

S-236

## Skipjack H.M. KRENTZ

### **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](http://mht.maryland.gov)) for details about how to make an appointment.

All material is property of the Maryland Historical Trust.

***Last Updated: 10-02-2003***

1987

S-236

H.M. KRENTZ (skipjack)  
Wenona, Maryland

H.M. KRENTZ is a 44.3' long two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a skipjack. She has a beam of 15.6', a depth of 4.9', and a gross register tonnage of 8. She carries a typical skipjack rig of jib-headed mainsail and a single large jib with a club on its foot. Built in 1955 in Harryhogan, Virginia following traditional Bay design and construction methods, H.M. KRENTZ 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. H.M. KRENTZ 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-236

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 H.M. KRENTZ

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street & number Lower Thorofare n/a not for publication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

| 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 Clifton Webster

street & number telephone no.: 784-2148

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-236

### Condition

excellent  
 good  
 fair

deteriorated  
 ruins  
 unexposed

### Check one

unaltered  
 altered

### Check one

original site  
 moved      date of move

          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 a 44.3-foot-long two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly known as a "skipjack." She is built in typical Bay fashion using cross-planked construction methods. Her beam is 15.6 feet; her depth, with centerboard down, 4.9 feet. She has a gross register tonnage of 8 tons. The wooden hull is painted the traditional white and carries a typical skipjack rig of jib-headed mainsail laced to the boom and carried on wood hoops at the mast, and a single large jib with a club on its foot. H.M. KRENTZ was built in 1955 in Harryhogan, Virginia for the oyster-dredging fleet.

The vessel is clipper-bowed, with a longhead and a slightly hollow, almost plumb stem. The stern is square, with a sharp rake to the transom. Overall, the vessel is high-sided, with a considerable amount of free-board. Her rudder is carried inboard at the stern.

The deck is flush, with several deck structures. From the stern forward these include: steering gear, located well forward of the after rail; a tall cabin trunk with a slide; a small hatch; winders, with a box covering them; a main hatch; and a small cuddy with a slide. The decks are surrounded with a tall pinrail aft, which is shorter at the foredeck and open at the dredge rollers. Other fittings and equipment include rollers, redging gear, winders, and a fuel drum for the pushboat. The pushboat is hung over the stern on davits.

The single mast is set up with double shrouds, forestay, jibstay, and topping lift; it is raked slightly aft. The boom is jawed to the mast. The bowsprit is rigged with double bobstays and double bowsprit shrouds.

Decorations include nameboards on the hull at the bow, with the name H.M. KRANTZ (both spellings are used locally, since "Krentz" is locally pronounced "Krantz") in black letters on a white ground.



measurements but met the tonnage requirements. A photograph of the building process is included in Robert Burgess, Chesapeake Sailing Craft, Part I.

In her working life, H.M. KRENTZ has won the Chesapeake Appreciation Days annual workboat races at Sandy Point State Park, as well as the workboat races at Deal Island, on several occasions. According to Robert Burgess, a photograph of the H.M. KRENTZ was used by the Franklin Mint as the basis for a silver ingot cast as part of their Famous Ships series.

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 period, their design and construction methods closely followed turn-of-the-century prototypes.

# 9. Major Bibliographical References

Survey No. S-236

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

# 10. Geographical Data

Acreage 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  | 41,687,0 | 4,220,240 | B |      |         |          |
|   | Zone | Easting  | Northing  |   | Zone | Easting | Northing |
| C |      |          |           | D |      |         |          |
| E |      |          |           | F |      |         |          |
| G |      |          |           | H |      |         |          |

## 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   |           |                |
| 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

Survey No. S-236  
Magi No. 2002365833  
DOE  yes  no

## 1. Name (indicate preferred name)

historic H.M. KRENTZ

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:                    |

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street & number \_\_\_\_\_ telephone no.: 784-2148

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

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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. S-236

|  |                                       |                                    |  |
|--|---------------------------------------|------------------------------------|--|
| <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 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 a 44.3-foot-long two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly known as a "skipjack." She is built in typical Bay fashion using cross-planked construction methods. Her beam is 15.6 feet; her depth, with centerboard down, 4.9 feet. She has a gross register tonnage of 8 tons. The wooden hull is painted the traditional white and carries a typical skipjack rig of jib-headed mainsail laced to the boom and carried on wood hoops at the mast, and a single large jib with a club on its foot. H.M. KRENTZ was built in 1955 in Harryhogan, Virginia for the oyster-dredging fleet.

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The single mast is set up with double shrouds, forestay, jibstay, and topping lift; it is raked slightly aft. The boom is jawed to the mast. The bowsprit is rigged with double bobstays and double bowsprit shrouds.

Decorations include nameboards on the hull at the bow, with the name H.M. KRANTZ (both spellings are used locally, since "Krentz" is locally pronounced "Krantz") in black letters on a white ground.

# 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/                   |
| <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** 1955 **Builder/Architect** Herman M. Krentz, Sr.

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-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.

