Survey No. T-505

Magi No. 2105055833

DOE ___yes x no

Maryland Historical Trust
State Historic Sites Inventory Form

CHESAPEAKE BAY SAILING LOG CANOE FLEET THEMATIC GROUP

1. Name (indicate preferred name)

historic JAY DEE

and/or common log canoe

2. Location

street & number Miles River Yacht Club, Yacht Club Road n/a not for publication

city, town St. Michaels x vicinity of congressional district First

state Maryland 024 county Talbot 041

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	x occupied	___ agriculture	___ museum
___ building(s)	x private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	x entertainment	___ religious
x object	___ in process	x yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	x transportation
	x not applicable	___ no	___ military	___ other:

4. Owner of Property (give names and mailing addresses of all owners)

name Daniel North

street & number P.O. Box 479 telephone no.:

city, town Easton state and zip code Maryland 21601

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 Maryland Historical Trust Historic Sites Inventory

date 1984 ___ federal X state ___ county ___ local

depository for survey records 21 State Circle

city, town Annapolis state Maryland 21401

7. Description

Survey No. T-505

Condition		Check one	Check one
X excellent	___ deteriorated	___ unaltered	N/A original site
___ good	___ ruins	X altered	___ moved date of move _____
___ fair	___ 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 square-sterned sailing log canoe in the racing fleet. Measuring 35'6" long with a beam of 8'6", she is built of five logs and is said to be one of the best constructed canoes in the fleet. She was built in the Tilghman fashion, with carvel-fitted rising planks, in 1931 by noted boatbuilder John B. Harrison of Tilghman, Maryland for John D. Williams of Oxford. The canoe is currently (1984) being restored and her racing rig altered. Almost continuously active in the racing fleet since 1931, JAY DEE is now owned by a descendant of the well-known canoe builder William Sidney Covington.

JAY DEE has typical log construction and was built of five logs. The stern quarter is filled in with "stealers," enabling the application of a transom stern in a wineglass shape. Rising strakes, carvel-fitted, were added after the transom was set in, thus forming the sheer. The bow is sharp, with a curved, slightly hollow stem and a longhead with head rails bracing it out underneath the bowsprit. The bowsprit is mortised into the sampson post and held in place with a gammon arm. The deck beams are covered with a notched margin plank, or covering board, that serves as a rubrail or bumper and secures the decking. The canoe is half-decked. A rudder is hung outboard on the transom. The bowsprit is set up with heavy standing rigging.

The rig consists of two masts of adjustable rake, currently being re-positioned. The mainmast has been moved aft and new bridging beams, clamps, mast-steps, and decks have been added. The foremast is stayed with shrouds and a forestay, on which the jib is laced. Originally, the boat had a variable rig with three masts: a single mast could be stepped for pleasure sailing, or two masts could be stepped for racing. The single-masted rig utilized a boom sail and a short jib, as the mast was set further aft than the present foremast. The boat carries 1,000 square feet of sail.

JAY DEE has several unusual features, most notably her square stern. The canoe FLYING CLOUD, built by John B. Harrison a year after the JAY DEE, was also built with a square stern, but was altered to the traditional sharp stern in 1933 because of the ineligibility of square-sterned canoes to compete for the Governor's Cup. JAY DEE carries 600 pounds of ballast when racing which enables the canoe to plane. She is particularly well-built and over the years her repairs and modificiations have been carried out by members of the same family--John B. Harrison's son-in-law Sam McQuay, and lately by McQuay's son Dave. JAY DEE's original 3-masted variable racing and pleasure-sailing rig was another unusual feature.

8. Significance

Survey No. T-505

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	___ architecture	___ education	___ military	___ social/ humanitarian
___ 1700–1799	___ art	___ engineering	___ music	___ theater
___ 1800–1899	x commerce	___ exploration/settlement	___ philosophy	x transportation
x 1900–	___ communications	___ industry	___ politics/government	___ other (specify)
		___ invention		

Specific dates 1931 **Builder/Architect** John B. Harrison

check: Applicable Criteria: x A x B x C ___ D
and/or
Applicable Exception: ___ A ___ B ___ C ___ D ___ E ___ F ___ G x none

Level of Significance: x 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 surviving traditional Cheaspeake Bay racing lot 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.

