

Log Canoe racing in the Chesapeake Bay on the Eastern Shore of Maryland.

Chesapeake Bay Log Canoes: The year-old in the Family Posted September 6, Log Canoe skipper Jon Clarke continues a family tradition that dates back to That earns Magic the distinction of being the log canoe with the oldest ties to one family in the fleet. He first crewed on the boat when he was just into his teens. Presently there are fewer than two dozen log canoes racing around the Bay. Originally, the boats were simple work boats, constructed of three or five logs fitted together to form the keel and sole of the boat. The story goes that 19th century skippers would race their boats back to shore, loaded with oysters, to reach the dock first and receive the highest price for their catch. The log canoes are distinctive in their narrow beams, schooner rigs, and over-canvassed sail area. Magic, for example, carries square feet of sail, an inordinate amount of sail for a boat her size. I call it Black Magic. She measures a little over 34 feet in length with a beam of just under seven feet. Both foresail and mainmast are clubfooted. The mainsheet trimmer sits in an outrigger aft of the stern. On top of each board are three to four really big guys who provide balance to the boat. My uncle Elliott Wilson is the lead boardsman. He tips the scales at over pounds. But he and the other boardsmen are pretty agile. One false step could land them in the drink and cause the boat to lose balance with disastrous results. Once a boat goes over, it takes about 45 minutes to derig it in the water and then another half hour or so to bail it out. Watching the boardsmen execute their moves while the skipper is generally blocked from seeing much of anything that is happening in front of him is a study in true nautical coordination. On the day this reporter caught up with Jon and the crew of Magic, the winds were blowing at the top end of the acceptable limits for safe log canoe operation: Magic won that initial race and has captured the coveted trophy more than a dozen times. This year, however, the fates conspired against the venerable canoe. Magic broke her rudder during race preliminaries and was forced to retire before the race started. Packed in a cooler and snuggled up in the sole of the boat.

2: Log Canoes - Chesapeake Bay Maritime Museum

According to the rules of the Chesapeake Bay Log Sailing Canoe Association, the only penalty for sail area is an inability to keep the boat upright. "It's self-handicapping," says Pete Leshner, curator of collections for the Chesapeake Bay Maritime Museum in St. Michaels, Maryland.

History[edit] The history of the log canoe is closely tied to the development of the oystering industry on the bay. In pre-power days, the log canoe was an inexpensive craft which could be assembled without recourse to shipbuilders; before the dredge was made legal in , the log canoe was sufficient to the needs of oyster tongers. It did not have the pulling power necessary for dredging, however, its log construction was combined with characteristics of other vessels to form the first bugeyes , a much larger and more powerful vessel. As motor power became available, watermen who were not dredging gradually abandoned sail power; also, the supplies of suitable timber were gradually exhausted. Log canoes were often converted to motor power, and new workboats such as the Chesapeake Bay deadrise were motored from the start and used frame construction instead of logs. Many of the existing log canoes have suffered some conversion of this sort during their lifetimes. Over the same period, however, the ad-hoc racing of canoes evolved into a semi-formal sport, and boats began being purpose-built for racing. From onward various clubs and associations sponsored organized races. This continues to the present, and racing canoes have been built as recently as Hull construction[edit] Log canoe hull showing construction, Chesapeake Bay Maritime Museum The typical log canoe is constructed from three to nine logs joined lengthwise and carved to form the lower portion of the hull. Additional height is obtained with smaller pieces fitted together and joined to the outermost or "wing" logs. The resulting hull is sharp-sterned and shallow, and a centerboard is added which pierces the center keel log. Details of construction, particularly at the stem and stern, varied over the region. Also, Virginia boat builders did not use models, whereas most Maryland builders would start from a half-model of the hull. One example is the buyboat F. Crockett at the Deltaville Maritime Museum in Virginia. Log canoes had one or two masts. Two-masted boats on the Chesapeakeâ€”not just log canoesâ€”were often provided with a mast step to allow sailing with just one of the two sails. Typical later log canoes were two-masted, resembling a modern ketch rig. The masts were always steeply raked and unstayed, and the jib was flown from a bowsprit. The rigging of the sails themselves took several characteristic and unusual forms called a "sprit-boomed leg-of-mutton. A tackle attached to the mast provided the force necessary to shape the sail. One advantage of the sprit boom is that the sail is self-vanging, that is, the boom does not rise or fall depending on the set of the sail. The sheeting force is less, because the sheet does not have to supply downward pull to control the boom as with a gaff-rigged boat. This evolved further to the "goosewing" form, in which the sail became trapezoidal. The pointed clew was replaced by a vertical spar, called a club. The club attached to the aft end of the boom at its center. This allowed for more sail area between the masts than for a triangular sail. The rigging of the jib was similarly unusual, but followed 19th century working-boat practice. There are several terms for a jib with a boom on the foot: On a club-footed jib, the foot was attached on a spar, and the balance point of this spar attached to the end of the bowsprit with a line or fixture. This allowed for a larger jib which could serve as something akin to a spinnaker when running. These were long, flat boards which hooked at one end under the cockpit and stuck sideways over the opposite gunwale. Crewmembers climb out onto these boards to counterbalance the force of the sails, thus preventing the boat from heeling over. These were particularly important to racing canoes, whose sail area and lack of ballast made them hopelessly tender without these measures. List of log canoes on the National Register of Historic Places[edit].

