

HA-2189

Skipjack MARTHA LEWIS

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.

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Last Updated: 10-11-2011

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Skipjack Martha Lewis
other names HA-2189

2. Location

street & number Millard Tydings Memorial Park, Commerce St. at S. Strawberry Lane not for publication
city or town Havre de Grace vicinity
state Maryland code MD county Harford code 025 zip code 21078

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination
request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic
Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does
not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (
See continuation sheet for additional comments).

[Signature] 10-23-08
Signature of certifying official/Title Date

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments).

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby, certify that this property is:

- entered in the National Register.
 See continuation sheet.
- determined eligible for the National Register.
 See continuation sheet.
- Determined not eligible for the National Register.
- removed from the National Register.
- other (explain): _____

Signature of the Keeper

Date of Action

Skipjack Martha Lewis (HA-2189)
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5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

Chesapeake Bay Skipjack Fleet TR

number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION: water-related
COMMERCE/TRADE

Current Functions
(Enter categories from instructions)

TRANSPORTATION: water-related
COMMERCE/TRADE
EDUCATION
RECREATION AND CULTURE

7. Description

Architectural Classification
(Enter categories from instructions)

OTHER: Chesapeake Bay Skipjack

Materials
(Enter categories from instructions)

foundation N/A
walls N/A
roof N/A
other WOOD

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets)

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad pattern of our history.
B Property associated with the lives of persons significant in our past.
C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply)

Property is:

- A owned by a religious institution or used for religious purposes.
B removed from its original location.
C a birthplace or grave.
D a cemetery.
E a reconstructed building, object, or structure.
F a commemorative property.
G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets)

Area of Significance

(Enter categories from instructions)

MARITIME HISTORY

Period of Significance

1955

Significant Dates

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Bronza Parks, builder

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

Previous documentation on files (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
previously listed in the National Register
previously determined eligible by the National Register
designated a National Historic Landmark
recorded by Historic American Buildings Survey
recorded by Historic American Engineering Record

Primary location of additional data:

- State Historic Preservation Office
Other State agency
Federal agency
Local government
University
Other

Name of repository:

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10. Geographical Data

Acreage of Property Less than one acre Havre de Grace, MD quad

UTM References N/A

(Place additional UTM references on a continuation sheet)

1	1 8 Zone	4 0 6 4 4 2 Easting	4 3 7 7 0 0 1 Northing	3			
2				4			

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title Joseph D. Irr, Ph.D., President, Board of Directors
Organization Chesapeake Heritage Conservancy date 4/11/2006
street & number 13886 Swantown Creek Road telephone 410-648-6958
city or town Galena state MD zip code 21635

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map

Photographs

Property Owner

(Complete this item at the request of SHPO or FPO)

name Chesapeake Heritage Conservancy
street & number 121 North Union Avenue, Suite C telephone 410-939-4078
city or town Havre de Grace state MD zip code _____

Paperwork Reduction Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et. seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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Description Summary:

The Skipjack *Martha Lewis* is a wooden-hulled V-bottom two-sail bateau built according to traditional methods employed by boat builders and watermen on the Chesapeake Bay. This vessel was built by master shipwright Bronza Parks at Wingate, Dorchester County, Maryland in 1955 along with two nearly identical skipjacks: *Rosie Parks* and *Lady Katie*. In keeping with the tradition of an oyster dredge boat, the engine used to operate the boat when not under sail was placed in an accompanying yawl boat. In 1993 the vessel was moved to Havre de Grace, Maryland, where she was restored and upgraded to USCG standards required for carrying passengers. The boat remains in excellent repair, is still USCG certified and continues to dredge for oysters under sail power.

Martha Lewis is docked at the Millard Tydings Memorial Park in Havre de Grace, Maryland, at the confluence of the Susquehanna River and the Chesapeake Bay.

General Description:

Martha Lewis was built in 1955 for Captain James Lewis of Wingate, Dorchester County, Maryland by Bronza Parks of the same community. Captain Lewis had the vessel constructed for the sole purpose of dredging oysters, and the vessel has served that purpose every year but 1993 when she was out of the water for major restoration work. Parks followed traditional skipjack design methods that were used extensively on Maryland's Eastern Shore. The vessel was constructed by formula and without architectural plans. She is 49 feet five inches long on deck and has a beam of 16 feet 7 inches. Length on the waterline is 46 feet 2 inches. With the centerboard raised, the draft is 3 feet 8 inches. Her present mast is of Douglas fir and rises 65 feet above the waterline. Traditional gold leaf ball signifying construction is complete and that the vessel is debt-free tops it. The boom is also formed from Douglas fir and extends 50 feet from its fitting to the mast. The ship has a longhead bow and a straight raking stern with a bracket fitted to hold the bow of the powered yawl boat. When not in use for power, the yawl boat is suspended from davits athwartships beyond the stern of the skipjack.

HULL:

According to Frederick E. Hecklinger, a marine surveyor specializing in wooden boats, the hull of *Martha Lewis* was originally constructed to unusually good standards for a vessel of this type. Hecklinger also writes: "In 1994 an extensive program of rebuilding and refastening was accomplished and maintenance has since been attended to in an unusually good and regular manner." The wooden hull has hard chines and is planked athwartships in a herringbone pattern below those chines. This design minimizes the need for internal frames. Meant to be used for

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dredging in shallow waters, the hull is stabilized below the water by a moveable centerboard equal in length to the broadest beam measurement of 16 feet 7 inches. All original planking and some structural elements were formed from loblolly pine. This species of wood is common to forests on the Eastern Shore of Maryland. Some of the few frames present in the hull were fabricated from oak. In order to preserve the hull structure, replacement parts are now fabricated from wood with far greater resistance to decay commonly encountered in older wooden hulls built from these local trees. For example, a rotting 25-foot section of the port chine log was replaced with white oak in 2005 and some of the decaying fore and aft planks above the waterline were replaced with Douglas fir during that same preservation effort. Materials used during the 1993-1994 restoration will be described in another section. Originally, the hull was metal clad near the waterline. There has been some decay of the underlining wooden planks due to the penetration of water between planks and metal shields. So to prolong the life of remaining original planks and allow for inspection and replacement of galvanized fasteners for the bottom planks, the steel plates were removed in 2005. This action was done in conformance with the directions of the USCG Inspector. All seams are caulked when required for watertight integrity following traditional methods using cotton, oakum and pitch.

DECK

Planking on the flush deck runs fore-and-aft. The present wood planks, installed in 1993, were fabricated from a Central American hardwood because the original planks of pine were seriously decayed. Without the new planks, the boat would not have achieved USCG certification. The plank seams have been repeatedly caulked with traditional cotton, oakum and pitch treatments. Above deck structures include a summer cabin just aft of the mast. This structure is used to facilitate passage below decks and to provide seating for passengers. A flat hatch cover usually replaces it when the boat is used for oyster dredging. The oyster dredging equipment is mounted on the deck aft of the summer cabin. This consists of the original winding gear fabricated of steel. Adjacent to the winding gear is a 1950s 6 cylinder automobile engine rigged to operate the dredge winding gear. The winder engine is enclosed in a wooden box. Side rollers are mounted amidships on the rails. The main cabin is the remaining above-deck structure. It lies directly in front of the quarterdeck. The steering mechanism, operated by a metal wheel, lies directly above the rudderpost.

MAIN CABIN

The main cabin is paneled with tongue and groove pine installed during the initial construction. There is an area for food preparation with updated propane stove, three bunks, navigation equipment and tool storage plus limited bench seating.

YAWL BOAT

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An automotive gasoline engine originally powered the yawl or push boat. To meet USCG standards, this engine was replaced by an aging diesel engine in 1994. That engine was replaced in 2004 with a modern Yanmar 165 horsepower diesel. The yawl boat was originally built of loblolly pine. Due to wood decay, many parts of the yawl boat were replaced with Central American hardwood in 1994. However, the original lines of the boat were maintained during the repairs. Engine controls were moved from the yawl boat to the skipjack quarterdeck during the 1994 restoration.

EXTERNAL APPEARANCE

The hull is painted white above the waterline. This is the traditional color for Chesapeake Bay workboats. Below the waterline, red antifouling paint is used. The color red also appears on the lower hulls of most skipjacks. The number 8 is displayed on plaques fastened to the standing rigging on both port and starboard. This is a display of the boat's original oyster license issued by Dorchester County, MD. She also displays decorative trailboards on both port and starboard. They are mounted on the sides of the longhead bow. These painted and gilded carvings show the name of *Martha Lewis* set against a blue background. A traditional gilded eagle head is also mounted on the underside of the longhead bow. The tradition of carved tailboards on Chesapeake Bay vessels dates to the early 18th century, and seems to be a carry-over from European ship building traditions. *Martha Lewis* also carries two name boards on the hull abaft the bow and above the rub rail.