JAY DEE is significant has having been built by one of the most famous boatbuilders on the Eastern Shore, John B. Harrison, during the revival of interest in log canoe racing in the early 1930s. For the JAY DEE and her sister ship FLYING CLOUD, Harrison, primarily a workboat builder, made use of radical experimental designs with a view to increasing the speed and performance of these vessels. The canoes were larger than average and were built with square sterns for extra stability. FLYING CLOUD's square stern was modified the traditonal sharp stern in 1933 but JAY DEE retains her square stern. JAY DEE was built for John D. Williams, hence the name. She has been racing successfully since. Of particular interest is the fact that all subsequent restoration work on the canoe has been carried out by her builder's son-in-law, Sam McQuay, and his son Dave McQuay of Wittman, Maryland.

9. Major Bibliographical References

T-505

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

10. Geographical Data

Acreage of nominated property less than one acre

Quadrangle name St. Michaels, MD

Quadrangle scale 1:24000

UMT References

	Zone	Easting	Northing
A	18	394100	4295080
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

The historic boundary of this movable vessel is co-terminous with the hull. The vessel is usually stored at the location indicated in Item 2.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
n/a			

11. Form Prepared By

name/title Anne Witty and Dr. Mary Ellen Hayward

organization Maryland Historical Society date May 1984

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.

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

PS-2746

T-505
JAY DEE (log canoe)
Easton, Maryland

JAY DEE is a 35'6" sailing log canoe in the racing fleet. She is log-built of five logs with carvel-fitted rising planks, a longhead bow, square stern, and a beam of 8'6". Her sailing rig consists of two masts with adjustable rake that carry a foresail, mainsail, and large jib. Built in 1931 by noted boatbuilder John B. Harrison of Tilghman, Maryland, JAY DEE gains her significance for being one of the last 22 surviving 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. JAY DEE is of special importance for having been built by John B. Harrison, one of the most famous boatbuilders on the Eastern Shore, during the revival of interest in log canoe racing in the early 1930's.

Survey No. T-505

Magi No. 2105055833

DOE ___yes ___no

Maryland Historical Trust
State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic JAY DEE

and/or common log canoe

2. Location

street & number Tach + Club Road ___ not for publication

city, town ~~Easton~~ St. Michaels ___ vicinity of congressional district

state Maryland county Talbot

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	X occupied	___ agriculture	___ museum
___ building(s)	X private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	X entertainment	___ religious
X object	___ in process	X yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	X transportation
	X not applicable	___ no	___ military	___ other:

4. Owner of Property (give names and mailing addresses of all owners)

name Daniel North

street & number P.O. Box 479 telephone no.:

city, town Easton state and zip code Maryland 21601

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. T-505

Condition		Check one	Check one
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___ good	___ ruins	X altered	___ moved date of move _____
___ fair	___ unexposed		

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8. Significance

Survey No. T-505

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
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___ 1600–1699	___ architecture	___ education	___ military	___ social/ humanitarian
___ 1700–1799	___ art	___ engineering	___ music	___ theater
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X 1900–	___ communications	___ industry	___ politics/government	___ other (specify)
		___ invention		

Specific dates 1931 **Builder/Architect** John B. Harrison

check: Applicable Criteria: ___A ___B ___C ___D
and/or
Applicable Exception: ___A ___B ___C ___D ___E ___F ___G

Level of Significance: ___national ___state ___local

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Survey No. T-505

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

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

Quadrangle scale _____

UTM References do NOT complete UTM references

	Zone	Easting	Northing		Zone	Easting	Northing
A				B			
C				D			
E				F			
G				H			

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.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

