

OCEAN COUNTY INVENTORY OF HISTORIC BOATS

FINAL REPORT

RESEARCHER: DR. GEORGE R. PETTY JR.

PHOTOGRAPHER: BARBARA E. PETTY

This report is submitted to the Ocean County Cultural and Heritage Commission at the conclusion of work on the Ocean County Inventory of Historic Boats, a project begun on September 1, 1982, and completed October 31, 1983.

This project was carried out under the terms of a contract with the Ocean County Board of Chosen Freeholders, as administered by Pauline S. Miller, Administrator of the Ocean County Cultural and Heritage Commission.

Respectfully submitted,



Dr. George R. Petty, Jr., Researcher

Barbara E. Petty, Photographer

I. Sponsorship of the Project

The Ocean County Inventory of Historic Boats has been conducted under a grant made to the Ocean County Cultural and Heritage Commission by the Office of New Jersey Heritage acting as administrator for funds from the United States Department of Interior, National Park Service Historic Preservation Fund, Grants-in-Aid, Survey and Planning component as administered by the New Jersey Department of Environmental Protection, Division of Parks and Forestry. These grant funds were matched by the Ocean County Board of Chosen Freeholders. The work was performed by researcher Dr. George R. Petty, Jr. and photographer Barbara E. Petty under a contract with the the Ocean County Board of Chosen Freeholders, as administered by the Ocean County Cultural and Heritage Commission, under the supervision of Kevin McGorty, administrator of the Commission, and Mrs. Pauline S. Miller, his successor.

II. Aims and Purposes

By resolution authorizing this project, the Ocean County Board of Chosen Freeholders asserted the public need "to identify, document, and analyze Ocean County's historic watercraft, boatyards, and social history through a county-wide historic boat survey." The project was to gather data on the county's surviving historic watercraft and make it available to students, scholars, writers, and citizens interested in local maritime history.

The waterways and shoreline of Ocean County have shaped the social organization and economy of the area since it was first settled in the early 17th Century. The information developed by this Inventory of Historic Boats will provide materials for understanding the sources of our culture and the strengths on which we can build for the future.

4.

6.

developed from the Jersey fishing skiff whose traditions go back to the 19th Century. In this and other similar cases we have included noteworthy craft whose dates are marginally later than 1950.

3. Many of the craft eligible for inclusion in the inventory because of age and historical significance are stored out of the water and are deteriorating. We originally intended to include only boats in the water in sailing condition, but practical considerations again forced some modifications of our procedures.

The oldest boat we have located is the 28' catboat "Kitty," built in 1875 for Judge Albert Larrabee of Toms River. It sank at the dock after its last sail two years ago, and is now being repaired by its owner. It is certainly not in sailing condition, with planks missing and frames being replaced. But it is on the way back, and it will appear on Barnegat Bay again in a year or so. To exclude such a boat from the inventory because of its condition would be a great mistake. "Kitty" and similar craft have been included where historical considerations have outweighed the general rule that the boat should be in sailing condition.

4. The Commission decided not to include any craft built recently as a replica or reconstruction of old designs.

5. Several Ocean County historical boats have already found their way into museums. The Mystic (Conn.) Seaport Maritime Museum has a Barnegat Bay gunning sneakbox built by J.H. Perrine near the beginning of this century, and a similar Perrine is on display at the Twin Lights Museum in Atlantic Highlands, New Jersey. Nathaniel Bishop's sneakbox, the "Centennial Republic," in which he sailed from Pittsburgh to the West Coast of Florida in 1874, is on exhibit in the Smithsonian Institution of Washington, D.C. Since these boats, and others, are already well known and

E. Procedures for Locating Boats

Historic boats are not so easy to find. Unlike historic sites, they are very mobile, changing location as they are sold or as they change their principal use. In fact, older boats seem to change hands frequently, perhaps because of the expense and skill required to maintain them. Except for year round working craft, old wooden boats are usually stored under cover in the winter where they cannot be examined or photographed until they are "put over" in the spring. Very small boats, like the gunning sneakbox, are often stored under porches or in barns until they are used during the winter for duck hunting.

Furthermore, marina owners are generally very unsympathetic to old wooden boats and their owners. They have had frequent disagreeable experiences with old boats that have been abandoned by owners unable to keep up with the required maintenance. Marina operators are only too quick to use the chainsaw to rid themselves of an unprofitable and unsightly nuisance.

For all these reasons locating historic boats is a frustrating and time consuming task.

The Boating Almanac for 1981 lists 250 marinas and yacht clubs in Ocean County. The Commission made a general mailing to these sources during the summer of 1981, and received eight responses, two of which were efforts to sell deteriorating production line wooden power cruisers. From this and other direct mail efforts, we have concluded that such methods are unrewarding.

We have found no quick electronic way to find boat owners. The State of New Jersey has placed its boat registration system on the Division of Motor Vehicles computer, and it is technically possible to search that data base for a list of owners of boats built before 1950, complete with names and addresses. Such a search would cost a little money and some time, and perhaps interfere briefly with the routine of the department. For whatever

reasons, the bureaucracy has simply ignored our requests for help, and we finally gave up on computer assisted searching. It should be noted that such a search would locate only boats registered in New Jersey, and would miss the many craft registered in New York and Pennsylvania that sail from Ocean County docks.

Finding no easy way, the researcher and photographer divided the marina listings into geographic areas, and with the aid of a detailed Ocean County road map, visited all of them. This procedure proved productive, with some difficulties.

Not all marinas and yacht clubs are supervised every day by knowledgeable staff. In one case out of three, when the person on duty has denied the presence of any "historic" boats, we have discovered one or two by simply walking along the slips and using our knowledge of boat construction to identify them. The marina usually will supply information about the owner on request, and occasionally they can locate informative records about a boat. But the researcher has to ask specifically about "the skiff in slip 18" before any information is produced.

A more precise way to locate historic boats is through a local informant. In spite of the fiberglass revolution, there is still an underground of boat owners, craftsmen, sailors, fishermen, and historians who love and respect older boats, and who know where they are. A day or two spent with a local informant will turn up more valuable boats than a week of traveling around to marinas. In a year of field work, we have found four or five such informants, and we are convinced the inventory could not have been completed without them.

The local print and electronic media have helped to publicize the project through newspaper articles and local TV appearances by the researcher. Such publicity is valuable, more to encourage the people associated

with the project than to produce new leads or locate boats. After four well-placed and extensive articles, one radio appearance and one TV appearance, we can say we have found about a dozen boats through the media. We also endured many unnecessary phone calls from uninformed enthusiasts, or boat owners trying to sell a deteriorating undistinguished boat.

F. Modifications to the original plan

1. The original plan of the Commission was to nominate two Ocean County historic boats for inclusion in the National Register of Historic Places. One such nomination was completed by the end of April, 1983. The boat nominated was a gunning sneakbox, built in 1913 by Frank Lamson, in Mayetta, Stafford Township, for Phineas Cranmer, then guide for the Bonnet Island gun club. The boat is now owned by Alden Cranmer, son of Phineas, and is kept under his porch no more than 300 yards from the place where it was built.

By April of 1983 field work had shown that Barnegat Bay was fortunate in having a collection of well preserved catboats all 60 years old or more. The earliest was built in 1875, and the group includes four A-class racing catboats built in Ocean County in the early 1920s for competition in the Toms River Challenge Cup races.

The researcher proposed that instead of a second single boats nomination to the National Register, a thematic nomination of the surviving large catboats be made. Because this group nomination required extra research, the Commission and the Office of New Jersey Heritage agreed to reduce the number of boat inventory forms required from 200 to 140. Further, it was agreed that where a class of boats, like the 15' racing sneakbox, for example, was included in the inventory, it would be necessary to provide detailed description and discussion of historic significance for only one boat. Subsequent members of the class would be identified and photographed, but need not be

provided with repetitious detail and discussion.

The inventory has incorporated these modifications.

G. Classification of boats

The boats in the inventory have been divided into 12 classifications as follows:

CF - Commercial fisherman. Boats used exclusively by commercial fishermen for earning a living from the sea. It can include gill netters, party charter boats, and larger craft if built in Ocean County.

SK - Skiffs. Technically, a skiff is a plank-keeled usually lapstrake craft with rounded bilges, developed from the early beach skiffs as described in Peter J. Guthorn, The Seabright Skiff (New Brunswick, 1971). These boats were often built in lengths up to 40' after large engines became available to power them. Large powered skiffs could be fitted with deadwood keels under the hull for stability. Traditional keel-frame and plank craft could be built with similar shaped hulls, and were called skiffs because they looked and performed like the skiffs. In some cases the inventory has accepted an owners identification of his craft as a skiff when it has not been possible to physically inspect the hull to determine its construction.

CP - Cruising power boat. When the era of internal combustion power began, companies like Elco and Consolidated Shipbuilding produced large custom-built craft with luxurious cabins as pleasure boats. In the late 1930s, other builders, including Slaughter, Matthews, and Chris Craft developed power cruisers from their own hull designs. Locally Hubert Johnson built many power cruisers, and Morton Johnson, who specialized in sailboats, also built a few. This classification has less to do with the hull design, and more to do with the purpose for which the

- boat was intended. An early commercial fishing boat converted to a pleasure configuration with a large enclosed cabin would be classified as a power cruiser in this inventory.
- CS - Cruising sailboat. There are no working fishing boats powered by sail left in Ocean County waters. This classification includes all sailboats except racing sneakboxes and catboats of all sizes.
- RS - Racing sneakboxes. This includes all sizes of sneakbox hulled sailboats except those intended for gunning.
- GS - Gunning sneakbox. Includes only those sneakboxes of about 12' length fitted out for duck hunting. The racing 12' sneakboxes, often called "duck boats," though the hulls and decks are similar to the gunning boats, are rigged with a permanent mast and a marconi sail, and are not included in this class.
- LC - Large catboat. Includes all catboats 28' and over.
- SC - Small catboat. For catboats under 28'.
- GA - Garvey. Includes all crossplanked, flat bottomed, flat-nosed boats whether for commerce or pleasure.
- BS - Bay sharpie. Includes all flat-bottomed crossplanked sharpnosed boats, whether rowed or powered.
- RU - Runabouts. Includes all open cockpit luxury speedboats like the Chris Craft runabouts.
- M - Miscellaneous. Boats that can't be placed in other classifications. It includes bateau built hulls, a powered sneakbox, a similar hybrid catboat, and other small craft.

IV. Historic Overview

The coastal waters of Ocean County, New Jersey, include 57 miles of shoreline and more than 100 square miles of sheltered bays guarded by barrier islands and peninsulas. The county has three estuarine rivers, and two inlets provide access to the ocean from protected bay waters. All through the history of our area these waters have supported commerce and recreation. The earliest 17th Century settlements were concentrated around them, and the unusual combination of barrier islands and inlets protected Revolutionary War Privateers, and offered advantages to coastal transport and fishing.

A. Early Settlers

The Indian inhabitants of the Barnegat Bay area had permanent settlements on the mainland along the tidal rivers at what is now Tuckerton and Toms River. From the reports of early settlers and from archaeological investigations it is clear they used the oyster and clam beds of the bay for food. They roasted the shellfish over a fire, then strung them up in the sun to dry. In this form they could be preserved for use during winter months. Early documents show the area was visited during the summer by Indians from far inland who carried dried fish and shellfish back with them when they left in the fall. ¹

The characteristic Indian boat was a dugout canoe. This boat was made by building a fire along a thick tree trunk until its interior became charred. The inside was then scooped out with stone or shell implements.

The first European settlers came to Ocean County from the earlier settlements in Monmouth and Burlington Counties and also from Pennsylvania and New England. The heavily wooded uplands and salt marshes near the bay were not the most desirable farm land, and settlement was therefore long delayed, and early growth very slow. The first settlers were principally

farmers, who raised cattle and grew vegetables for their own survival. They chose land on the mainland side of the bay, and used the salt marshes and barrier islands for cattle grazing.

The earliest recorded fishing activity in the area is a license to capture whales issued on February 14, 1678 to a group of fisherman on Long Beach Island. The first whalers probably did not settle permanently, but visited the island during the whaling season. The first "patent" or grant of land for settlement on Long Beach was issued in 1690, and from that time whaling families lived on the island.²

A commercial oyster fishery developed in the first decades of the 18th Century in and around what is now Tuckerton. In 1719 the General Assembly of New Jersey passed a law forbidding the harvest of oysters between May 10 and September 1. The law was intended to prevent harvesting during hot months when the catch would spoil on the way to market. That same year the assembly passed another law to protect the oyster beds from harvesting by "strangers and others . . . , preservation of which will tend to the great benefit of the poor people and others inhabiting this province."³

By 1750 Ocean County ports in Tuckerton, West Creek, Waretown, Forked River, and Toms River were involved in coastwise trading and shipbuilding. The British mercantile laws restricting direct trade between the colonies and the Caribbean islands made smuggling profitable, and some ships from local ports traded their lumber for West Indian rum, and other goods. It was easier to land such cargoes in the Barnegat Bay area without detection from British customs officers, and then carry them overland to West Jersey and Philadelphia.⁴ The typical coast trading vessel was a sloop, a single masted, fore and aft rigged boat of about thirty tons with a draft of no more than six feet. The bay inlets were always shallow and treacherous, limiting the size of vessels that would use them regularly. For the West Indies trade, a brig was the

typical vessel, being a little larger than a sloop, with two masts, both having a square main and top sail in addition to the fore and aft spanker sail rigged aft.⁵

The forests and cedar swamps along the bay provided excellent materials for shipbuilding, and valuable cargoes of cordwood and sawn lumber for pre-Revolution ship masters. There were commercial sawmills in Ocean County from 1734, the first at Collier's Mills, and others at Cedar Creek, Kettle Creek, Waretown, Forked River, Oyster Creek, and two at Toms River.

During the American Revolution the Barnegat Bay area became very important as a source of iron, salt, and lumber, and as a haven for privateering against British shipping. Tuckerton was named one of the three ports of entry for the young republic, and many captured vessels were brought there by privateers to be condemned as prizes and sold. In 1778 there were 30 armed sloops operating out of Tuckerton. Toms River was also a privateer base, since it had quick access to the ocean through Cranberry Inlet which was then open directly opposite the mouth of the river.⁶

A local historian, writing in about 1860, describes Toms River during the Revolution as "a busy, lively place, . . . between the arrival and departure of privateers and their prizes; the arrival of boats and teams with salt from the several works along the bay; the departure of teams for West Jersey with salt, oysters, fish, etc. and their return with merchandise; the visits of businessmen from different parts of the state to purchase captured vessels or their cargoes, and the rafts or scows from the sawmills with lumber for vessels to carry to places in the state when they could run with safety."⁷

The ships used for privateering were shallow draft sloops, single-masted vessels of 40 to 65 feet in length, carrying a few fixed guns and provision for small cannons on "swivels."⁸ Another privateering craft was

the whaleboat, an open decked, double ended boat designed to be rowed or sailed by 10 or 12 men. They could make up to 12 miles per hour when rowed, and could escape across the inlet sand bars when chased.⁹

During the War of 1812 with Britain, Barnegat Bay was again a haven for privateering and for ships running the British blockade of New York and Philadelphia. But prizes were not so easy to find, and the British blockade was very tight.¹⁰ Toms River was not so active in privateering and shipping at this time, because Cranberry Inlet closed after a storm in 1812. New Inlet, south of Long Beach, had opened opposite Tuckerton in 1800, and it provided much easier access to the sea.¹¹

In the years between the war of 1812 and the Civil War (1861-5) Ocean County became a center of shipbuilding, and developed an active coastal shipping trade. In 1834 Toms River had 60 dwellings, and its industries were shipbuilding, export of lumber and cordwood, and the manufacture of charcoal. According to a contemporary writer, in 1844 Tuckerton had "about 50 sail vessels enrolled and licensed at the port." At the same time 20 vessels sailed from Manahawkin, Barnegat, and West Creek, carrying large quantities of charcoal. By mid-century, 50 or 60 small schooners were operating from Toms River.¹²

Because of the availability of excellent timber, shipbuilding became an important industry all through Ocean County in the first half of the 19th Century. According to one historian "by 1790 Tuckerton, Forked River, Barnegat, and Toms River were constructing coasting vessels, the size of which had gradually been increased from about three hundred to eight hundred tons."¹³ The typical craft was the schooner, a fore and aft rigged ship with at least two masts of equal height. The size of these schooners increased as the cordwood and charcoal trade grew. The shipbuilding industry began to decrease when the supply of wood ran low, and finally merchants

moved to Maine to build their schooners. ¹⁴

Toward the end of the 19th Century, with its supply of timber exhausted, and the bog-iron industry no longer competitive, Ocean County lost all of its sources of trade. At about the same time, the development of railroad lines into south Jersey opened the county to visits during the summer months by tourists seeking refreshment from the cities. As the 20th Century began, tourism became the county's principal industry, and the character of the vessels used in local waters began to change also.

During the 19th Century the Barnegat Bay area had developed several types of craft designed to work in its unique environment and take advantage of its water borne resources. The gunning sneakbox, with its spoon-shaped hull and traditional sprit-sail, was made for a single hunter to row, pole, or sail over the shallows of the bay, and drag up on a marsh to use as a mobile duck-blind. According to tradition, the first one was built by Hazelton Seaman in West Creeek, in 1836. Records as far back as pre-revolution days tell of visitors coming to the county to enjoy the sport of duck hunting. In the early 20th Century, Gun Clubs were formed in several parts of the bay, and the Barnegat Bay sneakbox became known all over the world as the ideal gunner's boat.

With the coming of the tourist boom, the sneakbox hull was enlarged and the mast and sail altered to create a light and fast class of racing sailboats. Pioneered by J.H. "Hoppy" Perrine of Barnegat, the racing sneakbox has survived to our times, and both 12' and 15' classes are found on the bay in the current regattas of the Barnegat Bay Yacht Racing Association.

The 19th Century working catboat was used on Barnegat Bay by fishermen who needed a shoal draft boat that could work off-shore and return through the inlets safely. Its forward mounted mast left the cockpit open for fishing, and its wide beam made room for a large catch. The Barnegat

Bay version was very low in the water and very wide, compared to catboats sailed in other waters. During the late 19th Century and early 20th, these boats were converted to pleasure uses. In 1922 Charles Mower, a noted New York naval architect, designed a 28' catboat to compete in the Toms River Challenge Cup race. His design was successful, and several others of this "A-class" were built. Four of them still survive and compete today. They are another illustration of the conversion of local work boats to pleasure uses in modern Ocean County.

According to some writers, the Barnegat Bay "garvey" goes back as far as the early 18th Century.¹⁵ It is a flat-bottomed, cross-planked open fishing boat particularly adapted to the shallow waters of the bay. It was originally designed for sailing or rowing, and was used in the shellfish industries particularly. Today the garvey still is in use around the bay for commercial clamming and fishing, though it is now powered with inboard or outboard gasoline engines. It has found its way into the sport world in the form of the speed garvey, racing boats powered with 350 cubic inch automobile engines which drive them at speeds up to 80 miles per hour.

Many of the modern boats seen on Barnegat Bay whether wood or fiberglass are derived from the beach skiff developed along Monmouth county beaches for 19th Century fishermen. The Seabright skiff was a plank-keel boat, with sharply raked overhanging transom and a sharp bow with lapstrake planking intended to be rowed or sailed through the surf. When gasoline engine power became available at the beginning of this century, these boats were modified to provide a planing surface in the aft section of the hull. At higher speeds the boat actually lifts out of the water, thus reducing the wetted surface area and improving speed without requiring more power. Up until the early 1940s powered sea skiffs for commercial fishing were still made with an open cockpit and engine and steering controls amidships. Later

versions after World War II added deck houses and cabins to make them saleable to the pleasure cruising market. Several of these early powered skiffs made in Ocean County are still afloat. The development of the Seabright skiff has been carefully chronicled by Peter J. Guthorn.¹⁶

The craft included in this inventory of historic boats are mostly pleasure craft, and reflect the development of Ocean County into a resort area. However, there are many boats still sailing on the bay that continue the tradition of locally built and designed work boats. They are owned and worked by men who understand the heritage from which they derive, and demonstrate by their care and affection for their boats a desire to see that heritage survive into the future.

V. Analysis of Results

A. Old wooden boats of any sort are fast disappearing from the waters of Ocean County. They are difficult and expensive to maintain, and the average boat owner, whether a pleasure or working boatman, has neither the time nor the skills to keep them seaworthy. As a result of this situation, classic Ocean County boats are often found rotting away in a forgotten corner of a boat yard. Such decaying hulls are a nuisance for the marina owner, and for the owner. On more than one occasion we have been told "you should have come to see me last week; I had a beautiful old skiff built over 50 years ago, but I had to take the chainsaw to her."

At the present rate, historic craft in Ocean County will be gone by the end of this century. As it is now they are being preserved through the affection and effort of individual owners who love the traditions they represent. But their patience and money are both running out.

Every boatman agrees that a wooden boat well designed and built is a better craft than the same boat made out of some other modern material.

There is an intrinsic value, besides the historic and nostalgic worth, in preserving not only the boats but the skills that produced them.

B. As has been discussed under part II, Methodology, finding historic boats is not an easy task. It takes a while to develop contacts among local informants, and the skills necessary to identify and describe the craft. For a variety of reasons, this inventory has been completed in too short a time, and cannot be considered to be a thorough survey. But a beginning has been made, and every day the telephone rings with news of a boat that should have been included. This inventory includes about 150 boats, and we believe there must be at least 50 more worthy of inclusion that have not been found.

We believe this inventory should not cease when the report is published, but should be a continuing project. When a historic craft is found, it should not be excluded from this inventory simply because the deadline for the report has passed.

C. One of the most valuable results of this project has been the discovery of many local informants with personal knowledge of the boating history of the area. Many times the information they had was of no direct use to an inventory of historic boats, though it was surely of great value to the culture and heritage of Ocean County. These contacts should not be lost, and the information they are eager to give should not be lost.

Similarly, we have found several locations in the county where boat construction took place many years ago. Some of these places should be carefully examined, described, photographed, and explained. Old tools should be preserved, and their use understood. Workshops should be maintained in their original condition where possible.

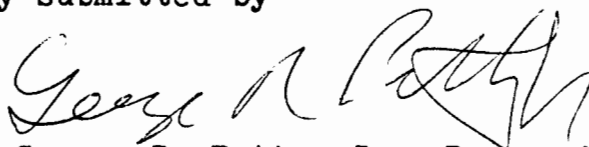
Tasks like these need official sponsorship. We do not believe they need a lot of government money to accomplish, but they do need an official institution to provide a public platform for those who would undertake the work.

Endnotes to Part III, Historic Overview

- 1 Charles Edgar Nash, The Lure of Long Beach (Long Beach, 1979), pp. 5-10.
Harold F. Wilson, The Jersey Shore (New York, 1953), Vol. I, pp. 50-56.
- 2 Nash, pp. 41-42.
- 3 Wilson, p. 154.
- 4 Wilson, pp. 146-8
- 5 Howard I. Chapelle, American Sailing Craft (New York, 1935), pp. 10-13.
- 6 Edwin Salter, A History of Monmouth and Ocean Counties (Bayonne, 1890),
p. 194; Wilson, p. 202.
- 7 Salter, p. 192.
- 8 See description in Chapelle, p. 18 ff., and Wilson, pp. 202-207.
- 9 For an account of such an exploit see Wilson, pp. 206-7.
- 10 Salter, pp. 290-3; Wilson, p. 339.
- 11 Wilson, pp. 26-7.
- 12 Wilson, p. 357.
- 13 Wilson, p. 368.
- 14 Wilson, p. 370.
- 15 Wilson, p. 368.
- 16 The Seabright Skiff and Other Jersey Shore Boats (New Brunswick, 1971).

We therefore urge those interested in Ocean County maritime history to appoint a permanent researcher to be responsible for adding to this inventory of historic boats, and to amplify and correct the work already completed.

This report is respectfully submitted by

A handwritten signature in cursive script, appearing to read "George R. Petty, Jr.", written in dark ink.

Dr. George R. Petty, Jr., Researcher

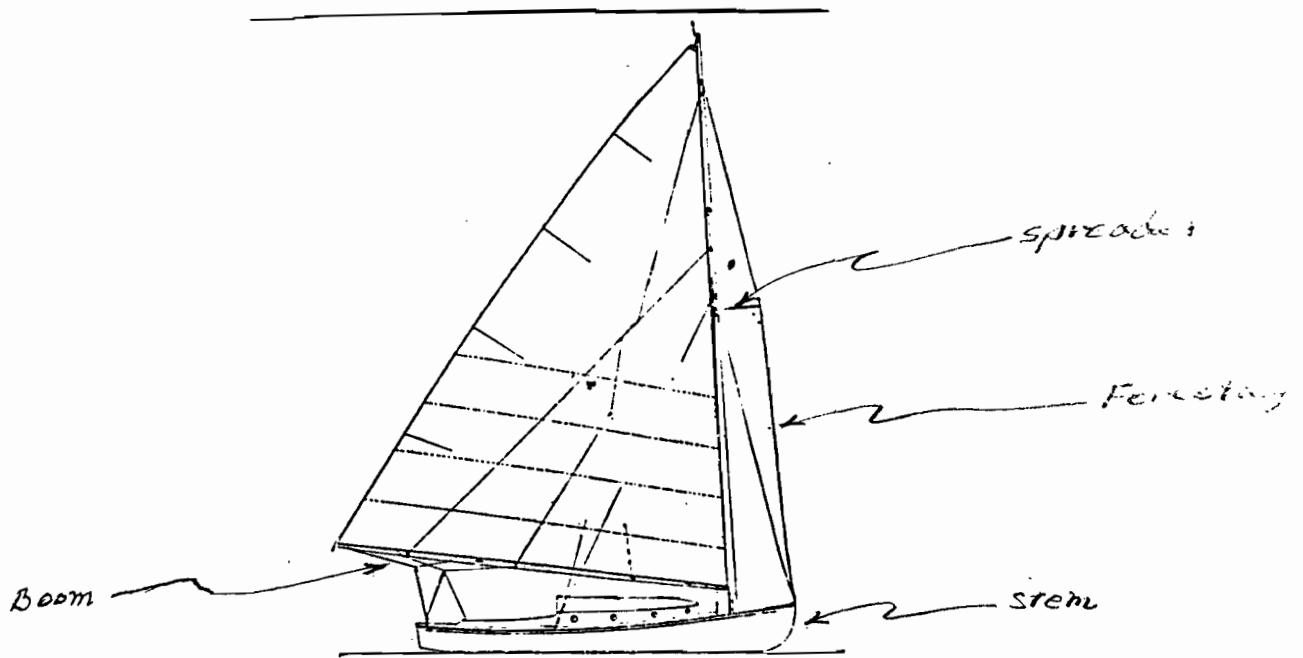
October 30, 1983

INDEX OF INDIGENOUS BOATS

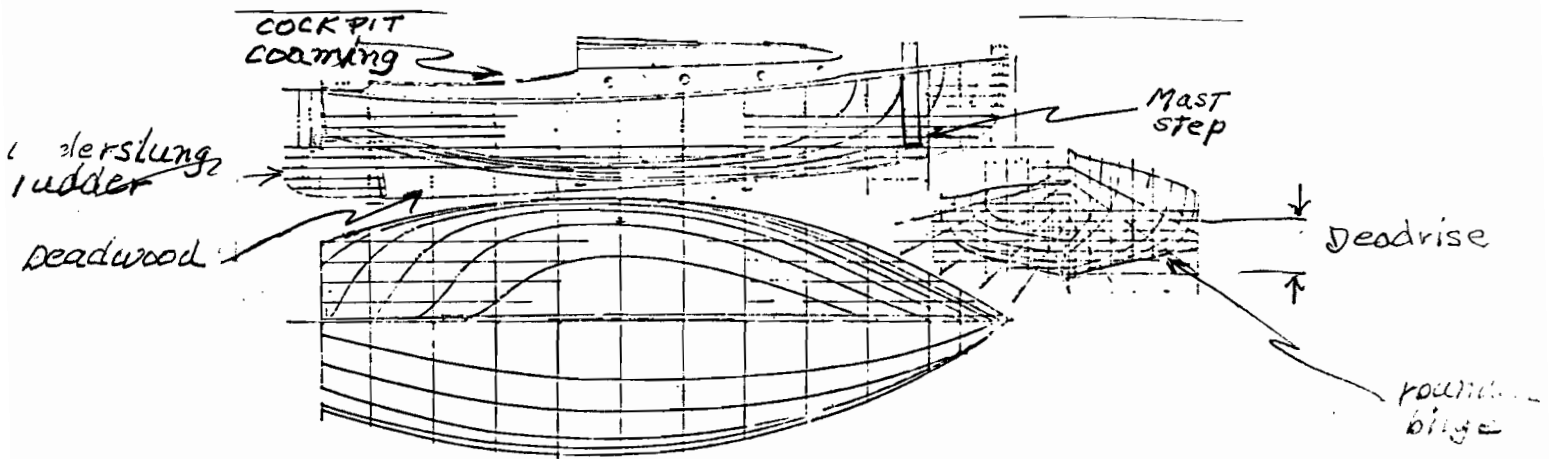
(Boats Made in Ocean County for Ocean County Owners)

Class

- CF (Commercial fisherman) 1,2,3,4,6,
- CP (Cruising Powerboat) 3,6,10,16
- CS (Cruising Sailboat) 1,2,5,
- GA (Garvey) 1 - 18,
- GS (Gunning Sneakbox) 1 - 19,
- LC (Large Catboat) 1 - 8,
- RS (Racing Sneakbox) 1 - 20,
- SC (Small Catboat) 1,2,
- SK (Skiff) 1,2,4,6,8,9,10,11,13,15,18,20,22,23
- M (Miscellaneous, includes bateaus, unpowered bay sharpies, powered catboat hulls, and a powered 20'sneakboxhull), 1 - 11,



SAIL PLAN OF SILENT MAID - MARCONI RIG
Designed by Francis Sweisguth



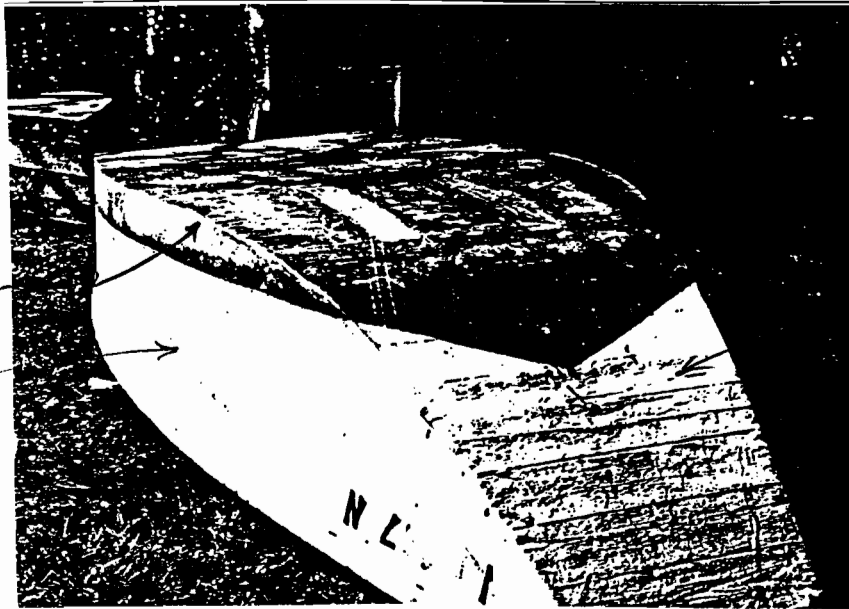
THIRTY-FOUR-FOOT CATBOAT, SILENT MAID—LINES
Designed by Francis Sweisguth

1925

Survey form LC-3

Line drawings from Edwin G. Schoettle, ed.,
Sailing Craft (N.Y., 1937), p. 102

ILLUSTRATED GLOSSARY



chine

Cross-planked
bottom.

carvel planks
(smooth sides).

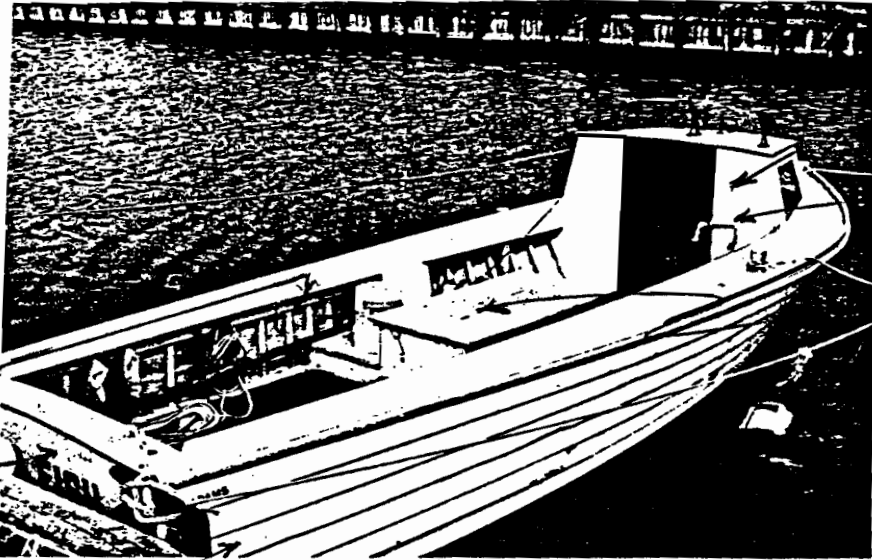
Garvey c. 1935
Survey Form
GA-2



mooring cleat

Rudder yoke
and lines

Garvey 1938
Survey Form
GA-3



Cabin-cabin

Steering lever

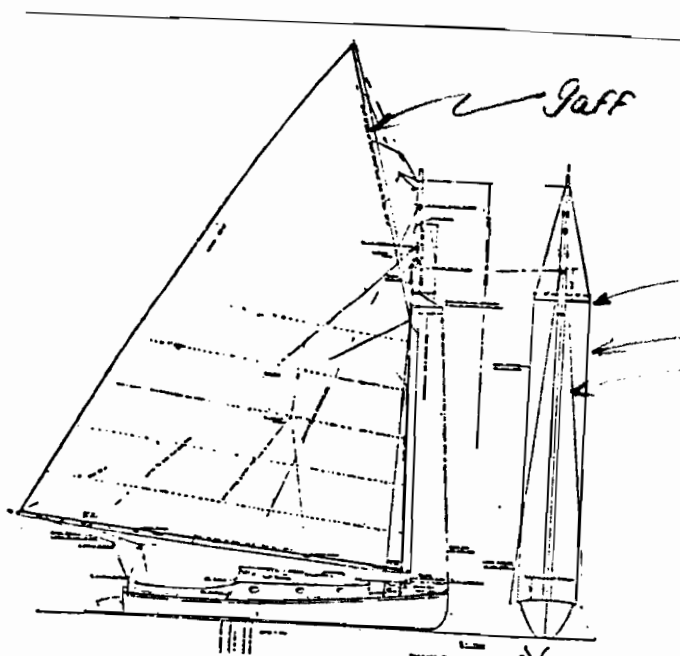
open cockpit with center mounted engine

frames

Transom

Sea Skiff c. 1930
Survey form SK-11

Lapstrake Planks

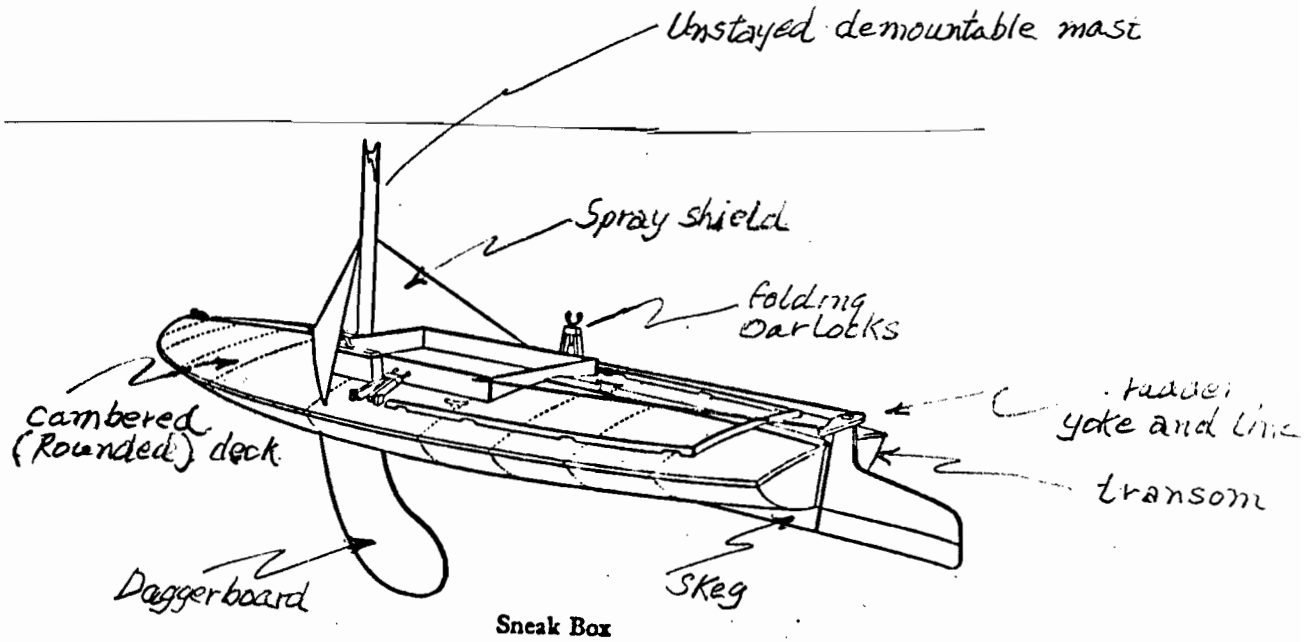


Gaff

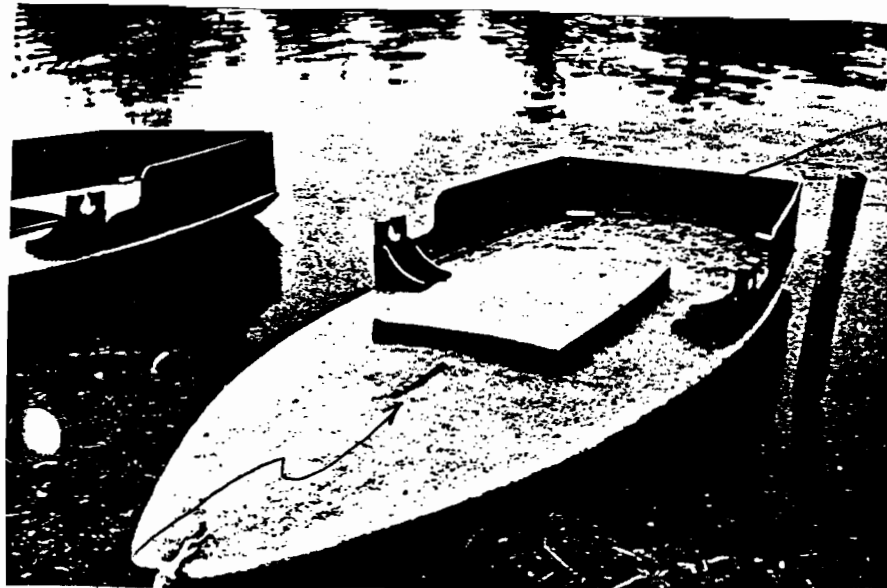
Spreader

shroud

Gaff-rigged catboat
Drawing from Edw. G. Schrottig, ed.,
Sailing Craft (N.Y., 1937), p. 90



Line drawing from Howard I. Chapelle,
American Small Sailing Craft (N.Y., 1951), p. 220



daggerboard trunk

Sneak Box 1946
 Survey Form GS-14

PRESENT NAME: Anna M FORMER OR ORIGINAL NAME(S): same

PRESENT OWNER / ADDRESS: SAIL #
Mrs. Garnet Tilton REGISTRATION # documented
112 Bond Ave., Lavallette, NJ

DESCRIPTION

Boat Type: Commercial fishing boat Place of Construction: Island Heights
Builder: William Rote
Designer (Naval Architect):
Date of Construction: 1924 Engine: originally a Palmer; repowered with a Chevy Flagship
Source of Date: owner Steering: Wheel Tiller Other
Length: 32' Draft: 2' (Centerboard down)
Beam: 13' Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: Displacement:
Frames: oak Ballast: lbs. Exterior Interior
Planks: cedar Hull Form (for power boats): catboat type hull
Keel: oak small deadrise, curved stern
Deck: cedar with fiberglass Planking Type
Interior: trunk cabin fwd with Carvel
Spars: pilot house Lapstrake
Strip
Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # CF-1



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()
Restored () Adapted ()

COMMENTS (note alterations):

fiberglass over deck, repowered with Chevrolet Flagship V-8

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes (X) No () Possible ()

HISTORICAL SIGNIFICANCE:

This is an interesting example of the attempt to adapt the Barnegat Bay catboat hull to gasoline power. The early catboats were working sailboats with low freeboard and a wide shallow hull. They were stable under sail even though the hull was basically a shoal draft design with a centerboard.

This adaptation has higher freeboard than the usual catboat hull, but otherwise the basic shape is the same as for the sailing version. Most Barnegat Bay sailing catboats had a flat wine-glass transom but this hull is rounded like a fantail catboat. The wide hull provides a very large cockpit area, and the cabin is much the same as the sailing versions. Of course, the pilot house behind the cabin is part of the power adaptation.

This boat was used by Captain Roy Cook for charter fishing during the 30s.

REFERENCES:

Telephone interview by George Petty with Mrs. Tilton, July 24, 1983, and visual inspection, August 3, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 11, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: Agnes G FORMER OR ORIGINAL NAME(S):

PRESENT OWNER / ADDRESS:
 Captain Applegate
 Forked River Town Dock
 Forked River, N. J.

SAIL #
 REGISTRATION # documented

DESCRIPTION commercial fisherman
 Boat Type:

Place of Construction: Long Branch

Builder: William Lewis

Designer (Naval Architect):

Date of Construction: 1928

Engine: Chev. V-8 gas

Source of Date: owner

Steering: Wheel Tiller Other

Length: 38'

Draft: 3' (Centerboard down)

Beam: 13'8"

Sail Area:

Rig:

Spar Lengths:

Materials

Keel Shape:

Fastenings: iron nails

Displacement:

Frames: oak

Ballast: lbs. Exterior Interior

Planks: 5/4 cedar

Hull Form (for power boats): round bilge, flat run aft

Keel: yellow pine 10"

Planking Type

Deck: fiberglass over cedar

Carvel

Interior: trunk cabin and open deck house

Lapstrake

Spars:

Strip

Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # CF-2



PHYSICAL CONDITION: good

Excellent () Fair () Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

repowered

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

This commercial fishing boat was constructed with strength and durability in mind. It has 10" yellow pine keel, which takes it out of the class of sea skiffs. Such construction requires more care in the shaping and rebbetting of the keel, but produces a stronger hull than the usual plank keel skiffs. The iron nails are also an unusual feature.

REFERENCES:

G. Petty. Interview with owner August 24, 1983

RECORDED BY: George Petty

DATE: August 26, 1983

ORGANIZATION:

Ocean County Cultural & Heritage Commission

PRESENT NAME: Hannah Ann

FORMER OR ORIGINAL NAME(S):

PRESENT OWNER / ADDRESS:

SAIL #

Robert Corliss
Green Street, Tuckerton, N. J.

REGISTRATION # NJ 1657 CH

DESCRIPTION

Boat Type: commercial fishing boat

Place of Construction: Tuckerton

Builder: Falkinberg

Designer (Naval Architect):

Date of Construction: 1930

Engine: 2 V-8 gas

Source of Date: mechanic who worked on
the boat in the 30's
Length: 28'

Steering: Wheel ___ Tiller ___ Other _____

Beam: 8'

Draft: 2½' (Centerboard down ___)

Rig:

Sail Area:

Spar Lengths:

Materials

Keel Shape:

Fastenings:

Displacement:

Frames:

Ballast: lbs. Exterior ___ Interior ___

Planks:

Hull Form (for power boats): hard chine, deep displacement

Keel:

Planking Type

Deck:

Carvel X

Interior: trunk cabin fwd and deck
house

Lapstrake ___

Spars:

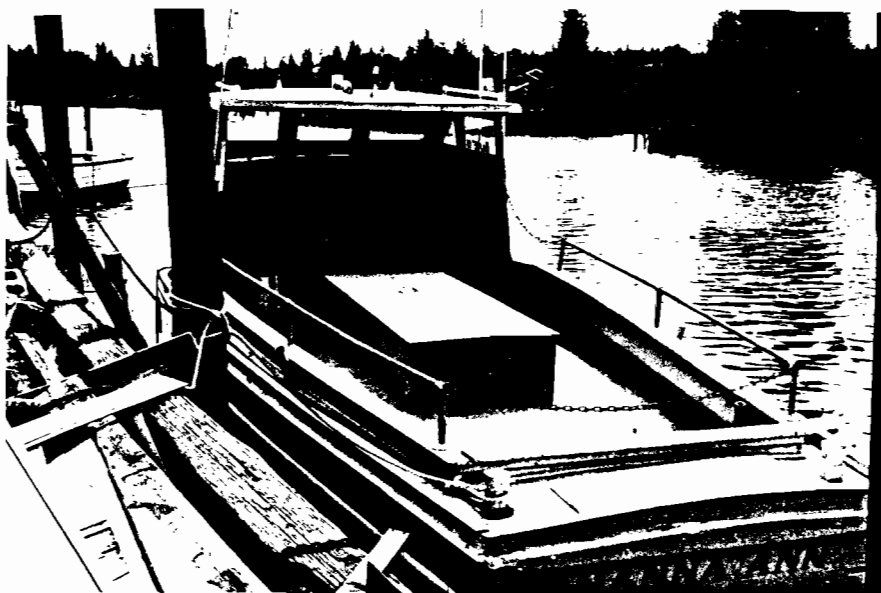
Strip ___

Other _____

Additional Description or other Equipment (i.e. sails)

Photo:

Negative File # CF-3



PHYSICAL CONDITION:

Excellent ^{good} () Fair () Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

Fiberglass over hull, deck and cabin;
plywood cockpit floor; plywood over
transom; any carriage bolts; repowered.

