

# Maryland Historical Trust State Historic Sites Inventory Form

Survey No. T-504

Magi No. 2105045733

DOE  yes  no

AUG 5 1985

SEP 18 1985

CHESAPEAKE BAY SAILING LOG CANOE FLEET THEMATIC GROUP

## 1. Name (indicate preferred name)

historic ISLAND LARK

and/or common log canoe

## 2. Location

street & number Higgens Marine Service,  
Carpenter Street n/a not for publication

city, town St. Michaels 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 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 checked="" 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 T.C. &amp; Blaine duPont

street &amp; number P.O. Box 727 telephone no.: 745-5010

city, town St. Michaels state and zip code Maryland 21663

## 5. Location of Legal Description

courthouse, registry of deeds, etc. n/a liber

street &amp; number folio

city, town state

## 6. Representation in Existing Historical Surveys

title Maryland Historical Trust Historic Sites Inventory

date 1984  federal  state  county  local

depository for survey records 21 State Circle

city, town Annapolis state Maryland 21401

## 7. Description

Survey No. T-504

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		date of move _____

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

ISLAND LARK is a 34'11" sailing log canoe with a racing rig. She has a beam of 6'9-1/8". She is double-ended with a sharp, raking stem, longhead bow, and sharp stern. Log-built with carvel-fitted rising planks, the canoe has a sleek appearance. Her hull, painted white, has been fibreglassed. Privately owned the canoe is raced on the Eastern Shore under No. 16.

ISLAND LARK has typical Tilghman-style log construction, with carvel-fitted rising planks. Her bow is sharp, with a straight, raking stem and a clipper longhead. The stern is sharp with a rudder hung outboard and a tiller led through the bumpkin. The canoe has a centerboard fitted through the bottom log. The long, straight, square-off bowsprit is set up with heavy standing rigging--a bobstay and four bowsprit shrouds, adjustable by means of a chainplate set into the sheer rail.

The rig consists of two masts with adjustable rake, set into square steps in thwarts fore and aft. The foremast and mainmast are unstayed. Sails are a mainsail, foresail, and jib. The main and foresails have clubs and sprits, and there are extra light sails for racing depending on conditions. Also for racing the canoe is equipped with a narrow, wishbone-shaped bumpkin with a backrest which hangs over the stern and is painted white, and varnished springboards for balance. There are narrow, strip-planked varnished washboards forming a peapod-shaped cockpit, lined with a low coaming, and cleat railings on the washboards.

The hull is finished with fiberglass and is painted white with brown bottom paint. The washboards, bowsprit, and rubrail are varnished bright. Trailboards mounted on the longhead have carved and gilded letters, ISLAND LARK, on a dark green background, decorated with scrolls and two small fields of the black-and-yellow checks and red-and-white shield of the Maryland state flag.

# 8. Significance

Survey No. T-504

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	1901	Builder/Architect	Unknown
check: Applicable Criteria:	<input checked="" type="checkbox"/> A	<input type="checkbox"/> B	<input checked="" type="checkbox"/> C <input type="checkbox"/> D
and/or			
Applicable Exception:	<input type="checkbox"/> A	<input type="checkbox"/> B	<input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input checked="" type="checkbox"/> none
Level of Significance:	<input checked="" type="checkbox"/> national	<input type="checkbox"/> state	<input type="checkbox"/> local

Prepare both a summary paragraph of significance and a general statement of history and support.

This vessel is significant as being one of the last ?? surviving traditional Chesapeake Bay racing lot canoes that carry on a tradition of racing on the Eastern Shore of Maryland that has existed since the 1840's. In addition, it is a surviving representative of the oldest indigenous type of boat on the Bay -- the working log canoe - which was developed in the 17th century by early European settlers from the aboriginal dugout canoe.

Used for transportation and for harvesting the rich bounty of the Bay, log canoes changed little over the centuries. Constructed of from two to seven logs and ranging in length from 20 to 35 feet, they were rigged with one or two sharp-headed spritsails with or without a jib set on raking, unstayed pole masts. Easily and cheaply constructed, some 6300 existed in Bay waters in the 1880s. The working canoes first began to be raced in 1840 and by the 1870s area boatbuilders were building canoes specifically for racing, with lighter, thinner hulls and sharper lines. As mast heights increased to increase sail area the canoes became inherently unstable, necessitating the use of springboards and human ballast. Also part of the racing rig is the outrigger added for balance and to enable the sail tender to sit beyond the overlarge mainsail.

With the invention of the gasoline engine many log canoes were converted to power for oystering, but were then converted back to sail as interest in racing waxed and waned over the years. After peak years of popularity in the 1880s and 1890s, interest in log canoe racing waned in the first two decades of the 20th century only to be revived again in the 1920s. The popularity of racing, spearheaded by the Miles River Yacht Club, continued unabated until the present day, although the number of vessels active in the fleet has varied considerably.

ISLAND LARK is significant as being one of the older boats in the racing log canoe fleet but little is known of her early history except for the fact that she was built in 1901. She was restored by John Chamberlin in 1971, one of a group of 4 vessels restored in the years 1966 to 1971 (the others, ROVER, PERSISTENCE, S.C. DOBSON) during a mini-revival of interest in log canoe racing. The restoration of ISLAND LARK inspired Chamberlin to build his own canoe--TENACEOUS--in the late 1960's.