RIGGING

The vessel is equipped with a traditional skipjack aft-sloping 65-foot wooden mast and a wooden boom equal to the length of the boat on the deck. She has a self-tacking fractionally rigged head sail mounted to a fixed forestay. The headsail's tack is secured to the outboard end of the longhead bow (bow sprit). There is a short club mounted at the clew to assist in the movement of the sail during a tacking operation. The luff of the traditional leg-of-mutton mainsail is secured to wooden mast hoops. The foot is laced to the boom. Both sails are equipped with four sets of traditional reefing points.

Fixed rigging is built from galvanized metal cables and wherever possible is served with traditional tarred cordage. The running rigging is a synthetic fiber, which closely resembles the manila hemp originally installed on the boat.

MAJOR PRESERVATION PROJECT

In 1994 owner William J. Roe of Tilgman Island, MD sold *Martha Lewis* to a new organization formed by Master Shipwright Allen Rawl and Dr. Randy George of Alabama. The organization's purpose was to restore the vessel to allow it to continue oyster dredging and to be able to provide historical and environmental programs aboard. The extensive repairs to the vessel began in the fall of 1993 in Havre de Grace, MD and were completed in the spring of 1994. The extensive repair work was performed during

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one of the coldest winters in recent years. Many of the workers were volunteers who came forward to complete the project under the guidance of Allen Rawl.

The following are quotes from the builder's log of Allen C. Rawl:

Forward

"This builder's log begins in the fall of 1993 with the purchase of the Skipjack *Martha Lewis* from her present owner William J. Roe, Jr. by Randolph D. George for the Skipjack *Martha Lewis*, Inc. Settlement and transfer of title took place September 7, 1993 at the home of Mister Roe on Tilghman Island, MD."

"*Martha Lewis* has worked continuously as a Chesapeake Bay oyster dredge boat and the intent of her new owner is to restore her to her original condition and appearance, compromising authenticity only when her sea worthiness, safety of her crew and passengers and longevity can be improved."

"Restoration work will take place at Concord Point Lighthouse Park, Havre de Grace, MD at a temporary yard provided by the Havre de Grace Maritime Museum and the City of Havre de Grace under my direction." --- Allen C. Rawl, President.

Allen Rawl wrote at the conclusion of the project:

"Since our final onboard inspection by the United States Coast Guard on May 25th, we have had our Certificate revised to allow *Martha Lewis* to carry 34 persons over all lakes, bays and sounds with the one mile from shore restriction deleted. I believe she is the only Chesapeake Bay Skipjack to be so licensed by the Coast Guard."

Rawl went on to write: "*Martha* seems to be off to a good beginning. There is lots of local interest. She will operate under the direction of the Chesapeake Heritage Conservancy in alliance with the Havre de Grace Maritime Museum." "She is a good boat and already has the respect of many knowledgeable Chesapeake Bay Sailors, visitors and enthusiasts."

Major items repaired or replaced in the 1993-1994 restoration project include:

1. Fume tight bulkhead, strong back and ballast rack created
2. Eight pipe berths fabricated and installed.
3. Passenger boarding ramp fabricated.
4. Bow assembly and breasthook rebuilt.
5. Bobstays replaced.
6. New bowsprit and accompanying hardware built and installed.
7. Watertight bulkhead installed
8. Aft cabin seating and berths rebuilt.

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9. Centerboard refurbished.
10. Deck boxes built for passenger seating and lifejacket storage.
11. Deck beams rebuilt or replaced with sound wood.
12. Forward Hold cover fabricated and installed.
13. Jib sheet traveler rebuilt.
14. Diesel fuel tanks installed below quarterdeck.
15. New hatch cover fabricated.
16. Forward Summer Cabin designed, built and installed.
17. New mast partner and bracing installed
18. Safety railings fabricated and installed.
19. All standing rigging replaced with galvanized steel.
20. All new running rigging installed.
21. Rudderpost rebuilt.
22. New mast fabricated from Douglas fir
23. New jib club built from Douglas fir.
24. New boom fabricated from Douglas fir.
25. New deck planks of Central American hardwood installed
26. Quarter knee and transom rebuilt.
27. Yawl boat keel replaced.

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Summary Statement of Significance:

The Skipjack *Martha Lewis* is significant under Criterion C as an example of a regionally-distinctive type of sailing vessel which was developed in the late 19th century to serve the oyster industry of the Chesapeake Bay. It derives additional significance under Criterion A, for its association with the oyster industry which has contributed to both the economy and the identity of the Chesapeake Bay region. Constructed in 1955 according to traditional design and construction techniques rooted in the 19th century, the *Martha Lewis* reflects a boom in the oyster industry which took place in the years following World War II. The vessel has been active in the commercial oyster fishery continuously from the date of her construction to the present, except for the 1993 season during which she was undergoing restoration.

The Skipjack *Martha Lewis* is an integral part of the surviving Chesapeake Bay Skipjack Fleet -- the last commercial sailing fleet in the United States -- whose national significance was documented in a thematic nomination to the National Register in 1985. At that time, the fleet comprised a total of 35 vessels, 12 of which were constructed after World War II. The postwar vessels reflect a continuing tradition of working sail which is profoundly important to the identity of the Chesapeake Bay region; however, because they were less than 50 years old at the time the Thematic Group nomination was prepared, they were not accepted for listing. Over the years since the Thematic Group nomination was prepared, the number of surviving skipjacks has dwindled from 35 to perhaps a dozen, with only four or five remaining active in the commercial oyster fishery. The *Martha Lewis* remains an active member of the sailing oyster fleet. During the off-season, educational and recreational programs provide revenue for her upkeep.

The surviving skipjacks of the Chesapeake Bay signify a remnant of the last commercial sailing fleet within North American waters. *Martha Lewis* stands out as an excellent example of this type of vessel designed specifically to work the shallow oyster beds of the Chesapeake Bay. Designed by local watermen in the late stages of the 19th century at the height of the Chesapeake Bay booming oyster industry, the boats exemplify the resourcefulness of the local watermen as they drew upon existing resources to meet the continuous demand for oysters in commercial markets throughout the country. Inexpensive to build and efficient to operate, the skipjack proved to be capable of supporting the oyster harvesting industry throughout the 20th and even into the 21st centuries. *Martha Lewis* is one of the last working skipjacks to be constructed by traditional boatbuilding methods. She is an excellent example of how local design and innovation played an important role in meeting specific economic needs of the watermen and the culture of the residents of the Chesapeake Bay region. To some extent, this influence is still being felt today even when the vessel participates in diverse activities. These newer activities still include

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oyster dredging but also encompass environmental and historical educational programs for both adults and school children.

Resource History and Historic Context:

The Chesapeake oyster fishery dates to the early 1800s when vessels from New England and New York and later New Jersey and Delaware came to the Bay to dredge oysters due to the depletion of their own native beds. Concern for depletion of the Chesapeake beds led to conservation laws banning dredging in Maryland waters in 1820 thereby restricting the harvesting of oysters to hand tonging. In 1828, Thomas Kensett opened Baltimore's first oyster cannery having been awarded the first United States patent for his process "to preserve animal, vegetable, and other perishable goods." Because oysters were an extremely perishable product for which there was wide demand, they proved the ideal first food product to be experimentally massed-marketed with the canning process. Kensett's process, followed by several other canners, allowed for national distribution of Maryland oysters. Canning increased the demand for oysters and the ban on dredging was repealed in 1865, though dredging was restricted to specific deep-water oyster beds and sail-powered vessels only. These resource conservation laws served to help save commercial sailing vessels by banning steam and later internal combustion engine powered vessels from dredging. Yet, the demand for oysters remained in the commercial markets.

Due to the heavy demand for oysters by the 1880s, over 700 Maryland licensed dredge boats consisting of pungies, schooners, sloops, and mainly bugeyes worked the Bay. In 1884-1885 a record 15 million bushels of oysters were harvested. But, as with the oyster grounds to the north, this demand and resulting over utilization of the resource caused the decline of the native Chesapeake oyster population. By the 1890s, shipbuilding expenses also began to rise due to depleted supplies of large timbers and higher labor costs. Similarly, large trees necessary for the construction of the traditional bugeye log hull were becoming scarce. These changes in natural resources brought in the age of the skipjack.