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE:

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

An early power fishing boat built in Tuckerton but intended for use off the coast.

REFERENCES:

G. Petty. Visual inspection at Tuckerton public dock, August 23, 1983 and conversation with old mechanic at nearby propellor shop.

RECORDED BY: George Petty

DATE: August 29, 1983

ORGANIZATION:

Ocean County Cultural & Heritage Commission

PRESENT NAME: Odyssey FORMER OR ORIGINAL NAME(S):

PRESENT OWNER / ADDRESS: SAIL #
% Diana Dale's Boat Basin
aka Liberty Harbor Marina, Waretown, NJ
REGISTRATION # doc

DESCRIPTION

Boat Type: sea skiff Place of Construction:

Builder:

Designer (Naval Architect):

Date of Construction: c. 1950 Engine: 1 v-8

Source of Date: observation and marina manager Steering: Wheel Tiller Other Length: 36' Draft: 3½' (Centerboard down)

Beam: 12' Sail Area:

Rig: Spar Lengths:

Materials Keel Shape:

Fastenings: Displacement:

Frames: Ballast: lbs. Exterior Interior Planks: mahogany Hull Form (for power boats):
displacement

Keel: Planking Type

Deck: Carvel Interior: Lapstrake Spars: Strip Other

Additional Description or other Equipment (i.e. sails)

Fishing chairs in cockpit seem to be quite old, with brass fittings.
exhaust stack for engine rigged through pilot house.

Photo: Negative File # CF-4

PHYSICAL CONDITION: good

Excellent () Fair () Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (x) Lifesaving ()
Other (describe)

PRESENT USE: same.

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (x)

HISTORICAL SIGNIFICANCE:

The owner was unavailable when the boat was inspected.

No confirmed information on the date of construction or the builder could be obtained.

However, this boat seemed to be a fine representative of ocean going charter boats in ocean county at least 30 years ago. It is in sound condition. and rigged as a working boat.

The deck house has the vertical lines of older skiffs, and the leading of the exhaust from the engine up through the deck house is an old feature.

REFERENCES:

Inspection by G. Petty, Aug. 26, 1983

RECORDED BY: G. Petty

DATE: Aug. 26

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: Good Times FORMER OR ORIGINAL NAME(S):

PRESENT OWNER / ADDRESS:

SAIL #

John, Lucky Saraullo

1100 Base Marina, Barnegat Light REGISTRATION # Doc

DESCRIPTION

Boat Type: Comm'l Party boat Place of Construction: New York?

Builder:

Designer (Naval Architect):

Date of Construction: 1933

Engine: GMC 671 diesel

Source of Date: owner

Steering: Wheel Tiller Other

Length: 48'

Draft: 5' (Centerboard down)

Beam: 15'

Sail Area:

Rig:

Spar Lengths:

Materials

Keel Shape:

Fastenings: galvanized iron

Displacement:

Frames: oak

Ballast: lbs. Exterior Interior

Planks: cedar

Hull Form (for power boats): Hard chine, displacement hull

Keel: oak

Planking Type

Deck: probably cedar, plywood,
and fiberglassCarvel

Interior:

Lapstrake

Spars:

Strip Other

Additional Description or other Equipment (i.e. sails)
enclosed flying bridge added, with supports for cabin top.

Photo: Negative File # CF-5

PHYSICAL CONDITION:

Excellent () Fair () ^{good} Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

repowered.

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible ()

HISTORICAL SIGNIFICANCE:

Large commercial fishing boats like this one were the mainstays of the fishing industry along the Ocean County shore in the 1930s. The hard chine hull is not an Ocean County or Jersey Shore design, but was popular and less expensive to build during the depression years.

The trunk cabin and deck house lines have not changed, though they have been covered with plywood. The flying bridge has been added, and the boat has been repowered.

REFERENCES:

G. Petty; visual inspection and interview with owner, Aug. 28, 1983

RECORDED BY: G. Petty

DATE: Aug. 28, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: *Lady Caroline* FORMER OR ORIGINAL NAME(S):

PRESENT OWNER / ADDRESS: SAIL #

*John ...
7 Light House Mar... Lighthouse Light* REGISTRATION # *doc*

DESCRIPTION

Boat Type: *Comm'l party charter* Place of Construction: *Waretown*

Builder: *Dick Clineman*

Designer (Naval Architect):

Date of Construction: *1938* Engine: *Barr Marine Clds 455 cu in. v-8*

Source of Date: *owner* Steering: Wheel Tiller Other

Length: *34'* overall Draft: *3 1/2'* (Centerboard down)

Beam: *12'* Sail Area:

Rig: Spar Lengths:

Materials Keel Shape:

Fastenings: Displacement:

Frames: Ballast: *lbs.* Exterior Interior

Planks: *white pine* Hull Form (for power boats): *displ.*

Keel: Planking Type

Deck: Carvel

Interior: Lapstrake

Spars: Strip

Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # *CF-6*



PHYSICAL CONDITION: *good*

Excellent () Fair () Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

fiberglass decks

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible ()

HISTORICAL SIGNIFICANCE:

Not many commercial fishing boats built in Ocean County in the 1930s are still working at the trade. This one, built by Captain Dick Clineman of Waretown, is typical of the large sea-going skiff of that time. According to the present owner, Clineman built it for himself, worked the boat for almost twenty years, and then sold it. The present owner says Clineman soaked the trees from which the planks were made in sea water before he sawed them.

The small cuddy cabin forward, and the open deck house are consistent with skiff construction of the time. No flying bridge has been added.

REFERENCES:

G. Petty. Interview with owner, Sept 12, 1983

RECORDED BY: G. Petty

DATE: Sept. 15

ORGANIZATION: Ocean County Cultural and Heritage Society

PRESENT NAME: Paula J

FORMER OR ORIGINAL NAME(S):

PRESENT OWNER / ADDRESS:

SAIL #

Capt. Paul Such

Forked River Town Dock, Forked River

REGISTRATION #

DESCRIPTION

Boat Type: Commercial party charter Place of Construction: Blackwood, N.J.

Builder:

Designer (Naval Architect):

Date of Construction: c. 1940

Engine: Flat head 8 cyl.

Source of Date: visual inspection
and ownerSteering: Wheel Tiller Other

Length: 36'

Draft: 3' (Centerboard down)

Beam: 14'

Sail Area:

Rig:

Spar Lengths:

Materials

Keel Shape:

Fastenings: galvanized nails

Displacement:

Frames: oak

Ballast: lbs. Exterior Interior

Planks: cedar

Hull Form (for power boats): displ.

Keel: oak

Planking Type

Deck: plywood

Carvel

Interior:

Lapstrake

Spars:

Strip Other

Additional Description or other Equipment (i.e. sails)

Photo:

Negative File # CF-7

PHYSICAL CONDITION:

Excellent () Fair () Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (x) Possible ()

HISTORICAL SIGNIFICANCE:

The angular and vertical lines of the trunk cabin and deck house, and the plumb stem and low profile mark this as a pre-world war II fishing boat. According to the owner, it was built in Blackwood N.J., on the Delaware Bay. It is still rigged with an open cockpit and uncluttered transom as for commercial fishing.

REFERENCES:

G. Petty. Visual inspection and telephone interview with owner, Aug 16, 1983

RECORDED BY: G. Petty

DATE: Aug. 16, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: Waterwagon

FORMER OR ORIGINAL NAME(S): Waterwagon

PRESENT OWNER / ADDRESS:
H.C. Pickering Jr.

SAIL #

77 W. Shore Trail, Sparta, N.J.

REGISTRATION # N.J. 423 B

DESCRIPTION

Boat Type: Power Cruiser

Place of Construction: Lewis, Delaware

Builder: Slaughter

Designer (Naval Architect):

Date of Construction: 1933

Engine:

Source of Date: owner

Steering: Wheel Tiller Other

Length: 31'

Draft: 3' (Centerboard down)

Beam: 9'

Sail Area:

Rig:

Spar Lengths:

Materials

Keel Shape:

Fastenings:

Displacement:

Frames: oak

Ballast: lbs. Exterior Interior

Planks: white cedar

Hull Form (for power boats): plum stem displacement hull

Keel: oak

Planking Type

Deck: mahogany

Carvel

Interior: large cabin and wheelhouse

Lapstrake

Spars:

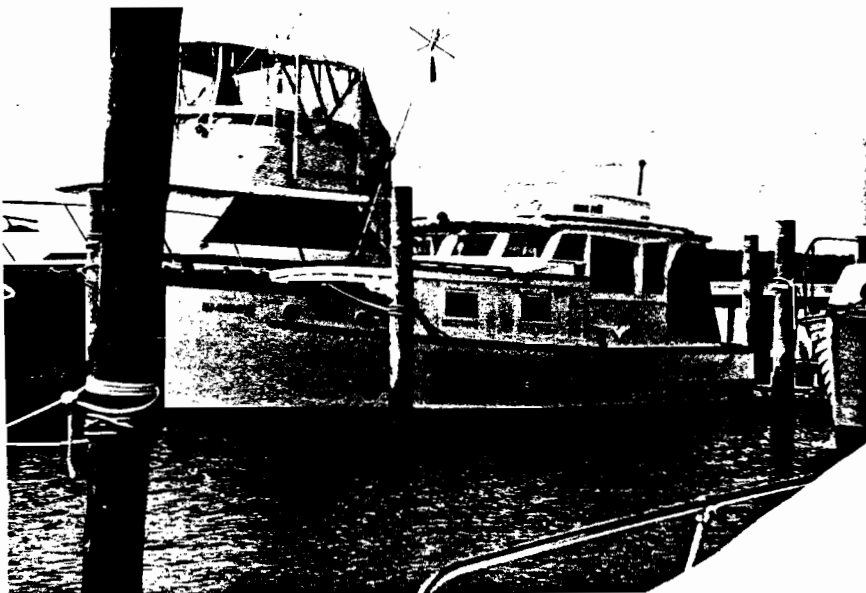
Strip

Other

Additional Description or other Equipment (i.e. sails)

Photo:

Negative File # CP-1



PHYSICAL CONDITION:

Excellent () Fair (x) Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

Boat is completely painted white with blue trim. Fiberglass on cabin top and deck.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible ()

HISTORICAL SIGNIFICANCE:

This is an early example of one of the better known power cruiser builders of the 1930s.

REFERENCES:

Information supplied by the owner.
Visual inspection by George Petty, August 4, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 7, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

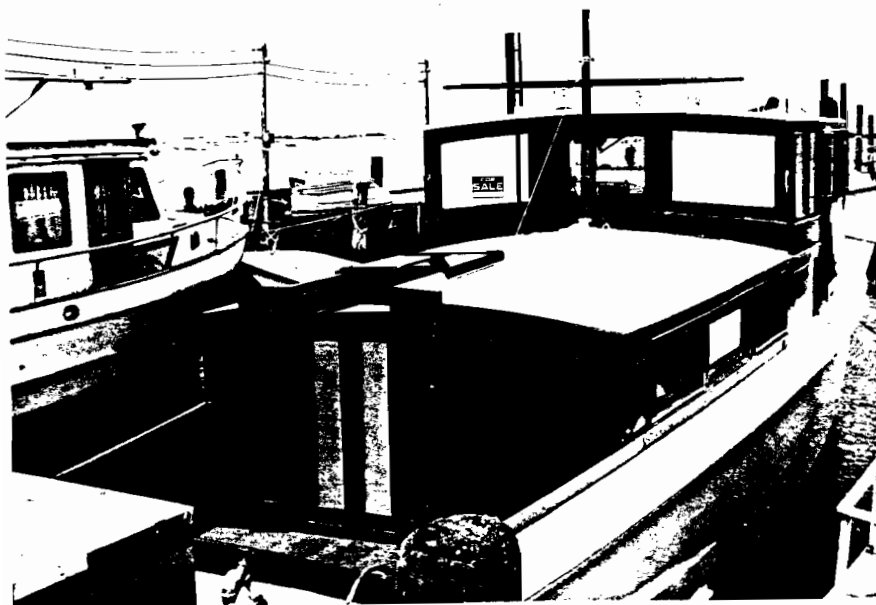
PRESENT NAME: Fansea V FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Harold Jones
56 Harrison Ave., Cherry Hill, N.J. REGISTRATION # documented

DESCRIPTION

Boat Type: Power cruiser Place of Construction: Claessen's Point, Brooklyn, N.Y.
Builder: Dawn Shipbuilding
Designer (Naval Architect):
Date of Construction: 1929 Engine: 2 300 Cu. in. Ford V-8s (repowered)
Source of Date: owner Steering: Wheel Tiller Other
Length: 45' Draft: 4' (Centerboard down)
Beam: 11' Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: copper rivets Displacement:
Frames: oak Ballast: lbs. Exterior Interior
Planks: cedar Hull Form (for power boats): displacement
Keel: oak Planking Type
Deck: fiberglass over cedar Carvel
Interior: 4 berths, mahogany trim Lapstrake
Spars: Strip
Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # CP-2



PHYSICAL CONDITION:

Excellent () Fair () Poor () Good ()
Restored () Adapted ()

COMMENTS (note alterations):

Fiberglass on deck. Repowered with Ford V-8s.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

Typical of the early power cruisers with displacement hull, plumb stem, and narrow beam.

REFERENCES:

RECORDED BY: George R. Petty, Jr.

DATE: August 7, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: Miraamy FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 John Kagler
 c/o Morrison's Marina, Beach Haven REGISTRATION # documented

DESCRIPTION

Boat Type: Power cruiser Place of Construction: West Creek
 Builder: Adam Price
 Designer (Naval Architect):
 Date of Construction: 1933 Engine: 2 Chrysler Crown 65 hp. flat-head six cyl.
 Source of Date: Morrison's Marina Steering: Wheel Tiller Other gas
 Length: 39' Draft: 3' (Centerboard down)
 Beam: 11' 6" Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: bronze screws Displacement:
 Frames: oak Ballast: lbs. Exterior Interior
 Planks: cedar Hull Form (for power boats): round bilge, flat run
 Keel: oak Planking Type
 Deck: fibreglassed Carvel
 Interior: large cabin and pilot Lapstrake
 Spars: house, trimmed in mahogany Strip
 Other

Additional Description or other Equipment (i.e. sails)
 2 stem bits, galvanized pulpit. Excellent workmanship.

Photo: Negative File # CP-3



PHYSICAL CONDITION:

Excellent () Fair () Poor () Good ()
 Restored () Adapted ()

COMMENTS (note alterations):

Fiberglass on deck and cabin top.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

Adam Price built sound and seaworthy custom skiffs in West Creek in the late thirties and through the 1950s. His neighbor, Milton Salmon, worked for him, then formed a partnership with him, and finally began to build in his own shop. The marina informants were not certain which of the two builders was principally responsible for this boat, but from the date of construction, it seems likely it was built by Adam Price. We have interviewed Milton Salmon's widow, who showed us records of his boats, and this one was not among them.

The boat seems to have been intended for a pleasure yacht, though similar hulls were used for commercial fishing. The interior of the cabin is carefully done in mahogany. The original low profile cabin has not been changed. It also has the straight, nearly vertical stem characteristic of early skiffs.

REFERENCES:

Morrison's Marina personnel. Interview by George Petty, August 4, 1983, and visual inspection

Mrs. Florence Salmon. Interview by George Petty, October, 1982.

RECORDED BY: George R. Petty, Jr.

DATE: August 10 , 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

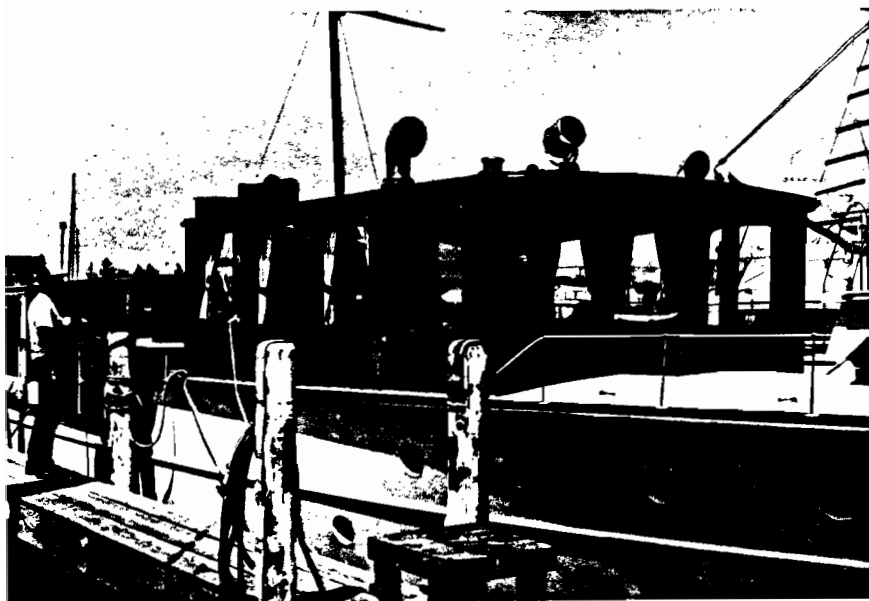
PRESENT NAME: Gatsby FORMER OR ORIGINAL NAME(S): Hart's Desire
 PRESENT OWNER / ADDRESS: SAIL #
 John Callahan REGISTRATION # documented
 Lake Avenue, Bay Head

DESCRIPTION

Boat Type: Cruising Power Boat Place of Construction: Morris Heights, N.Y.
 Builder: Consolidated Shipbuilding
 Designer (Naval Architect):
 Date of Construction: 1929 Engine: Repowered with two Chrysler V-8 200 hp
 Source of Date: owner Steering: Wheel Tiller Other in 1960s
 Length: 60' Draft: 4' (Centerboard down)
 Beam: 14' Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: bronze screws Displacement:
 Frames: oak Ballast: lbs. Exterior Interior
 Planks: double planked cedar Hull Form (for power boats): displacement
 Keel: oak Planking Type
 Deck: teak Carvel
 Interior: fwd. and aft staterooms, Lapstrake
 saloon, engine room, raised pilot house
 Spars: Strip
 Other

Additional Description or other Equipment (i.e. sails)
 Luxury appointments.

Photo: Negative File # CP-4



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()
 Restored () Adapted ()

COMMENTS (note alterations):

Original condition.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

This boat is from an era of luxury which its name associates with F. Scott Fitzgeralds and prohibition days. It is a marvel of first class yacht building of the late 20s. Every bit of the joiner work is in oiled teak, with brass fittings.

REFERENCES:

John Callahan. Interview by George Petty and visual inspection, July 24, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: July 24, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Arnold's Marina REGISTRATION #
Pt. Pleasant, NJ

DESCRIPTION

Boat Type: Power cruiser Place of Construction: Bayonne
Builder: Elco
Designer (Naval Architect):
Date of Construction: 1937 Engine: Chrysler 6 cyl. flat head
Source of Date: R.J. Wary, Bridge Steering: Wheel Tiller Other _____
Length: 34' Marine, Pt. Pleasant Draft: 3' (Centerboard down _____)
Beam: 9' 6" Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: bronze screws Displacement:
Frames: bent oak Ballast: lbs. Exterior Interior
Planks: mahogany Hull Form (for power boats): displacement
Keel: oak Planking Type
Deck: mahogany Carvel
Interior: trunk cabin fwd. large Lapstrake
Spars: house Strip
Other _____

Additional Description or other Equipment (i.e. sails)
In water, with protected storage.

Photo: Negative File # CP-5



PHYSICAL CONDITION:

Excellent () Fair (X) Poor ()
Restored () Adapted ()

COMMENTS (note alterations):

Fiberglass on cabin top.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

Elco power cruisers during the 20s and 30s were famous for quality and durability.

REFERENCES:

R.J. Wary, boat restorer. Interview by George Petty, July 24, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: July 24, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: Wonder FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Marsden Peabody REGISTRATION # NJ 4767 A
289 Jefferson Rd., Princeton, NJ

DESCRIPTION

Boat Type: Cruising power boat Place of Construction: Point Pleasant NY (?)
Builder: unknown perhaps NJ
Designer (Naval Architect):
Date of Construction: 1917 Engine: V-8 gas, original 4 cyl gas
Source of Date: owner Steering: Wheel Tiller Other
Length: 38' Draft: 2½' (Centerboard down)
Beam: 11' 5" Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: copper rivets, some Displacement:
Frames: oak galv. nails Ballast: lbs. Exterior Interior
Planks: cedar Hull Form (for power boats): hard chine, displacement hull
Keel: oak Planking Type
Deck: cedar strips Carvel
Interior: trunk cabin, note Lapstrake
Spars: vertical cedar sides Strip
Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # CP-6



PHYSICAL CONDITION:

Excellent () Fair () Poor (x)

Restored () Adapted ()

COMMENTS (note alterations):

Repowered with modern V-8, plywood cockpit floor. The boat has been on blocks for at least 4 years, and the planks are beginning to pull away from the frames. The two-piece stem has separated at the scarf, but the keel seems sound.

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes (X) No () Possible ()

HISTORICAL SIGNIFICANCE:

According to local tradition this is the oldest power craft still in existence on the bay. The present owner doesn't know who designed or built it, but the documents he has say it was built in Point Pleasant, New York.

Its shoal fraft, hard chine hull suggest it was not intended for off-shore fishing. But the wide spacious cockpit would be suitable for fishing in close to shore or in the bay. The trunk cabin extends back a third of the length of the boat, which is more room than a commercial fisherman would want to give to bodily comfort.

For these reasons this boat has been classified as a cruising power boat rather than a commercial fishing craft.

REFERENCES:

Marsden Peabody. Telephone interview by George Petty and visual inspection, August 28, 1983

RECORDED BY: George R. Petty, Jr.

DATE: August 29, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: Mystery II FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Thomas Prestia
 Philadelphia. c/o Redman's Marina REGISTRATION # documented

DESCRIPTION Waretown, NJ
 Boat Type: Cruising sedan Place of Construction: Upper Pennsylvania
 Builder: American Car and Foundry
 Designer (Naval Architect):
 Date of Construction: 1929 Engine: GMC 671 diesel
 Source of Date: owner Steering: Wheel Tiller Other
 Length: 40' Draft: 3½' (Centerboard down)
 Beam: 12' 6" Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: bronze screws Displacement:
 Frames: oak Ballast: lbs. Exterior Interior
 Planks: cedar Hull Form (for power boats): displacement
 Keel: oak Planking Type
 Deck: fiberglass over cedar Carvel
 Interior: large trunk cabin with fore Lapstrake
 Spars: and aft staterooms and Strip
 center pilot house Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # CP-7



PHYSICAL CONDITION:
 Excellent () Fair () Poor () Good ()
 Restored () Adapted ()
COMMENTS (note alterations):
 Fiberglass over cabin top and deck;
 many modifications to deck house
 by previous owner who lived aboard.
 Note repowering with modern diesel.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

Typical pleasure cruiser of the late 20s, early 30s.

REFERENCES:

Thomas Prestia. Interview by George Petty, August 27, 1983

RECORDED BY: George R. Petty, Jr.

DATE: August 27, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: Mafdet FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Bert Horton REGISTRATION # NJ 1917 DB
 Pemberton, NJ, c/o High Bar Marina

DESCRIPTION Long Beach Tsp. NJ 08008

Boat Type: Power cruiser Place of Construction:
 Builder: Richardson
 Designer (Naval Architect):
 Date of Construction: 1942 Engine: flat head Chrysler 6 cyl.
 Source of Date: owner Steering: Wheel Tiller Other
 Length: 33' Draft: 2½' (Centerboard down)
 Beam: 10' 6" Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: bronze Displacement:
 Frames: oak Ballast: lbs. Exterior Interior
 Planks: cedar Hull Form (for power boats): round bilge, flat run
 Keel: oak Planking Type
 Deck: fiberglass over cedar Carvel
 Interior: trunk cabin fwd, deck house, Lapstrake
 Spars: no flying bridge, fiber-glass cabin top Strip
 Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # CP-8



PHYSICAL CONDITION:

Excellent () Fair () Poor () Good (X)

Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

Typical post war production skiff, for pleasure use.

REFERENCES:

Bert Horton. Interview by George Petty, August 27, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 27, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

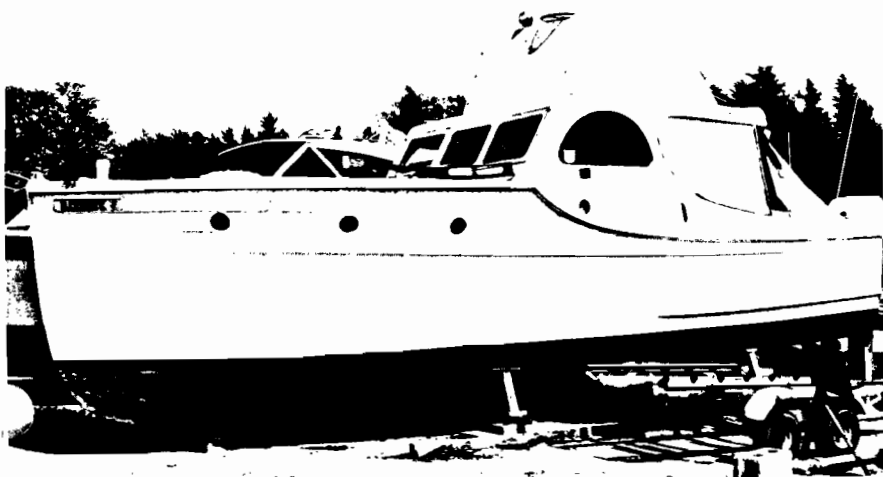
PRESENT NAME: none FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Ted and Sons Marina
 129 Bay Ave., Forked River, NJ REGISTRATION # none

DESCRIPTION

Boat Type: Power cruiser, sport fisherman Place of Construction: Buffalo, N.Y.
 Builder: Chris Craft
 Designer (Naval Architect):
 Date of Construction: 1938 Engine: 6 cyl. flat head Chris Craft 295 HP
 Source of Date: owner Steering: Wheel Tiller Other
 Length: 32' Draft: 2½' (Centerboard down)
 Beam: 10' Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: bronze screws Displacement:
 Frames: oak Ballast: lbs. Exterior Interior
 Planks: mahogany Hull Form (for power boats):
 Keel: oak Planking Type
 Deck: mahogany Carvel
 Interior: raised deck fwd. center Lapstrake
 Spars: deck house Strip
 Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # CP-9



PHYSICAL CONDITION:

Excellent () Fair () Poor (X)
 Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: on blocks

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

A typical pre-war Chris Craft production line boat.

REFERENCES:

Ted and Sons Marina. Interview by George Petty, August 26, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 26, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

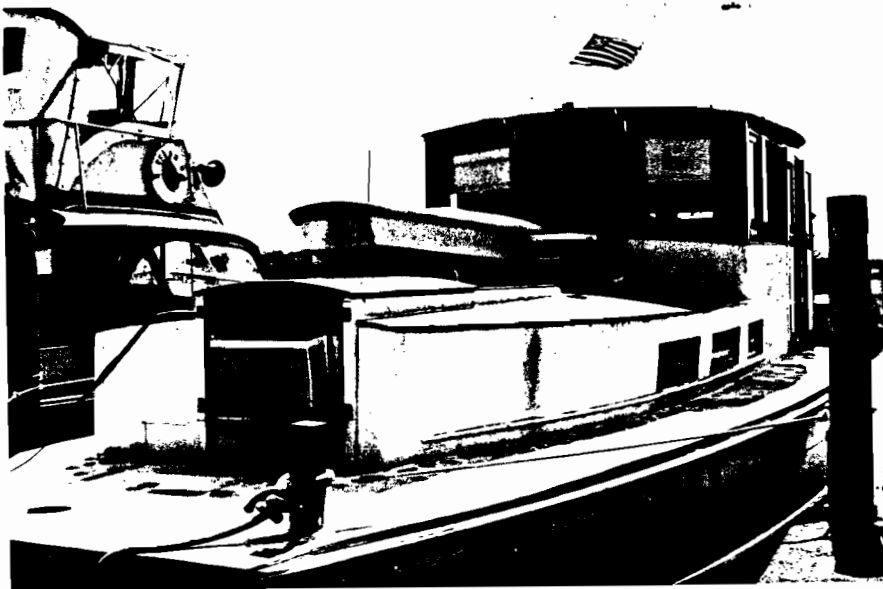
PRESENT NAME: Kalua FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: Richard Shiepan SAIL #
 %Townsend's Marian, Lacey Rd. Forked River, N. J. REGISTRATION # documented

DESCRIPTION

Boat Type: power cruiser Place of Construction: Point Pleasant
 Builder: Hubert Johnson
 Designer (Naval Architect):
 Date of Construction: 1925 Engine: Chrysler Crown, 6 cyl, flat head
 Source of Date: Marina owner Steering: Wheel Tiller Other
 Length: 46' Draft: 3' (Centerboard down)
 Beam: 13' Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: cut iron nails Displacement:
 Frames: oak Ballast: lbs. Exterior Interior
 Planks: cedar Hull Form (for power boats): round bilge, displ.
 Keel: oak Planking Type
 Deck: plywood Carvel
 Interior: long trunk cabin with deck Lapstrake
 house; vinyl cabin top Strip
 Spars: Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # CP-10



PHYSICAL CONDITION: good
 Excellent () Fair () Poor ()
 Restored () Adapted ()
COMMENTS (note alterations):
 Engine in process of being replaced.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

This is the earliest Hubert Johnson power boat found still active on the bay. It has the plumb stem and vertical lines to the cabin and deck house that characterizes pleasure cruisers of the 20's. The cut iron fastenings are unusual and do not seem to be rusting through hull finish.

This boat also has two lead plates on the bottom for ballast, and also, according to the marina owner who has seen it out of the water, two stabilizing plates along the chines to prevent rolling.

REFERENCES:

G. Petty. Interview with the marina owner, August 26, 1983

RECORDED BY: George Petty

DATE: August 26, 1983

ORGANIZATION:

Ocean County Cultural & Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Donald Price, Telford, Pa. REGISTRATION # documented
 5 Forked River Marina

DESCRIPTION

Boat Type: power cruiser	Place of Construction:
Builder: Matthews	
Designer (Naval Architect):	Engine: not seen
Date of Construction: 1948	Steering: Wheel <input checked="" type="checkbox"/> Tiller <input type="checkbox"/> Other <input type="checkbox"/>
Source of Date: Marina	Draft: 3' (Centerboard down <input type="checkbox"/>)
Length: 38'	Sail Area:
Beam: 10.9'	Spar Lengths:
Rig:	Keel Shape:
Materials	Displacement:
Fastenings: bronze screws	Ballast: lbs. Exterior <input type="checkbox"/> Interior <input type="checkbox"/>
Frames: oak	Hull Form (for power boats): round bilge, flat run plumb stem
Planks: mahogany	Planking Type
Keel: oak	Carvel <input checked="" type="checkbox"/>
Deck: mahogany	Lapstrake <input type="checkbox"/>
Interior: long trunk cabin fwd	Strip <input type="checkbox"/>
Spars: large deck house enclosed	Other <input type="checkbox"/>

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # CP-11



PHYSICAL CONDITION: good
 Excellent () Fair () Poor ()
 Restored () Adapted ()
COMMENTS (note alterations):

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE:

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

A typical Matthews production cruiser.

REFERENCES:

G. Petty. Visual inspection, August 24, 1983. Interview with marina personnel, August 24, 1983

RECORDED BY: George Petty

DATE August 24, 1983

ORGANIZATION:

Ocean County Cultural & Heritage Commission

PRESENT NAME: South Wind 11

FORMER OR ORIGINAL NAME(S):

PRESENT OWNER / ADDRESS:

SAIL #

Walter J. Miscovits
28 Harden St., Hillside, N. J.

REGISTRATION # documented, NJ 600 RJ

DESCRIPTION

Boat Type: Power cruiser

Place of Construction:

Builder: Matthews

Designer (Naval Architect):

Date of Construction: 1942

Engine: not seen

Source of Date: Marina records

Steering: Wheel Tiller Other _____

Length: 38.10"

Draft: 3' (Centerboard down _____)

Beam: 11.8"

Sail Area:

Rig:

Spar Lengths:

Materials

Keel Shape:

Fastenings: bronze screws

Displacement:

Frames: oak

Ballast: lbs. Exterior Interior

Planks: mahogany

Hull Form (for power boats): round bilge, flat run,
plumb stem

Keel: oak

Planking Type

Deck:

Carvel Interior: trunk cabin fwd. large deck
house enclosedLapstrake

Spars:

Strip

Other _____

Additional Description or other Equipment (i.e. sails)

Photo:

Negative File # CP-12

PHYSICAL CONDITION: good

Excellent () Fair () Poor ()

Restored () Adapted ()

COMMENTS (note alterations):fiberglass on deck and cabin top.
Flying bridge added.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

Well built power cruiser from a nationally known production builder.

REFERENCES:

G. Petty. Visual inspection and interview with marina personnel, August 24, 1983

RECORDED BY: George Petty

DATE: August 24, 1983

ORGANIZATION:

Ocean County Cultural & Heritage Commission

PRESENT NAME: Adventurer

FORMER OR ORIGINAL NAME(S):

PRESENT OWNER / ADDRESS:

SAIL #

Arthur Lobell

% State Marina, Forked River, N. J.

REGISTRATION # documented

DESCRIPTION

Boat Type: power cruiser

Place of Construction: Algonac, Michigan

Builder: Chris Craft

Designer (Naval Architect):

Date of Construction: 1950

Engine: not seen

Source of Date: marina records

Steering: Wheel Tiller Other

Length: 46'

Draft: 3½' (Centerboard down)

Beam: 13'

Sail Area:

Rig:

Spar Lengths:

Materials

Keel Shape:

Fastenings: bronze screws

Displacement:

Frames: oak

Ballast: lbs. Exterior Interior

Planks: mahogany

Hull Form (for power boats):

Keel: oak

Planking Type

Deck: mahogany

Carvel Interior: trunk cabin, with large en-
closed deck houseLapstrake

Spars:

Strip Other

Additional Description or other Equipment (i.e. sails)

owner lives aboard

Photo:

Negative File # CP-13

PHYSICAL CONDITION: good x

Excellent () Fair () Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

description from observation only

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible ()

HISTORICAL SIGNIFICANCE:

This is a typical Chris Craft sedan cruiser, a well made production line boat.
See discussion at CP- 14

REFERENCES:

G. Petty. Visual inspection and interview with marina personnel. August 24, 1984

RECORDED BY: George Petty

DATE: August 24, 1983

ORGANIZATION:

Ocean County Cultural & Heritage Commission

PRESENT NAME: Erica-Hi FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Robert O. Gruelich
 106 Orchard St., Cranford, N. J. REGISTRATION #documented

DESCRIPTION

Boat Type: power cruiser Place of Construction: Algonac, Mich.
 Builder: Chris Craft
 Designer (Naval Architect):
 Date of Construction: 1948 Engine: no seen
 Source of Date: marine records Steering: Wheel Tiller Other _____
 Length: 39.2' Draft: 3' (Centerboard down _____)
 Beam: 12' Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: std. Chris Craft Displacement:
 Frames: Ballast: lbs. Exterior Interior
 Planks: Hull Form (for power boats): modified replacement
 Keel: Planking Type
 Deck: Carvel
 Interior: Lapstrake
 Spars: Strip
 Other _____

Additional Description or other Equipment (i.e. sails)

mahogany bright work in excellant condition

Photo: Negative File # CP-14



PHYSICAL CONDITION: good

Excellent () Fair () Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible ()

HISTORICAL SIGNIFICANCE:

Typical Chris Craft production cruiser. This one has been well cared for, and the mahogany bright work is in original condition. These power cruisers were built in Algonac Michigan, beginning in the mid-thirties, as production boats. They were not built on order to the specifications of a customer, but were made on a fast production basis. Nevertheless, they were made with excellent materials and to first class specifications, and became very popular. The Chris Craft standards were to use oak frames and structural members, mahogany planking and interior trim, and bronze fastenings. There are several excellent examples at the state marina in Forked River, where this one was found.

REFERENCES:

G. Petty Visual inspection and interview with marina personnel August 24, 1983

RECORDED BY: George Petty

DATE: August 24, 1983

ORGANIZATION:

Ocean County Cultural & Heritage Commission

PRESENT NAME: Dream On 11

FORMER OR ORIGINAL NAME(S):

PRESENT OWNER / ADDRESS:

SAIL #

Robert Scarborough

63 Throckmorton Ave., Eatontown, N. J. REGISTRATION # NJ 1572 AJ

DESCRIPTION

Boat Type: power cruiser

Place of Construction: Algonac, Mich.

Builder: Chris Craft

Designer (Naval Architect):

Date of Construction: 1950

Engine: not seen

Source of Date: marina records

Steering: Wheel Tiller Other

Length: 36'

Draft: 3' (Centerboard down)

Beam: 12'

Sail Area:

Rig:

Spar Lengths:

Materials

Keel Shape:

Fastenings: std Chris Craft

Displacement:

Frames:

Ballast: lbs. Exterior Interior

Planks:

Hull Form (for power boats): round bilge, flat run, flared bow

Keel:

Planking Type

Deck:

Carvel

Interior: V-bunk under raised deck

Lapstrake

large enclosed deck house

Strip Other

Additional Description or other Equipment (i.e. sails)

Photo:

Negative File # CP-15

PHYSICAL CONDITION: good

Excellent () Fair () Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure (x) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible ()

HISTORICAL SIGNIFICANCE:

Typical Chris Craft production power cruiser. See discussion at
CP-14.

REFERENCES:

G. Petty. Visual inspection and interview with marina personnel, August 24, 1983

RECORDED BY: George Petty

DATE: August 24, 1983

ORGANIZATION:

Ocean County Cultural & Heritage Commission

PRESENT NAME: Crystal Ship
 PRESENT OWNER / ADDRESS:
 Karen Sozio
 390 Wyoming Ave. Milburn, N. J.

FORMER OR ORIGINAL NAME(S): Eleanor D.
 SAIL #
 REGISTRATION # NJ 582 CP

DESCRIPTION

Boat Type: Power cruiser

Place of Construction: Ocean County

Builder: unknown

Designer (Naval Architect):

Date of Construction: C 1950

Engine: 2 Chev. 327 V-8 (repowered)

Source of Date: marine records
 (N.J. State Marina at Forked River)

Steering: Wheel Tiller Other

Length: 40'
 Beam: 12.5'

Draft: 3' (Centerboard down)

Rig:

Sail Area:

Materials

Spar Lengths:

Fastenings: bronze screws

Keel Shape:

Frames: oak

Displacement:

Planks: mahogany

Ballast: lbs. Exterior Interior

Keel: oak

Hull Form (for power boats): modified displ.

Deck: fiberglass over mahogany

Planking Type

Carvel

Interior: large trunk cabin fwd.
 large deck house, small cockpit aft
 Spars:

Lapstrake Strip Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # CP-16



PHYSICAL CONDITION: good
 Excellent () Fair () Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

repowered

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

The present owner and previous owner Harold Rickborn, of Rickborn Industries, Bayville, both say this boat was custom built in Ocean County. Neither informant can remember the name of the builder or the place where it was built.

The person who owned it the longest, a Mr. James Wynne, who sold it to Rickborn, can no longer be found in Ocean County.

REFERENCES:

G. Petty. Visual inspection, interview with marina personnel and telephone interviews with present owner and Harold Rickborn.

RECORDED BY: George Petty

DATE: August 29, 1983

ORGANIZATION:

Ocean County Cultural and Heritage Commission

PRESENT NAME: Sea Sprite II

FORMER OR ORIGINAL NAME(S):

PRESENT OWNER / ADDRESS:

SAIL #

Evelyn Quail

462 S. Green St., Tuckerton, NJ

REGISTRATION # documented

DESCRIPTION

Boat Type: Power cruiser

Place of Construction: Bayonne

Builder: Elco

Designer (Naval Architect):

Date of Construction: 1927

Engine: 2, 3 cyl. Detroit diesels, 100 hp. each

Source of Date: owner

Steering: Wheel Tiller Other

Length: 50'

Draft: 4' (Centerboard down)

Beam: 13'

Sail Area:

Rig:

Spar Lengths:

Materials

Keel Shape:

Fastenings: brass screws

Displacement:

Frames: oak

Ballast: lbs. Exterior Interior

Planks: cedar

Hull Form (for power boats): displ.

Keel: oak

Planking Type

Deck: cedar

Carvel

Interior: sleeps 8 in large trunk

Lapstrake

Spars: cabin with deck house above

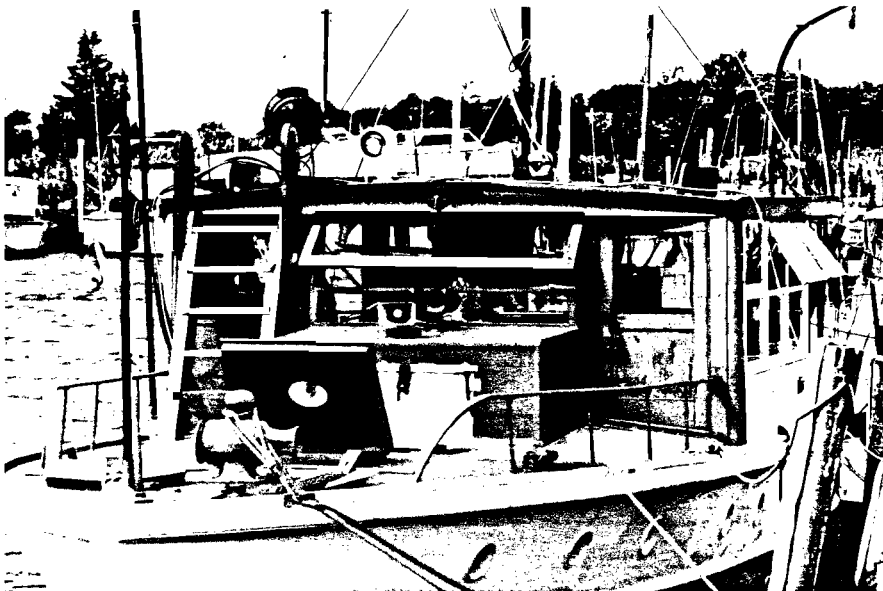
Strip

Other

Additional Description or other Equipment (i.e. sails)

Photo:

Negative File # CP-17



PHYSICAL CONDITION:

Excellent () Fair () Poor () Good (X)

Restored () Adapted ()

COMMENTS (note alterations):

Being used as a live aboard.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same; live aboard

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

A typical large power cruiser built by an internationally known New Jersey builder.

REFERENCES:

Evelyn Quail. Interview by George Petty, August 24, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 24, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: La Cuve FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Evelyn Quail
 452 S. Green St., Tuckerton, NJ REGISTRATION # documented

DESCRIPTION

Boat Type: Power cruiser Place of Construction: Bayonne
 Builder: Elco
 Designer (Naval Architect):
 Date of Construction: 1939 Engine: Chrysler Crown 6 cyl. flat head
 Source of Date: owner Steering: Wheel Tiller Other
 Length: 30' Draft: 2½' (Centerboard down)
 Beam: 10' Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: brass screws Displacement:
 Frames: oak Ballast: lbs. Exterior Interior
 Planks: white cedar Hull Form (for power boats): displ.
 Keel: oak Planking Type
 Deck: cedar Carvel
 Interior: trunk cabin and deck house, Lapstrake
 Spars: sleeps 4 Strip
 Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # CP-18

PHYSICAL CONDITION:

Excellent () Fair () Poor () Good (X)

Restored () Adapted ()

COMMENTS (note alterations):

Fiberglass on deck and cabin top.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

Typical Elco power cruiser, with pre-war materials.

REFERENCES:

Evelyn Quail. Interview by George Petty, August 24, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 24, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: Mon Plaisir
 PRESENT OWNER / ADDRESS:
 Skinner's Marina
 Bartlett Ave., Tuckerton, NJ

FORMER OR ORIGINAL NAME(S):
 SAIL #
 REGISTRATION # PA 4039 N

DESCRIPTION

Boat Type: Power cruiser

Place of Construction: Monmouth County

Builder: Elco

Designer (Naval Architect):

Date of Construction: 1930

Engine: Diesel

Source of Date: marina owner

Steering: Wheel Tiller Other

Length: 26'

Draft: 2½' (Centerboard down)

Beam: 8'

Sail Area:

Rig:

Spar Lengths:

Materials

Keel Shape:

Fastenings: bronze screws, copper nails

Displacement:

Frames: oak

Ballast: lbs. Exterior Interior

Planks: cedar

Hull Form (for power boats):

Keel: oak

Planking Type

Deck: cedar

Carvel

Interior: trunk cabin and deck house, Lapstrake

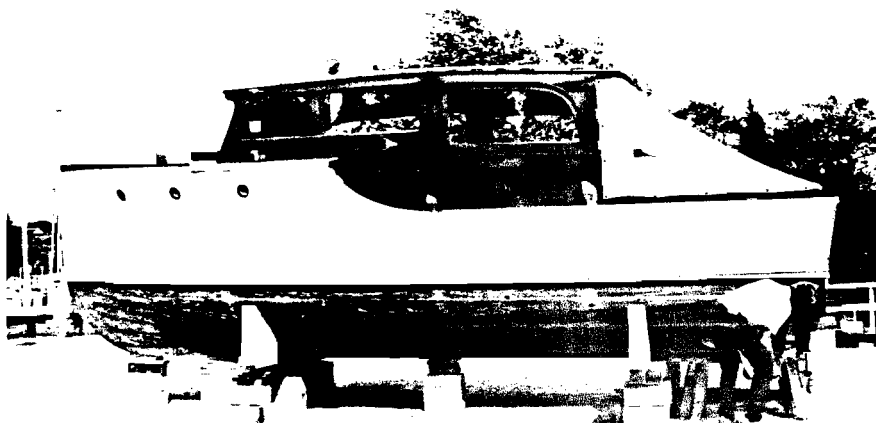
Spars: mahogany trim

Strip

Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # CP-19



PHYSICAL CONDITION:

Excellent () Fair (X) Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

Ribs broken in recent accident being replaced. Transom below waterline being reworked.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

According to the marina owner, this boat is a copy of an Elco design made during World War I for Great Britain. The copy was not built by Elco but by another builder, name unknown, in Monmouth County.

