starboard side

M. C. Wootton 5/84



QA-420

TENACEOUS

Stevensville, Md

interior hull

M. C. Wootton 5/85



TENACEOUS

QA-420

TENACEOUS

Stevensville, Md

bow - trailboard

M. C. Wootton 5/84



QA-420

TENACEOUS

starboard side - bow  
Stevensonville, Md.

M.C. Woottom 5/84



QA-420

TENACEOUS  
Stevensville, Md

stern  
M. C. Wootton 5/84