Gradually, a new boat design that would meet the needs of thousands of oyster dredgers evolved. It was based on the traditional flat-bottomed crabbing skiffs, but changed in unique ways. Costs were reduced by making the boats smaller and by incorporating flat deadrise bottoms. Using only two sails and attaching the mainsail to the mast with wooden hoops so it could be raised and lowered quickly and easily countered the need for large crews. A mainsail slanted toward the stern of the boat, puts the top of the mast over the center of effort, at the widest part of the beam, where it could be used as a hoist to move oysters from the hold. Increased maneuverability was gained by using a large mainsail that could move a boat in the Chesapeake's light winds while also pulling heavy dredges over oyster beds.

A shallow draft and a centerboard served to improve maneuverability and allow passage into shallower waters and rivers of the Bay. The overall simpler design of the skipjack produced a smaller and lighter

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boat that could be built in any shipyard, or as was often the case, in a waterman's own backyard. While no two were exactly alike, they all followed these general guidelines. Through trial and error, without the use of models or blueprints, oyster dredgers developed several specific measures that were passed by word of mouth to other boat builders.

The significant measures were:

- Beam width: one-third the length of the boat
- Mast height: equal to the boat's length on deck plus the beam
- Boom length: equal to the boat's length on deck
- Bowsprit length: equal to the beam.
- Transom width: equal to three-fourths of the beam
- Centerboard length: equal to one-third of the length on deck
- Mast rake: stepped at a point equal to one-third the distance between the bowsprit and the stern so that a plumb line dropped from the top of the mast would hit the center line between the end of the bowsprit and the stern; or approximately 75 degrees to the waterline.

One suggestion for the origin of the name skipjack that certainly seems appropriate is that it is an archaic English word meaning "inexpensive yet useful servant." The typical cost of a skipjack in 1905 was \$3000. It is said the skipjack is the most economical survivor of the Chesapeake sailing workboats. The skipjack's wide beam, hard chine, and low freeboard provided a stable, large, working and storage platform. The single-masted rig, with sharp headed mainsail (a few had gaff rigged mainsails) and large jib, was easy to handle, powerful in light winds, and handy in coming about quickly without losing way, which was so necessary for their continuous "licks" (passes) over the oyster beds. The first recorded herring-bone planked skipjack is the 1891-built *Ruby G. Ford*, which last sailed about 1986 and is now abandoned and in ruins at Tilghman Island, Maryland. The *Ford* may have been replanked as most of the early skipjacks were framed with fore and aft planking such as the *Kathryn*, built in 1901. Hard chine boats have no need for bottom frames because of their sturdy cross-planked bottoms.

Some historians have estimated that nearly 2,000 skipjacks have been built, all specifically designed for dredging oysters from the Chesapeake Bay. The peak building years were during the 1890s and first decade of the 20th century. By the 1930s, the fleet had dwindled dramatically as old vessels were abandoned in the face of low oyster prices and an almost non-existent market. This trend continued into the post World War II era. This post-war revival of the oyster industry led to the construction of a group of new skipjacks. *Martha Lewis* was one of these newer dredge boats. These additions to the fleet brought the numbers of working vessels up into the 70s. By 1971, the fleet had dropped to 43 vessels, with a more or less steady decline since. When the skipjack fleet was nominated to the National Register in 1985 it was estimated 35 skipjacks existed; by 1993 only about 25 were still dredging for oysters. In 2005, there are only about 12 remaining afloat. Of these, approximately 4-5 skipjacks still work the

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Chesapeake. Most of these boats have been substantially rebuilt. A major restoration program sponsored by the State of Maryland at the Chesapeake Bay Maritime Museum has returned several of the older boats to the skipjack fleet. Not all of the restored vessels were involved in the 2005-2006 oyster harvest, presumably because of the economic difficulties faced by their captains.

With the oyster harvest at an all-time low and repeated threats of a moratorium on oystering, to conserve the depleted oyster beds, the working skipjacks remaining in the fleet are in trouble. With little if any profit being made by their owners, the maintenance of the skipjacks is suffering. A few captains have attempted "dude" charters with mixed, but mostly limited success. Even the skipjack, which is considered the Chesapeake's most economical sailing workboat cannot make a living for her owner when the oysters are too scarce to make a profit.

The extinction of America's last commercial fishing sailing fleet is, unfortunately, possible. This sailing fleet has survived as long as it has only due to legislation enacted by the State of Maryland to ban power dredging, although a powered push boat or yawl is allowed to motor the skipjack to and from the beds. Beginning in 1967, the skipjacks were allowed to dredge under power on Mondays and Tuesdays. And the law has been modified again to allow power dredging with the yawl boat on any two days of the week. In fact, most skipjacks today operate mostly on power days. Thus, technically, much of the skipjack fleet is not truly a working sailing fleet any more. The crew and captain of the *Martha Lewis* are committed to maintaining the tradition of oyster dredging under sail.

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Major Bibliographical References:

Burgess, Robert H. This Was Chesapeake Bay. Centreville, MD: Tidewater Publishers, 1963, pp. 144-147.

DuPont, Jr., Iréné, "Negotiating For the Skipjack *Barbara Batchelder*," Chesapeake Bay Maritime Museum Quarterly Report, Fall 2003, p. 22.

Eshelman, Ralph. Chesapeake Bay Skipjack Kathryn National Historic Landmark Study National Park Service Maritime Heritage Program website.

Hayward, Mary Ellen. Chesapeake Bay Skipjack Fleet Thematic Resources nomination, National Register of Historic Places, 1985.

Hecklinger, Frederick E. (Business correspondence to Captain of *Martha Lewis*)

Leshner, Pete, Boats built by Bronza Parks at Wingate, MD ca. 1930-1958, (Personal communication) 2006.

Leshner, Pete, Conversation with F. O'Neal Dean regarding Skipjacks, (Personal correspondence) 2006.

Rawl, Allen C. Builder's Log, (Personal record) 1993.

Unknown Author, National Park Service National Register of Historic Places *Claud W. Sommers*, Skipjack Northumberland County (National Park Service website)

Vojtech, Pat Chesapeake Bay Skipjacks (Centreville, MD 21617 Tidewater Publishers, 1993.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HA-2189
Skipjack Martha Lewis
Name of Property

Harford County, Maryland
County and State

Section 10 Page 1

Geographical Data

Verbal Boundary Description:

This working vessel is usually docked at the location indicated in Item 2.

Boundary Justification:

Boundaries are coterminous with the hull of the Skipjack *Martha Lewis*.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HA-2189
Skipjack Martha Lewis

Name of Property

Harford County, MD

County and State

Section PHOTO Page 1

Index to Photographs

The following information applies to all photographs which accompany this documentation:

Name of Property: *Skipjack Martha Lewis*

Location: Harford County, Maryland

Photographer: Peter E. Kurtze

Date: October 21, 2008

Photo captions:

MD_HarfordCounty_SkipjackMarthaLewis_0001.tif
Starboard side, view from bow

MD_HarfordCounty_SkipjackMarthaLewis_0002.tif
Port side, view from bow

MD_HarfordCounty_SkipjackMarthaLewis_0003.tif
Trailboard detail

MD_HarfordCounty_SkipjackMarthaLewis_0004.tif
Starboard side, showing cabin and deck

MD_HarfordCounty_SkipjackMarthaLewis_0005.tif
Distant view showing setting of vessel docked in its permanent location at Millard Tydings
Memorial Park, Havre de Grace, MD

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

HA-2189
Skipjack Martha Lewis
Name of Property

Section PHOTO Page 2

Harford County, MD
County and State

Supplementary Documentation

Photographs of the *Skipjack Martha Lewis* collected by the Chesapeake Heritage Conservancy, Havre de Grace, Harford County, Maryland. Most are copies of original work gathered from varied sources. Negatives of all copied materials, along with negatives of several originals are stored in the archives of the Conservancy.