REFERENCES:

Skinner's Marina owner. Interview by George Petty, August 25, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 25, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: Rackwana FORMER OR ORIGINAL NAME(S): same
PRESENT OWNER / ADDRESS: SAIL #
Valentino Borelli REGISTRATION #
7 Brooklyn Ave., Lavallette

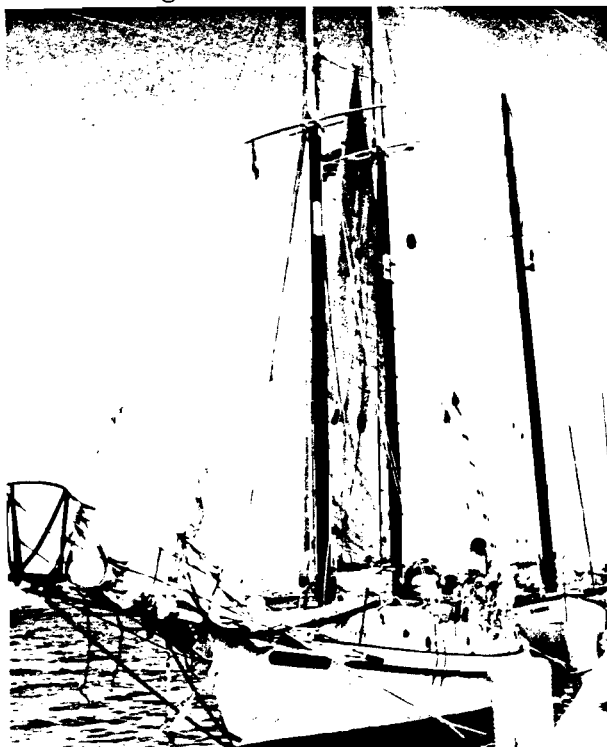
DESCRIPTION

Boat Type: Gaff-rigged Schooner Place of Construction: Lunenburg Co., Nova Scotia
Builder: William Mason
Designer (Naval Architect): Robert Miller, Toms River
Date of Construction: 1948 Engine: 40 HP Westerbeke diesel
Source of Date: previous owner Steering: Wheel ___ Tiller X Other _____
Length: 36' Draft: 4½' (Centerboard down ___)
Beam: 12' Sail Area:
Rig: 2 masted gaff-rigged schooner Spar Lengths: main mast 45', foremast 38'
Materials Keel Shape:
Fastenings: copper nails Displacement:
Frames: oak Ballast: 1500 lbs. Exterior X Interior ___
Planks: cedar Hull Form (for power boats):
Keel: oak Planking Type
Deck: plywood and fiberglass Carvel X
Interior: teak Lapstrake ___
Spars: spruce Strip ___
Other _____

Additional Description or other Equipment (i.e. sails) 2 loose footed headsails.

Photo:

Negative File # CS-1



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()
Restored () Adapted ()

COMMENTS (note alterations):

New fastenings, and new wood and fiberglass on deck.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible ()

HISTORICAL SIGNIFICANCE:

Designed by local naval architect for a local owner, this is the only schooner rigged craft on the bay. During the 19th century, Barnegat Bay was the home for many locally built coastwise commercial schooners, some three-masted and 100 ft. long built in Forked River. The coming of railroads and the gradual shoaling of the bay combined to eliminate the schooner as an economical craft before the first World War. The Rackwanna is a small modern pleasure craft whose schooner rig is reminiscent of the past. Although locally designed and owned, its 4½ foot draft suggests it was intended for offshore cruising in deeper waters along the Northeast coast.

REFERENCES:

Valentino Borelli. Interview by George Petty, Seaside Park, January 11, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: January 12, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: Shantih FORMER OR ORIGINAL NAME(S): Mistress
PRESENT OWNER / ADDRESS: SAIL # 397
Howard and Dolores Lenzer REGISTRATION # Documented #683360
River Road, Lumberville, Pa.

DESCRIPTION

Boat Type: Sloop Place of Construction: Morton Johnson Boat Yard,
Builder: Morton Johnson Bay Head, N.J.
Designer (Naval Architect): Philip Rhodes
Date of Construction: 1947 Engine: Faryman Diesel, 24 HP
Source of Date: document and plans Steering: Wheel Tiller Other
Length: 40' Draft: 4' 6" (Centerboard down 7' 9")
Beam: 10' 8" Sail Area: 687 ft.²
Rig: Marconi sloop Spar Lengths: mast 55' from WL
Materials Keel Shape: rocker
Fastenings: silicon bronze, Displacement: 13 tons net
Tobin bronze
Frames: white oak Ballast: 8,600 lbs. Exterior Interior 1100#
Planks: Honduran mahogany Hull Form (for power boats):
Keel: oak Planking Type
Deck: teak Carvel
Interior: mahogany, teak, plywood Lapstrake
Spars: hollow sitka spruce Strip
Other

Additional Description or other Equipment (i.e. sails) Nine bags, including 2
spinnakers and a club footed jib; running backstays.

<p>Photo: Negative File # CS-2</p>	<p><u>PHYSICAL CONDITION:</u> Excellent (X) Fair () Poor () Restored (X) Adapted () <u>COMMENTS</u> (note alterations): Bright topsides; galley modifications: refrigerator, kerosene stove, larger work space; original gas engine re- placed with diesel; transom, rudder post, and cockpit rebuilt 1978-9; new planks and frames added, and re- fastened 1982.</p>
------------------------------------	---

ORIGINAL USE:

Pleasure (X) Racing (X) Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: cruising, occasional racing

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

This is a Rhodes 28, one of the first racer/cruisers as they are called today. Designer Philip Rhodes took advantage of racing rules based on waterline length by making the sharply raked bow and stern combine with a high aspect ratio sail plan to produce an excellent boat for light winds. When the boat heeled, the effective waterline length was quickly increased, thus increasing the hull speed.

This boat was built in Bay Head, though its design suggests the intention to cruise and race all along the northeastern coast.

REFERENCES:

Dolores Lenzer. Interview by George Petty, Seaside Park, September 18, 1982.

RECORDED BY: George R. Petty, Jr.

DATE: January 12, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

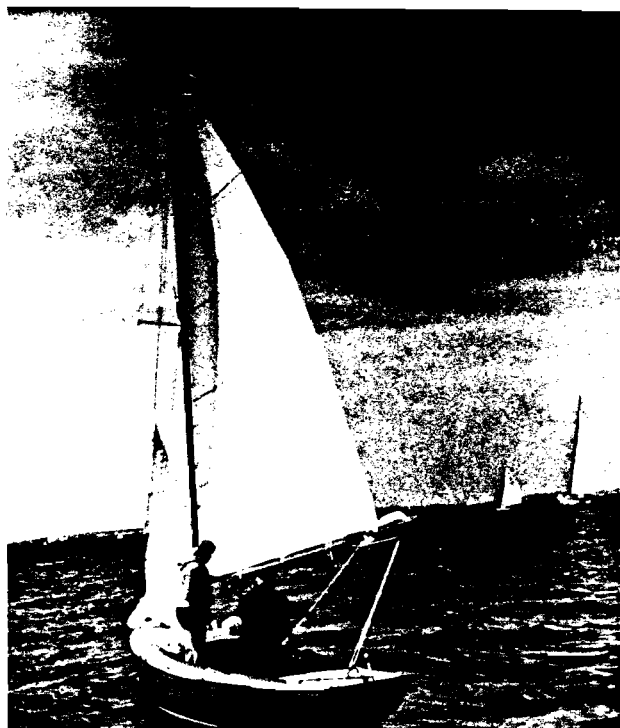
PRESENT NAME: Lucy FORMER OR ORIGINAL NAME(S): Daystar
PRESENT OWNER / ADDRESS: SAIL # H 11
Edward L. Crabbe REGISTRATION #
P.O. Box 271, Toms River, NJ 08753

DESCRIPTION

Boat Type: Sloop Place of Construction: Southampton, England
Builder: Port Hamble, Ltd.
Designer (Naval Architect): Sidney D. Herreshoff
Date of Construction: 1935 Engine:
Source of Date: builder's specifications Steering: Wheel ___ Tiller X Other ___
Length: 21' 3" Draft: 3' 6" (Centerboard down fixed keel)
Beam: 5' Sail Area:
Rig: stainless steel standing Spar Lengths:
Materials rigging; Marconi rig Keel Shape:
Fastenings: bronze Displacement:
Frames: English oak Ballast: 1100 lbs. Exterior X Interior ___
Planks: African mahogany Hull Form (for power boats):
Keel: iron Planking Type
Deck: canvassed Carvel X with fiberglass covering
Interior: mahogany trim Lapstrake ___
Spars: wood Strip ___
Other _____

Additional Description or other Equipment (i.e. sails) Open cockpit daysailer.

Photo: Negative File # CS-3



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()
Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure (X) Racing (X) Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

"Lucy" is one of a class of 20 or more boats, called Islanders, designed by Sidney D. Herreshoff of Bristol, Rhode Island, who was a son of Nathaniel D. Herreshoff, the leading naval architect of his time. The "Lucy" is the first boat of her class to be built. It was purchased by F. Slade Dale in 1955 in New Hampshire and brought to Barnegat Bay.

REFERENCES:

RECORDED BY: George R. Petty, Jr.

DATE: January 12, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

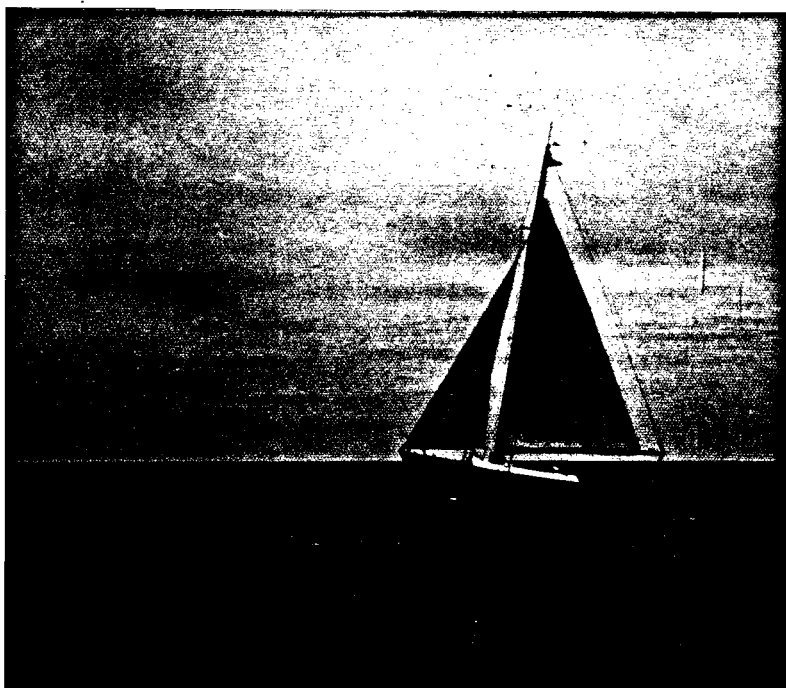
PRESENT NAME: Windways FORMER OR ORIGINAL NAME(S): Blue Water
PRESENT OWNER / ADDRESS: SAIL #
Donald C. Redman REGISTRATION # NJ 6304 D
11 Squan Beach Dr., Mantoloking

DESCRIPTION

Boat Type: Auxiliary Sloop Place of Construction: Lee Shipbuilding
Harwich Port, Massachusetts
Builder: Lee Shipbuilding
Designer (Naval Architect): J.S. Crocker
Date of Construction: 1933 Engine: 40 H.P. Gray
Source of Date: builder's name plate Steering: Wheel ___ Tiller X Other _____
Length: ³³ LOD, 38' with sternsprit Draft: (Centerboard down ___)
_{28' LWL}
Beam: 10' 6" Sail Area:
Rig: Marconi sloop, 3/4 jib stay Spar Lengths:
Materials Keel Shape:
Fastenings: Displacement:
Frames: oak Ballast: lbs. Exterior ___ Interior ___
Planks: cedar Hull Form (for power boats):
Keel: oak Planking Type
Deck: raised, canvas covered Carvel X
Interior: teak Lapstrake ___
Spars: spruce Strip ___
Other _____

Additional Description or other Equipment (i.e. sails) Sail inventory: 2 mains, 1 footed jib, 1 loose footed jib, 1 reacher. Merriman winches; roller reefing and outhaul.

Photo: Negative File # CS-4



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()
Restored () Adapted ()

COMMENTS (note alterations):

Refastened 1974, wooded 1978 updated head.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

The "Windways" is an example of a classic wooden cruising yacht built and designed in Massachusetts, well maintained for family cruising on Barnegat Bay. Ocean County waters have many such traditional pleasure craft, both power and sail, which though they do not represent an indigenous design or local construction, demonstrate the continuing interest of local boaters in older craft.

The "Windways" is typical of such pleasure craft. It was selected to participate in the 1976 Bicentennial Tall Ships celebration as a classic under the auspices of the Antique and Classic Yacht Association. It sailed in the Annual Toms River Seaport Society Old Boat Regatta in 1982 and is well known to sailors on Barnegat Bay.

REFERENCES:

RECORDED BY: George R. Petty, Jr.

DATE: January 12, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Mr. Pederson REGISTRATION # NJ 2451 DS

DESCRIPTION

Boat Type: auxiliary sloop Place of Construction: Beaton Boat Works
Builder: David Beaton Mantoloking
Designer (Naval Architect): Beaton
Date of Construction: 1932 Engine: Universal atomic 4
Source of Date: Lachlin Beaton Steering: Wheel ___ Tiller X Other _____
Length: 26' Draft: 3' (Centerboard down ___)
Beam: 9' Sail Area:
Rig: Marconi sloop Spar Lengths:
Materials Keel Shape: flat shoal draft; outboard rudder
Fastenings: everdur screws Displacement:
Frames: sawn oak Ballast: lbs. Exterior ___ Interior ___
Planks: cedar; mahogany sheer strake Hull Form (for power boats):
Keel: iron Planking Type
Deck: canvas over cedar Carvel X
Interior: mahogany trim Lapstrake ___
Spars: spruce Strip ___
Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # CS-5



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()
Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

The Beaton Boat Works is still in operation under Lachlin Beaton, David Beaton's son. For years it has been the foremost woodworking yard on the bay. Recently they built a racing 28' catboat after the Charles Mower designed Tamwock, laid down in 1924 and later burned. The Beaton tradition is continuing with Tom Beaton, Lachlin's grandson, who now is the yard's shipwright.

This boat was designed by David Beaton after one he had known in Scotland as a young man before he came to the United States. Its forefoot is cut away sharply, with narrow fore quarters. Its first owner was Eberhard Faber, the pencil manufacturer, who had a summer home in Bay Head.

REFERENCES:

Lachlin Beaton. Interview by George Petty, Mantoloking, April 9, 1983

RECORDED BY: George R. Petty, Jr.

DATE: April 9, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

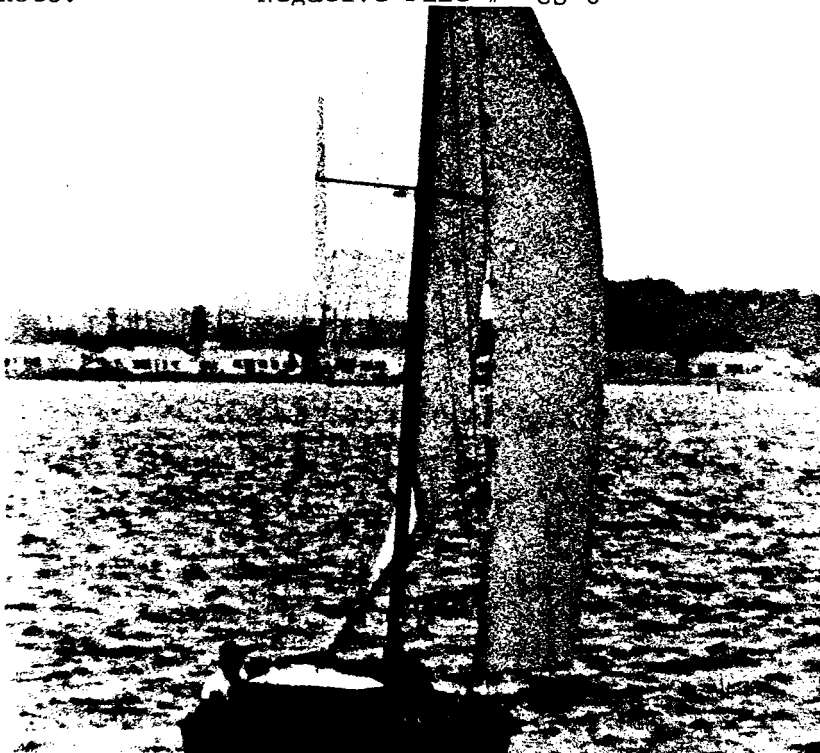
PRESENT NAME: Topspin FORMER OR ORIGINAL NAME(S): Yelwa
PRESENT OWNER / ADDRESS: SAIL #
George Petty
200 Henley Avenue, Pine Beach REGISTRATION # NJ 6523 AH

DESCRIPTION

Boat Type: Auxiliary sloop Place of Construction: Staten Island
Builder: Borgwald
Designer (Naval Architect):
Date of Construction: 1941 Engine: Universal atomic 4
Source of Date: owner Steering: Wheel ___ Tiller X Other _____
Length: 26' Draft: 3½' (Centerboard down ___)
Beam: 7' Sail Area:
Rig: 7/8ths Marconi Spar Lengths: mast 34', boom 21'
Materials Keel Shape: fixed with large skeg
Fastenings: bronze screws Displacement:
Frames: oak (sistered) Ballast: 3000 lbs. Exterior X Interior ___
Planks: mahogany Hull Form (for power boats):
Keel: oak Planking Type
Deck: canvas over plywood Carvel X
Interior: plywood with mahogany trim Lapstrake ___
Spars: sitka spruce Strip ___
Other _____

Additional Description or other Equipment (i.e. sails)
Trunk cabin, two V berths, two parallel berths, five sails (main, 3 jibs, spinnaker).

Photo: Negative File # CS-6



PHYSICAL CONDITION:

Excellent () Fair (X) Poor ()
Restored () Adapted ()

COMMENTS (note alterations):

Frames have been carefully sistered, keel replaced 6 years ago, deadwood aft of ballast keel replaced 1983.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE:

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

This is a typical pre-war auxiliary cruiser, modeled after a Nathaniel Herreschoff design. It has a cut away forefoot, and raked transom for speed, extra ballast for stiffness to give a comfortable ride, a low (4½') trunk cabin, and a long cockpit aft.

There is nothing particularly distinctive about the boat, except that it was very well made, with a kind of craftsmanship and good materials not often found today.

It is one of several old classic cruisers still active on Barnegat Bay.

REFERENCES:

George R. Petty, Jr., report of owner, Pine Beach, May 1, 1983

RECORDED BY: George R. Petty, Jr.

DATE: May 1, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Charles Barclay REGISTRATION # PA 1063 RR
 c/o Bay Head Yacht Club, Bay Head

DESCRIPTION

Boat Type: Sloop Place of Construction: Lousdrecht, Holland
 Builder: Ga. G. Baay
 Designer (Naval Architect):
 Date of Construction: 1950 Engine: none
 Source of Date: owner Steering: Wheel ___ Tiller Other _____
 Length: 24' Draft: 8" (Centerboard down 5½')
 Beam: 6' Sail Area:
 Rig: 3/4 marconi Spar Lengths: 24' mast, 12' boom
 Materials Keel Shape:
 Fastenings: copper rivets Displacement:
 Frames: bent oak Ballast: lbs. Exterior ___ Interior ___
 Planks: mahogany Hull Form (for power boats):
 Keel: oak Planking Type
 Deck: mahogany Carvel
 Interior: open cockpit Lapstrake ___
 Spars: spruce Strip ___
 Other _____

Additional Description or other Equipment (i.e. sails)

Mahogany strip deck.

Photo: Negative File # CS-7



PHYSICAL CONDITION:

Excellent () Fair () Poor () Good
 Restored () Adapted ()

COMMENTS (note alterations):

Mast looks new.

ORIGINAL USE:

Pleasure () Racing (X) Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

This is one of eight Corinthian sloops made for the Corinthian Yacht Club of New York. It is #6. They were sailed as a class racing boat.

REFERENCES:

Visual inspection by George Petty, July 24, 1983. Additional information from owner.

RECORDED BY: George R. Petty, Jr.

DATE: July 24, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

INDIVIDUAL BOAT SURVEY FORM # CS-8

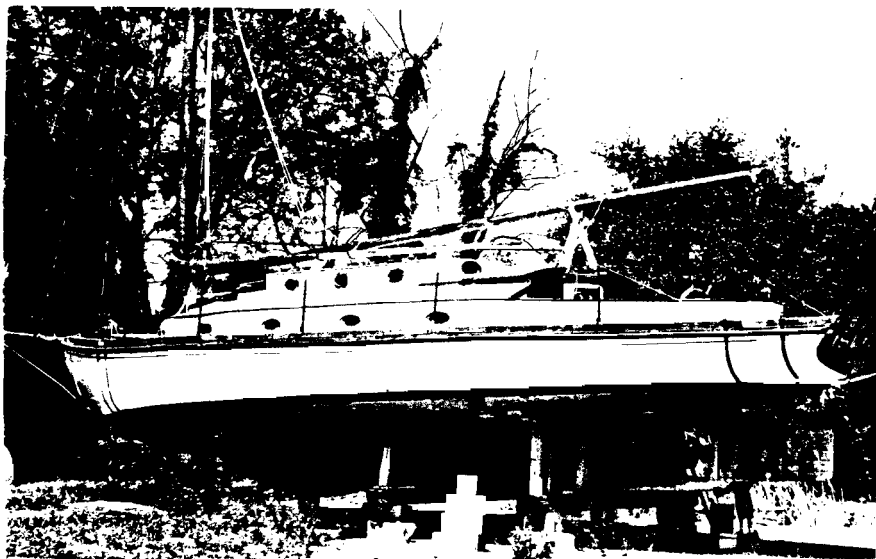
PRESENT NAME: Islander FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Boy Scouts of Bedminster N.J.
c/o Cedar Harbor Marina, Tuckerton REGISTRATION # doc

DESCRIPTION

Boat Type: Auxiliary yawl Place of Construction: Osterville, Mass.
Builder: Wilton Crosby
Designer (Naval Architect): same
Date of Construction: 1908 Engine: 4 cyl. gas
Source of Date: 1981 owners Steering: Wheel Tiller Other
Length: 55' bowsprit to boomkin Draft: 2½' (Centerboard down) removed
Beam: 12' Sail Area:
Rig: gaff rigged yawl Spar Lengths: 24' main, boom 35', gaff 20'
Materials mizzen not available
Keel Shape: shoal draft deadwood keel
Fastenings: bronze screws, galvanized nails Displacement:
Frames: oak Ballast: lead lbs. Exterior Interior
Planks: cedar Hull Form (for power boats):
Keel: Planking Type
Deck: oak, mahogany strips Carvel
Interior: sleeps 4 with galley and head Lapstrake
Spars: spruce Strip
Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # CS-8



PHYSICAL CONDITION:

Excellent () Fair () Poor (X)
Restored () Adapted ()

COMMENTS (note alterations):

The boat is now on blocks and is breaking up. The original curved trunk cabin has been raised by a square insert, making the boat look like a child's tinkertoy construction. The mahogany strip deck seems relatively new.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: on blocks

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

The Crosby family has been a famous builder of sailing yachts for a century or more at Osterville, Mass. This boat has been modified from its original center-board design. The cabin has been reworked to add headroom, by putting a square insert in the original graceful trunk cabin. Restoration was begun by a previous owner, but stopped short of completion.

REFERENCES:

The Beachcomber, Ship Bottom, N.J., July 9, 1981.

Visual inspection by George Petty, August 24, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 28, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: Java FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Tucker Elfman REGISTRATION # doc
High Bar Road, Long Beach, NJ

DESCRIPTION

Boat Type: Auxiliary yawl Place of Construction: Concordia, Mass.
Builder: Casey Boat Works
Designer (Naval Architect):
Date of Construction: 1939 Engine: repowered, Westerbeke 40 h.p. diesel
Source of Date: owner Steering: Wheel ___ Tiller X Other _____
Length: 40' Draft: 5' 8" (Centerboard down ___)
Beam: 10' Sail Area:
Rig: marconi yawl Spar Lengths: main 53' mizzen 22'
Materials Keel Shape: traditional solid keel, lead.
Fastenings: bronze screws Displacement:
Frames: oak Ballast: lbs. Exterior X Interior ___
Planks: mahogany Hull Form (for power boats):
Keel: oak Planking Type
Deck: canvas over cedar Carvel X
Interior: locust trim Lapstrake ___
Spars: spruce, square and hollow Strip ___
Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # CS-9



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()
Restored () Adapted ()

COMMENTS (note alterations):

Repowered.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

This is hull # 1 of a famous series of racing-cruising yawls. It has been very carefully and professionally maintained.

REFERENCES:

Tucker Elfman. Interview by George Petty, August 27, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 29, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: Mystic

FORMER OR ORIGINAL NAME(S):

PRESENT OWNER / ADDRESS:

SAIL #

S. Hladio
Glenside, Pa.

REGISTRATION # NJ 9658 C

c/o Beach Marina, Marine Ave. & the Bay, Waretown

DESCRIPTION

Boat Type: Cruising aux sloop

Place of Construction: Denmark

Builder:

Designer (Naval Architect): Phillip Rhodes

Date of Construction: 1950

Engine: Atomic 4

Source of Date: owner

Steering: Wheel ___ Tiller X Other _____

Length: 25'

Draft: 3' (Centerboard down ___)

Beam:

Sail Area:

Rig: marconi

Spar Lengths: mast 34', boom 20'

Materials

Keel Shape: traditional solid keel

Fastenings: bronze screws

Displacement:

Frames: oak

Ballast: lbs. Exterior X Interior ___

Planks: mahogany

Hull Form (for power boats):

Keel: oak

Planking Type

Deck: canvas

Carvel X

Interior: trunk cabin

Lapstrake ___

Spars: spruce (hollow)

Strip ___

Other _____

Additional Description or other Equipment (i.e. sails)

Brass fittings and rigging make this look older than 35 years.

Photo:

Negative File # CS-10

PHYSICAL CONDITION:

Excellent () Fair () Poor () Good (X)

Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

This is a Rhodes "Idler," a typical small cruising sailboat from the 40s and early 50s.

REFERENCES:

S. Hladio. Interview by George Petty, August 27, 1983,

RECORDED BY: George R. Petty, Jr.

DATE: August 27, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: Merry Thought

FORMER OR ORIGINAL NAME(S):

PRESENT OWNER / ADDRESS:

SAIL #

W. Sigmund Haack

6605 Rising Sun Ave., Philadelphia, Pa

REGISTRATION # NJ 4853 E

19111

DESCRIPTION

Boat Type: cruising aux. sloop

Place of Construction:

Builder:

Designer (Naval Architect): Nathaniel Herreshoff

Date of Construction: 1893

Engine: Universal Atomic 4

Source of Date: Toms River Cup records

Steering: Wheel Tiller Other

Length: 32'

Draft: 2' (Centerboard down 6')

Beam: 11'6"

Sail Area:

Rig: gaff sloop

Spar Lengths: mast 24'. gaff 18', boom 22'

Materials

Keel Shape:

Fastenings: copper rivets, some bronze screws

Displacement:

Frames: oak (bent) reframed

Ballast: lbs. Exterior Interior

Planks: cedar

Hull Form (for power boats):

Keel: oak

Planking Type

Deck: fiberglass over cedar

Carvel

Interior: 2 V-bunks, head in trunk cabin

Lapstrake

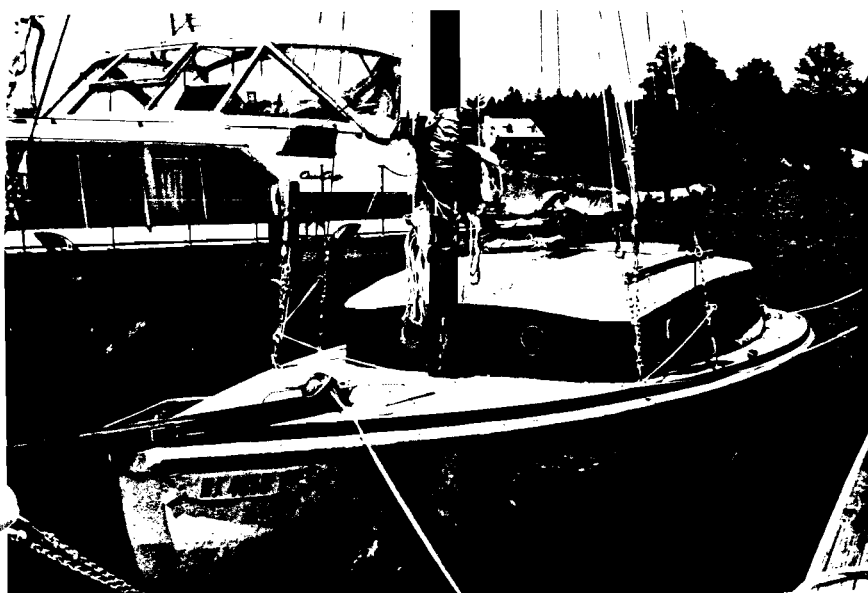
Spars: spruce

Strip Other

Additional Description or other Equipment (i.e. sails)

Photo:

Negative File # CS-11



PHYSICAL CONDITION: good

Excellent () Fair () Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing (X) Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

The Merry Thought is believed to be the oldest winner of the Toms River Challenge Cup still sailing. She won this cup, the oldest perpetual racing cup in America, in 1893

REFERENCES:

Edwin Schoettle, Sailing Craft (New York, 1937), pp 87-108
G. Petty Visual inspection, August 25, 1983
Information supplied by owner, 1981

RECORDED BY: George Petty

DATE: August 25, 1983

ORGANIZATION:

Ocean County Cultural & Heritage Commission

INDIVIDUAL BOAT SURVEY FORM # GA-1

PRESENT NAME: Ginger FORMER OR ORIGINAL NAME(S): same
PRESENT OWNER / ADDRESS: E. Burger SAIL #
22 Maple St., Waretown, NJ REGISTRATION # NJ 1026 A

DESCRIPTION

Boat Type: Garvey Place of Construction: Barnegat, NJ
Builder: Emerson Farley, Sr.
Designer (Naval Architect): Emerson Farley, Sr.
Date of Construction: 1942 Engine: 6 cyl. gasoline
Source of Date: certificate of award to undocumented vessel Steering: Wheel Tiller Other
Length: 24' 6" Draft: 8" (Centerboard down)
Beam: 7' 6" Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: galvanized Displacement:
Frames: oak Ballast: lbs. Exterior Interior
Planks: cedar, plus plywood then fiberglass Hull Form (for power boats): 14" V at bow, tunnel drive
Keel: crossplanked bottom Planking Type
Deck: plywood Carvel plywood over, and fiberglassed
Interior: Lapstrake
Spars: Strip
Other

Additional Description or other Equipment (i.e. sails) Pilot house added.

Photo: Negative File # GA-1



PHYSICAL CONDITION:

Excellent () Fair (X) Poor ()
Restored () Adapted ()

COMMENTS (note alterations):

Rebuilt 1976 (rescued from dump)
pilot house added.

ORIGINAL USE:

Pleasure () Racing () Industry (X) Transportation () Fishing () Lifesaving ()
Other (describe) clamming

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

This is a fine example of the modern engine driven development of the Barnegat Bay garvey. The original sailing garveys were flat bottomed, cross-planked, square prowd work boats intended for use in the sheltered shallow waters of Barnegat Bay. Early garveys had thwarts for rowing which provided transverse strength.

The development of the gasoline engine changed the appearance and construction of garveys. Oars, thwarts, and sails disappeared, and with them the strengthening needed to produce flared sides. Engine driven garveys tend to have nearly vertical sides. To produce more stability at higher speed, v-shaped bottoms appeared at the bow. With higher speed, increased sheer became necessary, and pilot houses or permanent windscreens were added.

"Ginger" is one of five Emerson Farley garveys still in service on the Bay. It is an excellent representative of the continuing development of an indigenous Barnegat Bay work boat.

REFERENCES:

John Gardiner, "The Garvey," Small Boat Journal, March, 1979, pp. 24 ff.

Howard I. Chapelle, American Small Sailing Craft (New York, 1951) pp. 53 ff.

RECORDED BY: Clark Lee

DATE: August 16, 1981

ORGANIZATION:

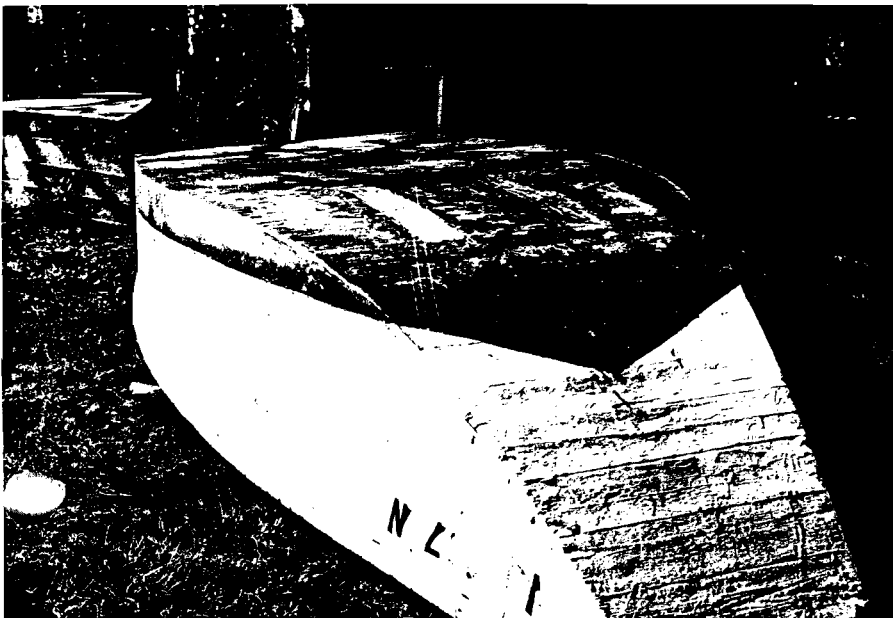
PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
E. Ivins Pharo REGISTRATION # NJ 807 N (1977)
224 Pearl Street, Beach Haven

DESCRIPTION

Boat Type: Garvey Place of Construction: Manahawkin
Builder: Ayre Parker
Designer (Naval Architect):
Date of Construction: Engine: outboard
Source of Date: first owner Steering: Wheel ___ Tiller ___ Other oar or engine
Length: 17' Draft: 6" (Centerboard down ___)
Beam: 5' 8" Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: galvanized nails Displacement:
Frames: oak Ballast: lbs. Exterior ___ Interior ___
Planks: cedar 3/4" X 5 1/2" Hull Form (for power boats):
Keel: cross planked Planking Type
Deck: open, coaming 6" from Carvel X
Interior: gunwale all around Lapstrake ___
Spars: Strip ___
Other _____

Additional Description or other Equipment (i.e. sails)
Owner has mast and booms for netting shrimp.

Photo: Negative File # GA-2



PHYSICAL CONDITION:

Excellent () Fair (X) Poor ()
Restored () Adapted ()

COMMENTS (note alterations):

Fiberglass on bottom below water-line. Last used in 1977 and beginning to show signs of weathering. Planks and structure still sound.

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: stored

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

The owner, Ivins Pharo, was a working bayman all his life. He is now 75, and still active, though his memory is sometimes inconsistent. He says he used this garvey to fish for bait shrimp, and he still has the mast and booms for the nets he used.

The boat has the typical lines of older garvies. Its sides are vertical, and made of planks, which suggests it was built before the development of reliable marine plywood.

REFERENCES:

Ivins Pharo. Interview by George Petty, Beach Haven, January, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: April 30, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Steven Dickerson REGISTRATION #
 Barnegat Light, NJ

DESCRIPTION

Boat Type: Garvey Place of Construction: Beach Haven
 Builder: Herman "Heine" Joorman, Sr.
 Designer (Naval Architect):
 Date of Construction: 1938 Engine: 6 cyl. Gray (not original)
 Source of Date: owner Steering: Wheel ___ Tiller ___ Other yoke and lines
 Length: 25' Draft: 1' (Centerboard down ___)
 Beam: 8' Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: galvanized nails, Displacement:
 replaced as needed with anchorfast
 Frames: cedar Ballast: lbs. Exterior ___ Interior ___
 Planks: cedar Hull Form (for power boats): flat
 Keel: cross-planked Planking Type
 Deck: open boat, small cedar Carvel X
 decking all around and fwd. Lapstrake ___
 Interior: Strip ___
 Spars: Other _____

Additional Description or other Equipment (i.e. sails)
 Rigged for shrimping in the bay. Mast and nets all in place and in operating condition.

Photo: Negative File # GA-3



PHYSICAL CONDITION:

Excellent () Fair () Poor () Good
 Restored () Adapted ()

COMMENTS (note alterations):

Boat repowered several times.

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation (X) Fishing () Lifesaving ()
Other (describe)

PRESENT USE: catching grass shrimp in the bay for bait.

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes (X) No () Possible ()

HISTORICAL SIGNIFICANCE:

This is a genuine Barnegat bay working garvey still being used in the way it was intended when built. The steering system is designed to work in conjunction with the nets. When the boom swings out, it pulls the line attached to the rudder. The owner, "Sparky" Dickerson, 96, has been doing this kind of work all his life.

The tunnel drive hull gives better control at slow speeds for netting.

The builder, Heine Joorman, was well known in the 1930s and 40s for his garveys and sharpies. See other surviving examples of his work in this inventory.

REFERENCES:

"Sparky" Dickerson. Interview by George Petty, August 5, 1983

H.I. Chapelle, American Small Sailing Craft (New York, 1951), pp. 51-67.

RECORDED BY: George R. Petty, Jr.

DATE: August 6, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

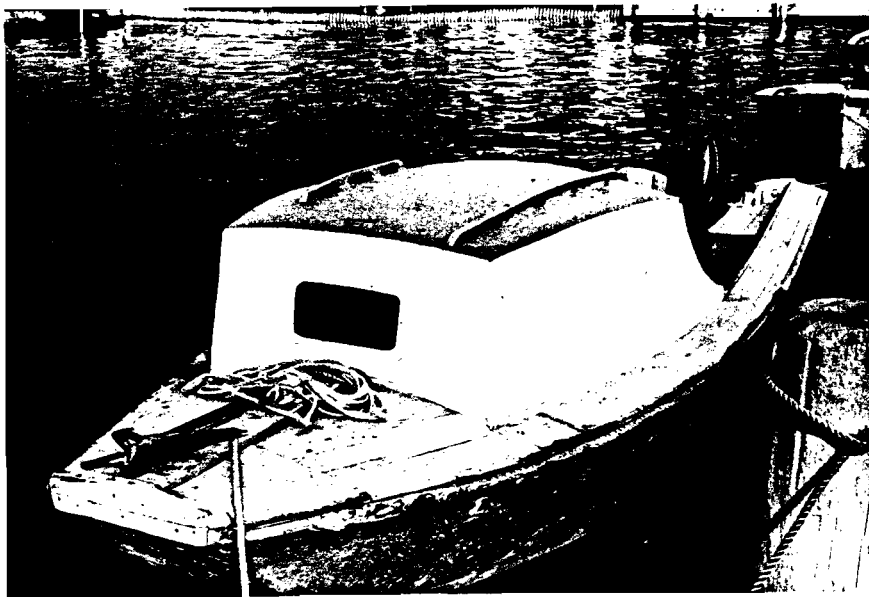
PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Herman Joorman, Jr. REGISTRATION # NJ 6132 X
 Polly's Dock, Beach Haven

DESCRIPTION

Boat Type: Garvey Place of Construction: Barnegat Light
 Builder: Herman Joorman, Sr.
 Designer (Naval Architect):
 Date of Construction: c. 1950 Engine: ob
 Source of Date: Steering: Wheel ___ Tiller ___ Other ob
 Length: 20' Draft: 6" (Centerboard down ___)
 Beam: 6' Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: copper rivets Displacement:
 Frames: mahogany on sides, cedar keelsons Ballast: lbs. Exterior ___ Interior ___
 Planks: cedar Hull Form (for power boats):
 Keel: cross-planked cedar Planking Type
 Deck: small deck fwd. cedar strips Carvel X
 Interior: small cabin Lapstrake ___
 Spars: Strip ___
 Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # GA-4



PHYSICAL CONDITION:

Excellent () Fair () Poor () Good ()
 Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: held for hire

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

These garveys were built by the present owner's father between 1948 and 1950. The son remembers when he was about 10 years old he had to help his father set the copper rivets on the frames and keelsons. Herman Jr. is now 47 years old, so the date of construction must be around 1946. Herman Sr. was a well known garvey and sneakbox builder whose boats still survive. A garvey he built in 1938 is still being used for shrimp fishing in the bay (see GA-3).

The boats are well constructed, and still strong and dry. Herman Jr. remembers that the frames were mahogany, which was unusual. The cedar strip foredeck is carefully interlocked along the centerline, forming a pleasing pattern.

REFERENCES:

Herman Joorman, Jr. Interview by George Petty, August 5, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 8, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Herman Joorman, Jr. REGISTRATION # NJ 4824 T
Polly's Dock, Beach Haven

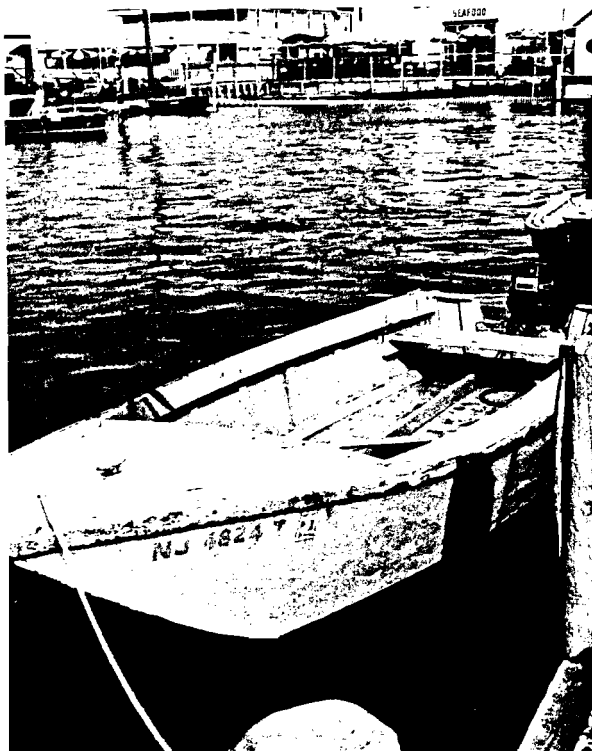
DESCRIPTION

Boat Type: Garvey Place of Construction:
Builder: See description at GA-4
Designer (Naval Architect):
Date of Construction: Engine:
Source of Date: Steering: Wheel ___ Tiller ___ Other _____
Length: Draft: (Centerboard down ___)
Beam: Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: Displacement:
Frames: Ballast: lbs. Exterior ___ Interior ___
Planks: Hull Form (for power boats):
Keel: Planking Type
Deck: Carvel ___
Interior: open Lapstrake ___
Spars: Strip ___
Other _____

Additional Description or other Equipment (i.e. sails)

Photo:

Negative File # GA-5



PHYSICAL CONDITION:

Excellent () Fair () Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE:

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible ()

HISTORICAL SIGNIFICANCE:

REFERENCES:

Herman Joorman, Jr. Interview by George Petty, August 5, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 8, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

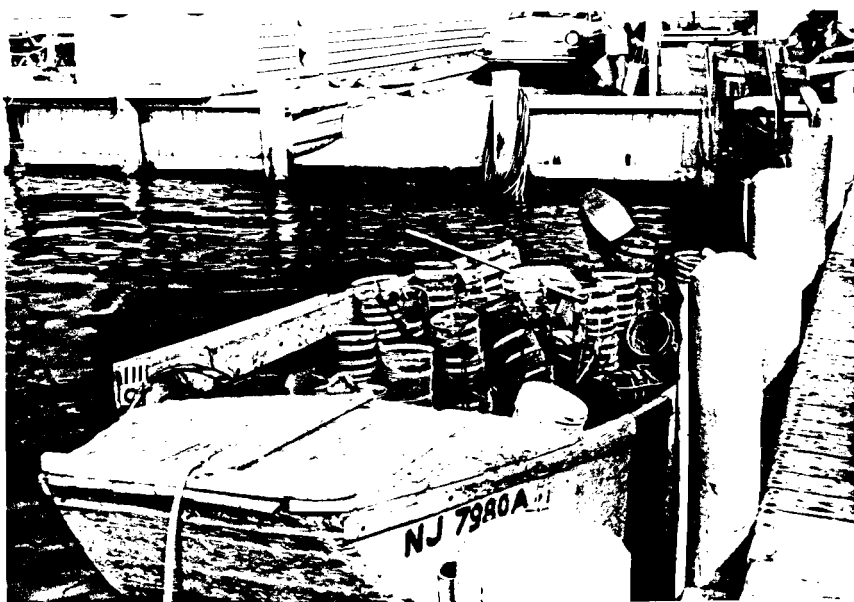
PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Herman Joorman, Jr. REGISTRATION # NJ 7980 A
 Polly's Dock, Beach Haven

DESCRIPTION

Boat Type: Garvey Place of Construction: Barnegat Light
 Builder: Herman Joorman, Sr.
 Designer (Naval Architect):
 Date of Construction: 1948 Engine: ob
 Source of Date: son of builder Steering: Wheel ___ Tiller ___ Other ob
 Length: 18' Draft: 6" (Centerboard down ___)
 Beam: 5½' Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: copper rivets Displacement:
 Frames: mahogany Ballast: lbs. Exterior ___ Interior ___
 Planks: cedar Hull Form (for power boats):
 Keel: cross-planked cedar Planking Type
 Deck: cedar strips Carvel X
 Interior: open Lapstrake ___
 Spars: Strip ___
 Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # GA-6



PHYSICAL CONDITION:

Excellent () Fair () Poor () Good ()

Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation (X) Fishing () Lifesaving ()
Other (describe)

PRESENT USE: held for hire

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

See discussion at GA-4.