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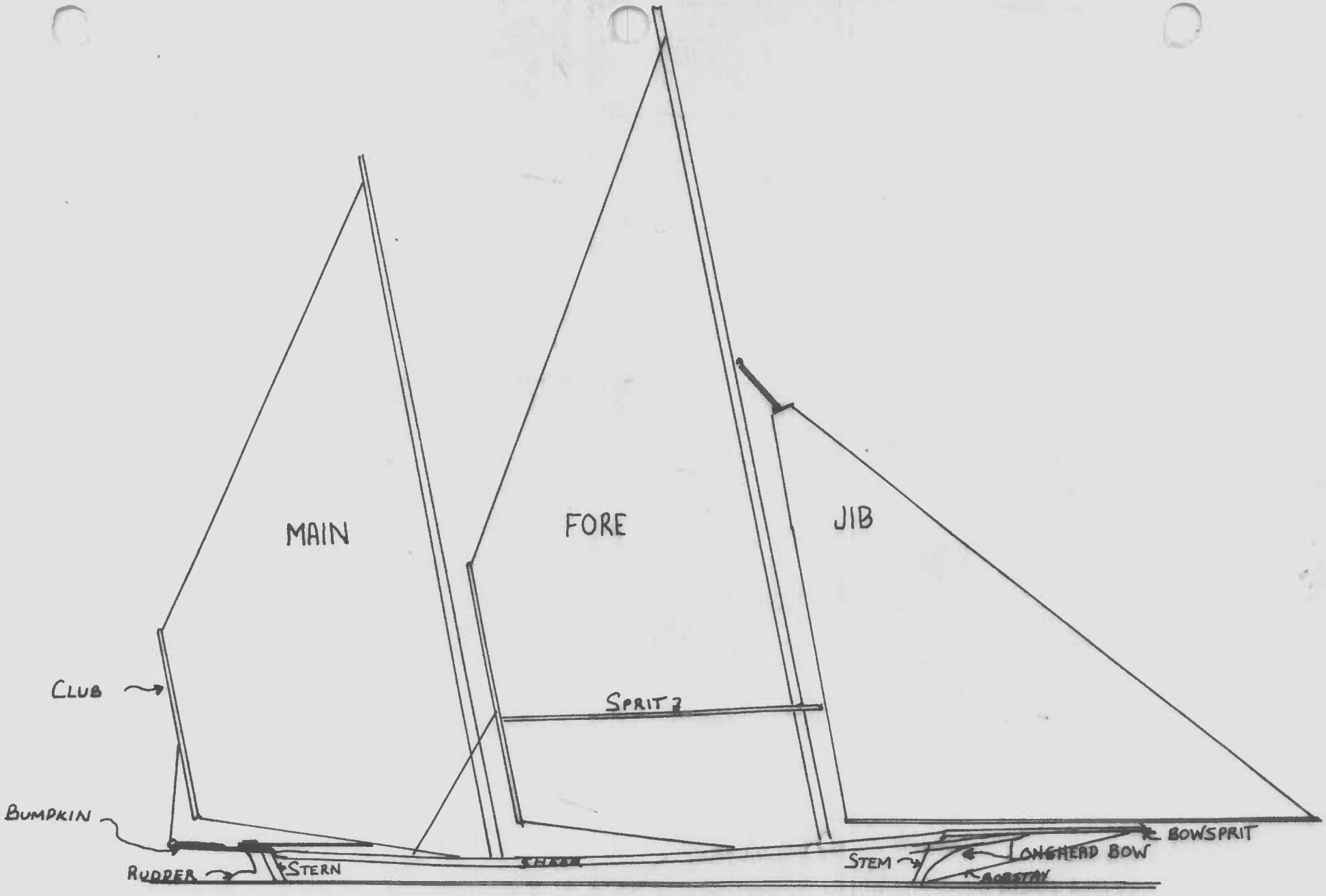
return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