3: Chesapeake Bay Log Canoe - Classic Sailboats

This combined edition of Chesapeake Bay Log Canoes, first published in , and Chesapeake Bay Bugeyes, first published in , is a revised and enlarged version. Its publication has been made possible through the cooperation of The Mariners' Museum, Newport News, Virginia.

Based on the dugout, it was the principal traditional fishing boat of the bay until superseded by the bugeye and the skipjack. However, it is most famous as a racing sailboat, and races continue to be held. The history of the log canoe is closely tied to the development of the oystering industry on the bay. In pre-power days, the log canoe was an inexpensive craft which could be assembled without recourse to shipbuilders; before the dredge was made legal in , the log canoe was sufficient to the needs of oyster tongers. It did not have the pulling power necessary for dredging, however, its log construction was combined with characteristics of other vessels to form the first bugeyes, a much larger and more powerful vessel. As motor power became available, watermen who were not dredging gradually abandoned sail power; also, the supplies of suitable timber were gradually exhausted. Log canoes were often converted to motor power, and new workboats such as the Chesapeake Bay deadrise were motored from the start and used frame construction instead of logs. Many of the existing log canoes have suffered some conversion of this sort during their lifetimes. Over the same period, however, the ad-hoc racing of canoes evolved into a semi-formal sport, and boats began being purpose-built for racing. From onward various clubs and associations sponsored organized races. This continues to the present, and racing canoes have been built as recently as . The typical log canoe is constructed from three to nine logs joined lengthwise and carved to form the lower portion of the hull. The resulting hull is sharp-sterned and shallow, and a centerboard is added which pierces the center keel log. Details of construction, particularly at the stem and stern, varied over the region. Also, Virginia boat builders did not use models, whereas most Maryland builders would start from a half-model of the hull. Surviving log canoes range in length from 27 to 60 ft. One example is the buyboat F. Crockett at the Deltaville Maritime Museum in Virginia. Log canoes had one or two masts. Two-masted boats on the Chesapeakeâ€”not just log canoesâ€”were often provided with a mast step to allow sailing with just one of the two sails. Typical later log canoes were two-masted, resembling a modern ketch rig. The masts were always steeply raked and unstayed, and the jib was flown from a bowsprit. A tackle attached to the mast provided the force necessary to shape the sail. One advantage of the sprit boom is that the sail is self-vanging, that is, the boom does not rise or fall depending on the set of the sail. The sheeting force is less, because the sheet does not have to supply downward pull to control the boom as with a gaff-rigged boat. The pointed clew was replaced by a vertical spar, called a club. The club attached to the aft end of the boom at its center. This allowed for more sail area between the masts than for a triangular sail. The rigging of the jib was similarly unusual, but followed 19th century working-boat practice. There are several terms for a jib with a boom on the foot: On a club-footed jib, the foot was attached on a spar, and the balance point of this spar attached to the end of the bowsprit with a line or fixture. This allowed for a larger jib which could serve as something akin to a spinnaker when running. These were long, flat boards which hooked at one end under the cockpit and stuck sideways over the opposite gunwale. Crewmembers climb out onto these boards to counterbalance the force of the sails, thus preventing the boat from heeling over. These were particularly important to racing canoes, whose sail area and lack of ballast made them hopelessly tender without these measures.

4: Ten boats of the Chesapeake Bay | Chesapeake Bay Program

The log canoe is a type of sailboat developed in the Chesapeake Bay region. Based on the dugout, it was the principal traditional fishing boat of the bay until superseded by the bugeye and the skipjack.