REFERENCES:

Herman Joorman, Jr. Interview by George Petty, August 8, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 8, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S): Janet
 PRESENT OWNER / ADDRESS: SAIL #
 Walter Inman
 253 11th St., Surf City, NJ 08008 REGISTRATION # NJ 9802 A

DESCRIPTION

Boat Type: Garvey Place of Construction: Mayetta
 Builder: Ed Conklin
 Designer (Naval Architect):
 Date of Construction: 1954 Engine: Chryslet flat head 6 cyl. 85 hp.
 Source of Date: owner Steering: Wheel ___ Tiller ___ Other rudder and lines
 Length: 24' Draft: 1' (Centerboard down ___)
 Beam: 7' Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: galvanized nails Displacement:
 Frames: oak Ballast: lbs. Exterior ___ Interior ___
 Planks: cedar Hull Form (for power boats):
 Keel: cross-planked cedar, oak Planking Type
 Deck: cedar strips keelsons Carvel X
 Interior: open Lapstrake ___
 Spars: Strip ___
 Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # GA-7



PHYSICAL CONDITION:

Excellent () Fair () Poor () Good ()
 Restored () Adapted ()

COMMENTS (note alterations):

Engine is not original, but is similar. Otherwise, this boat is as it was built.

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

Ed Conklin was a very well known builder of garveys who died recently (June '83), at the age of 85. This boat is an excellent example of his work, and it has been used by a local bayman for fishing and clamming since it was built. Walter Inman is the original owner. The boat is included even though it is not quite as old as the survey limits intended, because it is a well preserved example of garvey construction for working clammers from a builder who practiced his craft from the early decades of this century. Very little about the boat has been changed since it was built. Inman said the engine is not the original, but it is certainly like what the original power must have been.

REFERENCES:

Walter Inman. Interview by George Petty, August 6, 1983.

Ed Conklin. Interview by George Petty, early April, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 8, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Morrison's Marina REGISTRATION # NJ 8839 A
2nd Ave & Bay Front, Beach Haven

DESCRIPTION

Boat Type: Garvey Place of Construction: local
Builder: unknown
Designer (Naval Architect):
Date of Construction: c. 1950 Engine: Chrysler Crown
Source of Date: Steering: Wheel Tiller Other
Length: 24' Draft: 8" (Centerboard down)
Beam: 7' 6" Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: copper rivets, some Displacement:
 Frames: cedar galvanized nails Ballast: lbs. Exterior Interior
Planks: cedar Hull Form (for power boats):
Keel: cedar keelsons Planking Type
Deck: cedar with fiberglass Carvel
Interior: V-bunk fwd. Lapstrake
Spars: Strip
Other

Additional Description or other Equipment (i.e. sails)
Bitt on fwd deck. Brass hardware.

Photo: Negative File # GA-8



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

Reconditioned 4 years ago.

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: marina workboat

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

This is an excellent example of local garvey building. A visual inspection confirms the estimate of its age. Later boats don't have copper rivets for fastenings, and after 1955 most boats had stainless steel hardware. It has been completely reconditioned with materials of like kind and quality, and is now very well kept.

REFERENCES:

Interview with Marina personnel (Ralph) by George Petty, August 4, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 4, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Les White REGISTRATION #
 116 Oak St., Island Heights, NJ

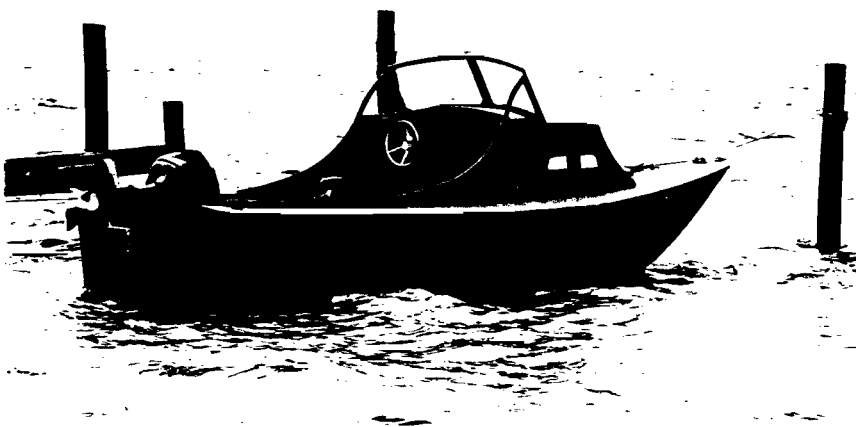
DESCRIPTION

Boat Type: Garvey Place of Construction: Forked River
 Builder: Franklin Wilbert
 Designer (Naval Architect):
 Date of Construction: 1938 Engine: ob
 Source of Date: Robert Conti, previous owner Steering: Wheel X Tiller Other
 Length: 22' Draft: 6' (Centerboard down)
 Beam: 6' Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: galvanized nails Displacement:
 Frames: oak Ballast: lbs. Exterior Interior
 Planks: cedar Hull Form (for power boats): flat
 Keel: cross-planked Planking Type
 Deck: cedar Carvel X
 Interior: open with small cuddy Lapstrake
 Spars: Strip
 Other

Additional Description or other Equipment (i.e. sails)

Oars in the cockpit.

Photo: Negative File # GA-9



PHYSICAL CONDITION:

Excellent () Fair () Poor () Good ()

Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe) gunning and fishing

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

This boat was built for Charles Hotaling, then owner of the Hotaling Boat Yard in South Toms River. It then was sold to the Marsh Elder Gun Club, whose members used it for gunning. The builder, Franklin Wilbert, was a well known craftsman during the late thirties and through the forties and fifties. See SK-3 for another surviving example of his work.

REFERENCES:

Les White. Interview by George Petty, August 4, 1983, and visual inspection.
Robert Conti, former member of the Marsh Elder Gun Club, who owned the boat.
Telephone interview by George Petty.

RECORDED BY: George R. Petty, Jr.

DATE: August 10, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

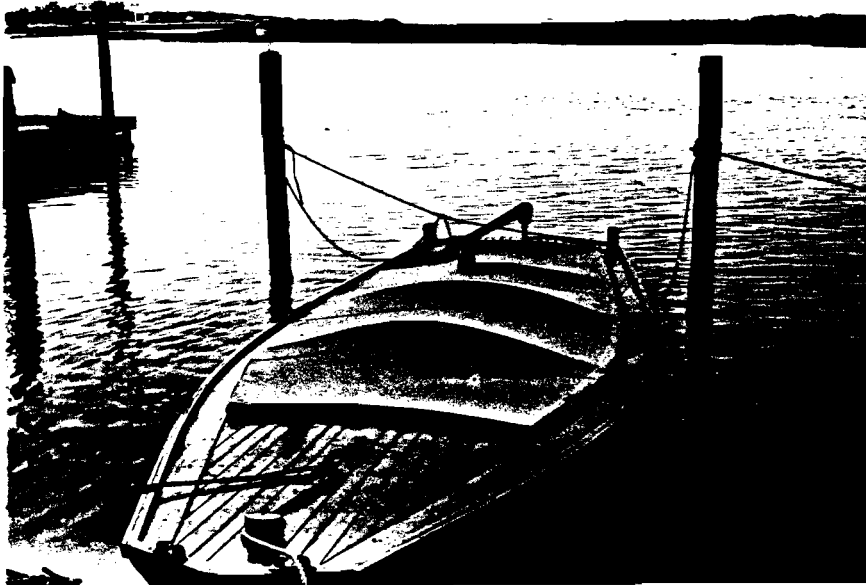
PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Carl Rizzitello REGISTRATION # NJ 265 AF
c/o Mordecai Cove Marina Beach Haven

DESCRIPTION

Boat Type: Garvey Place of Construction: Beach Haven
Builder: Robert Crammer
Designer (Naval Architect):
Date of Construction: c. 1953 Engine: 4 cyl. Gray
Source of Date: Jack Sherer, former owner Steering: Wheel Tiller Other
Length: 18' Draft: 8" (Centerboard down)
Beam: 6' Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: galvanized nails Displacement:
Frames: cedar Ballast: lbs. Exterior Interior
Planks: cedar Hull Form (for power boats):
Keel: cedar Planking Type
Deck: cedar strips Carvel
Interior: cabin removed, now Lapstrake
Spars: completely open Strip
Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # GA-10



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

Small pilot house removed.
Fiberglass on bottom and sides.

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: marina workboat

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

Typical working fisherman's garvey by a local builder. It was used by the builder for many years as a working bayman's boat.

REFERENCES:

Jack Sherer, former owner, now manager of the Little Egg Harbor Yacht Club.
Interview by George Petty, August 4, 1983.

Carl Rizzitello. Interview by George Petty, August 4, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 11, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Little Egg Harbor Yacht Club REGISTRATION # NJ 786 F
Beach Haven

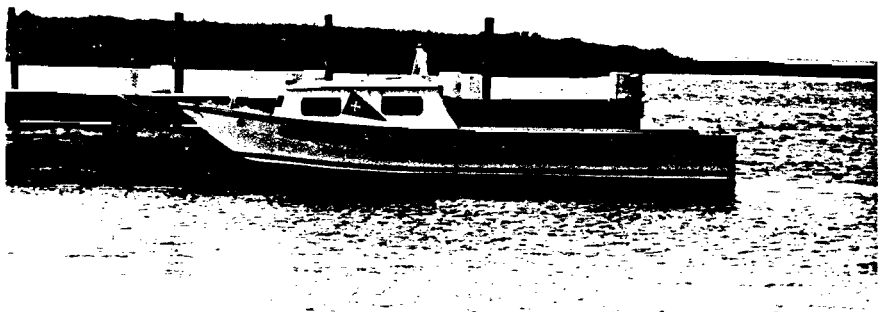
DESCRIPTION

Boat Type: Garvey Place of Construction: Forked River
Builder: Emerson Farley
Designer (Naval Architect):
Date of Construction: c.1955 Engine: Osco (Ford) V-8, 307 cu. in.
Source of Date: Jack Sherer, Club Steering: Wheel Tiller Other _____
Length: 26' manager Draft: (Centerboard down)
Beam: 7' 6" Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: Anchorfast nails Displacement:
Frames: cedar Ballast: lbs. Exterior Interior
Planks: cedar Hull Form (for power boats):
Keel: keelsons long leaf yellow Planking Type
Deck: cedar strips pine Carvel
Interior: small house Lapstrake
Spars: Strip
Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # GA-11

PHYSICAL CONDITION:
Excellent (X) Fair () Poor ()
Restored () Adapted ()
COMMENTS (note alterations):



ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: Yacht Club work boat.

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

Emerson Farley is recognized as a premier builder of power garveys. His garveys have a sharp sheer toward the bow and the bow is narrower than most others. This combination forms lines which make his garveys instantly recognizable.

See GA-1 for another example of his work.

REFERENCES:

Jack Sherer. Interview by George Petty, August 4, 1983, and visual inspection.

RECORDED BY: George R. Petty, Jr.

DATE: August 11, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Jerry Eberz REGISTRATION # NJ 5050 A
44 W. Ohio Ave., Beach Haven Terrace

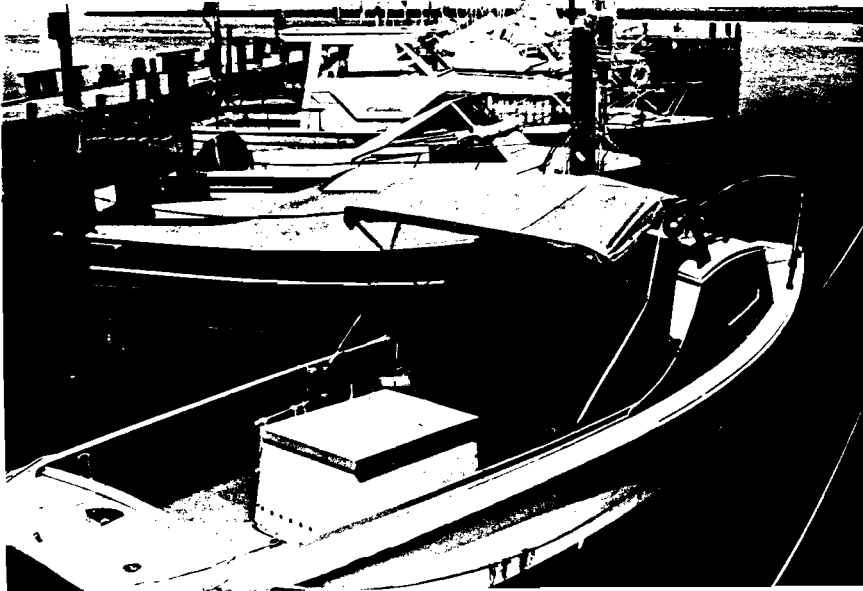
DESCRIPTION

Boat Type: Garvey Place of Construction: Sportsman's Dock Boat Yard,
Beach Haven Terrace
Builder: Albert J. Fox
Designer (Naval Architect):
Date of Construction: c. 1955 Engine: Chris Craft 4 cyl gas inbd. 60 hp.
Source of Date: marina owner, and Steering: Wheel X Tiller Other
local boatmen
Length: 22' Draft: 8" (Centerboard down)
Beam: 7' Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: bronze screws Displacement:
Frames: oak Ballast: lbs. Exterior Interior
Planks: cedar Hull Form (for power boats): flat cross-planked
Keel: cross-planked cedar, oak Planking Type
Deck: cedar strips fwd. ^{keelsons} Carvel X
Interior: small cabin fwd. Lapstrake
Spars: Strip
Other

Additional Description or other Equipment (i.e. sails)

Mahogany transom.

Photo: Negative File # GA-12



PHYSICAL CONDITION:

Excellent () Fair () Poor () Good (X)

Restored () Adapted ()

COMMENTS (note alterations):

Boat has been repowered.

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe) marina workboat

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

Albert Fox owned the Sportsman's Dock Marina and while he was there he built about 50 garveys between 1950 and 1960. This boat was the marina workboat, and when the marina was sold it went with the sale. The workmanship and materials are both excellent, and unusual for local garveys. Not many have bronze screws for fastenings, and a mahogany transom. Many of Fox's garveys have been "retired," according to local boatmen, but this one is likely to last a while.

REFERENCES:

Interview with marina owner, and local boatmen on the dock. By George Petty, August 5, 1983.
Telephone interview with boat owner. By George Petty, August 9, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 10, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

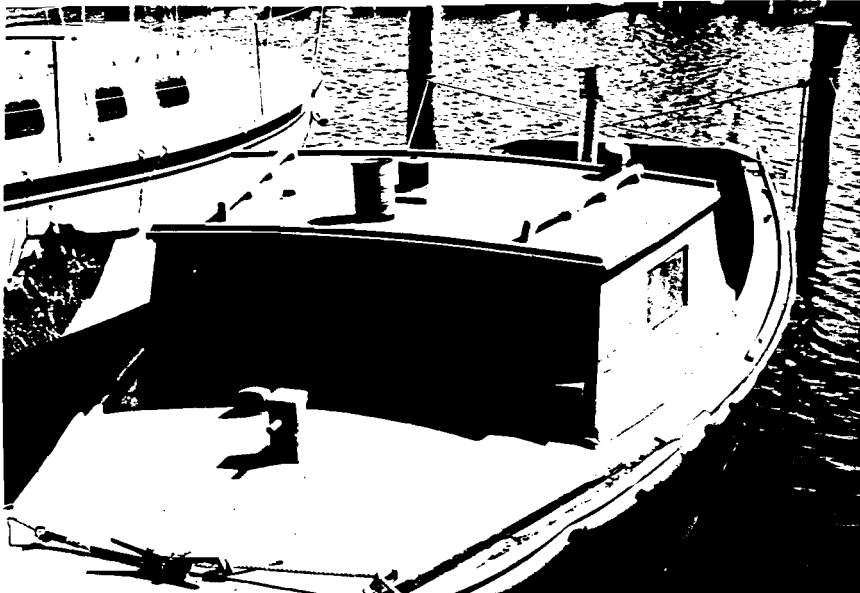
PRESENT NAME: African Queen FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Mrs. Melita Frickman REGISTRATION # NJ 105 A
212 Ceylon Ave. Pelican Isl. S.S.Hts.

DESCRIPTION

Boat Type: Garvey Place of Construction:
Builder:
Designer (Naval Architect):
Date of Construction: 1956 Engine: Chrysler Super Crown 150 hp.
Source of Date: owner Steering: Wheel Tiller Other
Length: 26' Draft: 8" (Centerboard down)
Beam: 6' Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: galvanized nails Displacement:
Frames: 1 X 3 oak Ballast: lbs. Exterior Interior
Planks: cedar Hull Form (for power boats): flat
Keel: cross-planked cedar Planking Type
Deck: cedar strips Carvel
Interior: small low pilot house Lapstrake
Spars: Strip
Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # GA-13



PHYSICAL CONDITION:

Excellent () Fair () Poor () Good ()

Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible ()

HISTORICAL SIGNIFICANCE:

A well constructed working garvey now being used for pleasure without observable alteration.

REFERENCES:

Melita Frickman. Telephone interview by George Petty, August 1, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 1, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

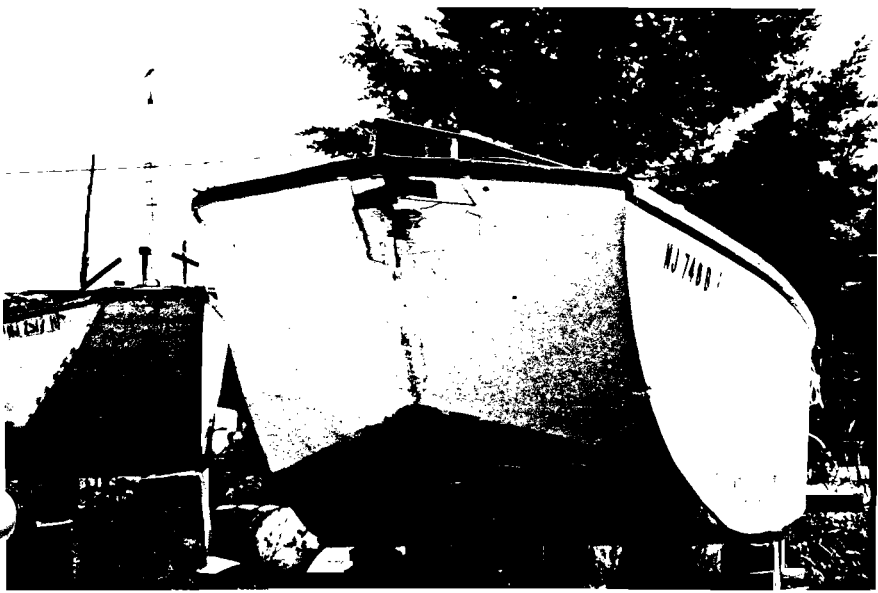
PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Robert Lauer
 c/o Bob's Boats, E. Bay Ave., Barnegat REGISTRATION # NJ 748 B

DESCRIPTION

Boat Type: Garvey	Place of Construction: Mayetta
Builder: Ed Conklin	
Designer (Naval Architect):	
Date of Construction: 1952	Engine: o/b
Source of Date: owner	Steering: Wheel ___ Tiller ___ Other <u>o/b</u>
Length: 24'	Draft: 8" (Centerboard down ___)
Beam: 7'	Sail Area:
Rig:	Spar Lengths:
Materials	Keel Shape:
Fastenings: copper nails	Displacement:
Frames: cedar	Ballast: lbs. Exterior ___ Interior ___
Planks: cedar	Hull Form (for power boats): flat
Keel: cross-planked cedar	Planking Type
Deck: open	Carvel <u>X</u>
Interior:	Lapstrake ___
Spars:	Strip ___
	Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # GA-14



PHYSICAL CONDITION:
 Excellent () Fair () Poor (X)
 Restored () Adapted ()
COMMENTS (note alterations):
 On blocks.

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: on blocks

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

Ed Conklin was one of the bay's most famous garvey builders. He died recently at the age of 85. We have included this boat as a typical example of his work during his most productive years.

REFERENCES:

Robert Lauer. Interview by George Petty, August 25, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 25, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

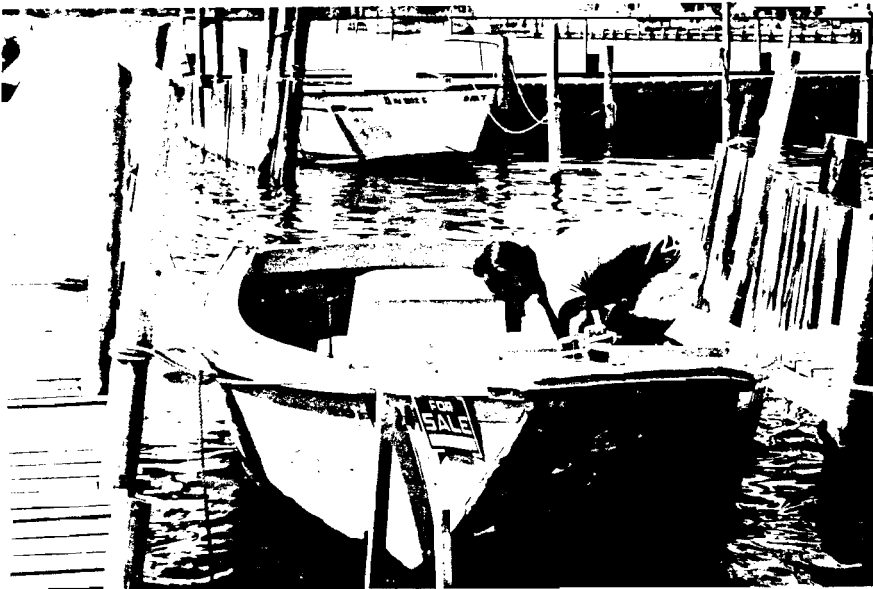
PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Joyce Major
 c/o Iggy's Marina, E. Bay Ave. Barnegat REGISTRATION # NJ 2413 G

DESCRIPTION

Boat Type: Garvey Place of Construction:
 Builder: Emerson Farley, Sr.
 Designer (Naval Architect):
 Date of Construction: c. 1950 Engine: 6 cyl. flat head gas
 Source of Date: owner Steering: Wheel ___ Tiller ___ Other yoke and lever
 Length: 20' Draft: 6" (Centerboard down ___)
 Beam: 6' 6" Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: galvanized nails Displacement:
 Frames: cedar Ballast: lbs. Exterior ___ Interior ___
 Planks: cedar Hull Form (for power boats): very shallow v
 Keel: cedar Planking Type
 Deck: cedar and plywood Carvel X
 Interior: open Lapstrake ___
 Spars: Strip ___
 Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # GA-15



PHYSICAL CONDITION:

Excellent () Fair () Poor () Good ()

Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

An Emerson Farley garvey is a valuable piece of boat building history in the Bay Area.

See GA-1.

REFERENCES:

Joyce Major. Interview by George Petty, August 24, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 24, 1983.

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: Polaris II

FORMER OR ORIGINAL NAME(S):

PRESENT OWNER / ADDRESS:

SAIL #

N.J. State Marina
Forked River, NJ

REGISTRATION #

DESCRIPTION

Boat Type: Garvey

Place of Construction: West Creek

Builder: Milton Salmon

Designer (Naval Architect):

Date of Construction: c. 1950

Engine: GM 671 diesel

Source of Date: Florence Salmon

Steering: Wheel Tiller Other

Length: 40'

Draft: 2' (Centerboard down)

Beam: 12'

Sail Area:

Rig:

Spar Lengths:

Materials

Keel Shape:

Fastenings: copper rivets

Displacement:

Frames: oak

Ballast: lbs. Exterior Interior

Planks: cedar

Hull Form (for power boats): flat

Keel: oak deadwood

Planking Type

Deck: cedar

Carvel

Interior: open, center console

Lapstrake

Spars:

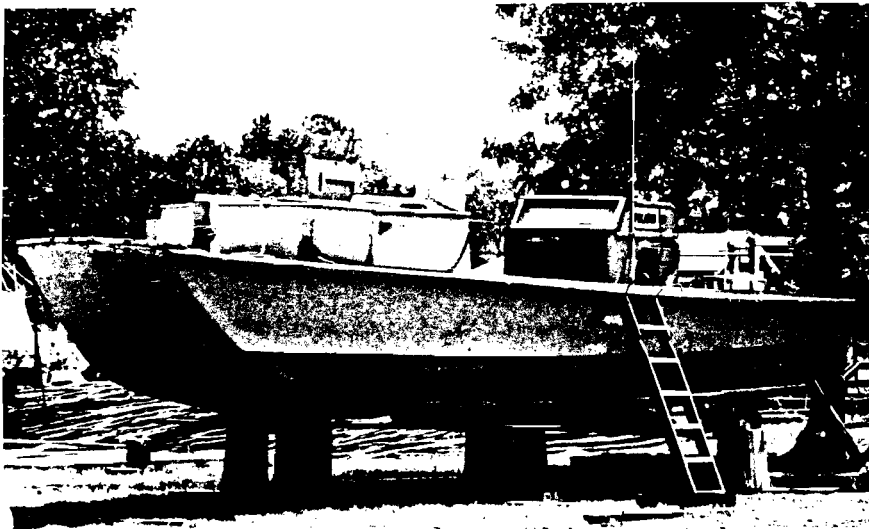
Strip

Other

Additional Description or other Equipment (i.e. sails)

Photo:

Negative File # GA-16



PHYSICAL CONDITION:

Excellent () Fair () Poor () Good ()

Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe) State Marina workboat

PRESENT USE:

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

This garvey was built by one of Ocean County's better known builders of large boats. Milton Salmon began with small garveys, but made a good reputation building commercial fishing boats of the 35' class.

This boat has the snub-nosed appearance of a garvey, but in construction it is not like the smaller versions of the type. It has longitudinal planking on its bottom, instead of the usual garvey cross planking. It also has a rabbetted oak keel, like the traditional plank and frame boat. It is certainly the largest garvey the inventory has discovered, of any age.

It was built for the New Jersey State Marina at Forked River as a work boat, and is still being used there.

REFERENCES:

Forked River State Marina Personnel. Interview by George Petty, August 25, 1983.
Mrs. Florence Salmon. Interview by George Petty, October, 1982.

RECORDED BY: George R. Petty, Jr.

DATE: August 29, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Joe Brieo
 Trenton, N. J. %Townsend's Marina, Forked River, N. J. REGISTRATION # NJ 9459 B

DESCRIPTION

Boat Type: Garvey Place of Construction: Trenton
 Builder: Joe Brieo
 Designer (Naval Architect):
 Date of Construction: 1950 Engine: Chev. flat head 6 cyl.
 Source of Date: builder/owner Steering: Wheel Tiller Other
 Length: 25' Draft: 8' (Centerboard down)
 Beam: 6'8" Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: everdur screws and bolts Displacement:
 Frames: oak Ballast: lbs. Exterior Interior
 Planks: battened cedar Hull Form (for power boats): flat with tunnel drive
 Keel: oak keelsons Planking Type
 Deck: open Carvel
 Interior: Lapstrake
 Spars: Strip
 Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # GA-17



PHYSICAL CONDITION: good

Excellent () Fair () Poor () Good ()

Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

This is typical of the owner built fishing garveys on the bay. Joe Brieco is a mechanic by trade and a fisherman by avocation. He says he built this garvey at his home in Trenton. He apparently had some instruction because his boat follows all the methods of Forked River area builders. His bow is relatively narrow, and slightly v-ee'd, like the Emerson Farley garveys. He has a tunnel drive, which was used by mid-bay clammers to give better control and power at slow speeds in shallow parts of the bay. He has copied the triangular ribs of many mid-bay garveys, as system which strengthens the narrow deck between the coaming and the sheer strake. He has put in a moderate sheer forward to make the boat a little drier in the mid-bay chop that frequently accompanies a stiff breeze.

Joe Brieco is 77 years old, and rheumatism has stiffened his knees, but he still does all his own maintenance. When interviewed, he was in the middle of a complete top over-haul of his engine.

REFERENCES: G. Petty. Interview with owner

RECORDED BY: George Petty

DATE: August 26, 1983

ORGANIZATION:

Ocean County Cultural & Heritage Commission

PRESENT NAME: YUV
PRESENT OWNER / ADDRESS:
Warren Griffin
P. Bay Ave., Barnegat

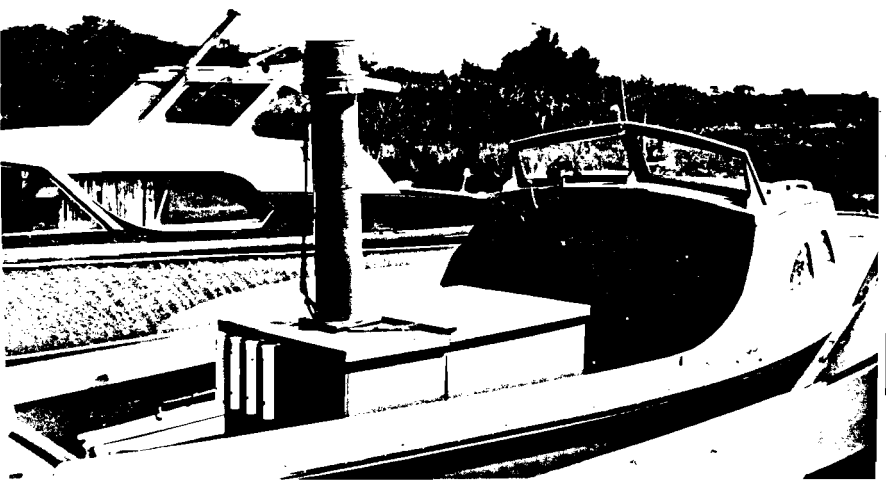
FORMER OR ORIGINAL NAME(S):
SAIL #
REGISTRATION # NJ 4361

DESCRIPTION

Boat Type: Carvey	Place of Construction:
Builder:	
Designer (Naval Architect):	
Date of Construction: 1955	Engine: Flat head 6 cyl.
Source of Date: Marina owner	Steering: Wheel <u>X</u> Tiller <u> </u> Other <u> </u>
Length: 24'	Draft: 8" (Centerboard down <u> </u>)
Beam: 8'	Sail Area:
Rig:	Spar Lengths:
Materials	Keel Shape:
Fastenings:	Displacement:
Frames: cedar	Ballast: lbs. Exterior <u> </u> Interior <u> </u>
Planks: cedar	Hull Form (for power boats): flat, cross-planked
Keel: cross planked	Planking Type
Deck: fiberglass over cedar	Carvel <u>X</u>
Interior:	Lapstrake <u> </u>
Spars:	Strip <u> </u>
	Other <u> </u>

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # GA-23



PHYSICAL CONDITION:
 Excellent (X) Fair () Poor ()
 Restored () Adapted ()
COMMENTS (note alterations):
 new hardware

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible ()

HISTORICAL SIGNIFICANCE:

This is a well kept example of the bay power garvey, rigged as a workboat. The engine exhaust is led out through a stack in the middle of the cockpit, like older models. The craftsmanship is good, and the plywood cabin and spray shield typical of the post World War II models.

REFERENCES:

G. Petty. Visual inspection and interview with marina owner, Aug. 25, 1983.

RECORDED BY: G. Petty

DATE: Aug 25.

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Long Beach Island Museum
 Engleside & Beach Aves., Beach Haven REGISTRATION #

DESCRIPTION

Boat Type: Gunning Sneakbox Place of Construction: Beach Haven
 Builder: Edward Broome
 Designer (Naval Architect):
 Date of Construction: 1916 Engine:
 Source of Date: Rebecca Tarditi Steering: Wheel ___ Tiller ___ Other yoke and line
 Length: 13' Draft: 4" (Centerboard down not installed)
 Beam: 4' Sail Area: centerboard trunk not installed
 Rig: Spar Lengths:
 Materials: Keel Shape: rounded, constant camber
 Fastenings: galvanized Displacement:
 Frames: sawn oak 1 1/4" Ballast: lbs. Exterior ___ Interior ___
 Planks: cedar 1" Hull Form (for power boats):
 Keel: cedar plank Planking Type
 Deck: cedar planks Carvel X
 Interior: Lapstrake ___
 Spars: Strip ___
 Other _____

Additional Description or other Equipment (i.e. sails) Square cockpit cover (cedar);
 folding oarlocks; canvas spray shield; collapsible decoy racks, customary runners;
 no metal coverings.

Photo: Negative File # GS-1

PHYSICAL CONDITION:

Excellent () Fair () Poor ()
 Restored (X) Adapted ()

COMMENTS (note alterations):

Boat restored by John Mormando,
 Beach Haven. According to Mrs.
 Tarditi, he may have old spars,
 sails and oars. Restoration
 completed 1976.

ORIGINAL USE:

Pleasure (X) Racing () Industry (X) Transportation () Fishing () Lifesaving ()
Other (describe) Gunning. Poled rowed or sailed to marshy areas along bay shore, carrying decoys. Beached prow in, covered with reeds to conceal gunner. Gunner sat facing stern in cockpit, with feet under deck.

PRESENT USE:

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes (X) No () Possible ()

HISTORICAL SIGNIFICANCE:

This sneakbox is one of the oldest still extant in Ocean County. It was made for "Jed" Sprague of Long Beach Island, by Edward Broome in Beach Haven in 1916. Sprague was a very large man, and this boat is extra long, wide and deep to accommodate him. The construction and hull form are standard for the type. It was "restored" in 1976 by John Mormando of Beach Haven, who donated it to the museum. According to Mr. Mormando, he rebuilt it exactly as it was, taking patterns from the old frames and planks. He has the mast and sails from the original boat.

Although the boat has been a museum display for two years, Mr. Mormando says it's ready to go in the water any time.

REFERENCES:

- Rebecca Tarditi. Interview by George Petty, Spray Beach, November 1982.
Robert Conti. Interview by George Petty, Toms River, December 1982.
Howard I. Chapelle, American Small Sailing Craft (New York, 1951), pp. 209-15.
Toms River Seaport Society, A Maritime Heritage (Toms River, 1981), pp. 12-17.

RECORDED BY: George R. Petty, Jr.

DATE: January 11, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

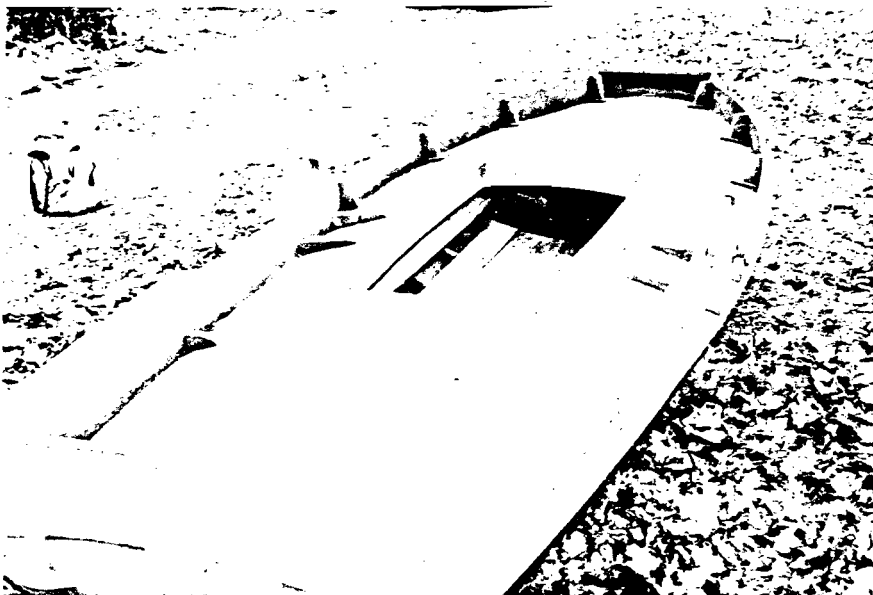
PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Robert Conti
117 Point O'Woods Dr., Toms River REGISTRATION #

DESCRIPTION

Boat Type: Gunning Sneakbox Place of Construction: Forked River, Grant's Boat Yard
Builder: Sam Grant
Designer (Naval Architect):
Date of Construction: 1939 Engine: 4 H.P. outboard
Source of Date: owner (original) Steering: Wheel ___ Tiller ___ Other ___ outboard ___
Length: 12' Draft: 4" (Centerboard down ___)
Beam: 4' depth deck to keel 13" Sail Area:
Rig: Spar Lengths:
Materials Keel Shape: constant camber
Fastenings: copper rivets Displacement:
Frames: bent oak 1 1/4" Ballast: lbs. Exterior ___ Interior ___
Planks: cedar 1" Hull Form (for power boats):
Keel: cedar plank Planking Type
Deck: plywood Carvel X
Interior: Lapstrake ___
Spars: Strip ___
Other _____

Additional Description or other Equipment (i.e. sails) Standard sneakbox equipment:
folding oarlocks, spray shield, decoy racks, rectangular cockpit with hatch cover, brass
runners

Photo: Negative File # GS-2



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()
Restored () Adapted ()

COMMENTS (note alterations):

All original wood and fastenings.
Made for use with small outboard;
no sails on rudder.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe) gunning

PRESENT USE: as above

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

This sneakbox is a modern development, having a plywood deck instead of cedar planks, and a straight reinforced transom designed to mount an outboard motor. No provision for rudder steering is made since the outboard provides directional control.

The wood and fastenings all appear sound, but the planks are very dry, and the boat does not appear to have been used in the past year or two.

REFERENCES:

Robert Conti . Interview by George Petty, Toms River, December 29, 1982.

RECORDED BY: George R. Petty, Jr.

DATE: January 11, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

INDIVIDUAL BOAT SURVEY FORM # GS-3

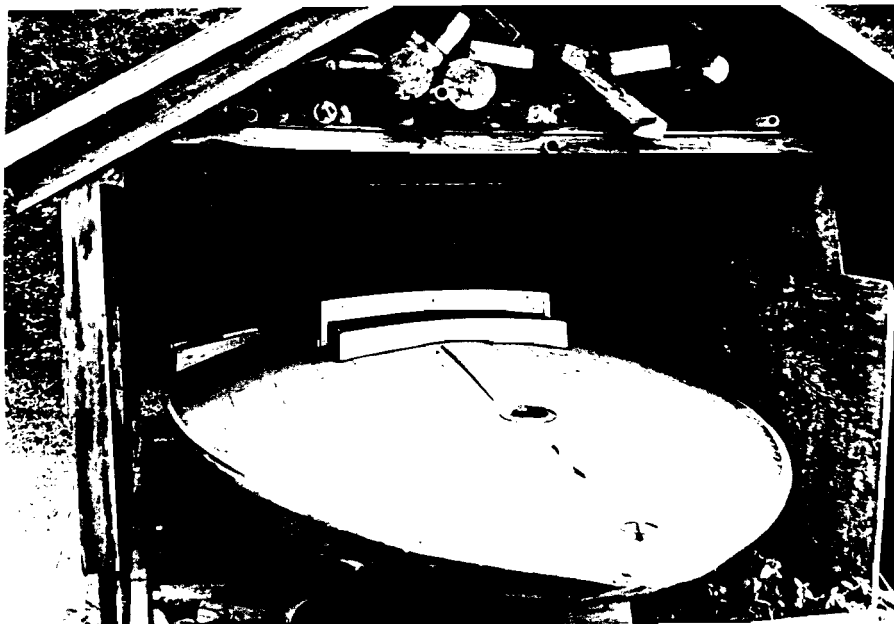
PRESENT NAME: Sheldrake FORMER OR ORIGINAL NAME(S): Sheldrake
PRESENT OWNER / ADDRESS: SAIL #
Toms River Seaport Society REGISTRATION #
Toms River, NJ 08753

DESCRIPTION

Boat Type: Gunning Sneakbox Place of Construction: Johnson Brothers Boat Works,
Builder: Johnson Brothers Bay Head
Designer (Naval Architect): F. Slade Dale
Date of Construction: 1925 Engine:
Source of Date: Writings of F. Slade Dale in Society Archives Steering: Wheel ___ Tiller ___ Other ___
Length: 12' 1" Draft: 3" (Centerboard down ___)
Beam: 5' 1" Sail Area:
Rig: unstayed mast, sprit sail Spar Lengths:
Materials Keel Shape:
Fastenings: Displacement:
Frames: white oak Ballast: lbs. Exterior ___ Interior ___
Planks: cedar Hull Form (for power boats):
Keel: cedar plank Planking Type
Deck: cedar Carvel X
Interior: Lapstrake ___
Spars: Strip ___
Other _____

Additional Description or other Equipment (i.e. sails) Rigging: unstayed mast;
jawed boom, hinged to sprit; sprit snotted to mast-head; leg-o'-mutton sail with
reef points bisecting angle at boom jaws and mast. See over for description of reefing.

Photo: Negative File # GS-3



PHYSICAL CONDITION:

Excellent () Fair () Poor ()
Restored (X) Adapted ()

COMMENTS (note alterations):

For museum artifact only. There is considerable injury to the "rubrail" at the bow. Some of this has been filled in with wood dough. Boat has been painted gray. Originally, it was varnished above waterline, red below. Some parts of the rigging have been lost.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: museum artifact

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes (X) No () Possible ()

HISTORICAL SIGNIFICANCE:

"Sheldrake" and her sister sneakbox were launched in the ocean at Bay Head in the fall of 1925. The "Sheldrake" was sailed up the coast to New York Harbor thence via the Delaware and Raritan Canal, the Delaware River and the Chesapeake and Delaware Canal to Chesapeake Bay, and from there down the Intercoastal Waterway to Miami, Florida. After returning to New Jersey, it was sailed for pleasure in Barnegat Bay.

Its construction follows the usual method for sneakboxes as traditionally built in New Jersey. It is wider than usual; the conventional sneakbox was only 4' in beam. The rectangular cockpit is wider than customary and it has a hatch in the after deck for stowage of gear. There is an additional mast step in the after deck to be used as a tent pole base. There are three sliding hatches so the boat can be completely closed against weather. The cockpit coaming is higher than usual for protection against heavy weather.

Its sail rigging is unique. To shorten sail, the boom jaw is separated from the mast and allowed to move forward, in which case the sprit becomes the headspar of a lateen rig, pivoting on the mast-head. The boom is held to the mast by an additional snotter. Reefing sail then reduces the sail area by half as the sail is furled to the boom with reef points. So far as can be determined, this rig is unique to this craft.

REFERENCES:

F. Slade Dale, articles in Yachting, February, March, April, and May, 1926.

RECORDED BY: Burton Dezendorf, Secretary
ORGANIZATION: Toms River Seaport Society

DATE: June 1, 1981

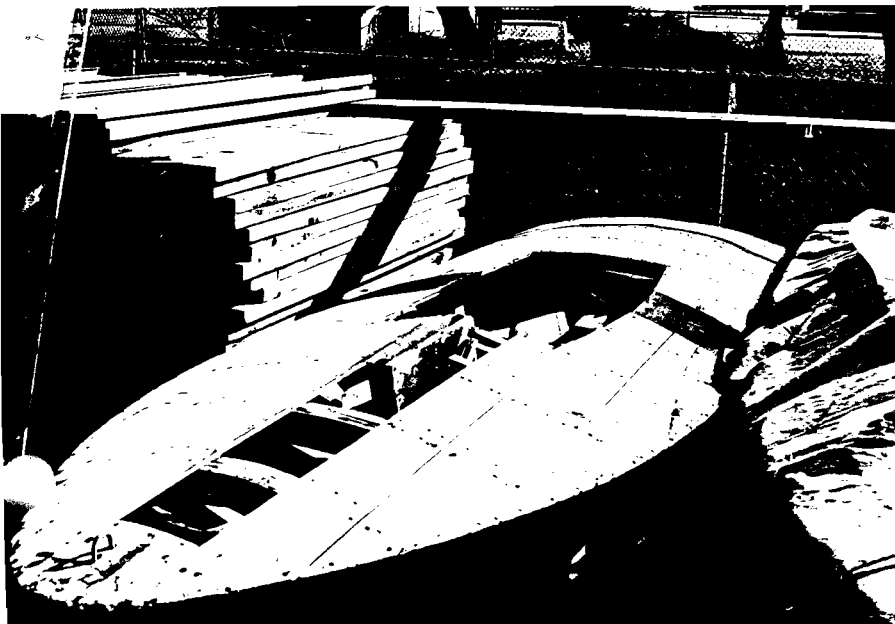
PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
John Mormando REGISTRATION #
15 Centre St., Beach Haven

DESCRIPTION

Boat Type: Gunning Sneakbox Place of Construction: Parkertown
Builder: Ayre Parker
Designer (Naval Architect):
Date of Construction: 1921 Engine:
Source of Date: Original owner Steering: Wheel ___ Tiller ___ Other oar
E. Ivins Pharo of Beach Haven Draft: 3" (Centerboard down jab) board
Length: 12' Sail Area:
Beam: 4' Spar Lengths:
Rig: Sprit Keel Shape: skeg
Materials Displacement:
Fastenings: copper rivets Ballast: lbs. Exterior ___ Interior ___
Frames: sawn oak Hull Form (for power boats):
Planks: cedar Planking Type
Keel: cedar plank Carvel X
Deck: cedar Lapstrake ___
Interior: Strip ___
Spars: pine, in Ivins Pharo's garage, with sail. Other _____

Additional Description or other Equipment (i.e. sails) Original sail, mast, and sprit in Ivins Pharo's garage in Beach Haven. Brass runners original equipment.