1. *Skipjacks Martha Lewis* and *Rosie Parks* under construction at Bronza Park's boat yard, Wingate, MD in 1954. (Copy of the original by an unknown photographer. Collected from Allen Rawl.)
2. The launching of *Martha Lewis* at Wingate, MD 1955. (Copy of the original by an unknown photographer. Collected from Allen Rawl.)
3. *Martha Lewis* under sail with one reef in the main. Sometime in the 1970s. (Copy of the original by an unknown photographer. Collected from Chesapeake Bay Maritime Museum.)
4. *Martha Lewis* and other skipjacks sailing to the oyster beds. Sometime in the 1970s. (Copy of the original by an unknown photographer. Collected from Chesapeake Bay Maritime Museum.)
5. Early stages of reconstruction at Havre de Grace, MD 1993. (Copy of the original by an unknown photographer. Collected from Allen Rawl.)
6. Sheltered hull during reconstruction at Concord Point, Havre de Grace, MD 1994. (Copy of the original by an unknown photographer. Collected from Allen Rawl.)
7. Re-launch of the restored hull at Tydings Park Marina, Havre de Grace, MD Spring 1994. (Copy of the original by an unknown photographer. Collected from Allen Rawl.)
8. *Martha Lewis* at the Broadway Pier, Fels Point, Baltimore, MD. View of the Trailer Board and Name Board 2004. Photographer: Amy C. Kehring. (Copy of the original.)
9. View of the bow, anchor, bow sprit, running and standing rigging while underway on the Chesapeake Bay. 2004. Photographer: Amy C. Kehring. (Copy of the original.)
10. *Martha Lewis* underway while oyster dredging November 2005. View facing aft from the mast displaying the dredge winding gear. Original photo by Joseph D. Irr
11. Starboard-side dredge in use during an Oystering operation aboard *Martha Lewis* November 2005. Original photo by Joseph D. Irr.
12. Port-side dredge and oysters on *Martha Lewis* while underway November 2005. Original photo by Joseph D. Irr.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

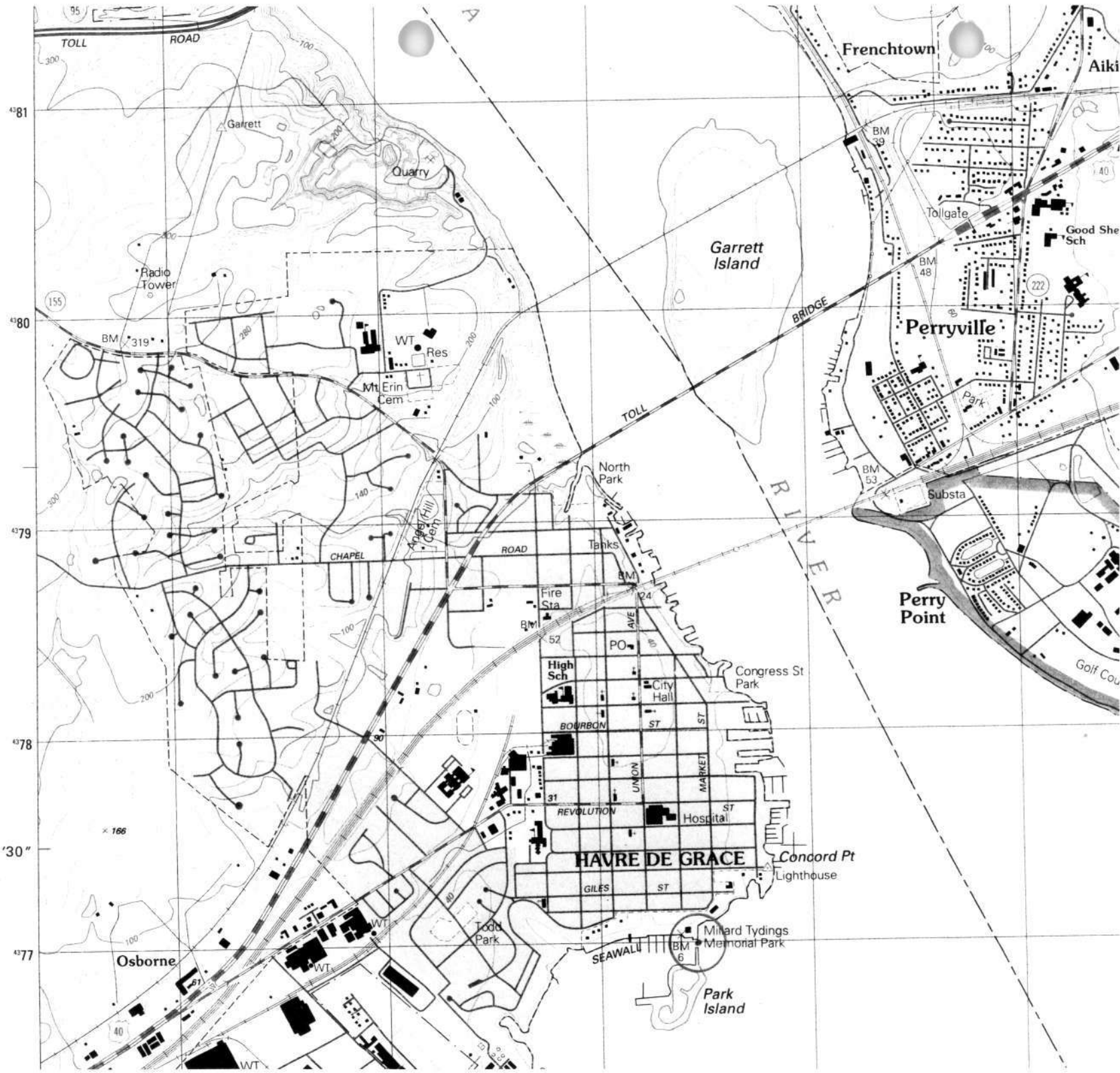
HA-2189
Skipjack *Martha Lewis*
Name of Property

Section PHOTO Page 3

Harford County, MD
County and State

Additional Items

1. General Index or Abstract of Title Jun 03 1993
2. USCG Certificate of Documentation March 07, 2005
3. USCG Certificate of Inspection 09 May 2005
4. USCG Certificate of Ownership of Vessel 12-08-2000



HA-2189
 SKIPJACK
 MARTHA LEWIS
 HARRFORD COUNTY
 MARYLAND
 18-406442-
 4377001

32°30"