PS-2746



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

T-505

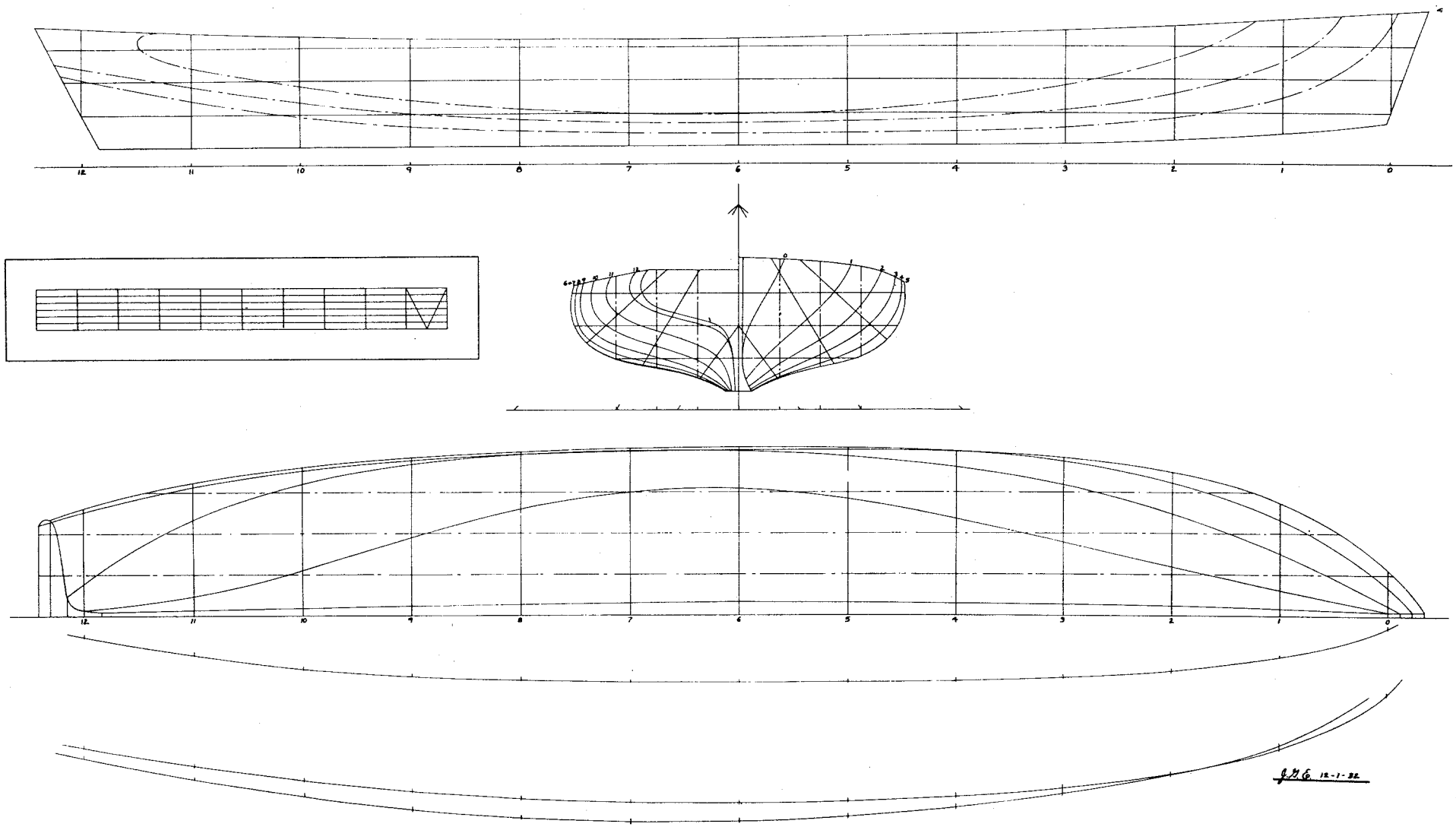


Plate XI. Lines of Model of Racing Canoes, *Jay Dee* and *Flying Cloud*.
Built by John B. Harrison, Tilghman, Md., 1930-1932. Drawing by John G. Earle.

T-505

407-22

T-505

JAY DEE
Wittman, Md.

Port side - bow
M.C. Wootton 7/84

407-18

T-505

JAY DEE
Wittman, Md.

Port side - stern
M.C. Wootton 7/84

407-8

T-505

JAY DEE
Wittman, Md.

Port stern
M.C. Wootton 7/84

407-27

T-505

JAY DEE
Wittman, Md.

Interior hull
M.C. Wootton 7/84