Photo: Negative File # GS-4



PHYSICAL CONDITION:

Excellent () Fair () Poor (X)
Restored () Adapted ()

COMMENTS (note alterations):

John Mormando is restoring this sneakbox. He plans to replace most of the deck planking, but will be able to save several bottom planks. The frames are almost all soft, and will have to be replaced.

ORIGINAL USE:

Pleasure (X) Racing () Industry (X) Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: being restored

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

This is a well documented early sneakbox. It was kept for many years in Ivins Pharo's garage, and is unusual in having all its original sailing equipment, including mast, spar and sail.

The first owner, Ivins Pharo, still lives in Beach Haven, and remembers being given this boat when he was "still a boy." He is now 76 years old.

REFERENCES:

John Mormando. Interview by George Petty, Beach Haven, January, 1983.
Ivins Pharo. Interview by George Petty, Beach Haven, January, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: April 13, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 A. Paul Tarditi REGISTRATION #
 26th & Bay Avenue, Spray Beach

DESCRIPTION

Boat Type: Gunning Sneakbox	Place of Construction: Spray Beach
Builder: William Cranmer	
Designer (Naval Architect):	
Date of Construction: 1945	Engine:
Source of Date: builder	Steering: Wheel ___ Tiller ___ Other yoke and lines
Length: 12' 6"	Draft: 3" (Centerboard down ___) ^{overhung rudder}
Beam: 4' 4"	Sail Area: jab-board 2' ___
Rig:	Spar Lengths:
Materials	Keel Shape:
Fastenings: brass screws	Displacement:
Frames: 5/4 sawn cedar	Ballast: lbs. Exterior ___ Interior ___
Planks: 1/2" cedar	Hull Form (for power boats):
Keel: shaped keel plank cedar	Planking Type
Deck: 1/2 cedar	Carvel <u>X</u>
Interior:	Lapstrake ___
Spars: not seen	Strip ___
	Other _____

Additional Description or other Equipment (i.e. sails)

Traditional sprit sail, mast and boom available. Spray shield is ripped. Hatch cover for cockpit available.

Photo: Negative File # GS-5



PHYSICAL CONDITION:

Excellent () Fair () Poor (X)
 Restored () Adapted ()

COMMENTS (note alterations):

Fiber-glassed bottom. Deck planking is deteriorating and coming unfastened. Some frames have soft spots. Port runner missing. All brass missing from runners and skeg.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: pleasure (gunning)

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

William Cranmer, who built this sneakbox, acquired a good reputation as a builder just after World War II. When he got home from the service his own sneakbox was "too far gone to fix," so he copied it, plank, frame, and fastening. This boat is the first Cranmer built sneakbox. It copies one that dated from the early thirties, perhaps built by Reuben Corliss of Manahawkin. Thus this boat gives evidence of how the sneakbox tradition was passed down from generation to generation. Cranmer says he made only one change; he extended the length of the boat 6" aft of the cockpit so it could hold more decoys. The sail, mast and sprit for this boat are still in Cranmer's garage.

REFERENCES:

William Cranmer. Interview by George Petty, Spray Beach, January, 1983.
A. Paul Tarditi. Interview by George Petty, Spray Beach, January, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: April 12, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

INDIVIDUAL BOAT SURVEY FORM # GS-6

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 John Mormando
 15 Centre St., Beach Haven REGISTRATION #

DESCRIPTION

Boat Type: Gunning Sneakbox Place of Construction: Beach Haven
 Builder: Horace Joorman
 Designer (Naval Architect):
 Date of Construction: 1953 Engine:
 Source of Date: owner Steering: Wheel ___ Tiller ___ Other _____
 Length: 12' Draft: (Centerboard down ___)
 Beam: 4' Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: bronze Displacement:
 Frames: oak Ballast: lbs. Exterior ___ Interior ___
 Planks: cedar Hull Form (for power boats):
 Keel: cedar plank Planking Type
 Deck: cedar Carvel X
 Interior: Lapstrake ___
 Spars: Strip ___
 Other _____

Additional Description or other Equipment (i.e. sails)
 This was a "tow and row" boat, according to the owner. No sail step was provided, and no rudder fittings.

Photo: Negative File # GS-6

PHYSICAL CONDITION:
 Excellent () Fair () Poor (X)



ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: being restored

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

This boat represents the modern development of the gunning sneakbox. It has no provision for a mast step or a rudder. It still has the collapsible oarlocks and rackboards for decoys. It is designed to be towed to the gunning site by an outboard motor tow boat, and then rowed into position.

REFERENCES:

John Mormando. Interview by George Petty, Beach Haven, January 1983.

RECORDED BY: George R. Petty, Jr.

DATE: April 12, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):

PRESENT OWNER / ADDRESS: SAIL #
William Cranmer REGISTRATION #
26th St. & Bay Ave., Spray Beach

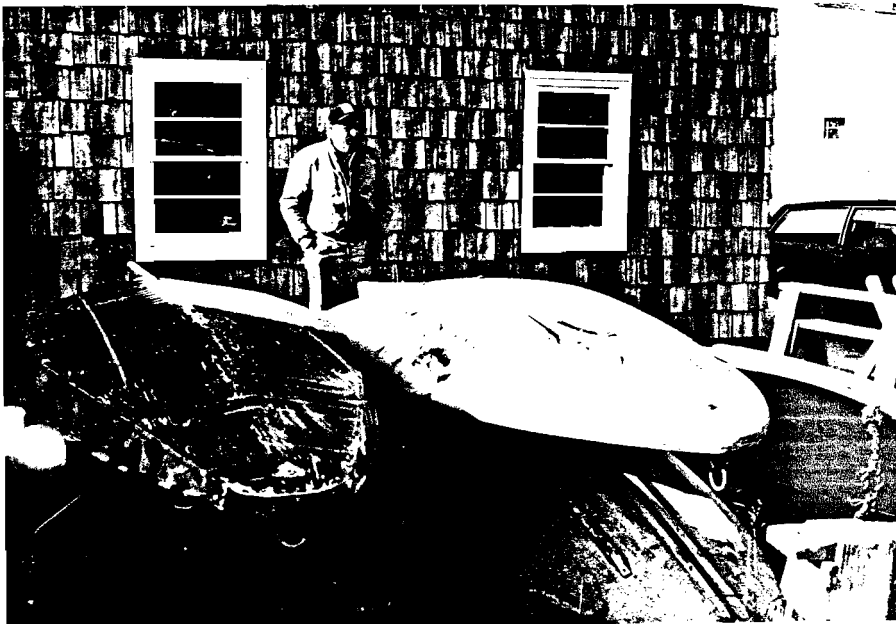
DESCRIPTION

Boat Type: Gunning Sneakbox Place of Construction: Spray Beach
Builder: William Cranmer
Designer (Naval Architect):
Date of Construction: 1951 Engine: outboard
Source of Date: builder Steering: Wheel ___ Tiller ___ Other yoke and lines
Length: 12' Draft: 3" (Centerboard down 2')
Beam: 4' Sail Area: shaped c/b
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: bronze screws Displacement:
Frames: 5/4 sawn cedar Ballast: lbs. Exterior ___ Interior ___
Planks: 1/2" cedar Hull Form (for power boats):
Keel: shaped cedar plank Planking Type
Deck: plywood Carvel X
Interior: Lapstrake ___
Spars: pine Strip ___
Other _____

Additional Description or other Equipment (i.e. sails)

Mast and sprit with sail still available, though the boat was mostly used with an outboard.

Photo: Negative File # GS-7



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()
Restored () Adapted ()

COMMENTS (note alterations):

Skeg and runners intact. Boat is 100% as original, except it has been fiberglassed top and bottom.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

This is an example of William Cranmer's sneakboxes, kept by the owner and still as it was when built. Although the equipment to sail it is available, the boat was used with an outboard motor.

REFERENCES:

William Cranmer. Interview by George Petty, Spray Beach, January, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: April 12, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Frank Shinn REGISTRATION #
 Route 9, Mayetta

DESCRIPTION

Boat Type: Gunning Sneakbox Place of Construction: Tuckerton
 Builder: Blackman, Tuckerton, NJ
 Designer (Naval Architect):
 Date of Construction: 1943 Engine: 10 H.P. outboard
 Source of Date: first owner Steering: Wheel ___ Tiller ___ Other _____
 Length: 10' Draft: (Centerboard down ___)
 Beam: 3' 8" Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape: straight plank with skeg and runners
 Fastenings: Displacement:
 Frames: oak Ballast: lbs. Exterior ___ Interior ___
 Planks: cedar, fibreglassed Hull Form (for power boats):
 Keel: straight cedar plank Planking Type
 Deck: cedar, fibreglassed Carvel X
 Interior: Lapstrake ___
 Spars: Strip ___
 Other _____

Additional Description or other Equipment (i.e. sails)
 Spray shield, extra high decoy racks.

Photo: Negative File # GS-8



PHYSICAL CONDITION:
 Excellent (X) Fair () Poor ()
 Restored () Adapted ()
COMMENTS (note alterations):
 Fibreglassed.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

This is the only older sneakbox found from the Tuckerton area. Note that it was built for a much smaller man than the average. The boat was often built to the owner's measure like a suit of clothes. Compare this one with the large 13 footer owned by the Long Beach Island Museum, which was built for Jed Sprague, a tall and heavy man.

REFERENCES:

Frank Shinn. Interview by George Petty, Mayetta, January, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: April 12, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Paul Vartanian REGISTRATION #
Bedminster, NJ

DESCRIPTION

Boat Type: Gunning sneakbox Place of Construction: Mayetta
Builder: Frank Lamson
Designer (Naval Architect):
Date of Construction: 1910 Engine: outboard
Source of Date: owner Steering: Wheel ___ Tiller ___ Other ___
Length: 12' 5" Draft: (Centerboard down ___)
Beam: 4' 2" Sail Area:
Rig: Spar Lengths:
Materials: Keel Shape:
Fastenings: galvanized iron Displacement:
Frames: cedar Ballast: lbs. Exterior ___ Interior ___
Planks: cedar, fibreglassed Hull Form (for power boats):
Keel: plank, cedar Planking Type
Deck: cedar, fibreglassed Carvel X
Interior: 22½ X 4' Lapstrake ___
Spars: Strip ___
Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # GS-9



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()
Restored () Adapted ()

COMMENTS (note alterations):

Boat is completely fibreglassed, new mahogany runners (no brass), new bronze screws for planks, new side boards and washboard, mast step planked over, new oarlocks. Planks and structure original.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

This boat was purchased from the Cyrus Cranmer family of Manahawkin. The family had two sneakboxes that had been kept under cover for years. According to family friends, one was certainly built by Frank Lamson of Mayetta. This boat cannot be so certainly traced, although it is almost surely more than fifty years old. The present owner has replaced the oarlocks, which are sometimes good identifying features.

According to the owner, he was told by the seller that it had been built by his grandfather. It was kept in a barn from 1930 until it was sold in 1969 to the present owner. For this reason the planks and frames are well preserved and free from rot.

REFERENCES:

Paul Vartanian. Interview by George Petty, Bedminster, February, 1983.
Ed Hazelton. Interview by George Petty, Manahawkin, February, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: April, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Marvin Inman
34 Manor Drive, Manahawkin REGISTRATION #

DESCRIPTION

Boat Type: Gunning Sneakbox Place of Construction: Barnegat
Builder: J.H. Perrine
Designer (Naval Architect):
Date of Construction: 1930 Engine:
Source of Date: owner Steering: Wheel ___ Tiller ___ Other _____
Length: 11' X 10" Draft: (Centerboard down ___)
Beam: 4' 4" Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: copper rivets in Displacement:
frames, some galvanized nails
Frames: cedar (butt joints) Ballast: lbs. Exterior ___ Interior ___
Planks: 4" cedar Hull Form (for power boats):
Keel: shaped cedar plank Planking Type
Deck: 4" cedar Carvel X
Interior: 47" X 23" Lapstrake ___
Spars: Strip ___
Other _____

Additional Description or other Equipment (i.e. sails)

Mast partner in bow planked over.

Photo: Negative File # GS-10



PHYSICAL CONDITION:

Excellent () Fair (X) Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

Deck fiberglass has been removed, 2 new deck planks fitted, and the deck refastened. Bottom fiberglassed. New oarlocks. The boat is structurally sound; no visible rot in frames or bottom planks.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE:

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes (X) No () Possible ()

HISTORICAL SIGNIFICANCE:

J.H. Perrine inherited a family tradition of building sneakboxes that goes far back into the 19th Century. He died childless, and willed his business to Allan Chadwick, whose son, John, continues to build sneakboxes using the same patterns. The Perrine name is the most famous in 20th Century sneakboxes.

A Perrine boat has several construction features which add strength and grace to the product. Each deck and bottom plank is shaped to a pattern, where other builders use wide straight planks. The Perrine deck camber increases slightly along the foredeck toward the coaming. The Perrine frames are all cut to the same pattern, which is based on an arc with a radius equal to the length of the boat.

This boat belongs to the Sandy Island Gun Club guide, Marvin Inman. It was purchased second hand in 1940 by his uncle. According to Marvin, it was "pretty old then." There is no builder's identification plate on it, but the family tradition is that it was built by "Uncle Hoppy" Perrine. John Chadwick examined the boat, and said he believed he could fit every pattern he has right into it, exactly as it is.

Perrine developed the sneakbox into a small sailboat racing class during the second decade of this century. His shop was busy turning out racing sneakboxes thereafter, so there are not many Perrine gunning sneakboxes left.

REFERENCES:

Marvin Inman. Interview by George Petty, Manahawkin, March, 1983.

John Chadwick. Interview by George Petty, Manahawkin, March 1983.

Peter Guthorn, Seabright Skiff, Rutgers Press, 1974, pp.

RECORDED BY: George R. Petty, Jr.

DATE: March 18, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Albert Nelke REGISTRATION #
3401 Boulevard, Brant Beach

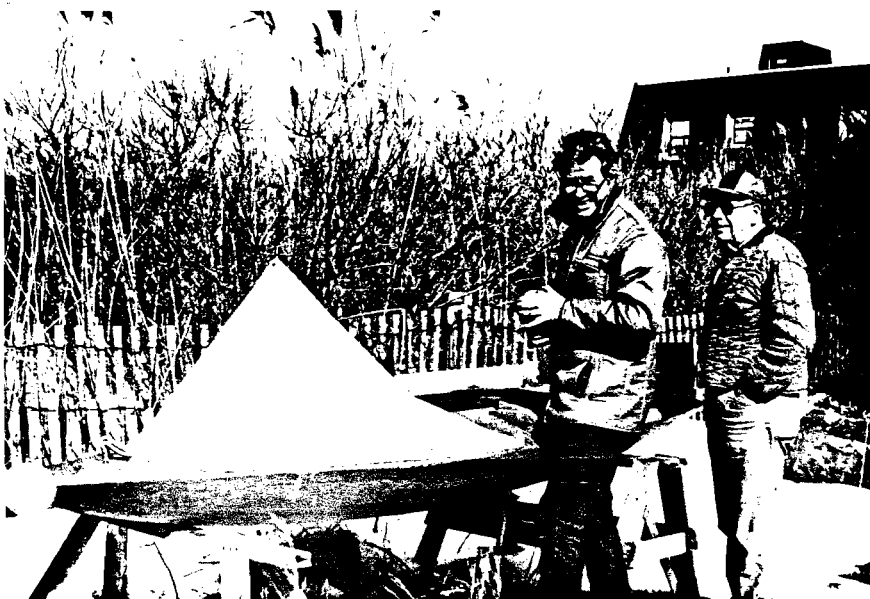
DESCRIPTION

Boat Type: Gunning Sneakbox Place of Construction: Barnegat
Builder: J.H. Perrine
Designer (Naval Architect):
Date of Construction: 1898 Engine:
Source of Date: owner Steering: Wheel ___ Tiller ___ Other ___
Length: 10' 6" Draft: (Centerboard down ___)
Beam: 3' 9" Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: galvanized nails and screws Displacement:
Frames: sawn oak Planks: cedar Ballast: lbs. Exterior ___ Interior ___
Keel: shaped cedar plank Hull Form (for power boats):
Deck: cedar Planking Type
Interior: 11" deep Carvel X
Spars: Lapstrake ___
Strip ___
Other _____

Additional Description or other Equipment (i.e. sails)

No sails or spars available. Mast step planked over. No centerboard or trunk.

Photo: Negative File # GS-11



PHYSICAL CONDITION:

Excellent () Fair () Poor (X)
Restored () Adapted ()

COMMENTS (note alterations):

Completely fiberglassed. Some frames are soft. New oarlocks. Motor mount added. Several deck planks replaced.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE:

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

The owner claims to have seen a builders plate and date when he was replacing deck frames. He remembers the date as 1898, and the builder as J.H. Perrine. He cannot remember the name of the previous owner, so there is no way to trace the history of the boat. Visual inspection shows no evidence of date or builder.

The boat has been completely fiberglassed, which conceals the characteristic Perrine plank patterns.

The boat is clearly old, but visual inspection could not confirm the date of construction.

REFERENCES:

Albert Nelke. Interview by George Petty, Brant Beach, January, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: January 20, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Roger "Doc" Cramer REGISTRATION #
5 Hilliard Drive, Manahawkin

DESCRIPTION

Boat Type: Gunning Sneakbox Place of Construction: Manahawkin
Builder: Reuben Corliss
Designer (Naval Architect):
Date of Construction: 1928 Engine:
Source of Date: owner Steering: Wheel ___ Tiller ___ Other _____
Length: 11' 11" Draft: (Centerboard down ___)
Beam: 4' 2" Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: galvanized nails Displacement:
Frames: sawn oak Ballast: lbs. Exterior ___ Interior ___
Planks: cedar Hull Form (for power boats):
Keel: cedar plank Planking Type
Deck: 7" cedar Carvel X
Interior: 12" deep Lapstrake ___
Spars: Strip ___
Other _____

Additional Description or other Equipment (i.e. sails)
Motor mount added. Centerboard trunk in place.

Photo: Negative File # GS-12



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

Motor mount added. Oarlocks replaced.
Brass runners missing. Mast step
planked over. Boat is otherwise in
excellent condition as originally
built. Fiberglassed top and bottom.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: stored

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes (X) No () Possible ()

HISTORICAL SIGNIFICANCE:

Reuben Corliss was a well known sneakbox builder of Manahawkin who died in 1981, at an age over 80 years. His boats have the reputation of being "strong and able," according to the owner of this boat.

Roger "Doc" Cramer, the owner, is a lifelong resident of Manahawkin, well known for his long career as an outfielder in the American League. He is now 78 years old, in excellent health and blessed with a fine memory. This sneakbox was his from the time it was built in 1928. It has been carefully handled and stored inside when not in use. It is in excellent physical condition, and has not been much rebuilt or repaired.

"Doc" says he had this boat made a little deeper so he could get his substantial feet under the deck.

The boat illustrates the simpler construction methods used by local builders. The planks are wider than a Perrine sneakbox, and are laid down straight, rather than being shaped to the contour of the boat.

REFERENCES:

Roger Cramer. Interview by George Petty, Manahawkin, February 20, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: February 20, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Robert Jessen REGISTRATION #
 E. Bay Avenue, Manahawkin

DESCRIPTION

Boat Type: Gunning Sneakbox Place of Construction: Manahawkin
 Builder: Reuben Corliss
 Designer (Naval Architect):
 Date of Construction: pre-1950 Engine:
 Source of Date: owner Steering: Wheel ___ Tiller ___ Other _____
 Length: 12' 3" Draft: (Centerboard down ___)
 Beam: 4' 3" Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: galvanized nails Displacement:
 Frames: cedar Ballast: lbs. Exterior ___ Interior ___
 Planks: cedar 4" Hull Form (for power boats):
 Keel: cedar plank Planking Type
 Deck: cedar Carvel X
 Interior: Lapstrake ___
 Spars: mast step covered, no spars Strip ___
 Other _____

Additional Description or other Equipment (i.e. sails)

Fiberglassed top and bottom.

Photo: Negative File # GS-13



PHYSICAL CONDITION:

Excellent () Fair (X) Poor ()
 Restored () Adapted ()

COMMENTS (note alterations):

Oarlocks reworked with galvanized iron. Fiberglassed top and bottom. Sister framed.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

The owner found this boat in the marshes following the 1962 fall storm that swept over Long Beach Island. It had been sister framed then, and visual inspection suggests that this is a fairly old boat.

The owner says he has been told it has the look of a Reuben Corliss boat.

REFERENCES:

Robert Jessen. Interview by George Petty, Manahawkin, March, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: March 23, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SANDY ISLAND GUN CLUB
 Sandy Island Gun Club
 c/o William Inman, 17th & Central. Barnegat Light REGISTRATION #

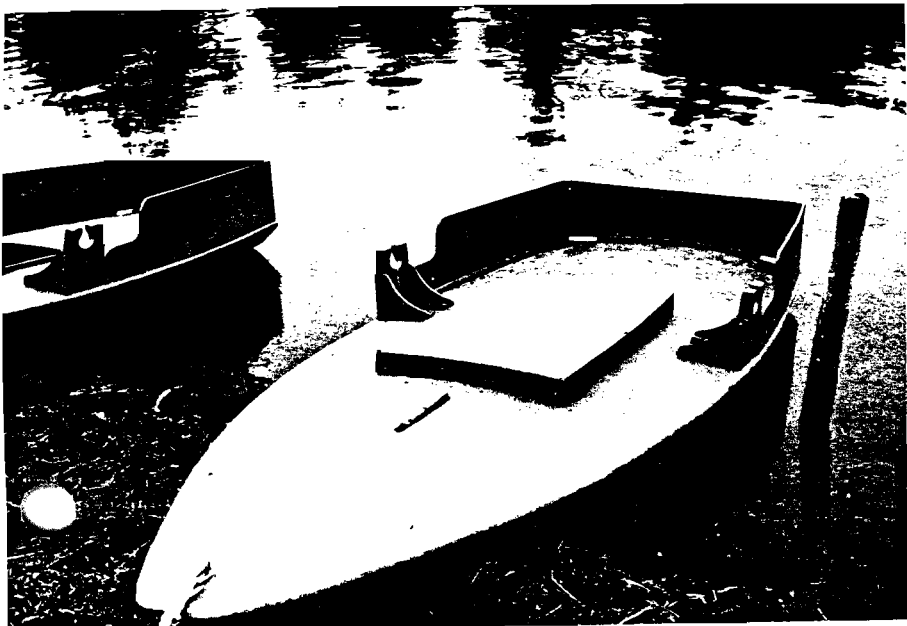
DESCRIPTION

Boat Type: Gunning Sneakbox	Place of Construction: Manahawkin
Builder: Reuben Corliss	
Designer (Naval Architect):	
Date of Construction: 1946	Engine:
Source of Date: owner	Steering: Wheel ___ Tiller ___ Other _____
Length: 12' 9"	Draft: (Centerboard down ___)
Beam: 4' 9"	Sail Area:
Rig:	Spar Lengths:
Materials	Keel Shape:
Fastenings: galvanized nails,	Displacement:
Frames: cedar some bronze screws	Ballast: lbs. Exterior ___ Interior ___
Planks: cedar 9/16" X 6"	Hull Form (for power boats):
Keel: cedar plank	Planking Type
Deck: cedar planks fiberglassed	Carvel <input checked="" type="checkbox"/>
Interior: 3' 11" cockpit	Lapstrake ___
Spars: none	Strip ___
	Other _____

Additional Description or other Equipment (i.e. sails)

Large oarlocks, high decoy racks, 2 runners with brass coverings, no motor mount.

Photo: Negative File # GS-14



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

Fiberglassed top and bottom.
 Otherwise 100% as built.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE:

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

Reuben Corliss of Manahawkin was noted for building large, strong, heavy sneakboxes. According to Marvin Inman, the guide for the Sandy Island Gun Club, this boat is not used by an individual hunter. It is a "towboat." Its large deck is loaded with decoys and it is pulled by another boat with an outboard motor to the gunning site.

REFERENCES:

Marvin Inman. Interview by George Petty, Manahawkin, January, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: January, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

INDIVIDUAL BOAT SURVEY FORM # GS-15

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Alden Cranmer REGISTRATION #
Route 9, Mayetta

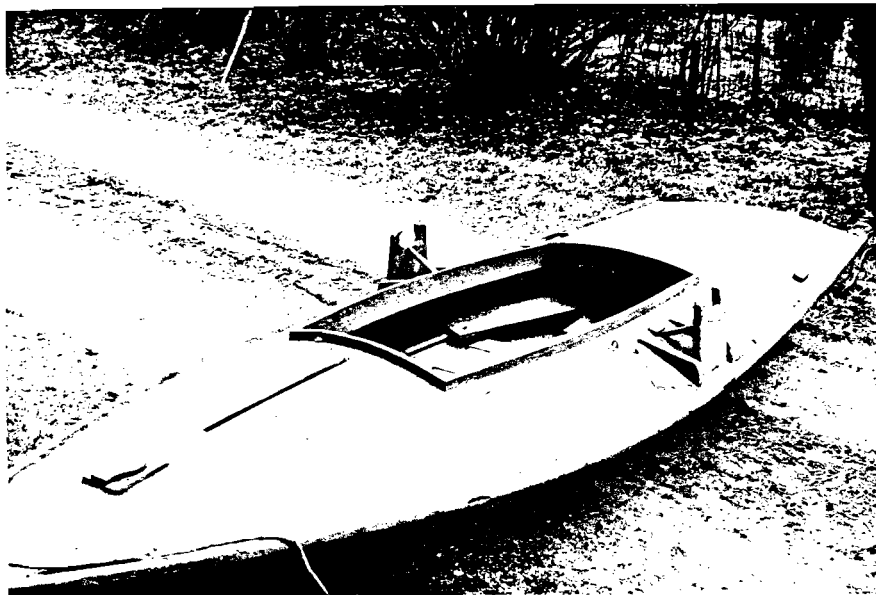
DESCRIPTION

Boat Type: Gunning Sneakbox Place of Construction: Mayetta
Builder: Frank T. Lamson
Designer (Naval Architect):
Date of Construction: 1913 Engine:
Source of Date: owner Steering: Wheel ___ Tiller X Other _____
Length: 12' Draft: (Centerboard down ___)
Beam: 4' 3" Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: galvanized nails Displacement:
Frames: cedar Ballast: lbs. Exterior ___ Interior ___
Planks: 6" cedar Hull Form (for power boats):
Keel: cedar plank Planking Type
Deck: original cedar Carvel x
Interior: 4' X 2'2" Lapstrake ___
Spars: pine Strip ___
Other _____

Additional Description or other Equipment (i.e. sails)

Tiller and handle original, sail and spars available, rigged for sailing.

Photo: Negative File # GS-15



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()
Restored () Adapted ()

COMMENTS (note alterations):

Brass runners missing. Fiberglassed bottom. Original rub-rail. Original centerboard and trunk ok. High camber to deck. Hatch cover and rackboards not original. This boat is in excellent condition, and except as noted above, is 100% original. It is rigged for sailing with original cleats and sheaves.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE:

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes (X) No () Possible ()

HISTORICAL SIGNIFICANCE:

This boat belonged to the present owner's father, who was the guide for a local gunning club. The owner, Alden Cranmer, is now 76 years old, and he remembers seeing his father use the boat when Alden was a very small boy. This provides accurate verification of the date of construction, which is listed conservatively as 1913.

Frank Lamson was a noted sneakbox builder whose shop was no more than 200 yards from where Alden Cranmer lives today.

This particular boat is extremely valuable because it has been stored under the porch of Alden Cranmer's home for many years. It is still rigged for sailing, and the mast, sprit, and sail are still kept in Alden's garage.

REFERENCES:

Alden Cranmer. Interview by George Petty, Mayetta, March, 1983.
Ed Hazelton. Interview by George Petty, Manahawkin, March, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: March 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

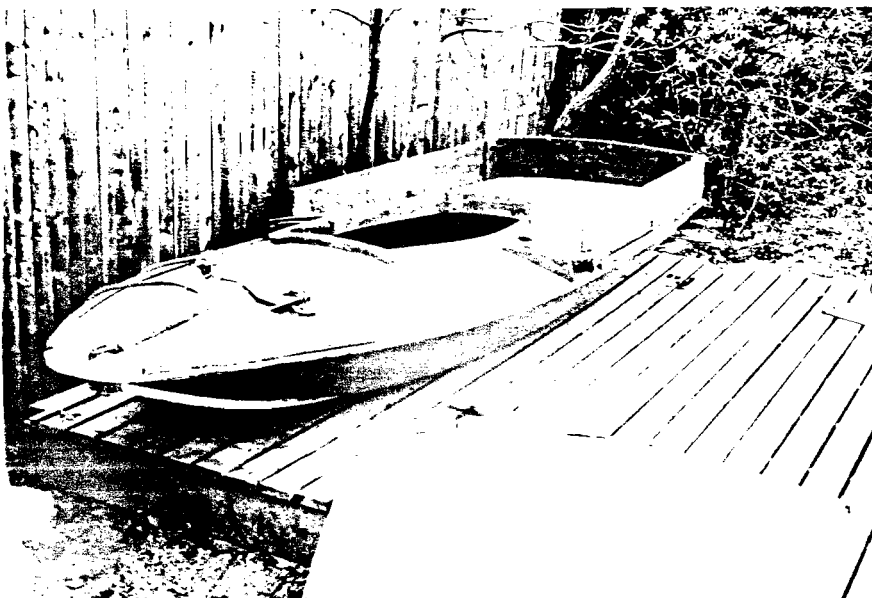
PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Allen K. Brouwer REGISTRATION #
 240 Main Street, Toms River

DESCRIPTION

Boat Type: Gunning Sneakbox	Place of Construction: Toms River
Builder: "Cap" Guire	
Designer (Naval Architect):	
Date of Construction: 1923	Engine:
Source of Date: owner	Steering: Wheel ___ Tiller ___ Other _____
Length: 11' 2"	Draft: 3" (Centerboard down none)
Beam: 4' 2"	Sail Area: no sails
Rig:	Spar Lengths:
Materials	Keel Shape:
Fastenings: copper rivets, some bronze screws	Displacement:
Frames: cedar 5/4"	Ballast: lbs. Exterior ___ Interior ___
Planks: cedar 6"	Hull Form (for power boats):
Keel: shaped cedar plank	Planking Type
Deck: cedar	Carvel <u>X</u>
Interior: curved sided cockpit	Lapstrake ___
4' X 2'2" X 8" deep	Strip ___
Spars: none	Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # GS-16



PHYSICAL CONDITION:

Excellent () Fair () Poor (X)

Restored () Adapted ()

COMMENTS (note alterations):

Several broken frames. No mast step or centerboard. Original brass on two runners and skeg. Rackboards and oarlocks original (one oarlock brace replaced). Has used a small outboard on a reinforced stern rackboard. Bottom fiberglassed.

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe) hunting

PRESENT USE: pleasure: duck hunting

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

This sneakbox was built for the present owner's father, who is now 80 years old. The owner says that it has to be at least 60 years old. It was never intended to be sailed, since no mast step is provided.

The construction is standard for the type, but the curved sides of the cockpit are unusual. Also the cockpit is a little deeper than others.

REFERENCES:

Allen K. Brouwer. Interview by George Petty, Tosm River, April 26, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: April 30, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Joel Montgomery REGISTRATION #
 9th St. and Blvd. Barnegat Light

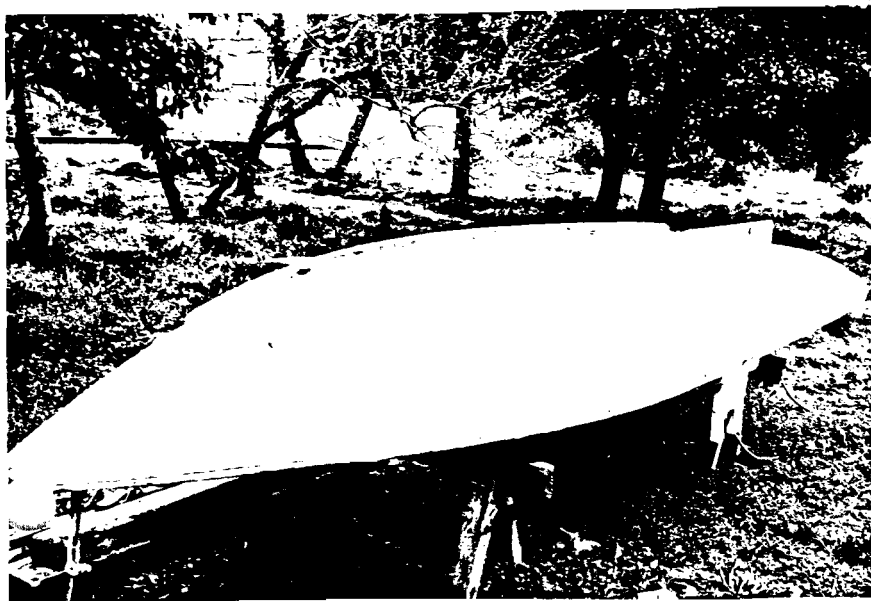
DESCRIPTION

Boat Type: Gunning Sneakbox Place of Construction: Barnegat and Waretown
 Builder: J.H. Perrine
 Designer (Naval Architect):
 Date of Construction: c. 1935 Engine:
 Source of Date: owner Steering: Wheel ___ Tiller ___ Other _____
 Length: 12' 6" Draft: 3" (Centerboard down 18")
 Beam: 4' 4" Sail Area:
 Rig: Spar Lengths: mast 10'; boom 5' 10"; sprit 7' 6"
 Materials Keel Shape:
 Fastenings: copper rivets, and Displacement:
 galvanized nails
 Frames: cedar Ballast: lbs. Exterior ___ Interior ___
 Planks: cedar 1/2" X 4" Hull Form (for power boats):
 Keel: shaped cedar plank Planking Type
 Deck: cedar planks Carvel X
 Interior: rectangular cockpit Lapstrake ___
 Spars: pine Strip ___
 Other _____

Additional Description or other Equipment (i.e. sails)

Sails and mast are with the boat. The boom is a makeshift aluminum pole with a wooden jaw. The mast looks original. Sprit may be a replacement.

Photo: Negative File # GS-17



PHYSICAL CONDITION:

Excellent () Fair (X) Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

The planks and deck seem sound, but inspection of the frames was impossible at the first visit. The boat has been stored upside down outside, and is beginning to show signs of weathering. All brass still on runners. Three cracked frames visible from below. Boat has a jab board but no curved centerboard.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe) duck hunting

PRESENT USE:

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

According to the owner, this is the last gunning sneakbox built by J.H. Perrine, the best known local sneakbox builder of the 20th century. When Perrine developed the gunning sneakbox into a popular class of racing sailboats, he devoted his production to them and made very few hunting boats. For this reason, a gunning sneakbox of genuine Perrine construction is hard to find. This one, according to the owner, was cut out in the mid-thirties, partially assembled in Perrine's shop in Barnegat, and then left in a corner. The shell and cut lumber was purchased by a Mr. Gray of Barnegat, and taken to Sam Hunt's yard in Waretown, where the two of them put it together. Although construction was completed only 15 years ago, this is probably the last genuine Perrine gunning sneakbox ever built.

REFERENCES:

George R. Petty, Jr., telephone interview with the owner, April 26, 1983 and personal inspection of the boat.

RECORDED BY: George R. Petty, Jr.

DATE: April 30, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Frank Shinn REGISTRATION #
Oak Avenue, Cedar Run

DESCRIPTION

Boat Type: Gunning Sneakbox Place of Construction: Mayetta
Builder: Frank T. Lamson
Designer (Naval Architect):
Date of Construction: 1918 or before Engine:
Source of Date: builder's daughter Steering: Wheel ___ Tiller ___ Other ___ oars ___
Length: 12' 6" Draft: (Centerboard down ___)
Beam: 4' 3" Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: Displacement:
Frames: cedar 5/4" Ballast: lbs. Exterior ___ Interior ___
Planks: 9/16" X 6" cedar Hull Form (for power boats):
Keel: shaped cedar plank Planking Type
Deck: cedar planks Carvel X
Interior: open rectangular cockpit Lapstrake ___
Spars: none Strip ___
Other _____



ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe) duck hunting

PRESENT USE: duck hunting

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes (X) No () Possible ()

HISTORICAL SIGNIFICANCE:

This boat was built for Ashbrook Cranmer for his personal use some time before 1918. Cranmer was a large man, so his sneakbox is a little longer and deeper than others. This boat was kept indoors from the early 1930s, and so has not deteriorated. The builder, Frank T. Lamson, had a fine reputation as a sneakbox maker, and at least three of his boats over sixty years old still survive. According to Lamson's daughter, Mrs. Mary Rudder, he stopped building sneakboxes in 1918, and began turning out larger "bateau type" party boats. The last sneakbox he made was left almost complete in a corner of his shop. Recently it was taken to the Smithville Museum and put on display.

Mrs. Rudder, now 83, still lives in the Lamson home, and his shop still stands near the house, with many of the tools he used still in their racks.

REFERENCES:

Mrs. Mary Rudder. Interview by George Petty, Mayetta, April 30, 1983
Edward Hazelton. Interview by George Petty, Manahawkin, March 15, 1983
Alden Cranmer. Interview by George Petty, Mayetta, April 30, 1983
Chester Shinn. (Father of the owner and a local sneakbox builder) interview by
George Petty, Cedar Run, April 28, 1983

RECORDED BY: George R. Petty, Jr.

DATE: April 30, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

INDIVIDUAL BOAT SURVEY FORM # GS-19

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Frank Temme REGISTRATION #
 223 23rd Street, Surf City, NJ

DESCRIPTION

Boat Type: Gunning sneakbox	Place of Construction: Barnegat Light
Builder: George Neff?	
Designer (Naval Architect):	
Date of Construction: c. 1923	Engine:
Source of Date: owner	Steering: Wheel ___ Tiller <u>X</u> Other _____
Length: 12' 3"	Draft: 3" (Centerboard down <u>2'</u>)
Beam: 4' 2"	Sail Area:
Rig:	Spar Lengths:
Materials	Keel Shape:
Fastenings: galvanized nails	Displacement:
Frames: cedar	Ballast: lbs. Exterior ___ Interior ___
Planks: cedar	Hull Form (for power boats):
Keel: cedar plank	Planking Type
Deck: cedar	Carvel <u>X</u>
Interior: cockpit 42" X 23½"	Lapstrake ___
Spars: not available	Strip ___
	Other _____

Additional Description or other Equipment (i.e. sails)

Hatch cover, centerboard, and rudder. No sails

Photo: Negative File # GS-19



PHYSICAL CONDITION:

Excellent () Fair (X) Poor ()
 Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe) gunning

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

George Neff built many sneakboxes on Long Beach Island up until the early fifties. There are several of his racing "duck boats" still sailing at Little Egg Harbor Yacht Club. This boat was attributed to him after a visual inspection by reference to his characteristic mast partner plank.

REFERENCES:

Frank Temme. Interview by George Petty, August 5, 1983, and visual inspection.

RECORDED BY: George R. Petty, Jr.

DATE: August 11, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

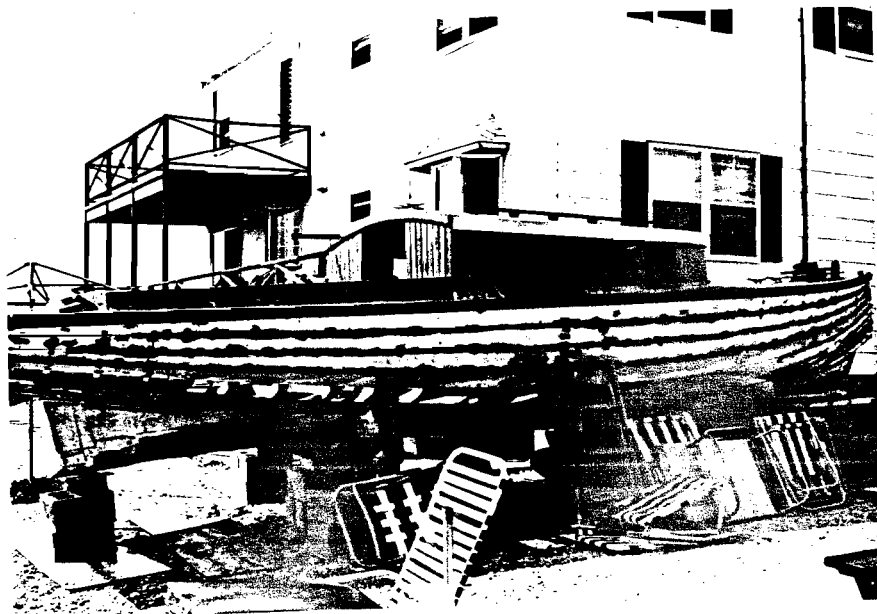
PRESENT NAME: Kitty FORMER OR ORIGINAL NAME(S): "Night Boat"
PRESENT OWNER / ADDRESS: SAIL #
Glenn Schroeder REGISTRATION # N.J. 3606 AB
362 W. 4th St., Ship Bottom NJ 08008

DESCRIPTION

Boat Type: Barnegat Bay Catboat Place of Construction: Perth Amboy
(large) Source: Edward Larrabee, Toms River
Builder: (nephew of first owner)
Designer (Naval Architect):
Date of Construction: 1875 Engine: well for small outboard in cockpit
Source of Date: Mr. Larrabee Steering: Wheel ___ Tiller X Other _____
Length: 28' Draft: 2' 6" (Centerboard down 6')
Beam: 10' 3" Sail Area: 675' ²
Rig: gaff rigged, stainless Spar Lengths: boom 28'
Materials: ² shrouds each side, forestay Keel Shape: hard bilge, full bow
Fastenings: galvanized nails Displacement:
Frames: sawn ^(rebuilt) laminated oak Ballast internal lbs. Exterior X Interior ___
Planks: Jersey cedar Hull Form (for power boats):
Keel: oak Planking Type
Deck: cedar Carvel X
Interior: mahogany Lapstrake ___
Spars: spruce, mast is original Strip ___
Other _____

Additional Description or other Equipment (i.e. sails) Vertical mahogany strips on cabin, could be original. Interior is gutted during rebuilding.

Photo: Negative File # LC-1



PHYSICAL CONDITION:

Excellent () Fair () Poor (X)
Restored () Adapted ()

COMMENTS (note alterations):

Kitty was rebuilt completely in 1910 at Irons Boat Yard. New frames and planks. Now being repaired by present owner. Interior is completely bare. Several frames aft have to be replaced. One or two planks needed. Owner planning to float it in 1983.

ORIGINAL USE:

Pleasure (X) Racing (X) Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes (X) No () Possible ()

HISTORICAL SIGNIFICANCE:

Kitty is the oldest representative of the Barnegat Bay A Class catboat still in service on the bay. These craft were a sportman's development of wide-beamed, shallow draft, open-cockpit, single-sailed fishing boats whose mast was mounted close in the bows, providing good weatherly sailing qualities and a large unobstructed work area. The catboat appeared along the Atlantic coast from New England to the Chesapeake in the last third of the 19th century. According to Edwin Schoettle's 1937 essay "American Catboats," the design first was used in Barnegat Bay earlier in the 19th century. When compared with New England and New York versions, the Barnegat Bay Cat has a wider beam, hard bilge, a long shallow slab of a rudder outside the transom, minimal dead rise, and very shallow draft, all characteristics appropriate to the shallow waters of Ocean County.

The A class cats of Barnegat Bay, like many other racing and cruising yachts, were developments of early work boats. A working fisherman wants a craft that will be stable in rough weather, so he keeps the sail plan moderate, and makes the hull a little heavy shouldered. When the Toms River Yacht Club offered a cup for racing catboats, designers began to raise the masts and press on the sail. The cup was first offered in 1871, and is the oldest continually sailed for trophy in the United States. Until 1923, the boats were gaff rigged, but in that year the Mary Ann, designed by Charles Mower, ran away from the fleet, and subsequent winners have been Marconi rigged.

Whether by intention or tradition, the Toms River Cup has been only for large catboats, designated Class A to distinguish them from smaller racing catboats. The A class craft since the early 20s have all been close to 28 feet over all, though prior to that some cup winners were longer. Because the boats were both beautiful and practical for the Barnegat Bay waters, a fleet of A cats, over 50 years old, has survived and still contends for the cup.

REFERENCES:

Walter Mitsch. Interview by George Petty, Philadelphia, Pa., November 1982.
Glenn Schroeder. Interview by George Petty, Ship Bottom, N.J., October 1982.
Edward Larrabee. Interview by George Petty, Toms River, N.J., October 1983.
Edward L. Crabbe. "Class A Catboats," report for the Toms River Seaport Society, (T.R.1982)
Edwin J. Schoettle, ed., Sailing Craft (New York, 1937), pp. 87-108, 366-374.
Howard I. Chapelle, American Small Sailing Craft (New York, 1951), pp. 252-256.

RECORDED BY: George R. Petty, Jr.