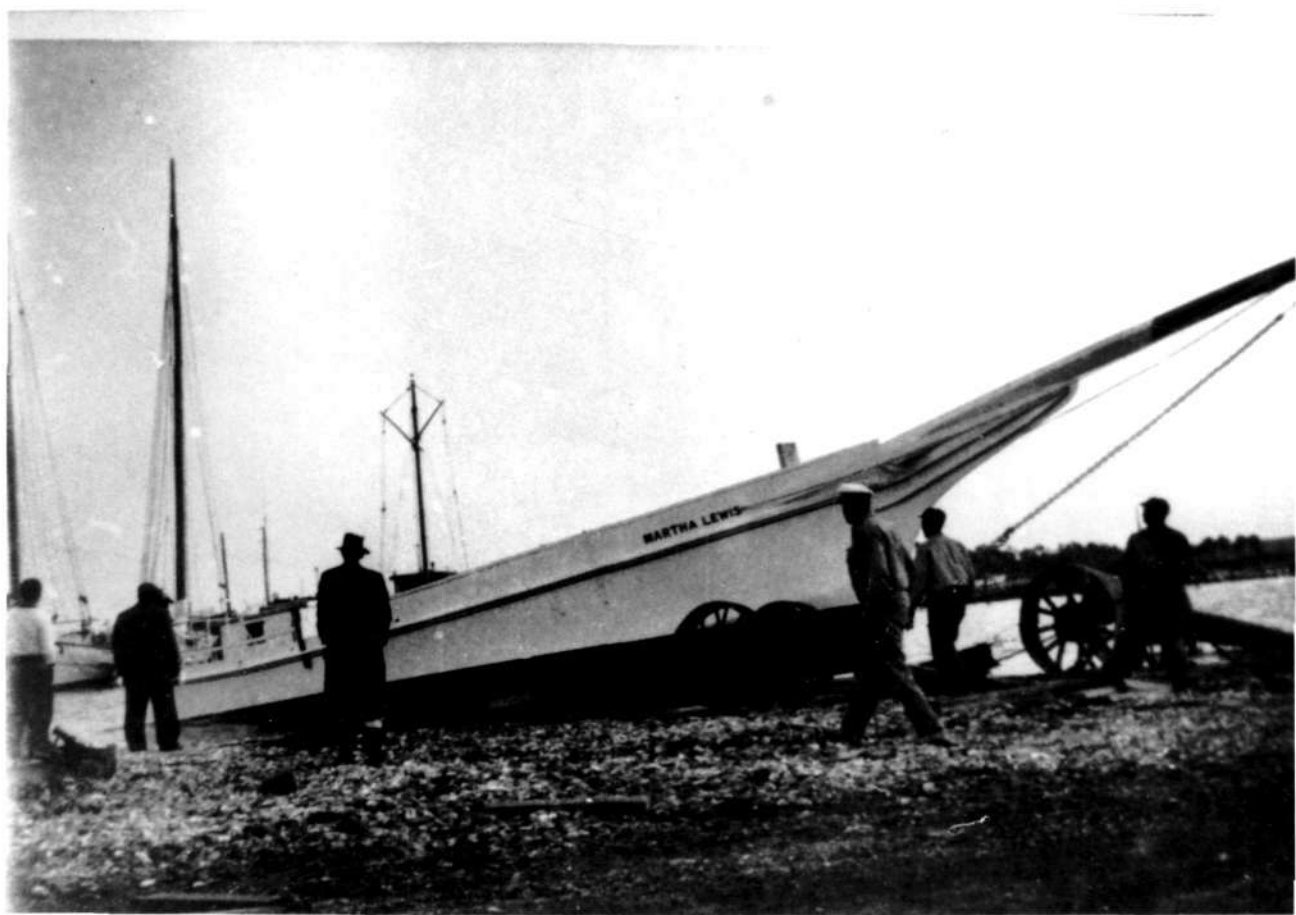
SKIPJACK MARTHA LEWIS
HARFORD COUNTY, MARYLAND
PHOTOGRAPHER UNKNOWN

1954 or 1955

CHESAPEAKE HERITAGE CONSERVANCY ARCHIVES

SKIPJACKS MARTHA LEWIS AND ROSIE PARKS
UNDER CONSTRUCTION AT BRODZA PARKS'
BOAT YARD

#1 OF 12



HA-2189

SKIPJACK MARTHA LEWIS
HARFORD COUNTY, MARYLAND
PHOTOGRAPHER UNKNOWN

1955

CHESAPEAKE HERITAGE CONSERVANCY ARCHIVES

THE LAUNCHING OF MARTHA LEWIS AT
WINGATE, MD

2 OF 12



HA-2189

SKIPJACK MARTHA LEWIS
HARFORD COUNTY, MARYLAND
PHOTOGRAPHER UNKNOWN

SOMETIME IN THE 1960'S OR 1970'S
CHESAPEAKE HERITAGE CONSERVANCY ARCHIVES
MARTHA LEWIS UNDER SAIL WITH ONE REEF
IN THE MAIN AND JIB

3 OF 12



HA-2189

SKIPJACK MARTHA LEWIS
HARFORD COUNTY, MARYLAND
PHOTOGRAPHER UNKNOWN

SOMETIME IN THE 1970'S

-CHESAPEAKE HERITAGE CONSERVANCY ARCHIVES

MARTHA LEWIS AND OTHER SKIPJACKS
SAILING TO THE OYSTER BEDS

4 OF 12



HA-2189

SKIPJACK MARTHA LEWIS
HARFORD COUNTY, MARYLAND
PHOTOGRAPHER UNKNOWN
1993

CHESAPEAKE HERITAGE CONSERVANCY ARCHIVES
EARLY STAGE OF RECONSTRUCTION AT
HAURE DE GRACE, MD

#5 OF 12



HA-2189

SKIPJACK MARTHA LEWIS
HARFORD COUNTY, MARYLAND
PHOTOGRAPHER UNKNOWN

1994

CHESAPEAKE HERITAGE CONSERVANCY ARCHIVES

SHELTERED HULL DURING RECONSTRUCTION
AT CONCORD POINT, HAURE DE GRACE, MD

6 of 12



7
HA-2189

SKIPJACK MARTHA LEWIS
HARFORD COUNTY, MARYLAND
PHOTOGRAPHER UNKNOWN
SPRING 1994

CHESAPEAKE HERITAGE CONSERVANCY ARCHIVES

RE-LAUNCH OF THE RESTORED HULL
AT TYDINGS PARK MARINA, HAURE DE GRACE
MARYLAND

7 OF 12



HA-2189

SKIPJACK MARTHA LEWIS
HARFORD COUNTY, MARYLAND
PHOTOGRAPHER: AMY C. KEHRING
SUMMER 2004

CHESAPEAKE HERITAGE CONSERVANCY ARCHIVES

MARTHA LEWIS DOCKED AT BROADWAY PIER,
FELS POINT, BALTIMORE, MD
VIEW OF TRAILER BOARD AND NAME BOARD
#8 OF 12



HA-2189

SKIPJACK MARTHA LEWIS
HARFORD COUNTY, MARYLAND
PHOTOGRAPHER AMY C. KEHRING
SUMMER 2004

CHESAPEAKE HERITAGE CONSERVANCY ARCHIVES
VIEW OF BOW, ANCHOR, BOW SPRIT, RUNNING
AND STANDING RIGGING WHILE UNDERWAY

9 OF 12



HA-2189

SKIPJACK MARTHA LEWIS
HARFORD COUNTY, MARYLAND

PHOTOGRAPHER JOSEPH D. IRR
NOV. 2005

CHESAPEAKE HERITAGE CONSERVANCY ARCHIVES

VIEW FACING AFT FROM THE MAST
DISPLAYING DREDGE WINDING GEAR

#10 OF 12



HA-2189

SKIPJACK MARTHA LEWIS
HARFORD COUNTY, MARYLAND
PHOTOGRAPHER JOSEPH D. IRR
NOV 2005

CHESAPEAKE HERITAGE CONSERVANCY ARCHIVES

STARBOARD-SIDE DREDGE IN USE DURING AN
OYSTERING OPERATION

11 of 12



HA-2189

SKIPJACK MARTHA LEWIS
HARFORD COUNTY, MARYLAND
PHOTOGRAPHER: JOSEPH D. IRR
NOV. 2005

PORT SIDE DREDGE AND OYSTERS ON MARTHA
LEWIS WHILE UNDERWAY OVER AN
OYSTER BED

12 OF 12

HA-2189

~~T-536~~

MARTHA LEWIS (skipjack) RELOCATED
Tilghman, Maryland

MARTHA LEWIS is a 46.2' long two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a skipjack. She has a beam of 16.7', a depth of 1.3', and a gross registered tonnage of 8. She carries a typical skipjack rig of jib-headed mainsail and a single large jib with a club at its foot. Built in 1955 by Bronza Parks at Wingate, Maryland following traditional Bay design and construction methods, MARTHA LEWIS 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. MARTHA LEWIS is of special interest as having been built by noted boatbuilder Bronza Parks during the post World War II revival of skipjack building for the working oyster fleet.

HA-2189

Survey No. ~~T 536~~

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 MARTHA LEWIS RELOCATED

and/or common

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 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 Captain Gene Tyler

street & number telephone no.: 886-2147

city, town Tilghman, Maryland state and zip code 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 Historical Trust, 21 State Circle

city, town Annapolis state MD 21401

7. Description

Survey No. ~~T-536~~

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			<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.

MARTHA LEWIS is a 46.2-foot long, two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a "skipjack." She has a beam of 16.7 feet, a depth of 1.3 feet, and a gross tonnage of 8 register tons. She 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 small club on its foot. The vessel is cross-planked in typical Bay construction methods. The wooden hull is painted white, and sheathed with metal at the waterline to protect against ice. The MARTHA LEWIS was built in 1955 at Wingate, Maryland and serves in the working oyster fleet.

The vessel has a longhead bow and a square (transom) stern with a beaded surround. The rudder is carried inboard. A jig for the pushboat is centered on the transom. Her sternquarter is graceful, with a long run aft and a good deal of rise.

The decks are flush, with several structures. From the stern forward, these include a bright-finished box over the steering gear; a trunk cabin with an added doghouse with three large windows and a full-length door; a small deck hatch; a box over the winders; and a main hatch. Fittings include a taffrail aft, with a pipe safety rail atop, and a log sheer rail forward. There is a pushboat carried on davits suspended over the stern. Other equipment includes dredging gear, in season; an anchor; and rollers mounted on the sides of the hull for pulling in the dredges.

The single mast is set with little rake, about 10° aft; wooden mast partners rise about three feet above the deck and are bolted around the base of the mast with metal bands. The mast is set up with double shrouds and turnbuckles, jibstay, forestay, and topping lift. The boom, which is jawed to the mast, is carried high; it was taken from the old skipjack ROBERT L. WEBSTER. The bowsprit is squared off on top with wooden grips or runners along its length; it is rigged with double bobstays and double chain bowsprit shrouds. The vessel carries a two-sail rig, with lazyjacks to aid in furling the sails.

Painted white, the vessel is marked with her name in black letters on the transom. Notable features are the added doghouse, and the reuse of spars from another vessel, the old ROBERT L. WEBSTER.

3. Significance

Survey No. ~~T-536~~ HA-2189

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 Bronza Parks

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.

