

T-529

Skipjack ELSWORTH

Architectural Survey File

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site (mht.maryland.gov) for details about how to make an appointment.

All material is property of the Maryland Historical Trust.

Last Updated: 04-05-2004

Easement

T-529

ELSWORTH (skipjack)
Tilghman, Maryland

ELSWORTH (skipjack) relocated
assigned new survey number
K-662. (Now 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.

Easement

Survey No. T-529

Magi No. 2105295733

DOE ___yes ___no

Maryland Historical Trust State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic ELSWORTH

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street & number _____ not for publication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 | Public Acquisition | Accessible | <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 checked="" type="checkbox"/> being considered | <input type="checkbox"/> yes: unrestricted | <input type="checkbox"/> industrial | <input checked="" type="checkbox"/> transportation |
| | <input 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

Survey No. T-529

| | | | | |
|--|---------------------------------------|------------------------------------|--|--------------------|
| Condition | | Check one | Check one | |
| <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 BELSWORTH 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

| 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

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-
rned 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 carred on davits at the stern, is lowered into the water and litereally "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
k cabin, an improvement designed to make the helm more comfortable for the skipper.

9. Major Bibliographical References

Survey No. 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

Acreeage of nominated property _____

Quadrangle name _____

Quadrangle scale _____

UTM References do NOT complete UTM references

A

| | | | |
|----------------------|----------------------|----------------------|----------------------|
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| Zone | Easting | | Northing |

B

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

C

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

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. 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 EELSWORTH

and/or common skipjack

2. Location

street & number Gibsonstown 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 | Public Acquisition | Accessible | <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. T-529

| | | | | |
|--|---------------------------------------|---|--|------------------------------|
| Condition | | Check one | Check one | |
| <input type="checkbox"/> excellent | <input type="checkbox"/> deteriorated | <input type="checkbox"/> unaltered | <input type="checkbox"/> n/a 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 | | | <input type="checkbox"/> 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.

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 BELSWORTH 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

| 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 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 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 "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.

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 21 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 trunk cabin, an improvement designed to make the helm more comfortable for the skipper.

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

T-529

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

| | | | | | | | | | | | | | |
|------|---|---------|---|---|---|----------|---|---|---|---|---|---|---|
| 1 | 8 | 3 | 8 | 4 | 2 | 4 | 0 | 4 | 2 | 8 | 5 | 5 | 0 |
| Zone | | Easting | | | | Northing | | | | | | | |

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| Zone | | Easting | | | | Northing | | | | | | | |

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| Zone | | Easting | | | | Northing | | | | | | | |

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| Zone | | Easting | | | | Northing | | | | | | | |

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| | | | | | | | | | | | | | |
| Zone | | Easting | | | | Northing | | | | | | | |

H

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|------|--|---------|--|--|--|----------|--|--|--|--|--|--|--|
| | | | | | | | | | | | | | |
| 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

organization Radcliffe Maritime Museum
Maryland Historical Society

date May, 1984

street & number 201 West Monument Street

telephone (301) 685-3750

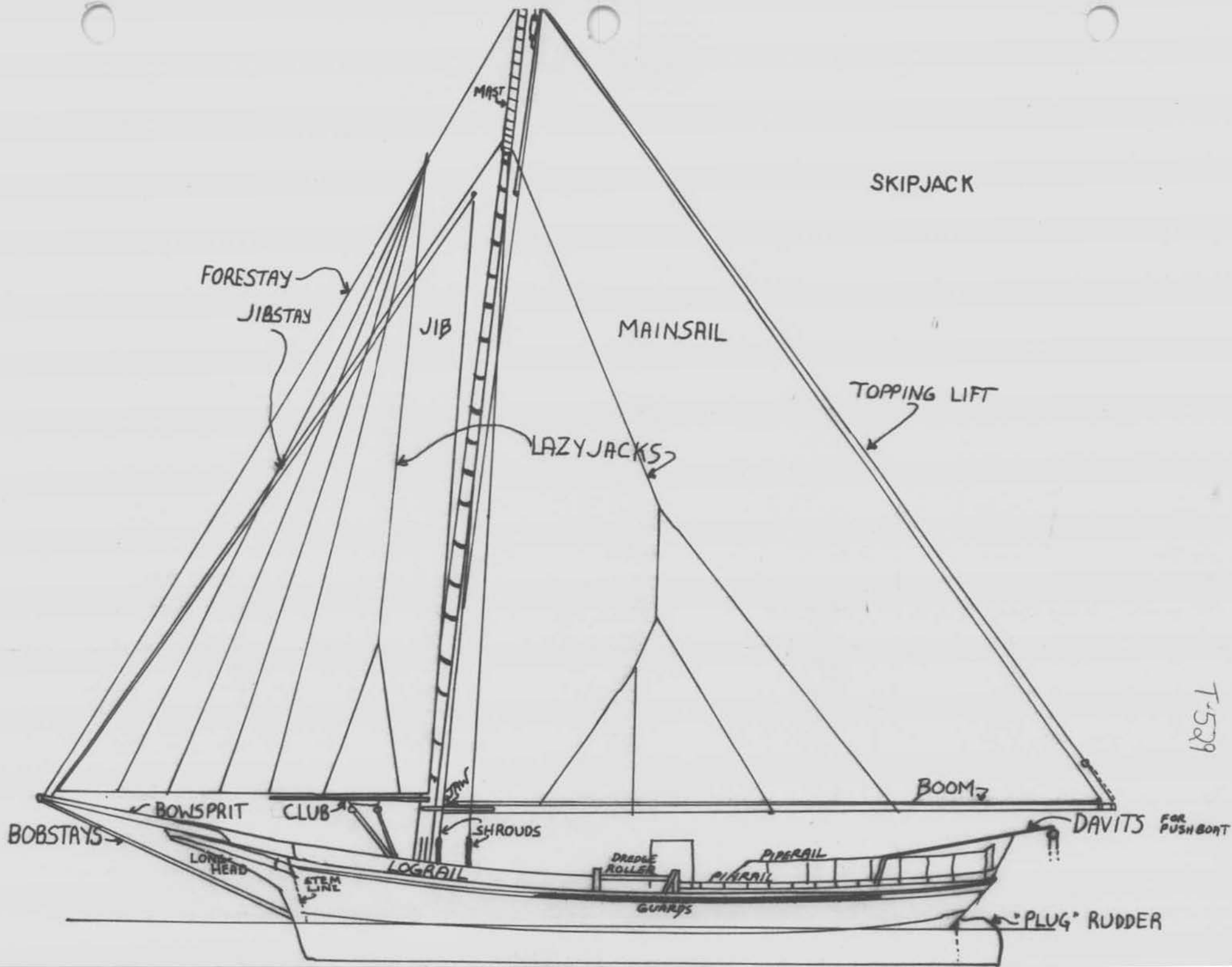
city or town Baltimore

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





T-529

ELLSWORTH
Tilghman, Md

port side uner sail
M.C. Wootton 11/83

87²



T-529

ELLSWORTH
Tilghman, Md

port stern
M.C. Wootton

10/83



T-529

ELLSWORTH
Tilghman, Md

port bow
M.C. Wootton

10/83



T-529

ELLSWORTH
Tilghman, Md

stern

M.C. Wootton 10/83