DATE: January 11, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

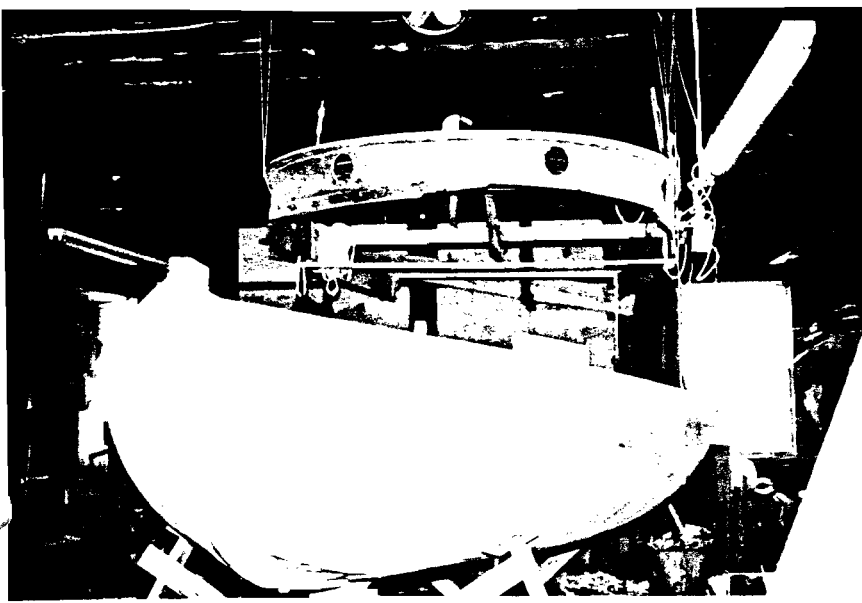
PRESENT NAME: Spy FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL # original # S11, now # IH 78
 Charles Cox and Roy Wilkins REGISTRATION #
 Island Heights Yacht Club

DESCRIPTION

Boat Type: Barnegat Bay Catboat (large) Place of Construction: Morton Johnson Boat Yard, Bay Head
 Builder: Morton Johnson
 Designer (Naval Architect): Charles D. Mower
 Date of Construction: 1924 Engine:
 Source of Date: Edwin J. Schoettle Steering: Wheel ___ Tiller X Other _____
 Sailing Craft, 1937, p.101
 Length: 28' Draft: (Centerboard down ___)
 Beam: 10' Sail Area:
 Rig: Marconi rigged cat, 3 fore- Spar Lengths: mast 44', boom 28'
 stays, 6 shrouds, 2 running back stays
 Materials Keel Shape:
 Fastenings: Displacement:
 Frames: oak Ballast: lbs. Exterior ___ Interior ___
 Planks: Jersey white cedar Hull Form (for power boats):
 Keel: oak Planking Type
 Deck: Carvel X
 Interior: mahogany trim Lapstrake ___
 Spars: sitka spruce Strip ___
 Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # LC-2



PHYSICAL CONDITION:
 Excellent (X) Fair () Poor ()
 Restored (X) Adapter ()
COMMENTS (note alterations):

Originally gaff rigged with short 9' "Swedish" gaff, but rerigged first year to a Marconi rig.

ORIGINAL USE:

Pleasure () Racing (X) Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: racing

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

The "Spy" is the fourth large catboat designed by Charles A. Mower specifically for the Toms River Challenge Cup races. It was built in 1924 at the John Kirk Boat Yard in Toms River for Frank Thatcher to replace the "Helen," a Mower designed boat built in 1923, which had been unsuccessful as a racer.

The name "Spy" is an acronym for "Seaside Park Yacht Club."

REFERENCES:

Edward L. Crabbe, "Class A Catboats," a report for the Toms River Seaport Society, September 1982.

RECORDED BY: George R. Petty, Jr.

DATE: January 11, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

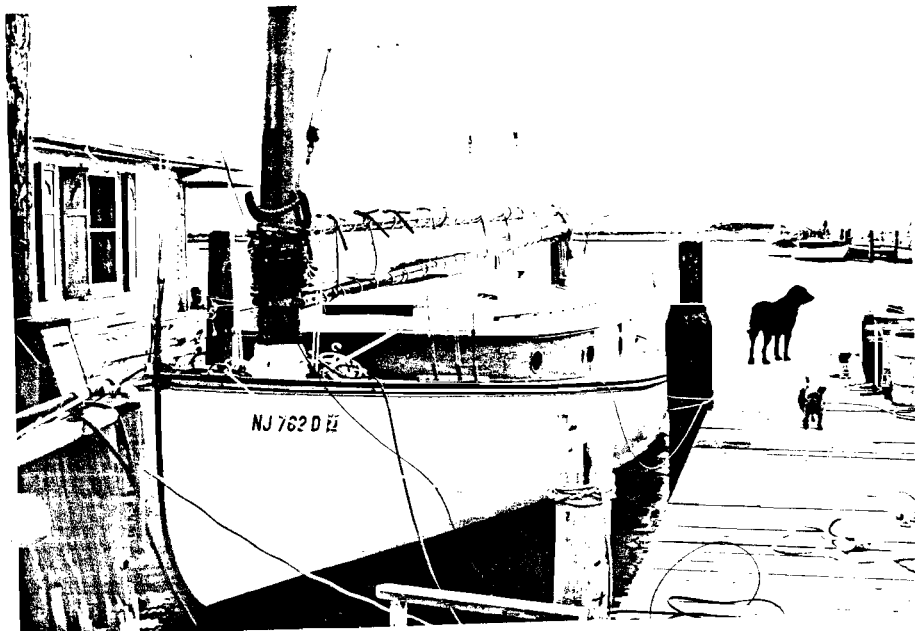
PRESENT NAME: Silent Maid FORMER OR ORIGINAL NAME(S): same
PRESENT OWNER / ADDRESS: SAIL #
Sally Schneider REGISTRATION # NJ 762 D
P.O. Box 48, Mantoloking, NJ

DESCRIPTION

Boat Type: Barnegat Bay Catboat (large) Place of Construction: Morton Johnson Boat Yard, Bay Head
Builder: Morton Johnson
Designer (Naval Architect): Francis Sweisguth
Date of Construction: 1924/25 Engine: Universal Atomic 4
Source of Date: Edwin P. Schoettle Steering: Wheel Tiller Other
Length: 33' Draft: 2½' (Centerboard down 5')
Beam: 12' 6" Sail Area: 950' ²
Rig: stainless forestay and shrouds, dacron gaff sail Spar Lengths: 38' boom, 28' gaff
Materials Keel Shape: skeg
Fastenings: galvanized and bronze Displacement: 6 tons
Frames: oak Ballast: lead lbs. Exterior Interior
Planks: cedar Hull Form (for power boats):
Keel: oak Planking Type
Deck: cedar Carvel
Interior: red cedar and mahogany Lapstrake
Spars: sitka spruce Strip
Other

Additional Description or other Equipment (i.e. sails) cotton sail, laced to boom and gaff, hooped to mast.

Photo: Negative File # LC-3



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()
Restored () Adapted ()

COMMENTS (note alterations):

"Silent Maid" has been carefully and professionally maintained, and is a showpiece.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes (X) No () Possible ()

HISTORICAL SIGNIFICANCE:

This is the largest of the Barnegat Bay catboats. Built for noted sailing author Edwin J. Schoettle, the "Silent Maid" was constructed during the winter of 1925 at the Morton Johnson Boat Yard (Bay Head) from a design by Francis Sweisguth.

Far exceeding the usual 28' A-Cat length, the "Silent Maid" was entered and won the Barnegat Bay Yacht Racing Association 1925 and 1926 Class B championship. According to Schoettle's daughter, Mary Schoettle Mitchell, when the "Silent Maid" "raced against the A-Cats she had to give them eight minutes time allowance on a 10 mile course."

The cockpit has been rewooded in mahogany and refinished. The wide beam and extra length make the cabin very roomy, though like all shallow draft catboats, it has minimal head room.

REFERENCES:

Sally Schneider. Interview by George Petty, Mantoloking, October 1982.

RECORDED BY: George R. Petty, Jr.

DATE: January 11, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: Vim FORMER OR ORIGINAL NAME(S): same
 PRESENT OWNER / ADDRESS: SAIL #
 Evelyn Ogden REGISTRATION #
 8 Buckingham St., Trenton, NJ

DESCRIPTION

Boat Type: Barnegat Bay Catboat (large) Place of Construction: Bay Head
 Builder: Morton Johnson
 Designer (Naval Architect): Morton Johnson
 Date of Construction: 1900 Engine: Atomic 4, not original. powered in 1917
 Source of Date: owner, from Morton Johnson Boat Yard Steering: Wheel X Tiller Other
 Length: 30' Draft: 2' (Centerboard down 8')
 Beam: 11' 6" Sail Area: originally 1000 ft. now 850 ft.
 Rig: gaff, forestay and shrouds Spar Lengths: 42' mast, 30' boom
 Materials Keel Shape: typical Barnegat catboat
 Fastenings: galvanized Displacement: 5 tons (est.)
 Frames: oak sawn Ballast: 150 lbs. Exterior Interior X
 Planks: cedar Hull Form (for power boats):
 Keel: oak Planking Type
 Deck: painted mahogany Carvel X
 Interior: mahogany Lapstrake
 Spars: spruce Strip
 Other

Additional Description or other Equipment (i.e. sails) Chadwick sail (Laura Chadwick) cotton canvas bent in 1968, not originally for this boat. Hooped to mast, track on main boom, laced on gaff.

Photo: Negative File # LC-4



PHYSICAL CONDITION:
 Excellent (X) Fair () Poor ()
 Restored () Adapted ()
COMMENTS (note alterations):

"Vim" has been continuously professionally maintained. It was rebuilt at the Morton Johnson yard in 1932 by David Beaton. In 1944 the mast was resteped 3½' aft of original, and the boom shortened 8'. Gaff jaw replaced with root of Maine larch.

ORIGINAL USE:

Pleasure (X) Racing (X) Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes (X) No () Possible ()

HISTORICAL SIGNIFICANCE:

"Vim" was constructed from a half model in the Johnson family for years, so that its lines go back further than its date of construction (1900). It was "Bay Champion" in 1917, according to tradition reported by the present owner, though the records of the Toms River Cup are blank for that year. It has been carefully maintained by local owners since it was built, and is now in excellent condition.

REFERENCES:

Evelyn Odgen. Interview by George Petty, Mantoloking, October 1982.

RECORDED BY: George R. Petty, Jr.

DATE: January 11, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: Myth FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Mrs. Sheldon Pisani REGISTRATION #
 44 Lake Road, Short Hills, NJ 07078

DESCRIPTION

Boat Type: large Catboat Place of Construction: Bay Head
 Builder: Morton Johnson
 Designer (Naval Architect): Morton Johnson
 Date of Construction: 1890 Engine: 2 cyl. Palmer (8 hp.)
 Source of Date: Lachlin Beaton Steering: Wheel Tiller Other
 Length: 28' Draft: 2' (Centerboard down 4½)
 Beam: 11' Sail Area:
 Rig: Cat Spar Lengths:
 Materials Keel Shape: Shoal draft flat wooden keel
 Fastenings: Displacement:
 Frames: oak Ballast: lbs. Exterior Interior
 Planks: cedar Hull Form (for power boats):
 Keel: oak Planking Type
 Deck: canvassed cedar Carvel
 Interior: mahogany trim Lapstrake
 Spars: spruce Strip
 Other

Additional Description or other Equipment (i.e. sails)
 Plumb stem, rudder underneath.

Photo: Negative File # LC-5



PHYSICAL CONDITION:
 Excellent (X) Fair () Poor ()
 Restored () Adapted ()
COMMENTS (note alterations):

ORIGINAL USE:

Pleasure (x) Racing (x) Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes (X) No () Possible ()

HISTORICAL SIGNIFICANCE:

This is the oldest Morton Johnson built catboat still active on the bay. It represents the early design of large catboats, with a low freeboard, small deadrise, and full bows with a plumb stem. It is still gaff rigged, which was the traditional rig for these craft. Catboats with marconi rigs were designed later for racing in the Toms River Cup competition.

REFERENCES:

RECORDED BY: George R. Petty, Jr.

DATE: April 9, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

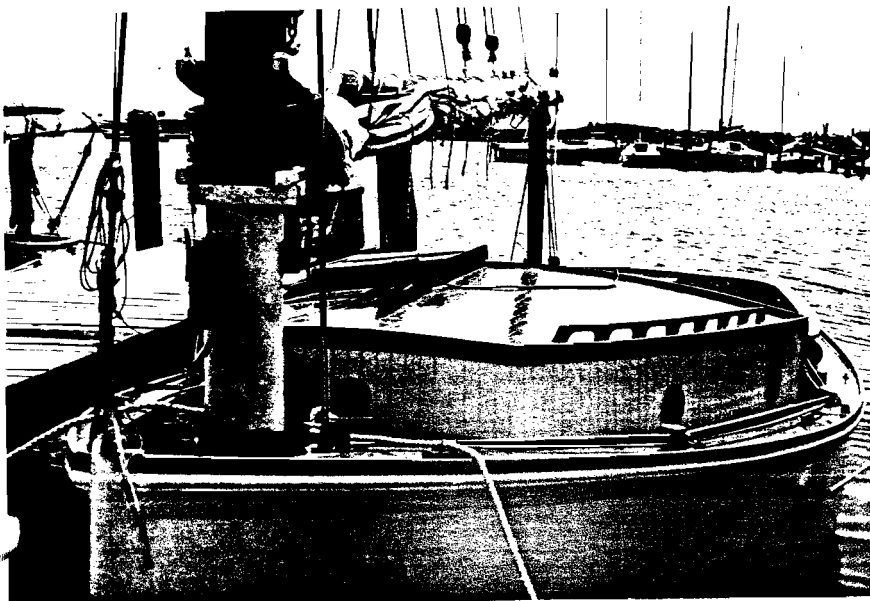
PRESENT NAME: Plautus FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: H. Joseph Nucciarone SAIL #
Box 191, Manasquan, NJ REGISTRATION #

DESCRIPTION

Boat Type: Catboat Place of Construction: Osterville, Mass.
Builder: Crosby
Designer (Naval Architect): Crosby
Date of Construction: 1909 Engine: not original, 4 cyl. Chris Craft
Source of Date: owner Steering: Wheel Tiller Other
Length: 26' Draft: 2' 6" (Centerboard down)
Beam: 12' Sail Area:
Rig: catboat, gaff rigged Spar Lengths: 26' mast, 26' boom, 20' gaff
Materials Keel Shape:
Fastenings: galvanized nails Displacement:
Frames: oak Ballast: lbs. Exterior Interior
Planks: cedar Hull Form (for power boats):
Keel: oak Planking Type
Deck: replaced with plywood and fiberglass Carvel
Interior: large cabin replaced with Douglas fir about 15 years ago Lapstrake
Spars: 15 years ago Strip
Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # LC-6



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()
Restored () Adapted ()

COMMENTS (note alterations):

Plywood and fiberglass deck (originally mahogany); spars replaced with Douglas fir 15 years ago; engine not original.

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

A good Crosby catboat originally intended as a working fishing boat.

REFERENCES:

H. Joseph Nucciarone. Interview by George Petty, August 2, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 2, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

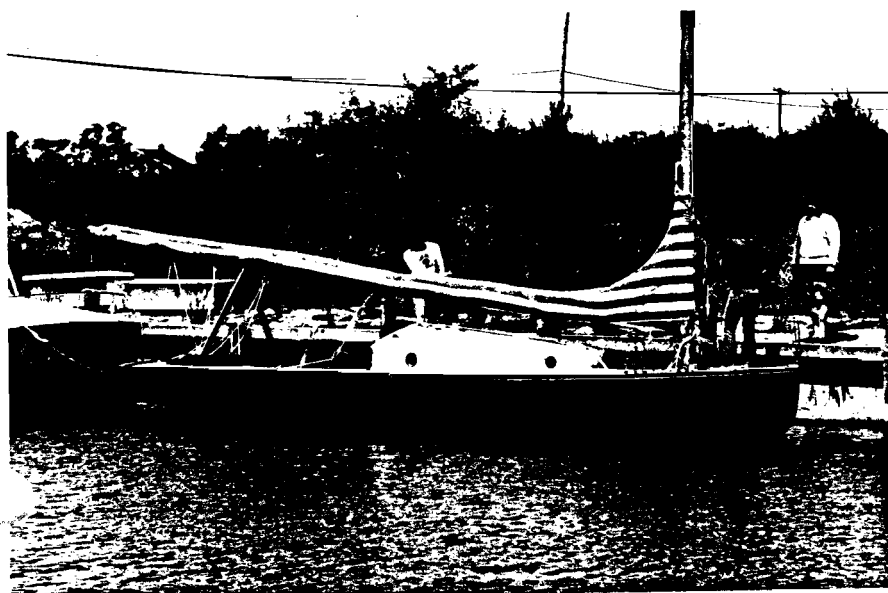
PRESENT NAME: BAT FORMER OR ORIGINAL NAME(S): Edward Crabbe
 PRESENT OWNER / ADDRESS: SAIL #
 Nelson Hartfanft REGISTRATION #
 Ocean Gate, New Jersey

DESCRIPTION

Boat Type: A-Class Catboat Place of Construction: Bay Head, New Jersey
 Builder: Morton Johnson
 Designer (Naval Architect): Charles Mower
 Date of Construction: 1923 Engine:
 Source of Date: Original owner, Edward Crabbe Steering: Wheel ___ Tiller X Other _____
 Length: 28' Draft: 2'6" (Centerboard down 5½')
 Beam: 10' Sail Area:
 Rig: Spar Lengths: mast 45', boom 28'
 Materials Keel Shape:
 Fastenings: Displacement:
 Frames: oak Ballast: lbs. Exterior ___ Interior ___
 Planks: cedar Hull Form (for power boats):
 Keel: oak Planking Type
 Deck: cedar Carvel X
 Interior: trunk cabin with circular coaming Lapstrake ___
 Spars: spruce Strip ___
 Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # LC-7



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()
 Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure (X) Racing (X) Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes (X) No () Possible ()

HISTORICAL SIGNIFICANCE:

One of the famous Barnegat Bay A-class catboats, considered the queen of the bay by most pleasure yachtsmen.

For discussion, see LC-1,2.

REFERENCES:

G. Petty. Interview with owner, August 4, 1983
For other reference see LC-1,2

RECORDED BY: George Petty

DATE: August 30, 1983

ORGANIZATION: Ocean County Cultural & Heritage Commission

PRESENT NAME: Mary Ann FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL # MA
 Marshall Warner REGISTRATION #
 Nelson's Marine Basin, Bay Head Heights

DESCRIPTION

Boat Type: A Class catboat Place of Construction: Bay Head
 Builder: Morton Johnson
 Designer (Naval Architect): Charles D. Mower
 Date of Construction: July 1, 1922 Engine:
 Source of Date: owner and The Steering: Wheel ___ Tiller X Other _____
 New Jersey Courier, July 7, 1922 Draft: 2½' (Centerboard down 5½')
 Length: 28' Beam: 10' Sail Area: 605
 Rig: marconi Spar Lengths: mast 45', boom 28'
 Materials Keel Shape:
 Fastenings: copper nails, Displacement:
 bronze screws, some iron spikes Ballast: lbs. Exterior ___ Interior ___
 Frames: oak Hull Form (for power boats):
 Planks: cedar Planking Type
 Keel: oak Carvel X
 Deck: cedar Lapstrake ___
 Interior: trunk cabin with round Strip ___
 Spars: coaming of mahogany Other _____
 spruce

Additional Description or other Equipment (i.e. sails)
 The deck and cabin top have been fibreglassed.

Photo: Negative File # LC-7



PHYSICAL CONDITION: good
 Excellent () Fair () Poor ()
 Restored () Adapted ()
COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE:

same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible ()

HISTORICAL SIGNIFICANCE:

The Mary Ann was the first of the famous Charles D. Mower designed A-cat racing catboats. She was launched on July 1, 1922, and two days later won her first race, beating all the established racing catboats on the bay by almost three minutes in a 2½ hour race. She was so successful that the following year four new catboats were built to compete with her. Of these, the Mower designed Bat still is sailing. In 1924 the Spy was built from the plans of the Mary Ann, and is still sailing (See LC-2, LC-6). In 1925 the Lotus was built, also from the plans of the Mary Ann, and she still survives (see LC-8).

The Mary Ann was Marconi rigged from her first day, which was an innovation among catboats. The traditional catboat rig was the gaff-sail, which was a little more manageable for working fishermen in high winds.

The A-cats built in 1923 tried a small mast-head gaff called a "Swedish gaff," but when the Mary Ann beat them all again, the gaff was scrapped entirely, and all the A-cats since that year have been Marconi rigged.

The four Mower designed A-cats, the Mary Ann, the Bat, the Spy, and the Lotus, are the queens of Barnegat Bay yacht racing. The Toms River Challenge Cup, for which they compete every year, is said by local enthusiasts to be the oldest continuously raced for trophy in American yachting.

REFERENCES:

G. Petty. Interview with owner, Sept . 24, 1983.
Edwin J. Schoettle, Sailing Craft (New York, 1937), p. 95.
Edward Crabbe, Paper on A-cats published by Toms River Seaport Society, 1982.

RECORDED BY: G. Petty

DATE: Sept 29, 1983

ORGANIZATION: Ocean County Cultural and Heritage Society

PRESENT NAME: Lotus FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: Nelson R. Hartranft SAIL # T1
 Beachwood REGISTRATION #

DESCRIPTION

Boat Type: A Class catboat Place of Construction: Bayhead
 Builder: Morton Johnson
 Designer (Naval Architect): Charles D. Mower
 Date of Construction: 1925 Engine:
 Source of Date: Ed Crabbe and owner Steering: Wheel ___ Tiller X Other _____
 Length: 28' Draft: 2½' (Centerboard down 5½')
 Beam: 10' Sail Area: 605
 Rig: marconi Spar Lengths: mast 45'; boom 28'
 Materials Keel Shape: deadwood skeg
 Fastenings: copper rivets, Displacement:
 bronze screws, iron spikes, etc. Ballast: lbs. Exterior ___ Interior ___
 Frames: oak Hull Form (for power boats):
 Planks: cedar Planking Type
 Keel: oak Carvel x
 Deck: cedar Lapstrake ___
 Interior: trunk cabin with Strip ___
 circular coaming Other _____
 Spars: spruce

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # LC-8

PHYSICAL CONDITION:

Excellent () Fair () Poor (X)

Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible ()

HISTORICAL SIGNIFICANCE:

The Lotus is one of four Charles Mower designed and Morton Johnson built A-cats still surviving from the 1920s. It is the last of the old A-cats to be built, being launched in 1925. It was built from the plans of the Mary Ann (see RS-7). It has been owned by a succession of racing owners, who campaigned it until 1979 for the A-cat championship of Barnegat Bay. It has won its share of racing trophies during that time, and several bay championships.

In 1979 it was donated to the Toms River Seaport Society, but it suffered some damage when left in the water during a severe winter. Its structure is now in poor condition, with a cracked keel and many broken frames.

It has recently been purchased by its present owner, who intends to rebuild her at Beaton's Boat yard in Mantoloking as soon as the Spy completes her renovation.

REFERENCES:

G. Petty. Interview with owner, Aug. 15, 1983.
Edward Crabbe. Paper on A-cats published by Toms River Seaport Society, 1982.
Edwin Schoettle, Sailing Craft. (New York, 1937).

RECORDED BY: George R. Petty, Jr.

DATE: August 15, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

INDIVIDUAL BOAT SURVEY FORM # M-1

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Macdonald Halsey REGISTRATION #
800 Bradley Road, Point Pleasant

DESCRIPTION

Boat Type: Rowboat Place of Construction: Point Pleasant
Builder: John Dorset
Designer (Naval Architect):
Date of Construction: 1924 Engine:
Source of Date: original owner Steering: Wheel ___ Tiller ___ Other ___
Length: 10' 8" Draft: (Centerboard down ___)
Beam: 46" Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: original copper rivets Displacement:
some replacement iron
Frames: oak knees and gussets nails Ballast: lbs. Exterior ___ Interior ___
Planks: cedar 6 1/2" Hull Form (for power boats):
Keel: cedar plank Planking Type
Deck: oak stem, cedar transom Carvel ___
Interior: Lapstrake X
Spars: Strip ___
Other _____

Additional Description or other Equipment (i.e. sails)

Rockered cedar plank keel, new oarlocks, new oars. Locker under rear seat.

Photo: Negative File # M-1



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()
Restored (X) Adapted ()

COMMENTS (note alterations):

The original cedar bottom has been replaced by fibreglassed plywood.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

John Dorset was a well known local builder in the early 20th century. This boat was given to Mr. Halsey by his grandfather in 1924. It has had excellent care. It is a very stylish rowboat, with substantial sheer and rockered plank keel. The workmanship was careful and strong, with a two piece oak stem crook, oak knees and stern quarter gussets. Dorset was not a large production workman, according to Mr. Halsey, so this rowboat is probably one of a kind.

REFERENCES:

Macdonald Halsey. Interview by George Petty, Point Pleasant, April 11, 1983

RECORDED BY: George R. Petty, Jr.

DATE: April 11, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: _____ FORMER OR ORIGINAL NAME(S): _____
 PRESENT OWNER / ADDRESS: _____ SAIL # _____
 Gregg Schneider _____ REGISTRATION # _____
 1400 Waverly St., Beach Haven, N.J.

DESCRIPTION

Boat Type: Gunning bateau	Place of Construction: _____
Builder: Harry Shourds	
Designer (Naval Architect): _____	
Date of Construction: 1955	Engine: _____
Source of Date: owner	Steering: Wheel ___ Tiller ___ Other <u>paddle?</u>
Length: 9' 6"	Draft: 3" ^M (Centerboard down ___)
Beam: 3' 6"	Sail Area: _____
Rig: _____	Spar Lengths: _____
Materials	Keel Shape: _____
Fastenings: copper nails	Displacement: _____
Frames: cedar	Ballast: _____ lbs. Exterior ___ Interior ___
Planks: cedar	Hull Form (for power boats): _____
Keel: cross-planked originally now plywood	Planking Type
Deck: cedar fiberglassed	Carvel <u>X</u>
Interior: cockpit 39" X 25"	Lapstrake ___
Spars: _____	Strip ___
	Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # M-2



PHYSICAL CONDITION:
 Excellent () Fair (X) Poor ()
 Restored () Adapted ()
COMMENTS (note alterations):
 Cockpit coaming is not original. Owner says it was built as a series of handgrips all around. The deck has been fiberglassed.

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe) duck hunting

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

Harry Shourds, now in his fifties, is one of the most famous decoy carvers in the area, if not in the world. His father and grandfather before him also were well-known carvers. Presumably this boat was made by the father of the present Harry Shourds.

It is unusual in its design. It is very light and small. It would not be as stable or comfortable a gun platform as a gunning sneakbox. It is certainly light and perhaps portable, and designed to be paddled, since there are no oarlocks or mast step. For a discussion and pictures of such craft see Guthorn, The Seabright Skiff, p. 214 ff.

REFERENCES:

Gregg Schneider. Interview by George Petty, August 5, 1983, and visual inspection.
Peter Guthorn, The Seabright Skiff (New Brunswick, 1971), p. 214 ff.

RECORDED BY: George R. Petty, Jr.

DATE: August 7, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

INDIVIDUAL BOAT SURVEY FORM # M-3

PRESENT NAME: . FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Herman Joorman, Jr. REGISTRATION # NJ 2174 D
 Polly's Dock, Beach Haven

DESCRIPTION

Boat Type: Sharpie	Place of Construction: Barnegat Light
Builder: Herman Joorman, Sr.	
Designer (Naval Architect):	
Date of Construction: c. 1950	Engine: ob
Source of Date: owner	Steering: Wheel ___ Tiller ___ Other ob ___
Length: 18'	Draft: 6" (Centerboard down ___)
Beam: 5½'	Sail Area:
Rig:	Spar Lengths:
Materials	Keel Shape:
Fastenings: galvanized nails	Displacement:
Frames: oak or mahog. 2 oak	Ballast: lbs. Exterior ___ Interior ___
Planks: cedar keelsons	Hull Form (for power boats):
Keel: cross-planked	Planking Type
Deck: 2' foredeck cedar	Carvel <u>X</u>
Interior: open	Lapstrake ___
Spars:	Strip ___
	Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # M-3



PHYSICAL CONDITION:

Excellent () Fair () Poor () Good (X)

Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: held for hire

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

These boats are called sharpies because of their pointed bow, and to distinguish them from the flat-nosed garveys. They are constructed like the garveys, with vertical sides, and cross-planked bottom. Two oak keelsons provide longitudinal strength. With small open cross-planked boats, the thwarts (seats) also stiffen the structure longitudinally. When gasoline engines made larger garveys practical, the thwarts were removed to make room for the engine and gearing. The resulting loss of stiffness forced the builders to add strength through extra longitudinal stringers, or "keelsons," along the bottom. The smaller boats, with thwarts, were more likely to keep their shape and last.

REFERENCES:

Herman Joorman, Jr. Interview by George Petty, August 5, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 8, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Herman Joorman, Jr. REGISTRATION # NJ 7989 A
 Polly's Dock, Beach Haven

DESCRIPTION

Boat Type: Sharpie	Place of Construction:
Builder: See description at M-3	
Designer (Naval Architect):	
Date of Construction:	Engine:
Source of Date:	Steering: Wheel ___ Tiller ___ Other _____
Length:	Draft: (Centerboard down ___)
Beam:	Sail Area:
Rig:	Spar Lengths:
Materials	Keel Shape:
Fastenings:	Displacement:
Frames:	Ballast: lbs. Exterior ___ Interior ___
Planks:	Hull Form (for power boats):
Keel:	Planking Type
Deck:	Carvel ___
Interior:	Lapstrake ___
Spars:	Strip ___
	Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # M-4



PHYSICAL CONDITION:

Excellent () Fair () Poor ()
 Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE:

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible ()

HISTORICAL SIGNIFICANCE:

REFERENCES:

Herman Joorman, Jr. Interview by George Petty, August 5, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 8, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

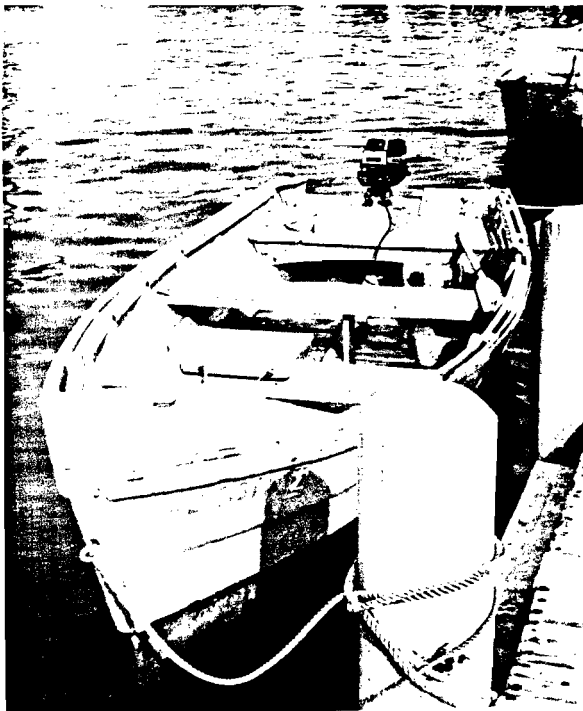
PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Herman Joorman, Jr.
 Polly's Dock, Beach Haven REGISTRATION # NJ 6131 X

DESCRIPTION

Boat Type: Sharpie Place of Construction:
 Builder: See description at M-3
 Designer (Naval Architect):
 Date of Construction: Engine:
 Source of Date: Steering: Wheel ___ Tiller ___ Other _____
 Length: Draft: (Centerboard down ___)
 Beam: Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: Displacement:
 Frames: Ballast: lbs. Exterior ___ Interior ___
 Planks: Hull Form (for power boats):
 Keel: Planking Type
 Deck: Carvel ___
 Interior: Lapstrake ___
 Spars: Strip ___
 Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # M-5



PHYSICAL CONDITION:

Excellent () Fair () Poor ()
 Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE:

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible ()

HISTORICAL SIGNIFICANCE:

REFERENCES:

Herman Joorman, Jr. Interview by George Petty, August 5, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 8, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

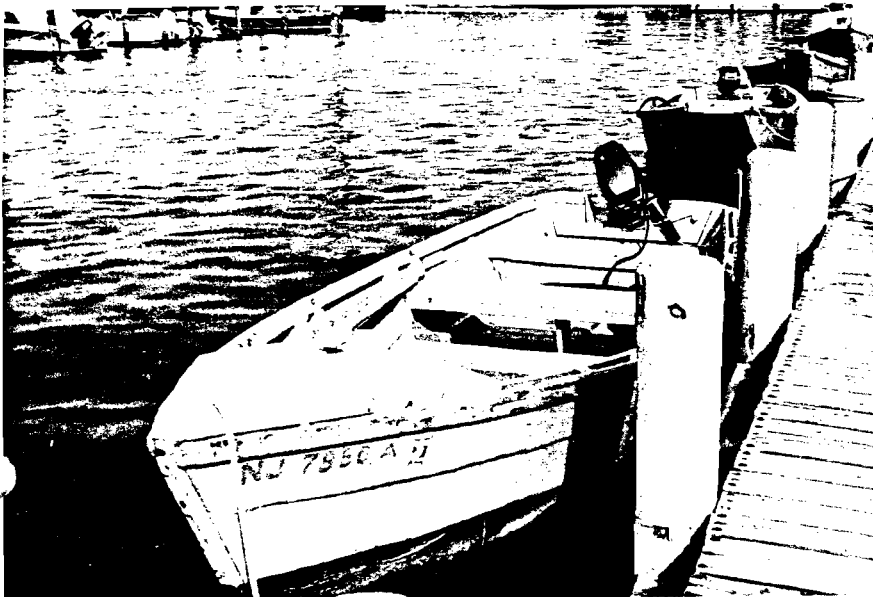
PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Herman Joorman, Jr. REGISTRATION # NJ 7986 A
Polly's Dock, Beach Haven

DESCRIPTION

Boat Type: Sharpie Place of Construction:
Builder: See description at M-3
Designer (Naval Architect):
Date of Construction: Engine:
Source of Date: Steering: Wheel ___ Tiller ___ Other ___
Length: Draft: (Centerboard down ___)
Beam: Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: Displacement:
Frames: Ballast: lbs. Exterior ___ Interior ___
Planks: Hull Form (for power boats):
Keel: Planking Type
Deck: Carvel ___
Interior: Lapstrake ___
Spars: Strip ___
Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # M-6



PHYSICAL CONDITION:

Excellent () Fair () Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE:

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible ()

HISTORICAL SIGNIFICANCE:

REFERENCES:

Herman Joorman, Jr. Interview by George Petty, August 5, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 8, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

INDIVIDUAL BOAT SURVEY FORM # M-7

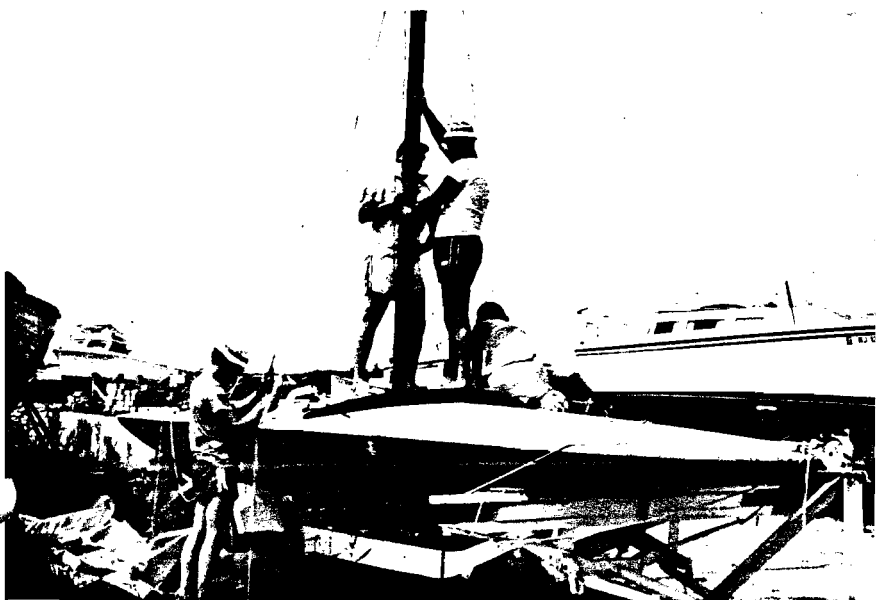
PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Brian and Peggy McCloskey REGISTRATION # NJ 661 BX
Verona, NJ & Beaton's Boat Yard

DESCRIPTION

Boat Type: E scow Place of Construction: Michigan
Builder:
Designer (Naval Architect):
Date of Construction: 1950 Engine:
Source of Date: owner Steering: Wheel ___ Tiller X Other _____
Length: 28' Draft: 3" (Centerboard down ___)
Beam: 6' Sail Area:
Rig: Marconi Spar Lengths: 30' mast, 24' boom
Materials Keel Shape:
Fastenings: copper rivets Displacement:
Frames: oak Ballast: lbs. Exterior ___ Interior ___
Planks: cedar Hull Form (for power boats):
Keel: plank Planking Type
Deck: cedar Carvel ___
Interior: open Lapstrake ___
Spars: spruce Strip ___
Other diagonal cedar strips, fiberglass over.

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # M-7



PHYSICAL CONDITION:

Excellent () Fair () Poor () Good (X)
Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing (X) Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

This is a typical E-scow, a racing class built in the Great Lakes area and imported to Barnegat Bay during the late 20s and 30s. It was faster than the local 15' and 20' sneakboxes and inexpensive to own and maintain, so it became popular as a racing class on Barnegat Bay.

Local traditionalists maintain that the E-scow is a development from the Barnegat Bay 20' Mower designed sneakbox (see RS-13). From the external appearance and construction such a derivation seems possible. Like the sneakbox, the E-scow has no keel, but is built up from a shaped set-up plank. Its hull form is almost exactly the same as the Charles Mower designed 20' racing sneakbox built in 1923. The similarity of the wide snub-nosed foredeck is especially surprising. The E-scow hull is also much like the sneakbox, and its draft and beam are very similar.

One significant innovation found on the E-scow and not on the sneakbox is the use of bilge boards instead of a center board. Bilge boards are small keel-like fins extending from each bilge to provide lateral stability when the boat is heeled over in the wind.

REFERENCES:

Brian and Peggy McCloskey. Interview by George Petty, July 26, 1983.
Edwin J. Schoettle, Sailing Craft (New York, 1937), pp. 483 - 501.

RECORDED BY: George R. Petty, Jr.

DATE: July 26, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

INDIVIDUAL BOAT SURVEY FORM # M-8

PRESENT NAME: Puffin
PRESENT OWNER / ADDRESS: Russell Mannheimer
Manasquan, NJ

FORMER OR ORIGINAL NAME(S):
SAIL #
REGISTRATION # NJ 1220 AN

DESCRIPTION

Boat Type: Bay skiff
Builder: Charles Hankins
Designer (Naval Architect):
Date of Construction: 1963
Source of Date: owner
Length: 16'
Beam: 5'
Rig: traditional sprit with headsail

Place of Construction: Lavallette
Engine:
Steering: Wheel ___ Tiller Other _____
Draft: 4" (Centerboard down ___)
Sail Area: 30 ft² jib, 100 ft² main mast and sprit both 12', no boom
Spar Lengths:
Keel Shape:
Displacement:
Ballast: ___ lbs. Exterior ___ Interior ___
Hull Form (for power boats):
Planking Type
Carvel ___
Lapstrake
Strip ___
Other _____

Materials
Fastenings: copper rivets
Frames: oak
Planks: cedar
Keel: 2 planks
Deck: open
Interior:
Spars: spruce

Additional Description or other Equipment (i.e. sails)
Oar locks and oars aboard. Sprit, sail and c/b all in use. The sprit is held to the mast by a line called a snotter, which passed through a groove at the heel of the sprit.

Photo: Negative File # M-8



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()
Restored () Adapted ()

COMMENTS (note alterations):

c/b lowered by a stick, and wedged to hold it.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

Under the rules of this inventory, boats later than 1955 are not to be considered historic. We have also excluded modern restorations of old boats.

In this case we have included Puffin even though it does not qualify under our rules, because it is an authentic bay skiff, made by Charles Hankins, whose family has been building skiffs in this area for close to a century. It has been rigged by its owner to match the rig of a bay skiff photographed in 1872. Since the construction of the boat follows a century old tradition, and it is kept in a rig from that long past era, we have included it in this inventory.

REFERENCES:

Russell Mannheimer. Interview by George Petty, July 27, 1983

Peter Guthorn, The Seabright Skiff (New Brunswick, 1971), pp. 3 - 6 and following photographs.

RECORDED BY: George R. Petty, Jr.

DATE: July 26, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):

PRESENT OWNER / ADDRESS:
Vioet Konczal
399 Main Street, Barnegat, NJSAIL #
REGISTRATION # NJ 9898 F

DESCRIPTION

Boat Type: Power sneakbox

Place of Construction: Cedar Run

Builder: Edward Cranmer

Designer (Naval Architect):

Date of Construction: 1942

Engine: 4 cyl gas

Source of Date: owner

Steering: Wheel ___ Tiller ___ Other yoke and lines

Length: 22'

Draft: 2' (Centerboard down ___)

Beam: 7' 5"

Sail Area:

Rig:

Spar Lengths:

Materials

Keel Shape:

Fastenings: copper nails, some gal-
vanized Displacement:

Frames: cedar

Ballast: lbs. Exterior ___ Interior ___

Planks: cedar

Hull Form (for power boats): tunnel drive, spoon shape
hull tapered to sharp bow

Keel: cedar plank

Planking Type

Deck: cedar

Carvel X

Interior: open, small cuddy cabin

Lapstrake ___

Spars:

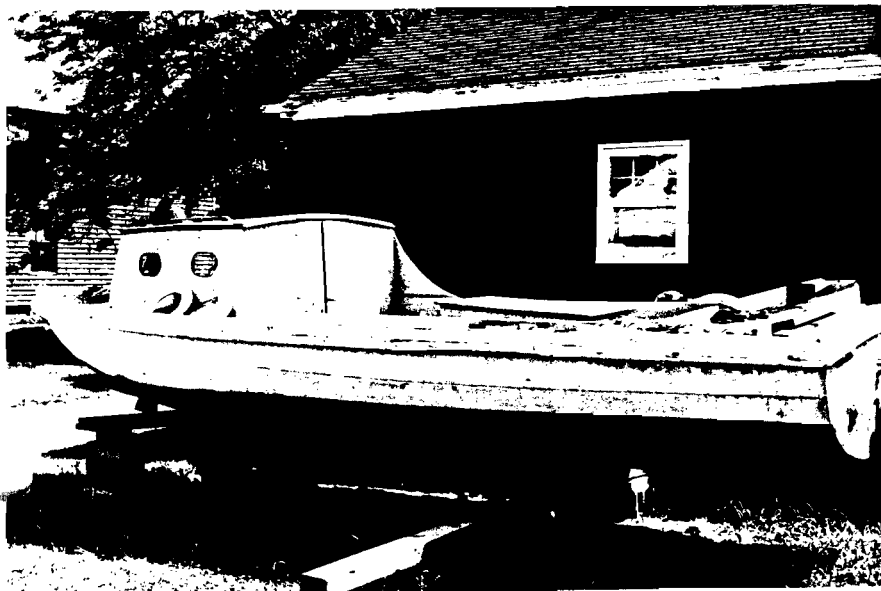
Strip ___

Other _____

Additional Description or other Equipment (i.e. sails)

Photo:

Negative File # M-9

PHYSICAL CONDITION:

Excellent () Fair () Poor (X)

Restored () Adapted ()

COMMENTS (note alterations):

On blocks second year.

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: on blocks

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

This is an unusual development of the sneakbox hull design. It has lost several of the advantages of the original sneakbox; it is not light in weight, it is not shallow in draft, and it is certainly not as maneuverable as the sailing or rowing sneakboxes.

Perhaps the biggest advantage of this boat was that it used construction procedures well known and easy to do. No others have been found, though the owner of this one says three others were built.

It was apparently intended for a bay workboat, and would have been in competition with the garvey. This design would surely have been more stable in wind and chop than the garvey, but unable to traverse shallow mud flats.

REFERENCES:

Vioet Konczal. Interview by George Petty and visual inspection, August 24, 1983.
Peter Guthorn, The Seabright Skiff (New Brunswick, 1971), p. 146

RECORDED BY: George R. Petty, Jr.

DATE: September 1, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Walter Ludlow
 c/o Bob's Dock, E. Bay Ave, Barnegat, NJ REGISTRATION # NJ 5250 G

DESCRIPTION

Boat Type: Round bottom bateau Place of Construction: Barnegat
 Builder: Walter Ludlow
 Designer (Naval Architect):
 Date of Construction: 1941 Engine: orig. Continental red seal, now chev. 307 V-8
 Source of Date: builder Steering: Wheel ___ Tiller ___ Other yoke and lines
 Length: 24' Draft: 18" (Centerboard down ___)
 Beam: 7' Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: galvanized nails Displacement:
 Frames: cedar Ballast: lbs. Exterior ___ Interior ___
 Planks: cedar Hull Form (for power boats): round bilge stem to stern; will plane
 Keel: cedar plank Planking Type
 Deck: cedar and fiberglass Carvel X
 Interior: open Lapstrake ___
 Spars: Strip ___
 Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # M-10



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

The bateau in Barnegat Bay was a hard chine, flat-bottomed, plank keel boat with longitudinal carvel planking. It characteristically drew more water than a garvey, but was more stable in a seaway or a wind. They have virtually disappeared from the bay in favor of the outboard powered garvey. Some larger Bateaus were built for charter fishing off-shore.

The owner builder of this boat claims there isn't another one like it on the bay. He says he built it because he wanted a boat "easier in a sea, that would go through the inlet, and wouldn't broach in a following sea." He says he used it for both bay fishing and clamming, and for inshore fishing off the barrier islands. The major difference between the usual "bateau" and this boat is the use of rounded bilges with steam bent frames.