As well as being a surviving member of the working oyster fleet, the MARTHA LEWIS is notable for having been built in 1955 by the well-known boatbuilder Bronza Parks of Wingate, Maryland.

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 the "jig" on the stern of the skipjack. The pushboat can also legally be used to get the skipjack to the 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.

MARTHA LEWIS 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 as one of a trio of skipjacks by the well-known boatbuilder Bronza Parks, at Wingate, Md (the other two

(continued overleaf)

being the ROSIE PARKS and the LADY KATIE). Until the renewal of building for the sailing oyster fleet in the 1980s, these three vessels were the last of the skipjacks built in Maryland for twenty-five years. The vessel follows traditional Bay design and construction methods and has worked in the oyster-dredging fleet since her building, presently based at Tilghman 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 the ROSIE PARKS (now at the Chesapeake Bay Maritime Museum). It is of great interest that even though these vessels were built over 50 years after the peak skipjack-building years, their design and construction methods closely followed turn-of-the-century prototypes.

MARTHA LEWIS is especially significant for having been built by the noted boatbuilder Bronza Parks of Wingate, Maryland. The son and grandson of watermen, Bronza Parks began his career as an oyster dredger, but switched to boatbuilding after constructing a crabbing skiff for his own use. Specializing in skiffs and power boats for both pleasure and commercial use in the 1930s and 1940s, Parks prided himself on building no two boats alike--he tried something new and different on each. Hoping to improve on old designs, in 1955 he undertook the construction of the three skipjacks mentioned above. Parks' claim to have created a superior design proved accurate, as the ROSIE PARKS became a champion in the annual workboat races. Bronza Parks was fatally shot at his boatyard in 1958 during an argument with a client.

See Thematic Group nomination cover form, Continuation Sheets No. 8-13. T-536

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
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3	8	4	2	4	0
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4	2	8	5	5	5	0
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Zone Easting Northing

B

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Zone Easting Northing

C

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H

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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

1. Description

Survey No. ~~T-536~~

HA-2189

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

MARTHA LEWIS is a 46.2-foot long, two-sail bateau, or V-bottomed deadrise type centerboard sloop, commonly referred to as a "skipjack." She has a beam of 16.7 feet, a depth of 1.3 feet, and a gross tonnage of 8 register tons. She has 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 small club on its foot. The vessel is cross-planked in typical Bay construction methods. The wooden hull is painted white, and sheathed with metal at the waterline to protect against rot. The MARTHA LEWIS was built in 1955 at Wingate, Maryland and serves in the world oyster fleet.

The vessel has a longhead bow and a square (transom) stern with a beaded surround. The rudder is carried inboard. A jig for the pushboat is centered on the transom. Her stern quarter is graceful, with a long run aft and a good deal of rise.

The decks are flush, with several structures. From the stern forward, these include a bright-finished box over the steering gear; a trunk cabin with an added doghouse with three large windows and a full-length door; a small deck hatch; a box over the winders; and a main hatch. Fittings include a taffrail aft, with a pipe support rail atop, and a log sheer rail forward. There is a pushboat carried on davits suspended over the stern. Other equipment includes dredging gear, in season; an anchor; and rollers mounted on the sides of the hull for pulling in the dredge.

The single mast is set with little rake, about 10° aft; wooden mast partners are about three feet above the deck and are bolted around the base of the mast with metal bands. The mast is set up with double shrouds and turnbuckles, jibstay, and topping lift. The boom, which is jawed to the mast, is carried high; it was taken from the old skipjack ROBERT L. WEBSTER. The bowsprit is squared off on top with wooden grips or runners along its length; it is rigged with double bobstays and double chain bowsprit shrouds. The vessel carries a two-sail rig, with lazyjacks aid in furling the sails.

Painted white, the vessel is marked with her name in black letters on the transom. Notable features are the added doghouse, and the reuse of spars from another vessel, the old ROBERT L. WEBSTER.

8. Significance

Survey No. ~~T-536~~ HA-2189

Period	Areas of Significance—Check and justify below			
<input type="radio"/> 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** Bronza Parks

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.

As well as being a surviving member of the working oyster fleet, the MARTHA LEWIS is notable for having been built in 1955 by the well-known boatbuilder Bronza Parks of Wingate, Maryland.

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.

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MARTHA LEWIS 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 as one of a trio of skipjacks by the well-known boatbuilder Bronza Parks, at Wingate, Md (the other two

8. Significance

Survey No. T-536

HA-2189

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 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.

being the ROSIE PARKS and the LADY KATIE). Until the renewal of building for the sailing oyster fleet in the 1980s, these three vessels were the last of the skipjacks built in Maryland for twenty-five years. The vessel follows traditional Bay design and construction methods and has worked in the oyster-dredging fleet since her building, presently based at Tilghman 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 the ROSIE PARKS (now at the Chesapeake Bay Maritime Museum). It is of great interest that even though these vessels were built over 50 years after the peak skipjack-building years, their design and construction methods closely followed turn-of-the-century prototypes.

MARTHA LEWIS is especially significant for having been built by the noted boatbuilder Bronza Parks of Wingate, Maryland. The son and grandson of watermen, Bronza Parks began his career as an oyster dredger, but switched to boatbuilding after constructing a crabbing skiff for his own use. Specializing in skiffs and power boats for both pleasure and commercial use in the 1930s and 1940s, Parks prided himself on building no two boats alike—he tried something new and different on each. Hoping to improve on old designs, in 1955 he undertook the construction of the three skipjacks mentioned above. Parks' claim to have created a superior design proved accurate, as the ROSIE PARKS became a champion in the annual workboat races. Bronza Parks was fatally shot at his boatyard in 1958 during an argument with a client.

9. Major Bibliographical References

Survey No. T-536

Marion V. Brewington, Chesapeake Bay: A Pictorial Maritime History (Cambridge, Md: Cornell Press, 1953)

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

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

C	<input type="text"/>	<input type="text"/>	<input type="text"/>
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D	<input type="text"/>	<input type="text"/>	<input type="text"/>
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E	<input type="text"/>	<input type="text"/>	<input type="text"/>
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F	<input type="text"/>	<input type="text"/>	<input type="text"/>
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G	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

H	<input type="text"/>	<input type="text"/>	<input type="text"/>
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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

