

Maryland Historical Trust State Historic Sites Inventory Form

Survey No. T-500

Magi No. 2105005833

DOE yes no

1. Name (indicate preferred name)

historic FAITH P. HANLON

and/or common log canoe

2. Location

street & number

 not for publication

city, town Sherwood

 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 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 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 Mrs. William C. Hanlon

street & number 7913 New Orleans Drive

telephone no.: 703-768-9179

city, town Alexandria

state and zip code Virginia 22308

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

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Condition		Check one	Check one	
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" 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 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.

The FAITH P. HANLON is a five-log Tilghman-style racing log canoe, built from plans by Bill Hanlon of Sherwood, Maryland and launched on July 4, 1976. She measures 30'7-3/4" long, with a beam of 6'11". Built of local loblolly pine logs, each 30" in diameter, the hull is painted the traditional white. The canoe, which should have taken number 18 in the racing fleet, instead sails under number 76 in honor of her Bicentennial launching. She was the first new canoe to be built for the racing fleet since the OLIVER'S GIFT of 1948, and is the first ever to be launched from the Miles River Yacht Club, the home club of the Eastern Shore racing fleet. Her building took three years of part-time work.

FAITH P. HANLON was built using traditional materials and tools, with the exception of the modern chain saw used to fell and shape her hull logs. Her design is a composite, with plans gleaned from characteristics of other log canoes as well as from published lines drawings; as a result, she exhibits a typical but uniquely graceful double-ended shape. Rising planks are carvel-fitted, with an applied rub rail. The hull has oak ribs, stem, and mast supports (one in the forward half-deck, the other mounted in the after thwart).

The canoe has a raking longhead bow with a cutwater and wooden braces reinforcing the bowsprit, which is rigged with wire standing rigging (bowsprit shrouds and bobstay). The sharp stern is overhung with an outrigger or bumpkin. The washboards are strip-planked in varnished mahogany and pine, and form a small half-deck at the bow. The canoe has a heavy denterboard let through a slot in the hull forward.

The FAITH P. HANLON sails with a two-masted Tilghman-style racing rig, including a kite (when conditions are suitable) as well as the usual foresail, mainsail, and jib. Foresail and mainsail have clubs at their clews, and sprits. Racing gear also includes springboards and extra sails; the canoe's first set of sails came from the log canoe DAISY BELLE when she was retired from the racing fleet. Without auxiliary power, the canoe is towed or sails to and from races. Her white hull is trimmed with brightwork, and with trailboards and beading on the longhead.

Although not an old boat, the FAITH P. HANLON shows the best of traditional log canoe design, as well as the survival and revival of log building traditions. Her building has been thoroughly documented by her owners.

8. Significance

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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 type="checkbox"/> transportation		
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)		
		<input type="checkbox"/> invention				

Specific dates 1976 **Builder/Architect** Bill Hanlon

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 in 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 existed in Bay waters in the 1880's. The working canoes first began to be raced in 1840 and by the 1870's 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 1880's and 1890's, interest in log canoe racing waned in the first two decades of the 20th century only to be revived again in the 1920's. 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.

FAITH P. HANLON is significant for being one of the three canoes built in recent years, during a revival of interest in log canoe racing that began in the mid-1960s. The other two new canoes are SPIRIT OF WYE TOWN (1972) and TENACEOUS (1976-79). The canoe is of special interest because her building was documented on film by her owner Bill Hanlon. Hanlon had done a good deal of restoration work on an older canoe, SANDY, and began his project with five loblolly pine logs locally cut from cleared land. Hanlon worked not from formal plans but from lines drawings made of other canoes, as well as from published plans such as those found in Chapelle. His only modern tool was a chain saw. The canoe was built between 1973 and 1976 on weekends at Hanlon's Sherwood, home.



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Log Canoe
"Faith P. Hanlon"



T-500

July 4th, 1976

The Chesapeake Log Canoe "Faith P. Hanlon" on



T-500

Log Canoe "Faith P. Hanlon"



T-500

Log Canoe "Faith P. Hardon"