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5: Gallery – Chesapeake Bay Log canoe Racing

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Below is a list of 10 iconic watercraft visible on the Bay today. They are usually made from three to five hollowed out logs that are fastened together and shaped into a hull. One or two large masts jut out from the center of the boat, and sails capture the wind and use it as a propellant. Most log canoes that exist today have retired from their working lives and are sailed in races; in fact, fewer than two dozen log canoes remain in the Bay region and, out of those, less than half race. In the late nineteenth century, the skipjack—a popular work boat for watermen—saw a production boom as the Maryland oyster harvest reached an all-time peak of 15 million bushels. Like oysters, the boats that harvested them are culturally significant to this region—so much so that the state of Maryland named the skipjack its official state boat. Skiffs are shallow, flat-bottomed boats recognizable by their sharp bow and square stern. These watercraft are made to move through the tributaries and along the coastal areas of the Bay. While they can be used as workboats, skiffs are typically used for recreational fishing and other leisurely outings. The official boat of Virginia, the deadrise is a traditional work boat used by watermen to catch blue crabs, fish and oysters. The vessel is marked by a sharp bow that expands down the hull into a large V shape and a square stern. Restoring the health of the Bay is as complex as the Bay ecosystem itself. These small, human-powered boats are propelled by a double-bladed paddle. Kayaks are believed to be more than 4,000 years old, and originated as a hunting craft used on lakes, rivers and coastal waters. Image courtesy Jitze Couperus. Schooners are sailing ships with two or more masts. They have a long history in the mid-Atlantic as workboats for the watermen who made their living harvesting oysters, blue crabs and fish from the Bay. The sport of rowing is often referred to as crew, and is a popular pastime for many who live in the watershed. While its origins can be traced back to ancient Egypt, competitive rowing did not evolve until the early eighteenth century in London. It is one of the oldest Olympic sports. While racing, athletes sit with their backs to the bow of the racing shell and face the stern, using oars to propel the boat forward. The shipping industry has been critical to the mid-Atlantic economy since the colonial era because the region serves as a bridge between the north and the south. Baltimore, Maryland, and Hampton Roads, Virginia. Shipping tankers were created to transport large amounts of commodities and can range in size and capacity from several hundred tons to several hundred thousand tons. Canoes are lightweight, human-propelled water craft that are pointed at each end and open on top. Typically, one or more people paddle the boat with an oar while seated or kneeling. Like kayaks, canoes are multifaceted watercraft that can be used for anything from recreational fishing and paddling to moving through whitewater. About Jenna Valente - Jenna developed a passion for conservation through her outdoorsy nature and upbringing in Hawaii, Washington State and Maine.

6: | Coastal Living

For more than three centuries, the log canoe was essential to life on the Chesapeake Bay, the United States' largest estuary, for travel, harvest and trade. Fashioned from single trees by Powhatan Indians, the log canoe was the dominant watercraft at the time English colonists arrived at Jamestown in

7: Chesapeake Bay - Watermen - The Mariners' Museum

Log Canoes in the Chesapeake. Part of Gorman's intent was to add another racing Log Canoe to the Chesapeake Bay's dwindling fleet, but the ultimate cause was to use the project as a

8: Chesapeake Bay Log canoe Racing

Flying Cloud. Flying Cloud dominated the log canoe races in the s. Constructed in by celebrated Tilghman Island boat

builder John B. Harrison, and to the same design as the log canoe Jay Dee, Flying Cloud is fashioned from five yellow pine logs.

9: Chesapeake Bay Log Canoes: The year-old in the Family

Log Canoe skipper Jon Clarke continues a family tradition that dates back to Twenty-three-year-old sailor Jon Clarke was born to take the helm of his family's year-old log canoe, Magic.

List of districts in india state wise Twenty-nine kisses from Roald Dahl. The Mudfog Papers (Pocket Classics) Looking out for each other Twenty reasons why you need to protect religious liberty and separation of the institutions of religion a Floor pod plus manual Building Divine Intimacy World history highway Clinical endocrinology of companion animals The Rover Boys at School; or, The Cadets of Putnam Hall (Dodo Press) The St. Lawrence route The torn veil IV. Liberal education. Tract on the degradation of grammar schools. Net core 2.0 book Pearson chemistry textbook chapter 4 Invisible man study guide Boundary elements in mechanical and electrical engineering Saddle Up, Tumbleweeds! The kidney disease solution book David P. Cordray. Aboard the Ship Great Republic to New Orleans The Northwood Conspiracy Tide of Fortune, Time of Change Slowing military change Future punishment, or, Does death end probation Equine emergencies 4th edition Bite-size pieces of folklore: what proverbs and riddles teach us The artists birthday. Complete the American Revolution! Advertising and selling fortnightly. Youth Indicators 1993 General test practice for 101 U.S. jobs Technology and development An honorable peace Planning an audit of financial statements Difference between planned and emergent change Making miracles happen Working with larger worksheets Note by William J. Rolfe. Systems development without pain