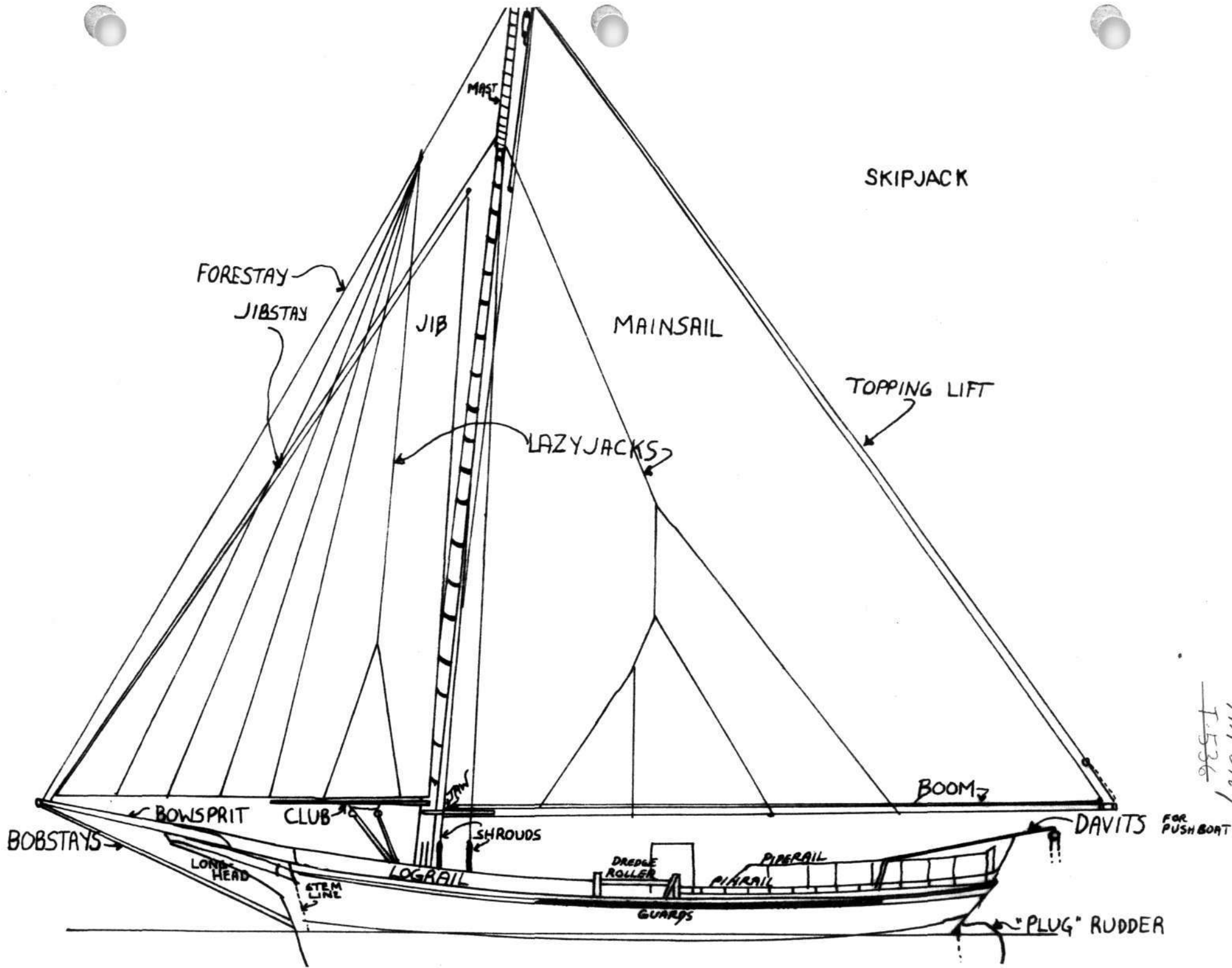
city or town Baltimore

state Maryland 21201

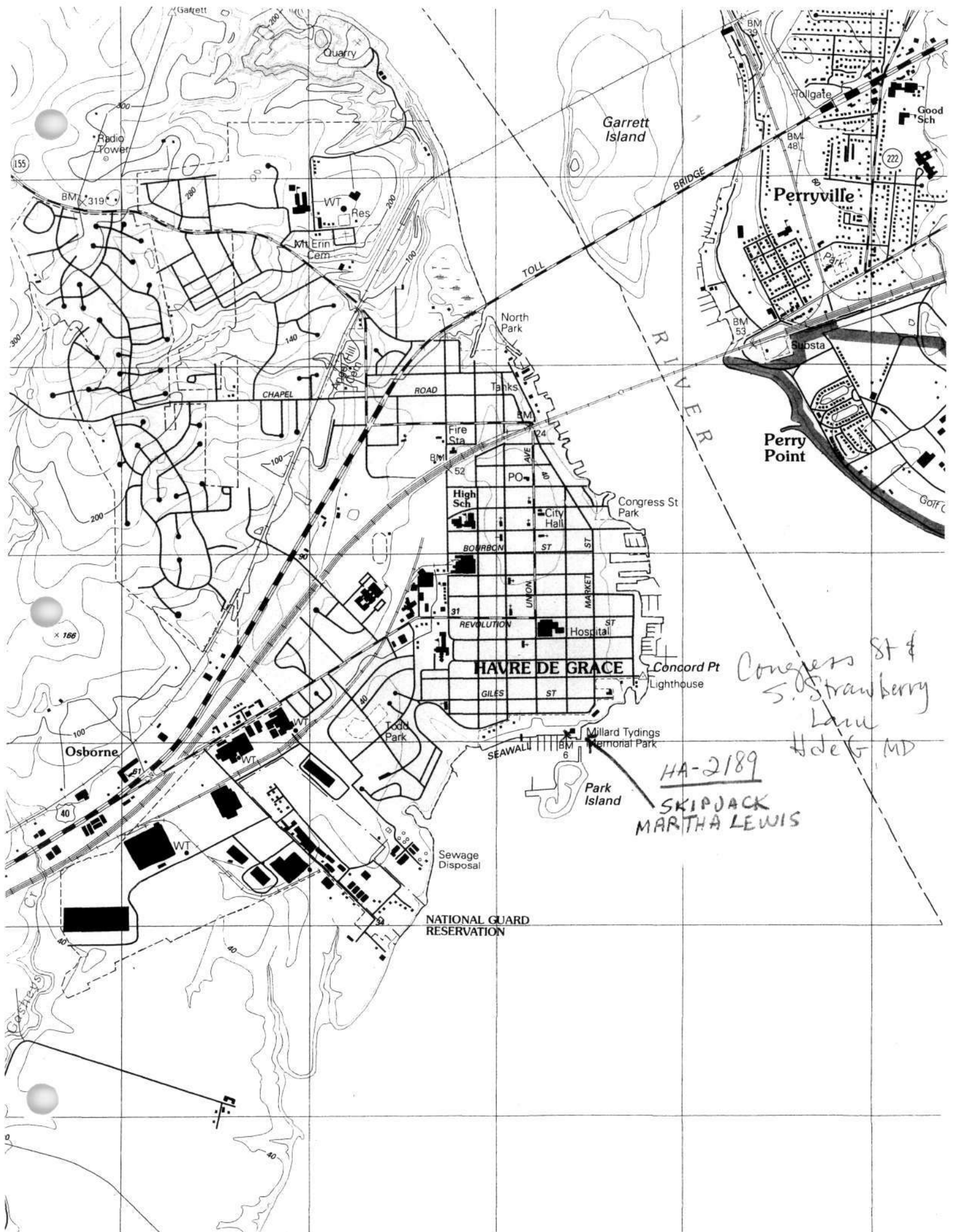
The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