REFERENCES:

Walter Ludlow. Interview by George Petty, August 25, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 25, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: A.C.E. FORMER OR ORIGINAL NAME(S):

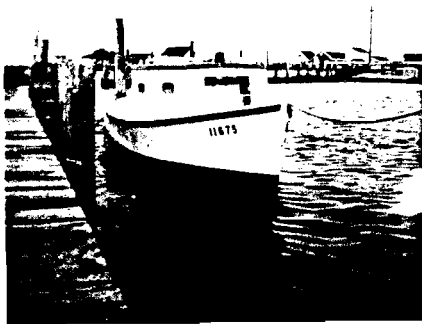
PRESENT OWNER / ADDRESS: Henry R. Fischer, 1795 Swamp Rd.
Box 125 A Furlong, Pa. SAIL #
REGISTRATION # 11G75

DESCRIPTION

Boat Type: bateau Place of Construction: Barnegat, N.J.
 Builder: Emerson Farley,
 Designer (Naval Architect):
 Date of Construction: 1943 Engine: Universal Super Four Mod. L3G 50 HP
 Source of Date: Family records Steering: Wheel ___ Tiller x Other _____
 of Mr. Tucker Elfman
 Length: 19' 4" Draft: 16" tunnele(Centerboard down ___)
 Beam: 6'8" Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: Galvanized iron Displacement:
 clench nails
 Frames: Ballast: lbs. Exterior ___ Interior ___
 Planks: 1" x 3", 12" o.c. Hull Form (for power boats): tunnel hull
 1" cedar semi-displacement, cross planked bottom
 Keel: Planking Type
 Deck: 2½" yellow Pine Carvel x
 Interior: cedar Lapstrake ___
 Spars: Strip ___
 Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # M-11



PHYSICAL CONDITION:

Excellent () Fair (x) Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (x) Lifesaving ()
Other (describe)

PRESENT USE: on blocks in a garage for 20 years

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (x)

HISTORICAL SIGNIFICANCE:

The bateau was a popular fishing craft on the bay until the end of World War II. It had a sharp bow with high sheer, and a cross planked bottom like the garvey.

The previous owner, Mr. Tucker Elfman of High Bar Harbor, Long Beach Township, writes of this boat:

"A. C. Elfman, who was my grandfather, had this boat built in 1943 and used it until 1950 when my father, Bart Elfman, bought it. It was used for fishing and as a patrol boat for the Surf City Yacht Club. As a teenager I used it extensively around the bay and was responsible for its maintenance. When she was built she was powered with a model B 4 cylinder Ford, which was the same as a model A except that it had a fuel pump. This engine lasted until 1949 when the oil pan rusted through.

"In 1960 it was sold to Henry Fischer who hauled her to Doylestown Pa. to rebuild and install a new engine. He did some refastening and installed a Universal mod. LSG 50 Hp 4 cylinder. The boat has remained in the barn until the present with nothing done to it since the engine was installed 20 years ago.

"When owned by the Elfman's she was used in Barnegat Bay off 15th St., Surf City, making trips to the inlets for fishing, and occasionally going outside on nice days. This type of construction would not have held up very long if used in Barnegat Inlet. She was pretty much a Bay boat."

This is the only genuine Barnegat Bay bateau included in the inventory.

REFERENCES:

G. Petty. Interview with Tuck Elfman, Sept 15, 1983.
Tuck Elfman. Letter to G. Petty, Sept. 21, 1983.

RECORDED BY: G. Petty

DATE: Sept. 30, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL # S 77
Donald Owens REGISTRATION #
548 Hill Rd., Toms River, NJ 08753

DESCRIPTION

Boat Type: Racing Sneakbox Place of Construction: David Beaton & Sons,
Builder: David Beaton Mantoloking
Designer (Naval Architect): J.H. Perrine, with modifications by Beaton
Date of Construction: 1944, (mass Engine:
Source of Date: production period) Steering: Wheel ___ Tiller X Other _____
Lachlan Beaton Draft: 3" (Centerboard down 34")
Length: 15' Sail Area: boom 16', luff 9' 8", leech 23' 5"
Beam: leech roach 12"
Rig: gaff rig Spar Lengths: mast 16' 3" above mast partner,
Materials Keel Shape: gaff 11' 9", boom 16'
Fastenings: anchorfast nails Displacement:
Frames: oak Ballast: 11 lbs. Exterior c/b Interior ___
Planks: cedar Hull Form (for power boats):
Keel: mahogany Planking Type
Deck: cedar Carvel X
Interior: Lapstrake ___
Spars: spruce or ash Strip ___
Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # RS-1



PHYSICAL CONDITION:

Excellent () Fair (X) Poor ()
Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing (X) Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: Racing

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

The racing sneakbox is a class of sailboats developed from the gunning sneakbox, and first built and raced here in Barnegat Bay in the 1890s. The first racing sneakboxes were 16 and 18 feet long, and according to Orton G. Dale there were "large fleets and keen competition." In 1905 a 20-foot class was developed, which included nearly 50 boats by 1910. They were gaff rigged, with sail area between 450 and 600 square feet, with no constraints on hull form or ballast (fixed or moveable) or number of crew. The class of 15-foot sneakboxes was introduced about 1920 and became the standard boat for junior racing on Barnegat Bay. The gaff rig was replaced by the Marconi sloop rig with small jib within two or three years. The 15-footers were introduced by J.H. Perrine and later modified by David Beaton. They have formed a racing class on Barnegat Bay up to the present, with some boats by the early builders still participating. Interest in the class has at times declined because of competition from the scow classes, and less expensive small sailboats of the Sunfish type. Recently, however, sneakbox sailing has revived on the Bay, and there are now small fleets at the Seaside Park Yacht Club and at Bay Head, Mantoloking, Toms River, Lavallette, Manasquan River, Island Heights and Beach Haven.

Modifying the principles of the gunning sneakbox, the hull form of the racing boxes is flattened next to the keel plank to permit planing. They have a cambered deck, slight or no sheer, centerboard or daggerboard, and shallow rudder overhanging the transom. The faster boats are Marconi rigged, but traditionalists retain the gaff.

The S-77, described herein, is a Beaton Built 15-footer, laid down in 1944, at which time Beaton had developed procedures for mass producing the class. The first Beaton built 15-footer, the "Frisky," was built in 1938.

REFERENCES:

- Howard I. Chapelle, American Small Sailing Craft (New York, 1951), pp. 209-15.
Orton G. Dale, "Barnegat Bay Sneak Boxes," in Sailing Craft, ed. by Edwin J. Schoettle (New York: The MacMillan Company, 1937), pp. 599-611.
Charles E. Lucke, Jr., "Fifteen-Foot Sneak Boxes and Junior Sailing on Barnegat Bay," in Schoettle, Sailing Craft, pp. 612-626.

RECORDED BY: George R. Petty, Jr.

DATE: January 12, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

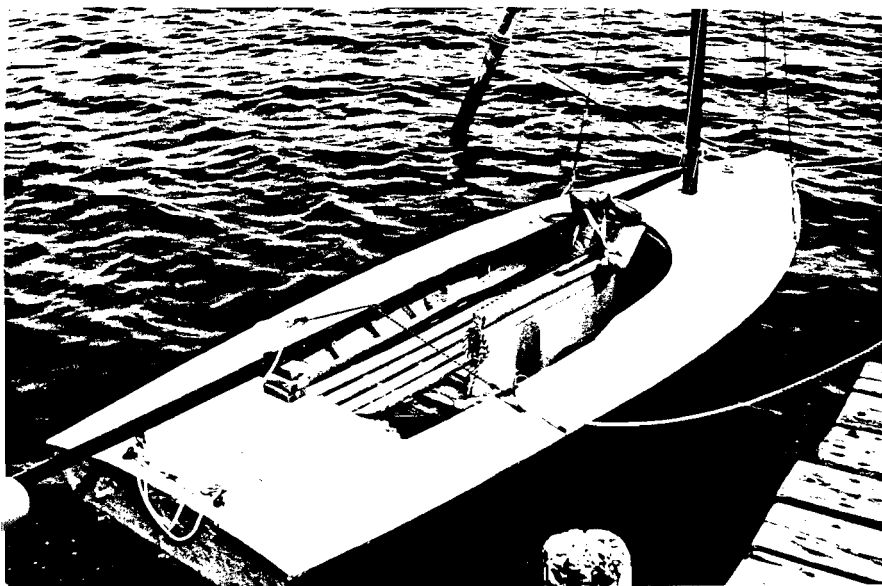
PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Sue Parker
 12-14 Jennifer La,
 Manahawkin, REGISTRATION #

DESCRIPTION

Boat Type: 15' racing sneakbox Place of Construction: Barnegat
 Builder: J.H. Ferrine
 Designer (Naval Architect):
 Date of Construction: c. 1930 Engine:
 Source of Date: visual inspection Steering: Wheel ___ Tiller X Other _____
 and discussion with owner's friend
 Length: 15' Draft: 6" (Centerboard down 2 1/2')
 Beam: 5' see RS-1 Sail Area:
 Rig: marconi Spar Lengths:
 Materials Keel Shape:
 Fastenings: copper nails Displacement:
 Frames: cedar Ballast: lbs. Exterior ___ Interior ___
 Planks: cedar Hull Form (for power boats): sneakbox (spoon)
 Keel: cedar plank Planking Type
 Deck: cedar Carvel X
 Interior: open, round coaming Lapstrake ___
 Spars: spruce Strip ___
 Other _____

Additional Description or other Equipment (i.e. sails)
 In sailing condition. Very old brass hardware on mast and boom. Marconi
 rigged with hardware on mast for 3/4 jib, but no sail and no bowsprit.

Photo: Negative File # RS-2



PHYSICAL CONDITION: good
 Excellent () Fair () Poor ()
 Restored () Adapted ()
COMMENTS (note alterations):
 fiberglass top and bottom

ORIGINAL USE:

Pleasure () Racing (X) Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (x)

HISTORICAL SIGNIFICANCE:

This is a very early 15' racing sneakbox built by J. H. Ferrine. The identity of the builder is confirmed by owners statement and information from previous owners. The arrangement of deck planks and coaming, and the hull planking are all consistent with the Ferrine design.

This is one of the oldest Ferrine 15' sneakboxes still sailing on the bay. There is no way at present to fix the age of the boat with any certainty. Its ownership goes back at least to 1930 and perhaps before.

One other Ferrine 15' sneakbox claimed to have been built in 1906 has been included in this inventory. By visual observation the hardware on this boat could very easily be of the same vintage as the earlier boat.

See RS-1 for further information on these boats.

REFERENCES: G. Petty: visual inspection, interview with owner's roommate, and with Ed Hazelton, Historian of Stafford township and a long time bayman.

RECORDED BY: G. Petty

DATE: Sept. 15, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

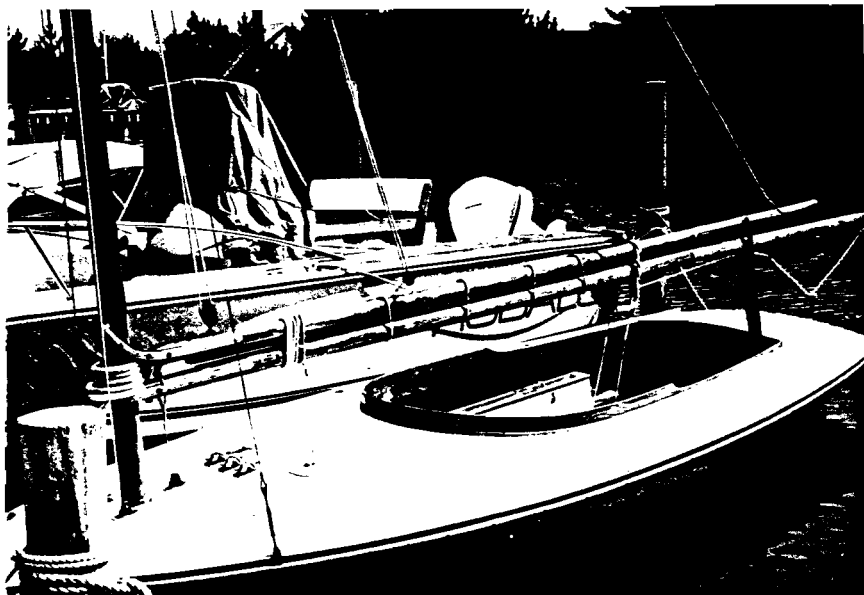
PRESENT NAME: Allegro FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: Kelly Conklin SAIL #
 73 N. Willow St., Montclair, N.J. REGISTRATION #

DESCRIPTION

Boat Type: Beaton 15' racing sneakbox Place of Construction: Mantoloking
 Builder: David Beaton
 Designer (Naval Architect):
 Date of Construction: 1952 Engine:
 Source of Date: owner Steering: Wheel ___ Tiller X Other _____
 Length: 15' Draft: 4" (Centerboard down 3½')
 Beam: 5' 6" Sail Area: 186 square ft.
 Rig: gaff Spar Lengths: mast 16', gaff 12', boom 15' 10"
 Materials Keel Shape: rockered and shaped plank with skeg
 Fastenings: Anchorfast nails, Displacement:
 copper rivets
 Frames: sawn oak Ballast: lbs. Exterior ___ Interior ___
 Planks: cedar Hull Form (for power boats):
 Keel: cedar plank Planking Type
 Deck: tongue and groove cedar Carvel X
 Interior: cockpit 7', coaming oak Lapstrake ___
 Spars: spruce Strip ___
 Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # RS-3



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()
 Restored () Adapted ()

COMMENTS (note alterations):

Boat has been completely refinished and restored to original condition. Original brass hardware.

ORIGINAL USE:

Pleasure (X) Racing (X) Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

This is a beautifully restored example of the David Beaton version of the 15' racing Barnegat Bay sneakbox. Several others of the same vintage have survived and are still racing. Beaton's version used mahogany for the set-up plank or keel, and the centerboard trunk, so his boats stay strong and dry for a longer time.

This boat is mentioned in Eric Stark's article about sneakboxes in WoodenBoat Magazine (see below for reference). The gaff rig is traditional.

REFERENCES:

George Petty. Telephone interview with owner, August 6, 1983. Visual inspection Aug. 5.
Eric Stark. "The Barnegat Bay Sneakbox," WoodenBoat #47 (July/August 1982), pp. 102-107
Howard I. Chapelle, American Small Sailing Craft (New York, 1951), pp. 209-215.
Peter Guthorn, The Seabright Skiff (New Brunswick, 1971, pp. 140-174.

RECORDED BY: George R. Petty, Jr.

DATE: August 6, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL # L-6
Chris Barr REGISTRATION #
P.O. Box 327, Ocean Gate, N.J.

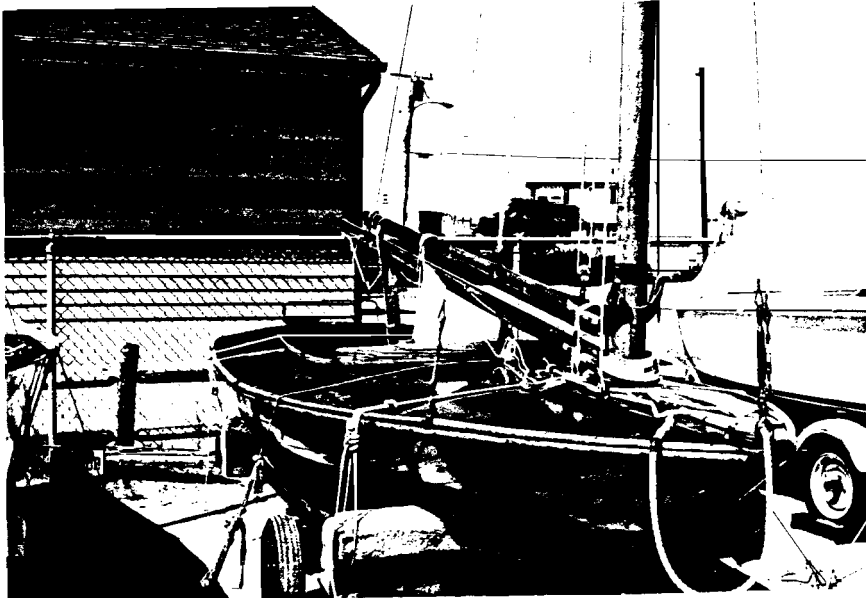
DESCRIPTION

Boat Type: 15' racing sneakbox Place of Construction: Mantoloking
Builder: David Beaton
Designer (Naval Architect):
Date of Construction: about 1950 Engine:
Source of Date: owner Steering: Wheel ___ Tiller ___ Other _____
Length: 15' Draft: (Centerboard down ___)
Beam: Sail Area:
Rig: see form RS-3 Spar Lengths:
Materials Keel Shape:
Fastenings: Displacement:
Frames: Ballast: lbs. Exterior ___ Interior ___
Planks: Hull Form (for power boats):
Keel: Planking Type
Deck: Carvel ___
Interior: Lapstrake ___
Spars: Strip ___
Other _____

Additional Description or other Equipment (i.e. sails)

Hull is varnished clear wood.

Photo: Negative File # RS-4



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()
Restored () Adapted ()

COMMENTS (note alterations):

Seams recaulked and hull varnished in 1980.

ORIGINAL USE:

Pleasure () Racing (X) Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

This is one of several Beaton 15' racing sneakbox still active on the bay. Mr. Barr has been very successful with her as a racer. He won the sneakbox race on August 6, 1983, for example, at the Ocean Gate Yacht Club Regatta.

REFERENCES: See form #RS-3

Information supplied by owner.

Visual inspection by George Petty, July 26, 1983

RECORDED BY: George R. Petty, Jr.

DATE: August 7, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

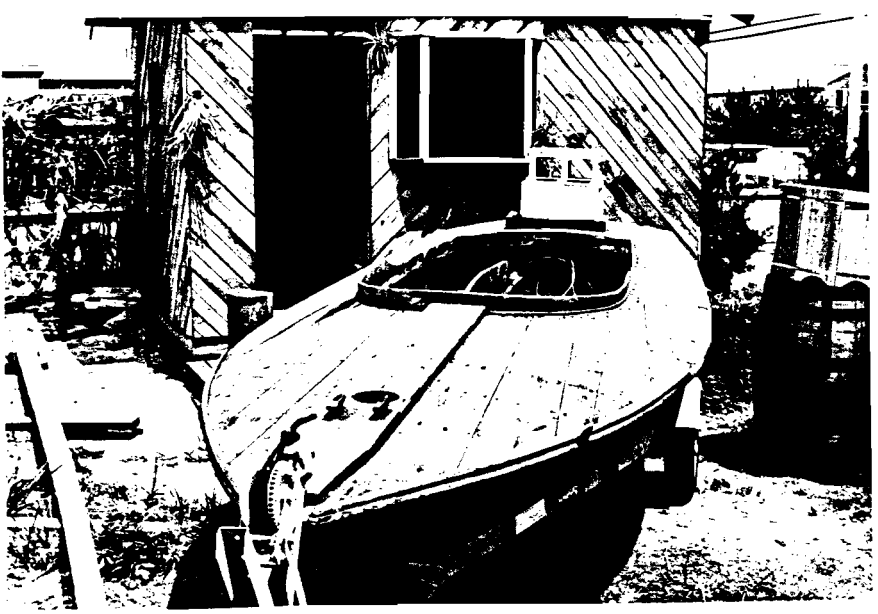
PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Meredith Smith / c/o Wooden Nickel REGISTRATION #
Blvd. & 18th St., Surf City

DESCRIPTION

Boat Type: 15' racing sneakbox Place of Construction: Barnegat
Builder: J.H. Perrine
Designer (Naval Architect):
Date of Construction: 1942 Engine:
Source of Date: owner Steering: Wheel ___ Tiller ___ Other ___
Length: see description of RS-2 & RS-1 Draft: (Centerboard down ___)
Beam: Sail Area:
Rig: Spar Lengths: The Perrine masts seem to have been
Materials a foot shorter than the Beatons.
Keel Shape:
Fastenings: Displacement:
Frames: Ballast: lbs. Exterior ___ Interior ___
Planks: Hull Form (for power boats):
Keel: Planking Type
Deck: Carvel ___
Interior: Lapstrake ___
Spars: Strip ___
Other _____

Additional Description or other Equipment (i.e. sails)
Mast and boom and gaff being restored, not available at time of inspection.

Photo: Negative File # RS-5



PHYSICAL CONDITION:
Excellent () Fair (X) Poor ()
Restored () Adapted ()
COMMENTS (note alterations):
Boat being restored gradually.
Some sister frames (sawn oak) in
place. Fastened with stainless
steel bolts.

ORIGINAL USE:

Pleasure (X) Racing (X) Industry () Transportation () Fishing () Lifesaving ()
Other (describe) being restored

PRESENT USE:

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

See discussion of RS-1

REFERENCES:

Meredith Smith. Interview by George Petty, July 26, 1983
Inspection by George Petty on August 5, 1983

RECORDED BY: George R. Petty, Jr.

DATE: August 7, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):

PRESENT OWNER / ADDRESS:

Mike Mangum
11A Dock St. Parkertown

SAIL #

REGISTRATION #

DESCRIPTION

Boat Type: 15' racing sneakbox Place of Construction: Barnegat

Builder: J. H. Ferrine

Designer (Naval Architect):

Date of Construction: 1925

Engine:

Source of Date: owner

Steering: Wheel ___ Tiller ___ Other _____

Length:

Draft: (Centerboard down ___)

Beam:

Sail Area:

Rig: see RS-1

Spar Lengths:

Materials

Keel Shape:

Fastenings: square cut iron nails Displacement:

Frames:

Ballast: lbs. Exterior ___ Interior ___

Planks:

Hull Form (for power boats):

Keel:

Planking Type

Deck:

Carvel ___

Interior:

Lapstrake ___

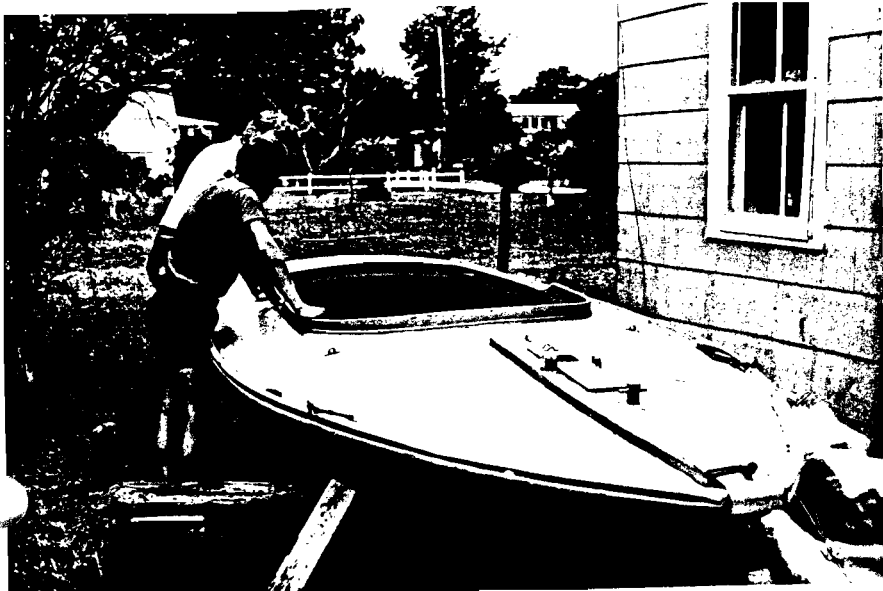
Spars:

Strip ___

Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # RS-6

PHYSICAL CONDITION:Excellent () Fair () Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

owner will fiberglass bottom and deck to preserve the boat.

ORIGINAL USE:

Pleasure (X) Racing (X) Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: being restored

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

See RS-1

This is an early Perrine 15' racing sneakbox whose date of construction is confirmed by previous owners. Some of the hardware looks old, but much of it has been replaced.

REFERENCES:

G. Petty. Interview with present owner. Sept 9, 1983.

RECORDED BY: G. Petty

DATE: Sept. 12, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

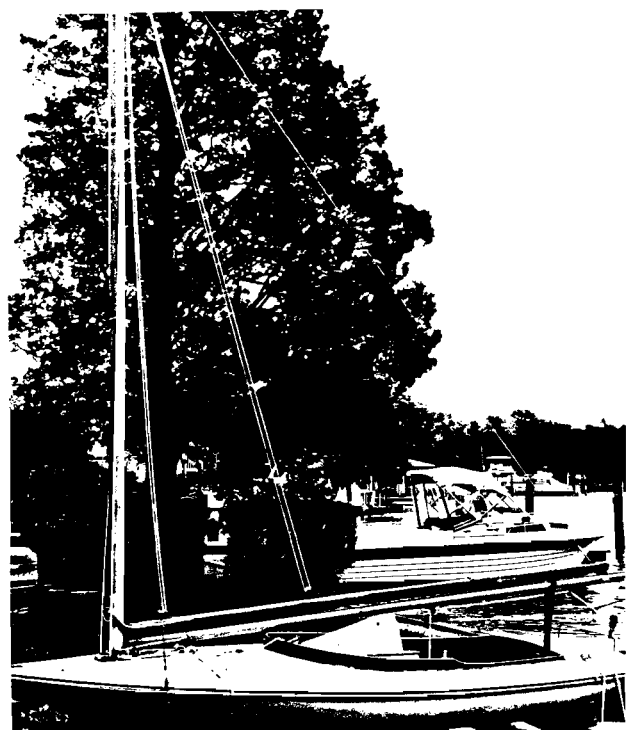
PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL # T-8
Dan Crabbe REGISTRATION #
301 Compass Ave., Beachwood

DESCRIPTION

Boat Type: 15' racing sneakbox Place of Construction: Mantoloking
Builder: Beaton
Designer (Naval Architect):
Date of Construction: 1950 Engine:
Source of Date: owner Steering: Wheel ___ Tiller ___ Other ___
Length: Draft: (Centerboard down ___)
Beam: for description see RS-1 Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: Displacement:
Frames: Ballast: lbs. Exterior ___ Interior ___
Planks: Hull Form (for power boats):
Keel: Planking Type
Deck: Carvel ___
Interior: Lapstrake ___
Spars: Strip ___
Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # RS-7



PHYSICAL CONDITION:
Excellent (X) Fair () Poor ()
Restored () Adapted ()
COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing (X) Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

This is one of several Beaton 15' racing sneakboxes still racing in the BBYRA series.

REFERENCES:

Don Crabbe. Telephone interview by George Petty, July, 1983, and visual inspection.

RECORDED BY: George R. Petty, Jr.

DATE: July 15, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Bill Parker
 2 Pine Tree, Parkertown REGISTRATION #

DESCRIPTION

Boat Type: 15' Sailing Sneakbox Place of Construction: Barnegat
 Builder: J.H. Perrine
 Designer (Naval Architect):
 Date of Construction: 1940 Engine:
 Source of Date: Builder Steering: Wheel ___ Tiller X Other _____
 Length: 15' Draft: 6" (Centerboard down 2'6")
 Beam: 5' 7" Sail Area:
 Rig: Spar Lengths: 14' x 11", boom unavailable
 Materials Keel Shape:
 Fastenings: original copper rivets Displacement:
 Frames: cedar 5/4 in frames Ballast: lbs. Exterior ___ Interior ___
 Planks: cedar 4" X 1/2" Hull Form (for power boats):
 Keel: 7" Planking Type
 Deck: cedar planks - canvas Carvel X
 Interior: 15" deep - 3'7" X 6'10" Lapstrake ___
 Spars: pine, not original Strip ___
 Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # RS-8



PHYSICAL CONDITION:

Excellent () Fair () Poor (X)

Restored () Adapted ()

COMMENTS (note alterations):

Fiberglass bottom.

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE:

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible ()

HISTORICAL SIGNIFICANCE:

See RS-1

REFERENCES:

Bill Parker. Interview by George Petty, August 5, 1983

RECORDED BY: George R. Petty, Jr.

DATE: August 5, 1983

ORGANIZATION: Ocean County Cultural & Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Dr. MacGrae
c/o Seaside Park Yacht Club, Seaside Park. REGISTRATION #

DESCRIPTION

Boat Type: 15' racing sneakbox Place of Construction: Mantoloking
Builder: David Beaton
Designer (Naval Architect):
Date of Construction: c. 1950 Engine:
Source of Date: Donald Owens Steering: Wheel ___ Tiller Other _____
Length: Draft: (Centerboard down ___)
Beam: See description of RS-1 & RS-8 Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: Displacement:
Frames: Ballast: lbs. Exterior ___ Interior ___
Planks: Hull Form (for power boats):
Keel: Planking Type
Deck: Carvel ___
Interior: Lapstrake ___
Spars: Strip ___
Other _____

Additional Description or other Equipment (i.e. sails)
Deck painted blue, with white hull.

Photo: Negative File # RS-9



PHYSICAL CONDITION:

Excellent () Fair () Poor () Good ()
Restored () Adapted ()

COMMENTS (note alterations):

Stainless steel track on boom.

ORIGINAL USE:

Pleasure () Racing (X) Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

See RS-1

REFERENCES:

Donald Owens, class measurer for 15' sneakboxes. Telephone interview by George Petty,
July 23, 1983.

Visual inspection by George Petty, July 26, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: July 26, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Richard Perry REGISTRATION #
 4th Ave., Seaside Park, NJ

DESCRIPTION

Boat Type: 15' racing sneakbox Place of Construction: Mantoloking
 Builder: David Beaton
 Designer (Naval Architect):
 Date of Construction: 1939 Engine:
 Source of Date: owner Steering: Wheel ___ Tiller ___ Other _____
 Length: Draft: (Centerboard down ___)
 Beam: for description see RS-1, RS-8 Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: Displacement:
 Frames: Ballast: lbs. Exterior ___ Interior ___
 Planks: Hull Form (for power boats):
 Keel: Planking Type
 Deck: Carvel ___
 Interior: Lapstrake ___
 Spars: Strip ___
 Other _____

Additional Description or other Equipment (i.e. sails)
 Stainless steel track on boom. Yellow deck, varnished bottom.

Photo: Negative File # RS-10



PHYSICAL CONDITION:
 Excellent () Fair () Poor () Good
 Restored () Adapted ()
COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing (X) Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

This is one of Beaton's very early products, made before the post-war "production boat" period.

These pre-war models were custom boats, built one at a time to the order of the customer. The present owner believes the frames in his boat are laminated oak. The laminations were intended to strengthen the hull, and required considerable extra labor and care. Such techniques were too costly for later "production boats."

REFERENCES:

Richard Perry. Telephone interview by George Petty, July, 1983.
Visual inspection by George Petty, July 26, 1983

RECORDED BY: George R. Petty, Jr.

DATE: July 26, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

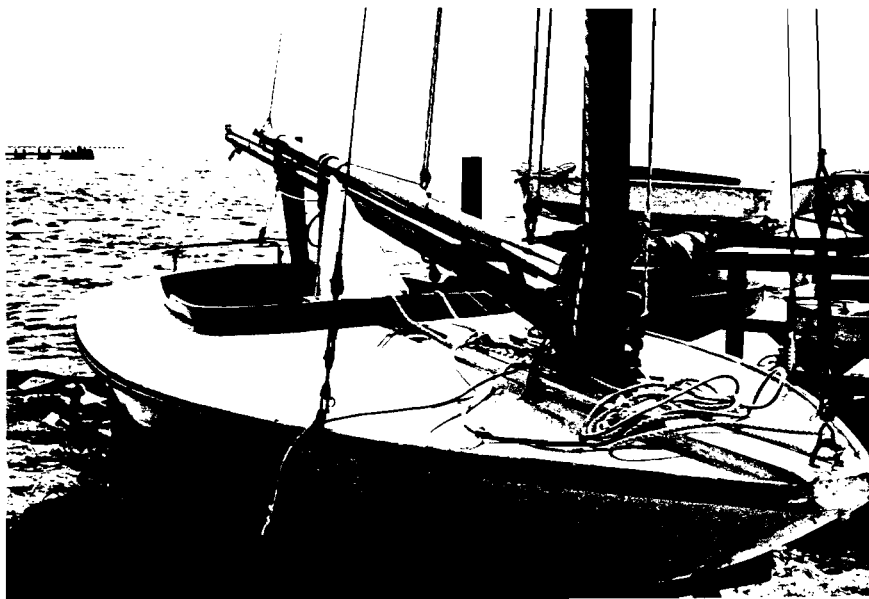
PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL # M-10
Don Sayia REGISTRATION #
c/o Seaside Park Yacht Club

DESCRIPTION

Boat Type: 15' racing sneakbox Place of Construction: Mantoloking
Builder: David Beaton
Designer (Naval Architect):
Date of Construction: 1940 Engine:
Source of Date: Donald Owens, class Steering: Wheel ___ Tiller ___ Other ___
measurer Length: Draft: (Centerboard down ___)
Beam: for description see RS-1 & RS-8 Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: Displacement:
Frames: Ballast: lbs. Exterior ___ Interior ___
Planks: Hull Form (for power boats):
Keel: Planking Type
Deck: Carvel ___
Interior: Lapstrake ___
Spars: Strip ___
Other _____

Additional Description or other Equipment (i.e. sails)
Yellow deck, white hull.

Photo: Negative File # RS-11



PHYSICAL CONDITION:

Excellent () Fair () Poor () Good ()

Restored () Adapted ()

COMMENTS (note alterations):

New gaff.

ORIGINAL USE:

Pleasure () Racing (X) Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

See RS-1, RS-10

REFERENCES:

Visual inspection by George Petty, July 26, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: July 26, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
John Vander Slice
188 Garfield Ave., Island Heights REGISTRATION #

DESCRIPTION

Boat Type: 15' racing sneakbox Place of Construction: Mantoloking
Builder: David Beaton
Designer (Naval Architect):
Date of Construction: 1948 Engine:
Source of Date: Donald Owens Steering: Wheel ___ Tiller ___ Other _____
Length: Draft: (Centerboard down ___)
Beam: for description see RS-1, RS-8 Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: Displacement:
Frames: Ballast: lbs. Exterior ___ Interior ___
Planks: Hull Form (for power boats):
Keel: Planking Type
Deck: Carvel ___
Interior: Lapstrake ___
Spars: Strip ___
Other _____

Additional Description or other Equipment (i.e. sails)

Red deck. Original brass sheaves, fittings, and track on boom.

Photo: Negative File # RS-12



PHYSICAL CONDITION:

Excellent () Fair () Poor () Good ()

Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing (X) Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible ()

HISTORICAL SIGNIFICANCE:

See RS-1

REFERENCES:

Visual inspection by George Petty, July 26, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: July 26, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: Sansuy FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Robert O'Brien, W. Studdiford BAY HEAD YACHT CLUB REGISTRATION #
Bay Head Yacht Club

DESCRIPTION

Boat Type: 20' racing sneakbox Place of Construction: Morton Johnson Boat Yard, Bay Head
Builder: Morton Johnson
Designer (Naval Architect): Charles D. Mower
Date of Construction: 1923 Engine:
Source of Date: owner Steering: Wheel ___ Tiller X Other _____
Length: 20' Draft: 6" (Centerboard down ___)
Beam: 7' Sail Area: 512 ft.²
Rig: Marconi, with 50% jib stay Spar Lengths: mast 40', boom 25'
Materials Keel Shape: the flat hull will plane
Fastenings: copper rivets Displacement:
Frames: 1 X 1½" bent oak Ballast: lbs. Exterior ___ Interior ___
Planks: cedar Hull Form (for power boats):
Keel: plank Planking Type
Deck: cedar Carvel X
Interior: cockpit 5' X 2' Lapstrake ___
Spars: spruce Strip ___
Other _____

Additional Description or other Equipment (i.e. sails)
Overhung rudder, plank transom, mast stepped 3' from stem, 2 shrouds each side, running backstays, mahogany trim.

Photo: Negative File #RS-13



PHYSICAL CONDITION:
Excellent (X) Fair () Poor ()
Restored () Adapted ()
COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing (X) Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

This boat is a rarity. It was designed by Charles Mower, a well known New York naval architect who also designed several A-cats. It was intended to race against local sneakboxes of the traditional arc-frame design. Mower flattened the curve of the hull frames, widened the foredeck to the wind and to give room to work a head sail, and changed the traditional gaff rig to a 50% marconi.

This model was very successful in winning races, but its exaggerated rig and excessive sail, combined with a hull plan that was not as sound structurally as the traditional sneakbox, made the boats tend to pull themselves apart.

REFERENCES:

Robert O'Brien. Interview by George Petty, July 24, 1983.

Edwin G. Schoettle, Sailing Craft (New York, 1937), pp. 599-611.

RECORDED BY: George R. Petty, Jr.

DATE: July 24, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

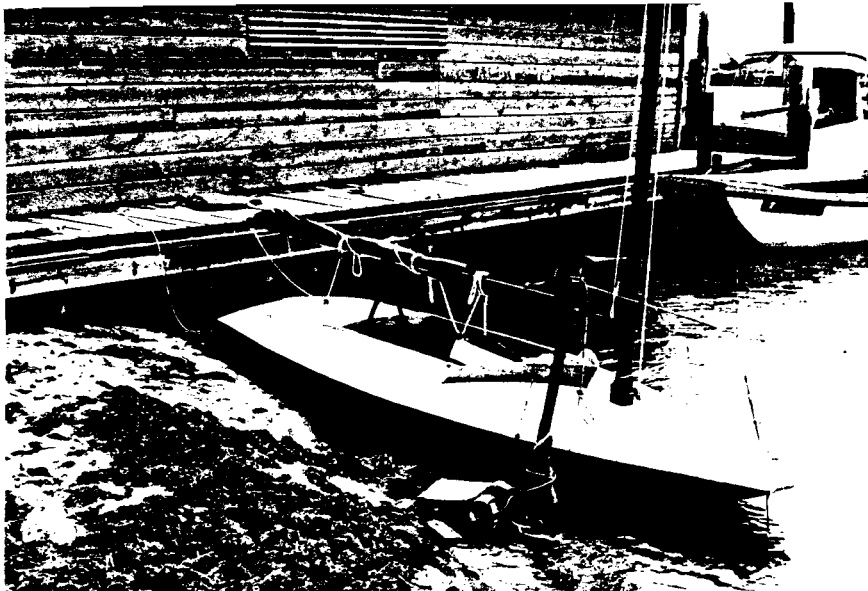
PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Russell Mannheimer REGISTRATION #
 Manasquan, NJ

DESCRIPTION

Boat Type: 12' racing sneakbox Place of Construction: Mantoloking
 Builder: Phil Clark
 Designer (Naval Architect):
 Date of Construction: 1949 Engine:
 Source of Date: owner Steering: Wheel ___ Tiller ___ Other _____
 Length: 12' Draft: 3" (Centerboard down 2½")
 Beam: 4' Sail Area:
 Rig: marconi Spar Lengths:
 Materials Keel Shape:
 Fastenings: copper rivets Displacement:
 Frames: cedar Ballast: lbs. Exterior ___ Interior ___
 Planks: cedar Hull Form (for power boats):
 Keel: cedar plank Planking Type
 Deck: 4" cedar Carvel X
 Interior: cockpit 4' X 2' Lapstrake ___
 Spars: Strip ___
 Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # RS-14



PHYSICAL CONDITION:

Excellent () Fair () Poor () Good ()
 Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure (X) Racing (X) Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

Phil Clark is a local builder of sneakboxes who made several for junior racing just after World War II. The boats, of which this is a typical example, followed the standard dimensions of the gunning sneakbox, and used its hull shape, deck, and cockpit. However, the rig was changed from low mast and sprit (see GS-1) to a taller mast with a marconi sail. Many yacht clubs are still using these 12 footers, called "duck boats," in their junior sailing program.

Most of these boats still in service in the north bay area were built by David Beaton.

REFERENCES:

Russell Mannheimer. Interview by George Petty, July 26, 1983.
Edwin G. Schoettle, Sailing Craft (New York, 1937), pp. 612-621.

RECORDED BY: George R. Petty, Jr.

DATE: July 26, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

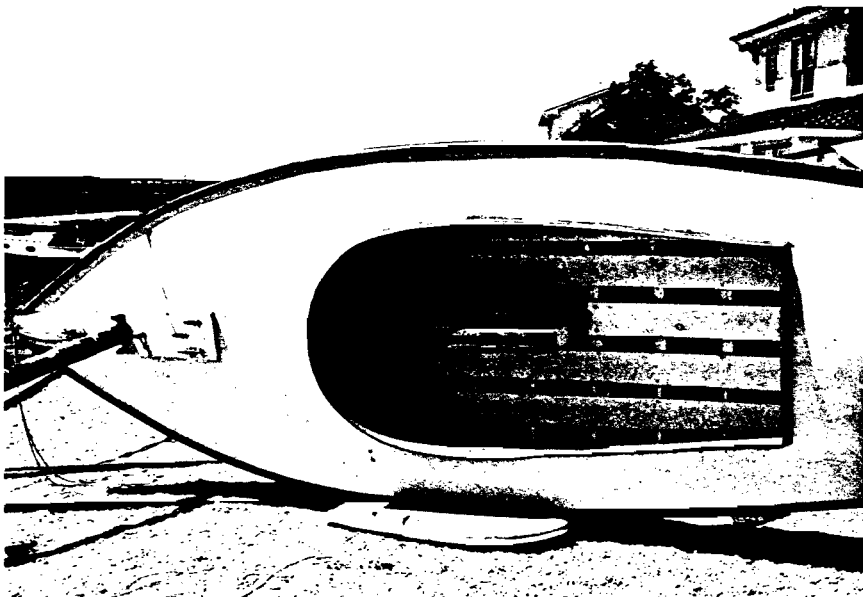
PRESENT NAME: Frisky FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL # L-7
 Jean Nevins Jones REGISTRATION #
 West Point Island, Lavallette, NJ

DESCRIPTION

Boat Type: Racing sneakbox Place of Construction: Mantoloking
 Builder: David Beaton
 Designer (Naval Architect):
 Date of Construction: 1939 Engine:
 Source of Date: owner Steering: Wheel ___ Tiller ___ Other _____
 Length: 15' Draft: (Centerboard down ___)
 Beam: 5' Sail Area:
 Rig: see description of RS-1, RS- 8 Spar Lengths:
 Materials Keel Shape:
 Fastenings: Displacement:
 Frames: Ballast: lbs. Exterior ___ Interior ___
 Planks: Hull Form (for power boats):
 Keel: Planking Type
 Deck: Carvel ___
 Interior: Lapstrake ___
 Spars: Strip ___
 Other _____

Additional Description or other Equipment (i.e. sails)
 Mahogany transom.

Photo: Negative File # RS-15



PHYSICAL CONDITION:

Excellent () Fair () Poor () Good ()
 Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing (X) Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

This is the first 15' racing sneakbox built by David Beaton, who became the principal builder of this famous racing class on the bay.

REFERENCES:

Jean Nevins Jones. Interview by George Petty, July 27, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: July 27, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):

PRESENT OWNER / ADDRESS: SAIL #
Edwin J. O'Malley, Jr. REGISTRATION #
Mantoloking, NJ

DESCRIPTION

Boat Type: 12' racing sneakbox Place of Construction: Mantoloking
Builder: David Beaton
Designer (Naval Architect):
Date of Construction: c. 1950 Engine:
Source of Date: visual inspection Steering: Wheel ___ Tiller ___ Other _____
Length: Draft: (Centerboard down ___)
Beam: see description of RS-14 Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: Displacement:
Frames: Ballast: lbs. Exterior ___ Interior ___
Planks: Hull Form (for power boats):
Keel: Planking Type
Deck: Carvel ___
Interior: Lapstrake ___
Spars: Strip ___
Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # RS-16



PHYSICAL CONDITION:

Excellent () Fair () Poor () Good (X)
Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing (X) Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

See discussion in RS-14.

There are at least 20 similar Beaton 12' racing sneakboxes built c. 1950 still sailing in junior racing programs on Barnegat Bay. The older ones can be identified by their brass sail tracks, and bronze hardware, and by the 4' cockpit, instead of the more usual 5' size.

The early 12 footers from Beaton followed the traditional dimensions of the gunning sneakbox, with a 4' X 2' cockpit. According to one of the old hands at Beaton's yard, one day "the old man," that is, David Beaton, made a mistake, and set up a cockpit on the second frame from the transom instead of the third. This produced a 5' cockpit, and the owner liked it so well it became the preferred model. Many of these boats that were built originally with 4' cockpits have been modified to 5', so the dimension is not a certain indication of age.

REFERENCES:

Edwin J. O'Malley, Jr. Telephone interview by George Petty, July 25, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: July 25, 1983

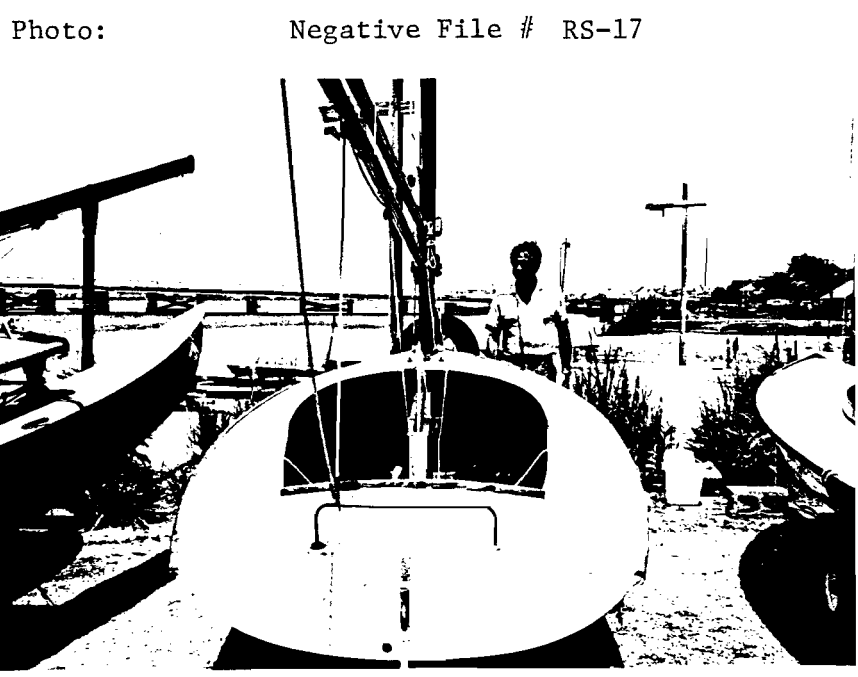
ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL # M-4
DeCamp REGISTRATION #
Mantoloking Yacht Club, Mantoloking NJ

DESCRIPTION

Boat Type: 15' racing sneakbox Place of Construction: Mantoloking
Builder: David Beaton
Designer (Naval Architect):
Date of Construction: c. 1950 Engine:
Source of Date: visual inspection Steering: Wheel ___ Tiller ___ Other _____
Length: 15' Draft: (Centerboard down ___)
Beam: see description of RS-1, RS-10 Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: Displacement:
Frames: Ballast: lbs. Exterior ___ Interior ___
Planks: Hull Form (for power boats):
Keel: Planking Type
Deck: Carvel ___
Interior: Lapstrake ___
Spars: Strip ___
Other _____

Additional Description or other Equipment (i.e. sails)
Original brass boom track, turnbuckles, and hardware.