## 9. Major Bibliographical References

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

## 10. Geographical Data

Acreage of nominated property less than one acre

Quadrangle name St. Michaels, MD

Quadrangle scale 1:24000

UMT References

A 

1	8	3	9	3	8	6	0	4	2	9	3	5	4	0
Zone				Easting				Northing						

B 

Zone				Easting				Northing						

C 

Zone				Easting				Northing						

D 

Zone				Easting				Northing						

E 

Zone				Easting				Northing						

F 

Zone				Easting				Northing						

G 

Zone				Easting				Northing						

H 

Zone				Easting				Northing						

Verbal boundary description and justification

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

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

state	n/a	code	county	code
-------	-----	------	--------	------

state	code	county	code
-------	------	--------	------

## 11. Form Prepared By

name/title Anne Witty and Dr. Mary Ellen Hayward

organization Maryland Historical Society

date May 1984

street & number 201 West Monument Street

telephone (301) 685-3750

city or town Baltimore

state Maryland 21201

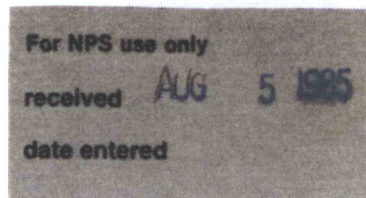
The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

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

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form



Continuation sheet

Item number

Page 2

Multiple Resource Area  
Thematic Group

Name Chesapeake Bay Sailing Log Canoe Fleet TR  
State MARYLAND

Nomination/Type of Review

Date/Signature

11. JAY DEE

Entered in the  
National Register

Keeper

Delores Byrum 9/18/85

Attest

12. NODDY

Entered in the  
National Register

Keeper

Delores Byrum 9/18/85

Attest

13. EDMEE S.

Entered in the  
National Register

Keeper

Delores Byrum 9/18/85

Attest

14. ISLAND LARK

Entered in the  
National Register

Keeper

Delores Byrum 9/18/85

Attest

15. MAGIC

Entered in the  
National Register

Keeper

Delores Byrum 9/18/85

Attest

16. PERSISTENCE

Entered in the  
National Register

Keeper

Delores Byrum 9/18/85

Attest

17. ROVER

Entered in the  
National Register

Keeper

Delores Byrum 9/18/85

Attest

18. FLYING CLOUD

Entered in the  
National Register

Keeper

Delores Byrum 9/18/85

Attest

19.

Keeper

Attest

20.

Keeper

Attest

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REF II  
85002259

ISLAND LARK (log canoe) (Chesapeake Bay  
Sailing Log Canoe Fleet TR)  
Talbot County  
MARYLAND

Working No.                       
Fed. Reg. Date: 2/4/86  
Date Due: 9/15/85 9/19/85  
Action:  ACCEPT 9-18-85  
 RETURN  
 REJECT  
Federal Agency:                     

- resubmission
- nomination by person or local government
- owner objection
- appeal

Entered in the  
National Register

Substantive Review:  sample  request  appeal  NR decision

Reviewer's comments:

Recom./Criteria                       
Reviewer                       
Discipline                       
Date                       
                     see continuation sheet

Nomination returned for:            technical corrections cited below  
           substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible?  yes  no

7. Description

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 <u>                    </u>
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

- summary paragraph
- completeness
- clarity
- alterations/integrity
- dates
- boundary selection

---

**8. Significance**

Period \_\_\_\_\_ Areas of Significance—Check and justify below

Specific dates \_\_\_\_\_ Builder/Architect \_\_\_\_\_

Statement of Significance (*in one paragraph*)

- summary paragraph
- completeness
- clarity
- applicable criteria
- justification of areas checked
- relating significance to the resource
- context
- relationship of integrity to significance
- justification of exception
- other

---

**9. Major Bibliographical References**

---

**10. Geographical Data**

Acreage of nominated property \_\_\_\_\_

Quadrangle name \_\_\_\_\_

UTM References \_\_\_\_\_

Verbal boundary description and justification \_\_\_\_\_

---

**11. Form Prepared By**

---

**12. State Historic Preservation Officer Certification**

The evaluated significance of this property within the state is:

\_\_\_\_\_ national \_\_\_\_\_ state \_\_\_\_\_ local

State Historic Preservation Officer signature \_\_\_\_\_

title \_\_\_\_\_ date \_\_\_\_\_

---

**13. Other**

- Maps
- Photographs
- Other

Questions concerning this nomination may be directed to \_\_\_\_\_

Signed \_\_\_\_\_ Date \_\_\_\_\_ Phone: \_\_\_\_\_



T-504

CHESAPEAKE BAY  
SAILING LOG CANOE

ISLAND LARK

FLEET T. R.  
(MARYLAND)

port side - stern  
St. Michaels, Md.

M.C. Wootton 5/84

#4/20

Please refer to the map in the  
Multiple Property Cover Sheet  
for this property

Multiple Property Cover Sheet Reference Number: 64000306