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

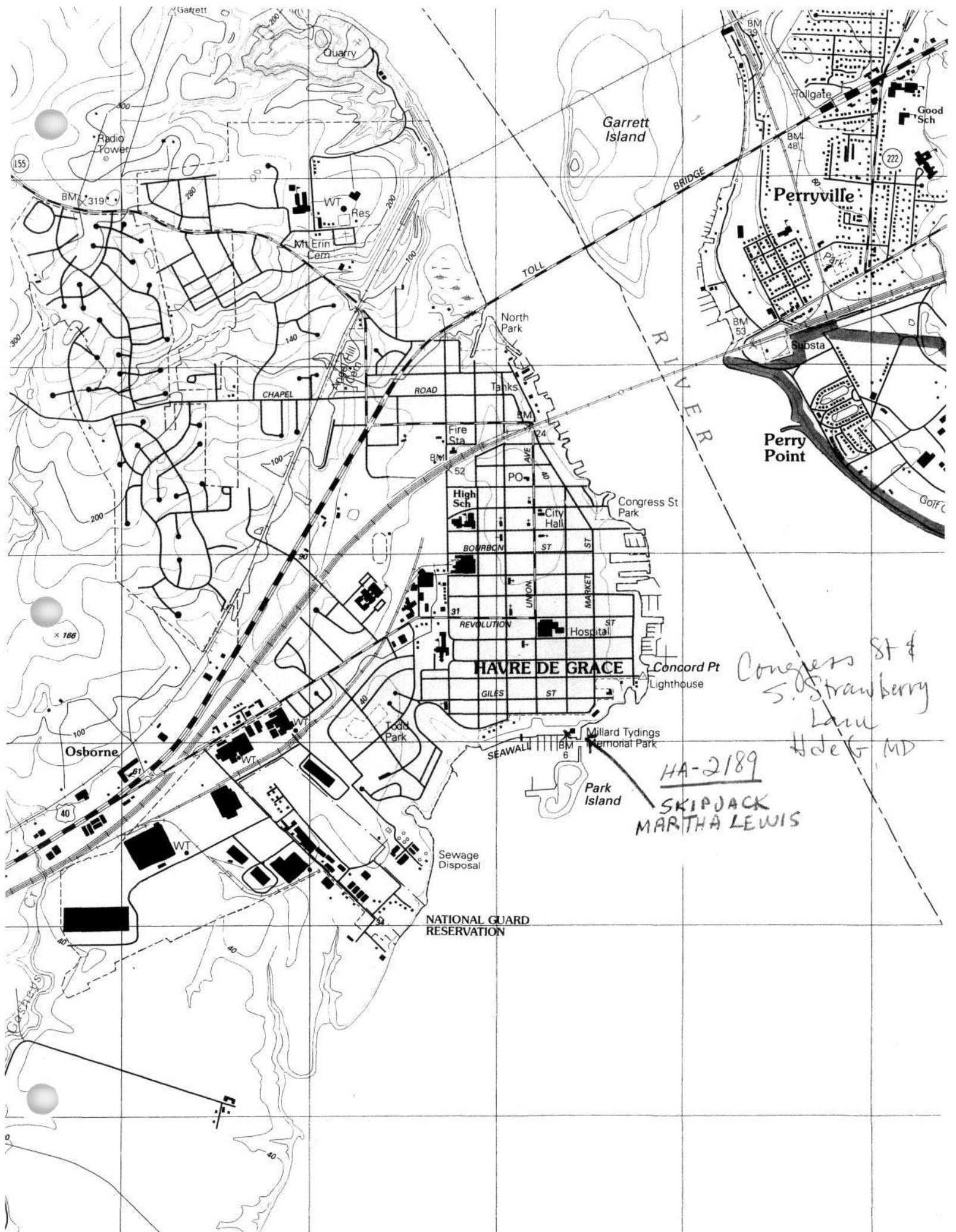


HA-2189
I-536



Congress St &
S. Strawberry
Lane
HdG MD

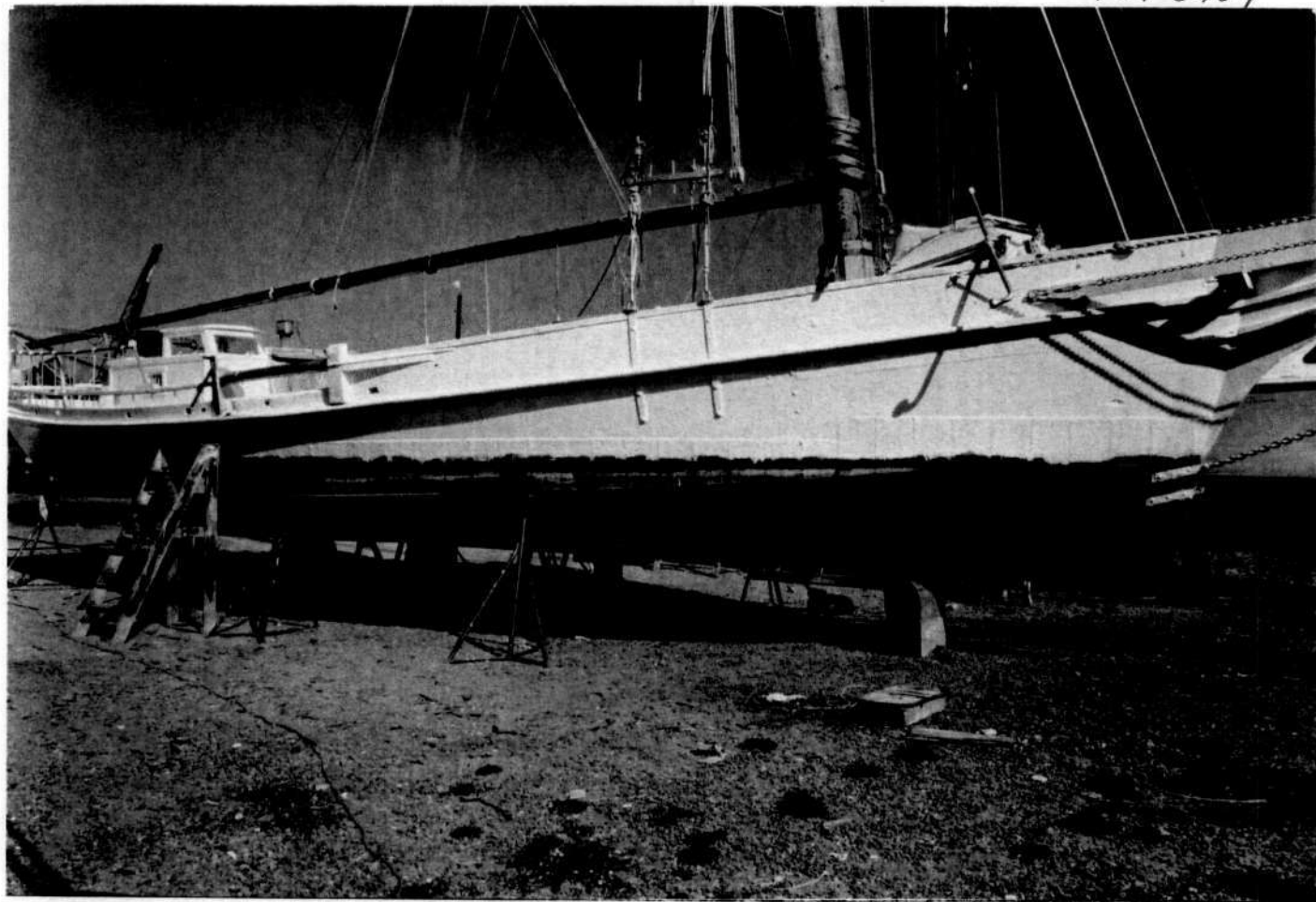
HA-2189
SKIPJACK
MARTHA LEWIS



Congress St &
S. Strawberry
Lane
HdG MD

HA-2189
SKIPJACK
MARTHA LEWIS

HA-2189



HA-2189

~~T-536~~

MARTHA LEWIS
Tilghman, Md.

port side
M.C. Wootton 10/83

83⁷⁰

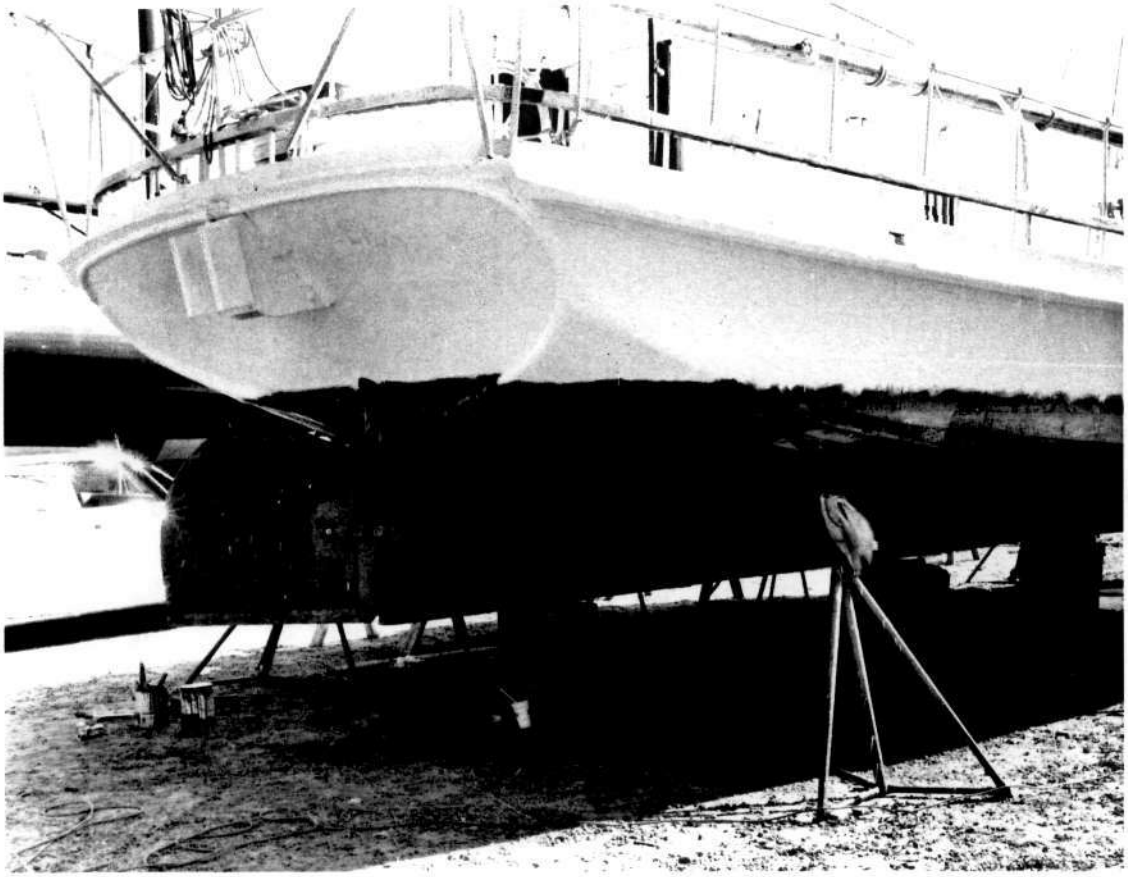
HA-2189

~~T-536~~

MARTHA LEWIS
Tilghman, Md

starboard bow
M.C. Wootton 10/83

HA-2189



HA-2189

T-536

MARTHA LEWIS
Tilghman, Md

starboard stern
M.C. Wootton

10/83