

S-231

CITY OF CRISFIELD (skipjack)  
Wenona, Maryland

CITY OF CRISFIELD is a 44.7' long two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a skipjack. She has a beam of 15.8', a depth of 1.7', and a net registered tonnage of 10. She carries a typical skipjack rig of jib-headed mainsail and a single large jib with a club on its foot. Built in 1948 in Reedville, Virginia following traditional Bay design and construction methods, CITY OF CRISFIELD 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. CITY OF CRISFIELD is of special interest as having been built during the post World War II revival of skipjack building for the working oyster fleet.

Survey No. S-231

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 CITY OF CRISFIELD

and/or common

## 2. Location

street & number Lower Thorofare n/a not for publication

city, town Wenona n/a vicinity of congressional district First

state Maryland 024 county Somerset 039

## 3. Classification

<b>Category</b>	<b>Ownership</b>	<b>Status</b>	<b>Present Use</b>
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment
<input checked="" type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input checked="" type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

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

name Captain Arthur S. Daniels, Jr.

street & number telephone no.: 784-2226

city, town Wenona state and zip code Maryland 21870

## 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 Historical Trust, 21 State Circle

city, town Annapolis state MD 21401

## 7. Description

Survey No. S-231

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" 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			<u>          n/a          </u>

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

This vessel is a 44.7'-long two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a skipjack. She was built in 1948 in Reedville, Virginia in typical Bay fashion using cross-planked construction methods and is among the working fleet of oyster dredgeboats in Maryland. She has a beam of 15.8' and a depth of 1.7' with a net registered tonnage of 10. She carries a typical skipjack rig consisting of jib-headed mainsail laced to the boom and carried on wood hoops at the mast, and a large jib. The vessel has a longhead (clipper) bow and a square (transom) stern. The wooden hull is painted white.

CITY OF CRISFIELD is a boxy vessel, with a straight, slightly raking stem and a longhead beneath a hexagonal bowsprit. Her square stern is raking, with the rudder hung outboard on pintles on the transom. The transom also carries a jig for the pushboat, located to starboard of the rudder. There are long guards on the sides of the hull, which has greater freeboard forward than aft.

The single mast is raked well aft and set up with double shrouds, a forestay, and jibstay. There is a topping lift leading to the end of the boom, which is long and jawed to the mast. Both mainsail and jib are furled by means of lazyjacks. The mainsail is jib-headed and laced to the boom; wooden hoops hold it to the mast. The large jib has a club on its foot. The bowsprit is hexagonal and set up with double chain bobstays and cable bowsprit shrouds. In addition to the sail rig the vessel carries a motorized pushboat, carried on pipe davits at the stern.

The skipjack is flush-decked with several deck structures. These include: a cabin; a box for the winder engines; a slant-topped forepeak hatch aft of the mast; and a flat sampson post on the foredeck. The deck is surrounded by low rails--a log rail forward and a pinrail aft--but is open amidships at the dredge rollers.

The vessel is painted the traditional white with decorative stripes on the hull and there is green paint on the cabin roof. The name CITY OF CRISFIELD is displayed on the hull near the bows in block letters. Trailboards have the vessel's name in yellow on a blue ground with a red-beaded surround.

# 8. Significance

Survey No. S-231

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/
<input type="checkbox"/> 1700-1799	<input checked="" type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input 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	1948-9	Builder/Architect	Unknown
check:	Applicable Criteria: <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input checked="" 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 checked="" type="checkbox"/> G		
	Level of Significance: <input checked="" 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 vessel 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. 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 beams 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 days except Mondays and Tuesdays, when they are allowed to use their motorized pushboat for dredging. The pushboat, 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.

CITY OF CRISFIELD is of interest as having been built during the post World War II revival of skipjack building for the working oyster fleet. She was built in 1948-9 at Reedville, Virginia following traditional Bay design and construction methods. She has worked in the oyster-dredging fleet since her building and is presently based in Deal Island. The vessel was one of ten skipjacks built after World War II during a boom in the oyster business, all of which are still active except for the ROSIE PARKS (now at the Chesapeake Bay Maritime Museum). It is of great interest that even though these vessels were built over fifty years after the peak skipjack-building years, their design and construction methods closely followed turn-of-the century prototypes.

# 9. Major Bibliographical References

Survey No. S-231

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

## 10. Geographical Data

Acreege of nominated property less than one acre  
Quadrangle name Deal Island, MD Quadrangle scale 1:24000

UTM References do NOT complete UTM references

A 

1	8	4	1	6	8	7	0	4	2	2	0	2	4	0
Zone		Easting				Northing								

B 

Zone		Easting				Northing								

C 

Zone		Easting				Northing								

D 

Zone		Easting				Northing								

E 

Zone		Easting				Northing								

F 

Zone		Easting				Northing								

G 

Zone		Easting				Northing								

H 

Zone		Easting				Northing								

### 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

Radcliffe Maritime Museum

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

# Maryland Historical Trust State Historic Sites Inventory Form

## 1. Name (indicate preferred name)

historic CITY OF CRISFIELD

and/or common

## 2. Location

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

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

state Maryland \_\_\_\_\_ county Somerset

## 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 Captain Arthur S. Daniels, Jr.

street & number \_\_\_\_\_ telephone no.: 784-2226

city, town Wenona \_\_\_\_\_ state and zip code Maryland 21870

## 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

Survey No. S-231

<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 checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date of move _____
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# 8. Significance

Survey No. S-231

Period	Areas of Significance—Check and justify below			
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<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	1948-9	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		

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- The Maryland oyster season begins November 1 and ends March 15. Skipjacks must dredge under sail on all days except Mondays and Tuesdays, when they are allowed to use their motorized pushboat for dredging. The pushboat, 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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## 9. Major Bibliographical References

Survey No. S-231

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

H.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 

Zone	Easting			Northing									

B 

Zone	Easting			Northing									

C 

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D 

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E 

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F 

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G 

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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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(301) 269-2438



S-231

CITY OF CRISFIELD

Wenona, MD

bow-under sail

M.C. Wootton 11/83



S-231

CITY OF CRISFIELD  
Wenona, Md.

starboard side  
M.C. Wootton 11/83



S-231

CITY OF CRISFIELD  
Wenona, MD

port side-under sail  
M. C. Wootton 11/83





405-44

S-231

CITY OF CRISFIELD  
Wenona, Md.

Stern  
M.C. Wootton 7/84