H.M.KRENTZ 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 1955 in Harryhogan, Virginia by Herman M. Krentz, Sr., for whom she was named. Although based in Virginia, Krentz repaired and rebuilt many Maryland vessels. H.M. KRENTZ was built for David Lewis of Cambridge, MD, who wanted a skipjack of 10 tons or less to dredge oysters on the Choptank. Krentz took measurements off one of the Maryland skipjacks he admired--the FANNIE L. DAUGHERTY (1904); the new skipjack varied slightly from the FANNIE in her



# 8. Significance

Survey No.

S-236

| 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/<br>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 type="checkbox"/> commerce               | <input type="checkbox"/> exploration/settlement | <input type="checkbox"/> philosophy             | <input type="checkbox"/> transportation          |
| <input 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

### Builder/Architect

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.

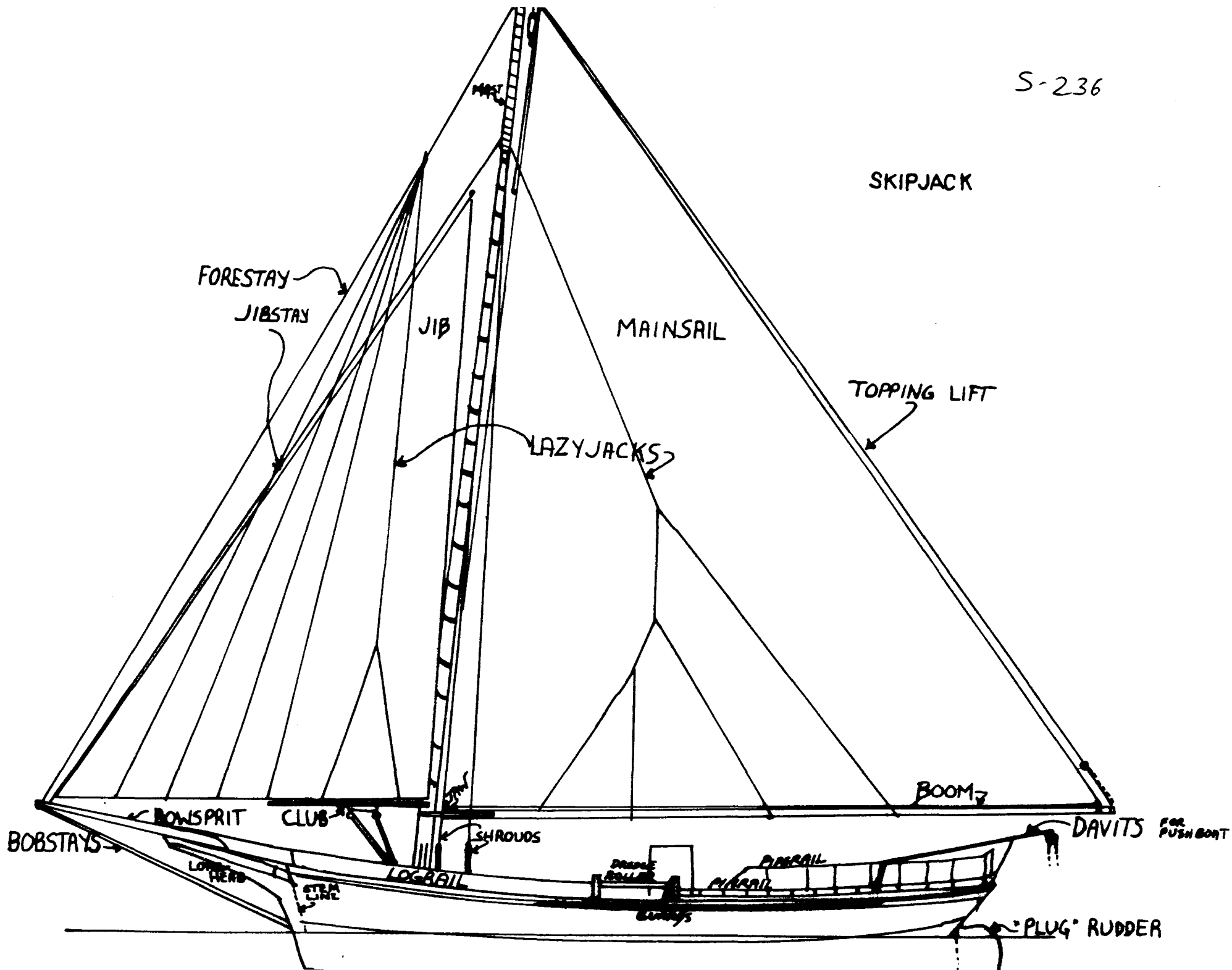
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S-236





S-236

H.M. KRENTZ  
Wenona, Md

bow starboard side  
M.C. Wootton

10/83

Wootton





S-236

H.M. KRENTZ  
Wenona, Md

starboard side under sail  
M.C. Wootton 11/83

KRENTZ



S-236

H.M. KRENTZ  
Wenona, Md

bow  
M. C. Wootton      10/83

Krentz



S-236

H.M. KRENTZ  
Wenona, Md

stern  
M.C. Wootton

10/83



KRENTZ