PHYSICAL CONDITION:
Excellent () Fair () Poor () Good (X)
Restored () Adapted ()
COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing (X) Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

See RS-1, RS-10

REFERENCES:

Visual inspection by George Petty, July 24, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: July 24, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

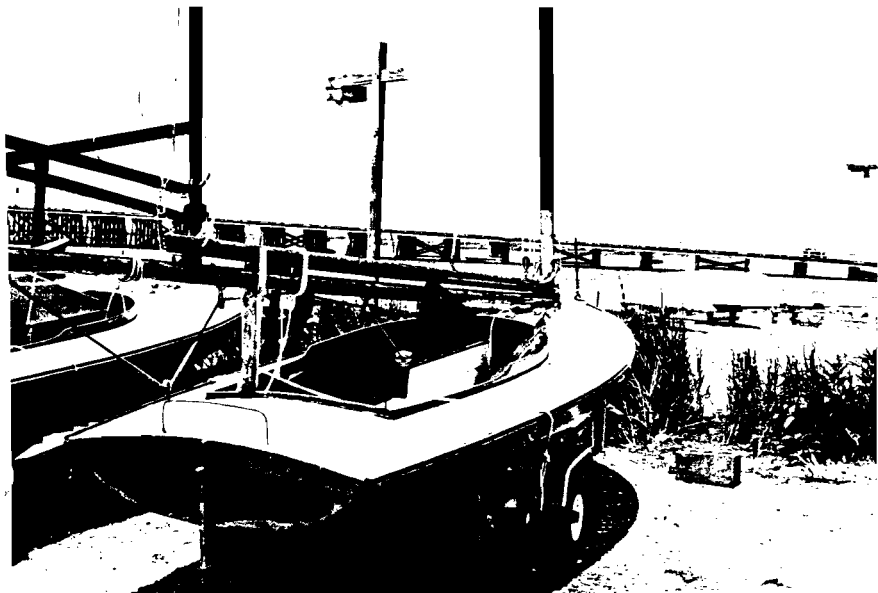
PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Mr. Earle REGISTRATION #
 Arnold Ave., Point Pleasant, NJ

DESCRIPTION

Boat Type: 15' racing sneakbox Place of Construction: Mantoloking
 Builder: David Beaton
 Designer (Naval Architect):
 Date of Construction: c. 1950 Engine:
 Source of Date: visual inspection Steering: Wheel ___ Tiller ___ Other _____
 Length: see description of RS-1, RS-8 Draft: (Centerboard down ___)
 Beam: Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: Displacement:
 Frames: Ballast: lbs. Exterior ___ Interior ___
 Planks: Hull Form (for power boats):
 Keel: Planking Type
 Deck: Carvel ___
 Interior: Lapstrake ___
 Spars: Strip ___
 Other _____

Additional Description or other Equipment (i.e. sails)
 Brass boom track, hardware.

Photo: Negative File # RS-18



PHYSICAL CONDITION:
 Excellent () Fair () Poor () Good (X)
 Restored () Adapted ()
 COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing (X) Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

See RS-1, RS-10

REFERENCES:

Visual inspection by George Petty, July 24, 1983

RECORDED BY: George R. Petty, Jr.

DATE: July 24, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: Old Timer

FORMER OR ORIGINAL NAME(S):

PRESENT OWNER / ADDRESS:

SAIL #

Bill Clegg

REGISTRATION #

205 Hilltop Drive, Toms River

DESCRIPTION

Boat Type: 15' racing sneakbox

Place of Construction: Barnegat

Builder: J.H. Perrine

Designer (Naval Architect):

Date of Construction: 1906

Engine:

Source of Date: owner

Steering: Wheel ___ Tiller X Other _____

Length: 15'

Draft: 6" (Centerboard down 2½')

Beam: 5'

Sail Area:

Rig:

Spar Lengths: Mast 16', boom 16' 4", gaff 10' 10"

Materials

Keel Shape:

Fastenings: copper nails

Displacement:

Frames: cedar

Ballast: lbs. Exterior ___ Interior ___

Planks: cedar

Hull Form (for power boats): spoon

Keel: shaped plank

Planking Type

Deck: cedar

Carvel X

Interior: open

Lapstrake ___

Spars: spruce

Strip ___

Other _____

Additional Description or other Equipment (i.e. sails)

Photo:

Negative File # RS-19



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

Fiberglassed all over. New plywood coaming. Mahogany skeg.

ORIGINAL USE:

Pleasure (X) Racing (X) Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

If the date of construction is accurate, this is the oldest 15' racing sneakbox on the bay. According to the owner, the previous owner has a builder's plate with the date on it. The plate was not available when the boat was inventoried.

See discussion at RS-1.

REFERENCES:

Bill Clegg. Interview by George Petty, August 23, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 23, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Tucker Elfman
24 High Bar Rd., Long Beach Twsp., NJ REGISTRATION #

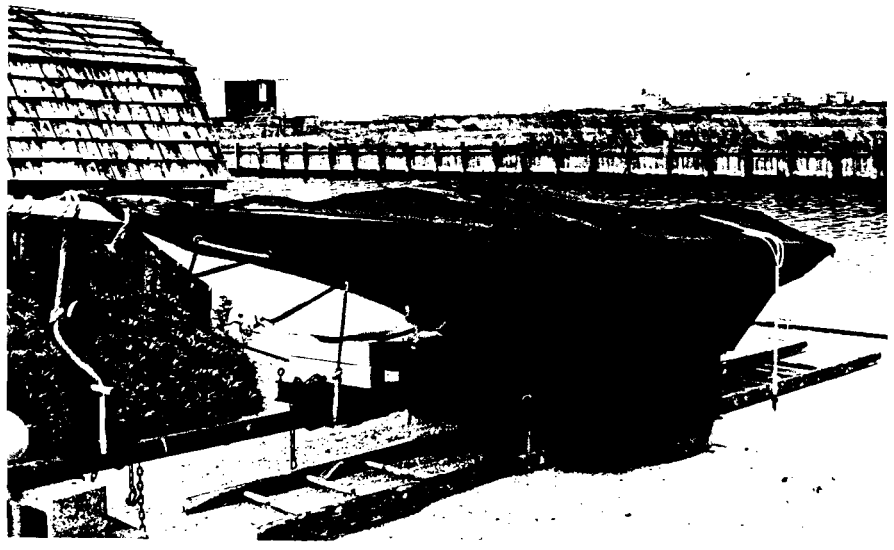
DESCRIPTION

Boat Type: 15' racing sneakbox Place of Construction: Barnegat
Builder: J.H. Perrine
Designer (Naval Architect):
Date of Construction: "early" perhaps Engine:
Source of Date: owner 1930 Steering: Wheel ___ Tiller ___ Other ___
Length: Draft: (Centerboard down ___)
Beam: Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: Displacement:
Frames: Ballast: lbs. Exterior ___ Interior ___
Planks: Hull Form (for power boats):
Keel: Planking Type
Deck: Carvel ___
Interior: Lapstrake ___
Spars: Strip ___
Other _____

Additional Description or other Equipment (i.e. sails)

This is much like other Perrine 15' sneakboxes, except that it has a 2' bowsprit and uses a jib.

Photo: Negative File # RS-20



PHYSICAL CONDITION:
Excellent (X) Fair () Poor ()
Restored () Adapted ()
COMMENTS (note alterations):

As original.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes (X) No () Possible ()

HISTORICAL SIGNIFICANCE:

An early Perrine 15' racing sneakbox in excellent condition is very hard to find. This one, with its bowsprit and jib, is unusual.

See RS-1.

REFERENCES:

Schoettle, Edwin. Sailing Craft. New York, 1937. pp. 599-624.

Tucker Elfman. Interview by George Petty, August 27, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 29, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

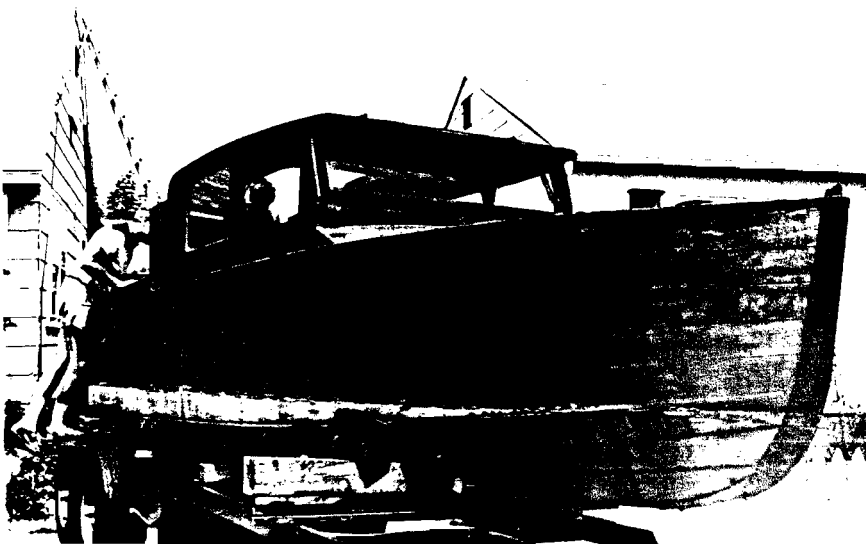
PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
George Young REGISTRATION #
259 S. 2nd St., Surf City

DESCRIPTION

Boat Type: Sedan runabout Place of Construction: Algonac, Michigan
Builder: Chris Craft
Designer (Naval Architect): Chris Schmidt
Date of Construction: 1928 Engine: Chrysler Imperial flat head 6
Source of Date: owner Steering: Wheel Tiller Other
Length: 24' Draft: 18" (Centerboard down)
Beam: 6' Sail Area: -
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: steel screws on deck Displacement:
brass on hull
Frames: oak Ballast: lbs. Exterior Interior
Planks: mahogany Hull Form (for power boats): hard chine shallow v
Keel: oak Planking Type
Deck: mahogany Carvel
Interior: forward seat covered by Lapstrake
leather cab
Spars: Strip
Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # RU-1



PHYSICAL CONDITION:

Excellent () Fair () Poor (X)
Restored () Adapted ()

COMMENTS (note alterations):

The owner is trying to be authentic.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: being restored

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

The Chris Craft runabout is not an indigenous boat, being first built in Algonac, Michigan, in the 1920s. But it has always been popular with the wealthy vacationers on the bay. I can remember several of them around the Bay Head yacht club when I was a small boy living in Point Pleasant Beach, in 1930 -32.

It is included in this survey because it is a "classic" in power boating history. Mr. Young, a boat hauler by profession, makes a hobby of restoring these Chris Crafts.

REFERENCES:

George Petty. Interview with owner, August 5, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 7, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

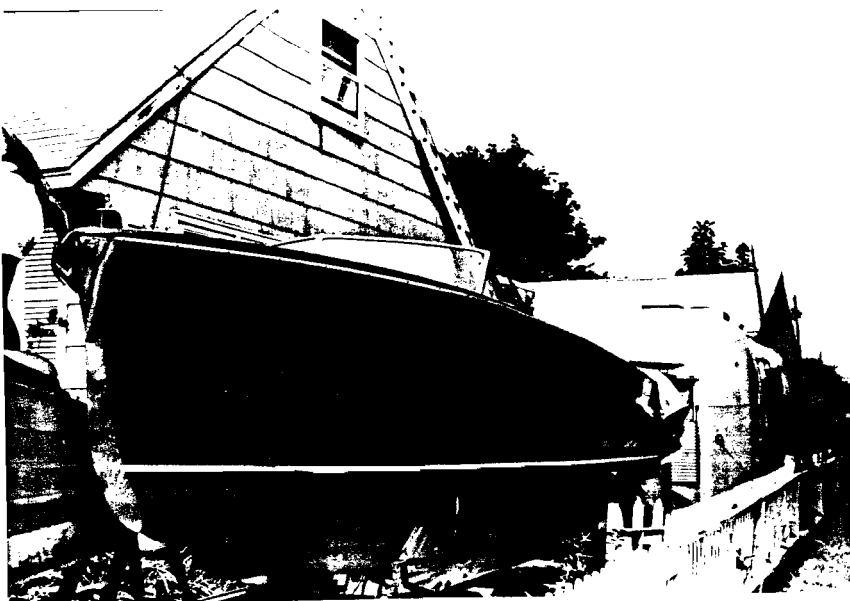
PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
George Young REGISTRATION # NJ 2622 G
259 S. 2nd St., Surf City, NJ

DESCRIPTION

Boat Type: open utility runabout Place of Construction: Algonac, Michigan
Builder: Chris Craft
Designer (Naval Architect): Chris Schmidt
Date of Construction: 1950 Engine: Hercules Chris Craft 45 hp. 6 cyl.
Source of Date: owner Steering: Wheel Tiller Other _____
Length: 22' Draft: 18" (Centerboard down)
Beam: 6' Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: brass Displacement:
Frames: oak Ballast: lbs. Exterior Interior
Planks: mahogany Hull Form (for power boats): hard chine, shallow V
Keel: oak Planking Type
Deck: mahogany Carvel
Interior: open, 2 seats, 6 places Lapstrake
Spars: Strip
Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # RU-2



PHYSICAL CONDITION:

Excellent () Fair (X) Poor ()
Restored () Adapted ()

COMMENTS (note alterations):

In process of restoration.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: Being restored

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

This is typical of the speed runabouts popular on the bay since the late 20s.
Mr. Young makes a hobby of restoring old Chris Craft runabouts.

REFERENCES:

George Young. Interview by George Petty, August 5, 1983, and visual inspection.

RECORDED BY: George R. Petty, Jr.

DATE: August 11, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: Liberty FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Gordon Sulcer & Jay Saunders
c/o Johnson Bros. Boat Yard, Bay Head REGISTRATION # NJ 5017 CP

DESCRIPTION

Boat Type: Chris Craft Runabout Place of Construction: Algonac Michigan
Builder: Chris Schmidt
Designer (Naval Architect):
Date of Construction: 1948 Engine: Graymarine fireball flat head 6 cyl. 140 hp.
Source of Date: William Bate, Boat Steering: Wheel Tiller Other
Length: 19' Yard Manager Draft: (Centerboard down)
Beam: 5' 6" Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: bronze screws Displacement:
Frames: oak Ballast: lbs. Exterior Interior
Planks: mahogany Hull Form (for power boats): sharp flare at bow
Keel: oak Planking Type shallow V aft
Deck: mahogany Carvel
Interior: 6 place, two seats Lapstrake
Spars: Strip
Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # RU-3



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

Some of the restoration is to specifications of later models.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

The restoration of this boat suggests the durability of interest in Chris Craft runabouts in the Bay Head area since the mid-20s.

REFERENCES:

William Bate, yard manager. Interview by George Petty, July 25, 1983

RECORDED BY: George R. Petty, Jr.

DATE: July 25, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

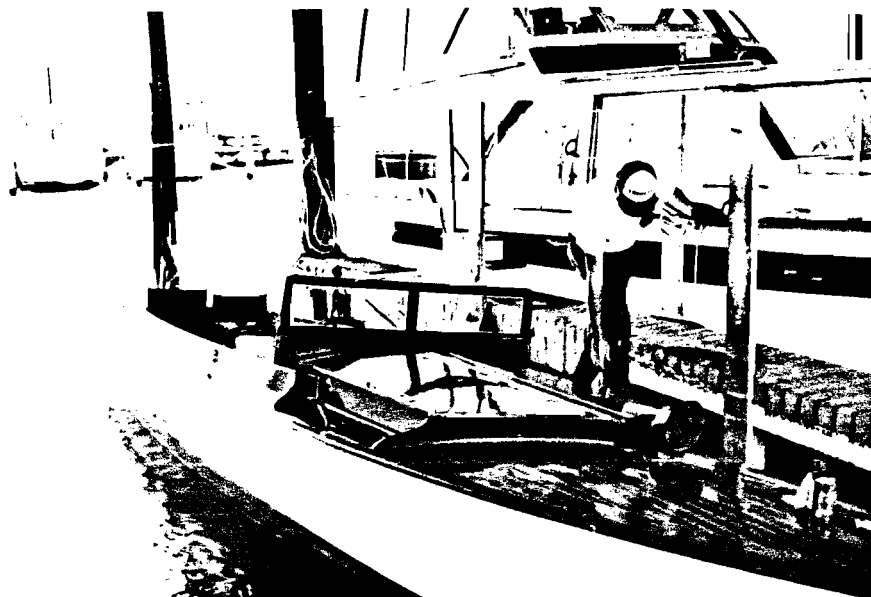
PRESENT NAME: Rob Roy FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Sidney Stires REGISTRATION #
16 Mount Street, Bay Head

DESCRIPTION

Boat Type: Runabout Place of Construction: Bayonne, NJ
Builder: Elco
Designer (Naval Architect):
Date of Construction: 1915 Engine: Chrysler Crown flat head 6 cyl. 115 hp.
Source of Date: William Bate, Johnson Brothers, manager Steering: Wheel Tiller Other
Length: 28' Draft: 18" (Centerboard down)
Beam: 5' Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: bronze screws Displacement:
Frames: oak Ballast: lbs. Exterior Interior
Planks: mahogany Hull Form (for power boats): displacement
Keel: oak Planking Type
Deck: mahogany Carvel
Interior: Lapstrake
Spars: Strip
Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # RU-4



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()
Restored () Adapted ()

COMMENTS (note alterations):

This boat has been kept in its original condition since it was purchased. It has been owned by the same family except for 2 years.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

This is a classic early runabout, preserved in its original condition since it was purchased at the New York boat show of 1915. It has been owned continually by the same family except for two years.

Its displacement hull and plumb stem were standard for early speed boats. Planing hulls had not been developed, and speed was obtained by lengthening the hull, and keeping a high aspect ratio.

REFERENCES:

William Bate, manager of the Johnson Brothers Boat Yard, where this boat is kept.
Interview by George Petty, July 24, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: July 24, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

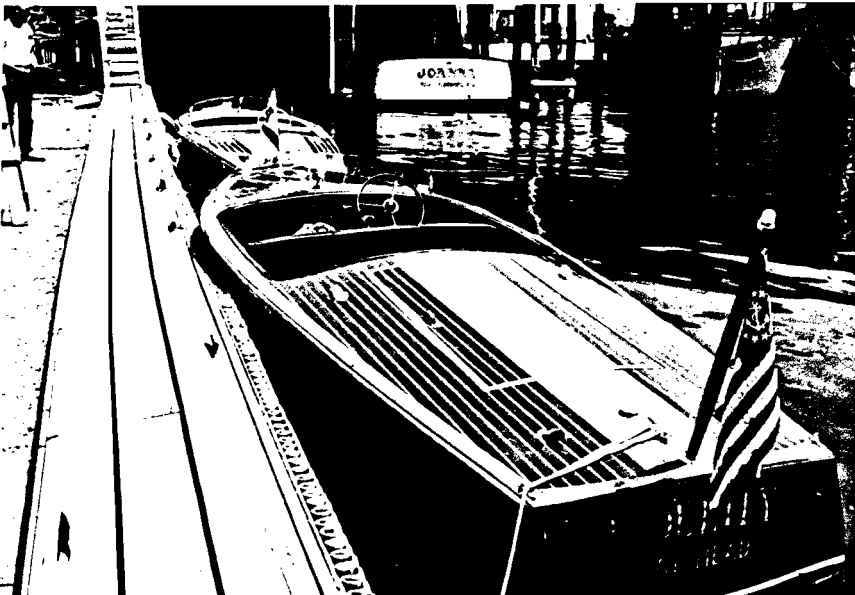
PRESENT NAME: Fidelity FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Gordon Sulcer . REGISTRATION # NJ 4417 CP
665 Lake Avenue, Bay Head, NJ

DESCRIPTION

Boat Type: Runabout Place of Construction: Algonac, Mich.
Builder: Chris Craft
Designer (Naval Architect): Chris Schmidt
Date of Construction: 1928 Engine: Chrysler Crusader flat head 6 cyl. 165 hp.
Source of Date: William Bate, manager Johnson Bros. Boat Yard Steering: Wheel Tiller Other
Length: 22' Draft: 18" (Centerboard down)
Beam: 5' Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: brass Displacement:
Frames: mahogany Ballast: lbs. Exterior Interior
Planks: mahogany Hull Form (for power boats): shallow V hard chine
Keel: Planking Type
Deck: mahogany Carvel
Interior: 2 + 2 + rumble seat Lapstrake
Spars: Strip
Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # RU-5



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

Repowered.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

An early Chris Craft of the type popular on Barnegat Bay, particularly around Bay Head during the prohibition and depression years.

REFERENCES:

William Bate. Interview by George Petty, July 24, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: July 24, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

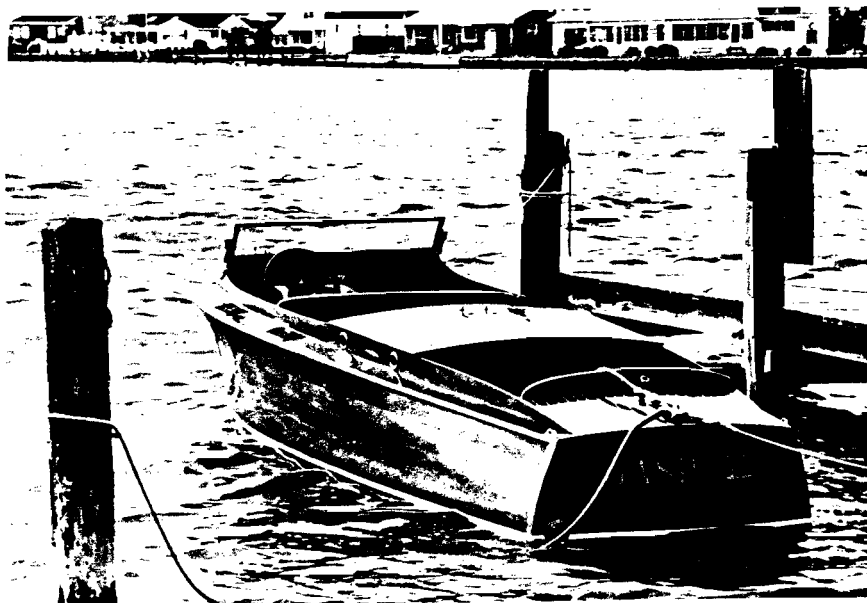
PRESENT NAME: Jasp II FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Goetze Street, Bay Head, NJ REGISTRATION #

DESCRIPTION

Boat Type: Chris Craft runabout Place of Construction: Algonac, Mich.
Builder: Chris Craft
Designer (Naval Architect): Chris Schmidt
Date of Construction: 1930 Engine:
Source of Date: R.J. Wary, boat restorer Steering: Wheel ___ Tiller ___ Other ___
Length: 20' Draft: (Centerboard down ___)
Beam: 5' Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: std for Chris Craft Displacement:
Frames: Ballast: lbs. Exterior ___ Interior ___
Planks: Hull Form (for power boats):
Keel: Planking Type
Deck: Carvel ___
Interior: 9 seater Lapstrake ___
Spars: Strip ___
Other _____

Additional Description or other Equipment (i.e. sails)
Engine amidships.

Photo: Negative File # RU-6



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()
Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

According to R.J. Wary, local Chris Craft expert, this is one of three 1930 20' Chris Crafts still in use in the world.

We made a visual inspection where it is docked in Bay Head, but were unable to locate an owner.

REFERENCES:

Visual inspection by George Petty, July 25, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: July 25, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

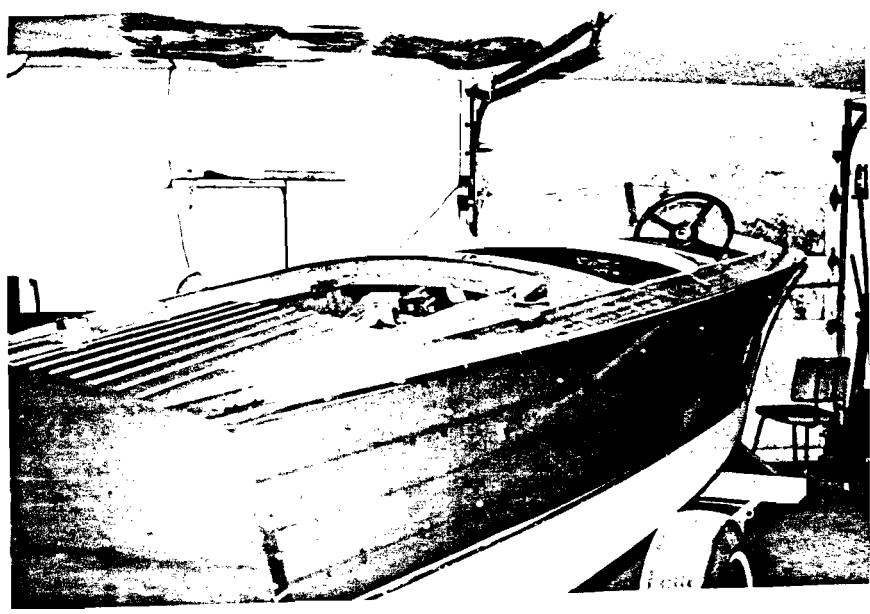
PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Thomas Lyons - Short Hills, NJ
c/o Bridge Marine, Pt. Pleasant, NJ REGISTRATION #

DESCRIPTION

Boat Type: Chris Craft runabout Place of Construction: Algonac, Mich.
Builder: Chris Craft
Designer (Naval Architect): Chris Schmidt
Date of Construction: 1934 Engine: Chris Craft 6 cyl. flat head, 105 hp.
Source of Date: R.J. Wary, restorer Steering: Wheel Tiller Other
Length: 18' Draft: 18" (Centerboard down)
Beam: 6' Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: brass Displacement:
Frames: oak Ballast: lbs. Exterior Interior
Planks: mahogany Hull Form (for power boats): hard chine shallow V
Keel: oak Planking Type
Deck: mahogany Carvel
Interior: 2 - 3 place seats Lapstrake
Spars: Strip
Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # RU-7



PHYSICAL CONDITION:
Excellent () Fair () Poor ()
Restored () Adapted ()
COMMENTS (note alterations):

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

Mr. Wary is a very careful restorer of Chris Craft runabouts. He has stocks of Chris Craft engine parts, and keeps magazines and advertisements from Chris Craft to insure authenticity of his work.

REFERENCES:

R.J. Wary, restorer. Interview by George Petty, July 24, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: July 24, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
R.J. Wary REGISTRATION #
c/o Bridge Marine, Pt. Pleasant, NJ

DESCRIPTION

Boat Type: Chris Craft triple cockpit swept deck model 102 Place of Construction: Algonac, Mich.
Builder: Chris Schmidt
Designer (Naval Architect):
Date of Construction: 1930 Engine: repowered Chrysler flat head 6 cyl. 125 hp.
Source of Date: owner Steering: Wheel Tiller Other
Length: 22' Draft: 18" (Centerboard down)
Beam: 6' Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: brass Displacement:
Frames: oak Ballast: lbs. Exterior Interior
Planks: mahogany Hull Form (for power boats):
Keel: oak Planking Type
Deck: mahogany Carvel
Interior: 3 seats Lapstrake
Spars: Strip
Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # RU-8



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()
Restored () Adapted ()

COMMENTS (note alterations):

Stringers, frames and aft deck replaced.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

Carefully restored for authenticity.

REFERENCES:

R.J. Wary. Interview by George Petty, July 24, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: July 24, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: R.J. Wary
 c/o Bridge Marine, Pt. Pleasant, NJ SAIL #
 REGISTRATION #

DESCRIPTION

Boat Type: De Luxe runabout Place of Construction: Algonac, Mich.
 Builder: Chris Craft
 Designer (Naval Architect): Chris Schmidt
 Date of Construction: 1939 Engine: Original Chris Craft Hercules 6 cyl. 86 hp.
 Source of Date: owner Steering: Wheel Tiller Other
 Length: 17' 5" Draft: 18" (Centerboard down)
 Beam: 6' Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: brass screws Displacement:
 Frames: oak Ballast: lbs. Exterior Interior
 Planks: mahogany Hull Form (for power boats): hard chine, shallow V
 Keel: oak Planking Type
 Deck: mahogany Carvel
 Interior: open utility model, 2 Lapstrake
 Spars: 3 place seats, engine cover in center Strip
 Other

Additional Description or other Equipment (i.e. sails)

Windshield opens out.

Photo: Negative File # RU-9

PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()

Restored () Adapted ()

COMMENTS (note alterations):



ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

Carefully and authentically restored.

REFERENCES:

R.J. Wary. Interview by George Petty, July 24, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: July 24, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

INDIVIDUAL BOAT SURVEY FORM # RU-10

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
R.J. Wary REGISTRATION # NJ 4671 K
c/o Bridge Marine, Pt. Pleasant, NJ

DESCRIPTION

Boat Type: Chris Craft cadet runabout Place of Construction: Algonac, Mich.

Builder: Chris Craft

Designer (Naval Architect): Chris Schmidt

Date of Construction: 1927

Engine: Original Chrysler Imperial flat head 6 cyl.
80 hp.

Source of Date: owner

Steering: Wheel Tiller Other

Length: 22'

Draft: 18" (Centerboard down)

Beam: 6'

Sail Area:

Rig:

Spar Lengths:

Materials

Keel Shape:

Fastenings: brass screws

Displacement:

Frames: oak

Ballast: lbs. Exterior Interior

Planks: mahogany

Hull Form (for power boats): hard chine, shallow V

Keel: oak

Planking Type

Deck: mahogany

Carvel

Interior: 3 seats, 9 places

Lapstrake

Spars:

Strip

Other

Additional Description or other Equipment (i.e. sails)

Adjustable windshield.

Photo: Negative File # RU-10

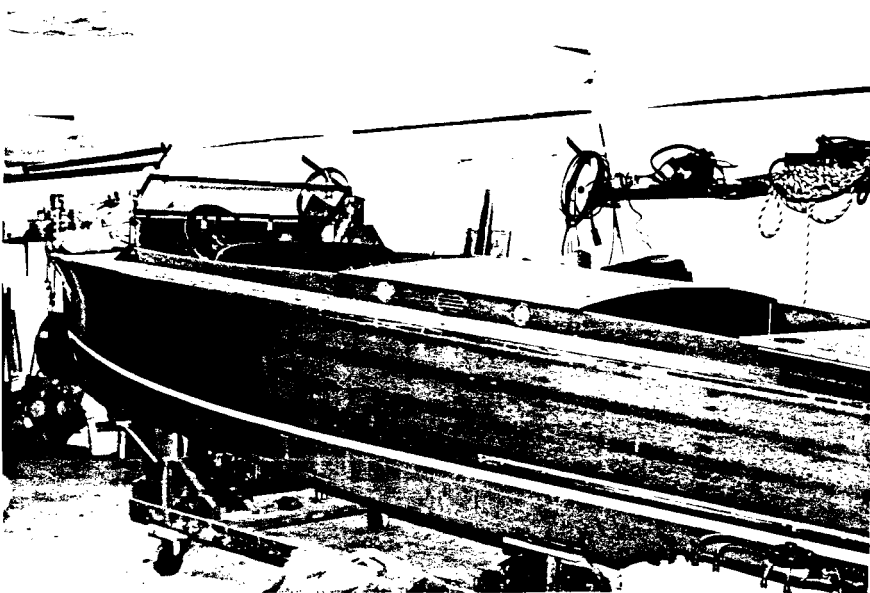
PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

100 % original.



ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

Carefully restored for authenticity.

REFERENCES:

R.J. Wary. Interview by George Petty, July 24, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: July 24, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 R. J. Wary
 Bridge Marine, E. Bay Ave. REGISTRATION # NJ 452 ED

DESCRIPTION Ft. Pleasant

Boat Type: Chris Craft runabout Place of Construction: Algonac, Mich.
 Builder: open utility
 Designer (Naval Architect): Chris Craft

Date of Construction: 1953 Engine: Chris Craft v-8, 185 HP.
 (orig. 6 cyl. Chris Craft Hercules)
 Source of Date: owner Steering: Wheel Tiller Other

Length: 22' Draft: 18" (Centerboard down)
 Beam: 6' Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: bronze Displacement:
 Frames: oak Ballast: lbs. Exterior Interior
 Planks: mahogany Hull Form (for power boats): flared bow, hard
 Keel: oak chine, shallow V
 Deck: mahogany Planking Type
 Carvel
 Interior: mahogany open Lapstrake
 Spars: cockpit Strip
 Other

Additional Description or other Equipment (i.e. sails)
 Boat is in enclosed storage at Arnold's Marina, Pt. Pleasant.

Photo: Negative File # RU-11



PHYSICAL CONDITION: good
 Excellent () Fair () Poor ()
 Restored () Adapted ()
COMMENTS (note alterations):
 none

ORIGINAL USE:

Pleasure (x) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (x) Possible ()

HISTORICAL SIGNIFICANCE:

Mr. Wary, the owner, is a specialist in the restoration of Chris Craft runabouts. This is one of five he now has in his shop or in storage. It is in very good condition, though the finish is not up to his usual standards, and will be worked on. Mr. Wary is a stickler for authenticity in restoration, and will not change one item from the original specifications, which he keeps on file in his shop. He has a complete shelf of genuine old Chris Craft engine parts, for use in his restoration projects.

These boats were very popular with the Bay Head contingent of summer vacationers, mostly from New York, during the 1930s and 40s.

REFERENCES:

G. Petty. Interview with owner, July 28, 1983

RECORDED BY: G. Petty

DATE: Aug 1, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

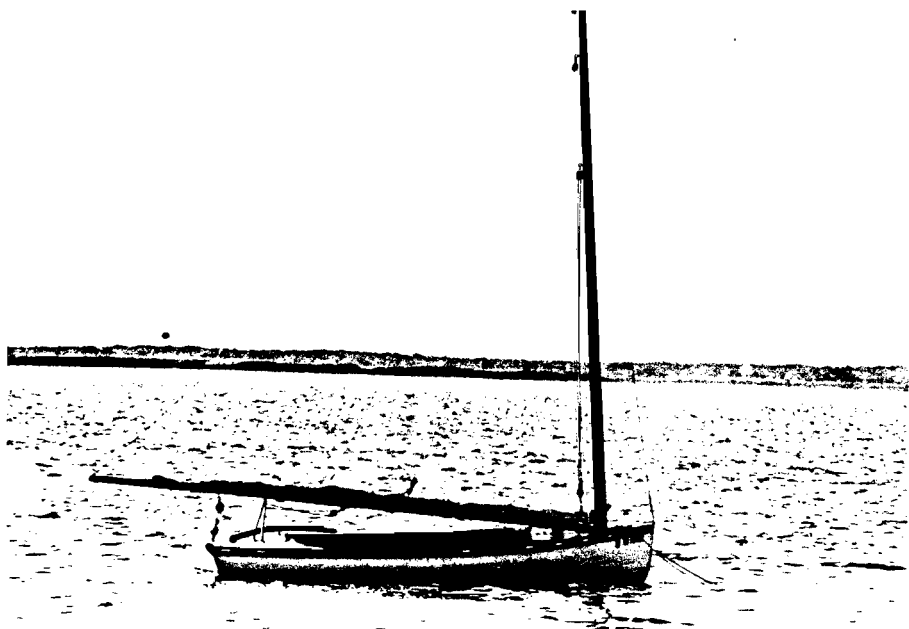
PRESENT NAME: Faith FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 John Swenson REGISTRATION # NJ 7341 CZ
 200 Sherman Ave., Plainfield, NJ

DESCRIPTION

Boat Type: Barnegat Bay Catboat (small) Place of Construction: Long Beach Island
 Builder:
 Designer (Naval Architect):
 Date of Construction: circa 1910 Engine:
 Source of Date: previous owner Steering: Wheel ___ Tiller X Other _____
 Length: 19' Paul Troast, Clifton. Draft: 2' (Centerboard down 4' 6")
 Beam: 8' Sail Area:
 Rig: gaff, forestay Spar Lengths: boom 22'
 Materials Keel Shape:
 Fastenings: Displacement:
 Frames: oak grown (original) Ballast: 300 lbs. Exterior X Interior ___
 Planks: cedar (original) Hull Form (for power boats):
 Keel: 6" X 10" oak Planking Type
 Deck: canvas over cedar Carvel X with fibreglass
 Interior: seats and c/b trunk teak Lapstrake ___
 Spars: spruce, hollow mast Strip ___
 (not original) Other _____

Additional Description or other Equipment (i.e. sails) Originally had oarlocks.

Photo: Negative File # SC-1



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()
 Restored () Adapted ()

COMMENTS (note alterations):

Refastened in 1958 by previous owner. All frames and planks examined and found sound. Original mast was solid local pine, replaced by a hollow spruce mast built up from eight sections.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe) Five similar boats held for hire in Bay Vista, Long Beach Island.
Previous owner recalls renting them in 30s.

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes (X) No () Possible ()

HISTORICAL SIGNIFICANCE:

A lithograph from Appleton's Journal, June 24, 1871 shows several catboats of about 20' length, gaff rigged, with unstayed mast and open cockpit, fishing off Barnegat Light. Another lithograph from Harper's Magazine in 1878, reprinted in Robert Jahn's Down Barnegat Bay, 1981, shows a similar catboat at Harvey Cedars, Long Beach Island. These craft were of local construction, and designed for working fishermen, though also used by summer visitors for pleasure.

The Faith is one of a group of five 20' catboats held for hire by Mrs. Katherine Johnson, of the Beach Haven Gardens section of Long Beach Island. The previous owner Mr. Paul Troast of Montclair, New Jersey, remembers renting them when he was a young man in the 1930s. He recalls that they were built by Mrs. Johnson's grandfather. He purchased the Faith from her in 1958, when she was then in her mid-fifties. The builder's productive years would have been from 1870 to 1910.

The boat was examined and refastened by Mr. Troast in 1958. The original frames and planks were then sound and are still in the boat. The frames were grown oak crooks, and the keel was a heavy 6" X 10" oak log left rounded on top. The mast was a solid local pine "tree" trimmed and smoothed round. No stays or shrouds were originally provided. According to present owner John Swenson, oarlocks were part of the original equipment.

This boat corresponds in appearance and design to the working catboats pictured in the engravings mentioned above. Furthermore, the materials and construction suggest a launch date before the turn of the century. It is in excellent condition and is a fine representative of the smaller Barnegat Bay catboat.

REFERENCES:

- Richard Southwick. Interview by George Petty, Spray Beach, N.J., January 1983.
- Paul Troast. Interview by George Petty, Clifton, N.J., January 11, 1983.
- John Swenson. Interview by George Petty, Plainfield, N.J., October 1982.
- Robert Jahn, Down Barnegat Bay, 1981.
- Howard I. Chapelle, American Small Sailing Craft (New York, 1951), pp. 252-256.
- Edwin J. Schoettle, ed., Sailing Craft (New York, 1937), pp. 87-108.
- Appleton's Journal, June 24, 1878.

RECORDED BY: George R. Petty, Jr.

DATE: January 11, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: First Step FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
David Rausch REGISTRATION # NJ 6480 cz
112 Harbridge Place, Barnegat, NJ

DESCRIPTION

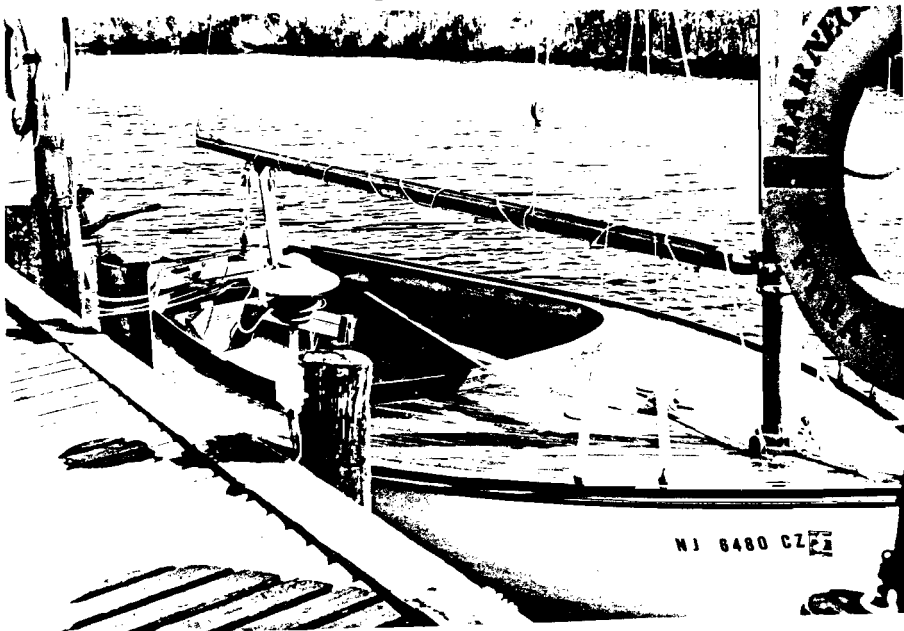
Boat Type: Barnegat Bay Catboat (small) Place of Construction: Morton Johnson Boat Yard, Bay Head
Builder: Morton Johnson (plate)
Designer (Naval Architect): Morton Johnson
Date of Construction: 1947 Engine: 20 HP outboard
Source of Date: plate on deck frame Steering: Wheel ___ Tiller X Other _____
Length: 21' overall, 20' 6" Draft: 2' 6" (Centerboard down 4' 6")
Beam: 7' 6" Sail Area:
Rig: forestay and shroud, Marconi rig Spar Lengths: mast 30' over deck, boom 20'

Materials

Fastenings: brass screws Keel Shape:
Frames: sawn oak Displacement:
Planks: cedar Ballast: 150 lbs. Exterior ___ Interior X
Keel: oak Hull Form (for power boats):
Deck: mahogany strips Planking Type
Interior: pine Carvel X
Spars: fir (solid) Lapstrake ___
Strip ___
Other _____

Additional Description or other Equipment (i.e. sails) Spreaders, open cockpit, standard coaming, mahogany transom (plumb).

Photo: Negative File # SC-2



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()
Restored () Adapted ()

COMMENTS (note alterations):

Boat is in mint condition, no alterations.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

This is an excellent representative of the continuing tradition of small (about 20') Barnegat Bay catboats. It is a modern development, having been designed to take an outboard motor over the transom. It was a luxury model, as its mahogany strip decking shows. This boat seems to have more freeboard than older catboats. Its construction is careful and strong, and a good example of the Morton Johnson Boat Yard standards of boat building.

REFERENCES:

David Rausch. Interview by George Petty, Barnegat, October 1982.

RECORDED BY: George R. Petty, Jr.

DATE: January 11, 1982

ORGANIZATION: Ocean County Cultural and Heritage Commission

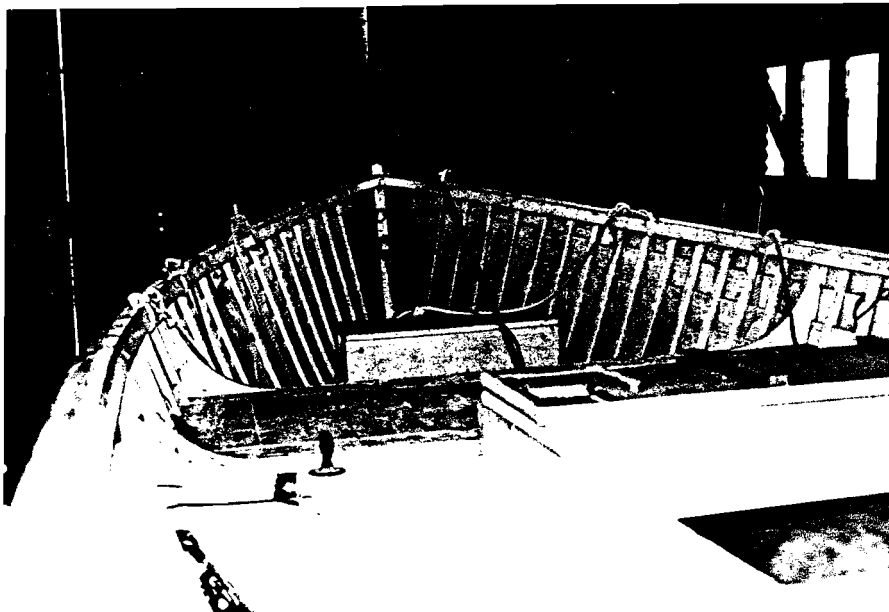
PRESENT NAME: Hawk FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 William Comstock REGISTRATION #
 701 Princeton Rd., Brick Twp. 08723

DESCRIPTION

Boat Type: Open Sea Skiff Place of Construction: Brick Township
 Builder: William Comstock
 Designer (Naval Architect): same
 Date of Construction: 1941 Engine: original Lycoming six cyl. present crusader 27
 Source of Date: builder Steering: Wheel ___ Tiller ___ Other yoke, lines and steering arm
 Length: 28' Draft: 2' 6" (Centerboard down ___)
 Beam: 8' 6" Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: galvanized iron nails Displacement:
 Frames: oak, sawn, 8" centers Ballast: lbs. Exterior ___ Interior ___
 Planks: local swamp cedar Hull Form (for power boats): fine entrance straight
 Keel: oak, 2½" X 20" at widest raked stem, rounded bilges, flat run, no flare, high
 Deck: section, shaped fine both ends Planking Type sheer
 Interior: gray paint Carvel ___
 Spars: Lapstrake X
 Strip ___
 Other _____

Additional Description or other Equipment (i.e. sails) High sheer forward flat run
 designed to plane. makes 20 kts. can carry 2000#. center console. center mounted engine
 hand bilge pump. carries two sweeps. garboard planks fit in keel rabbet. external rudder.

Photo: Negative File # SK-1



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()
 Restored () Adapted ()

COMMENTS (note alterations):

Deck boards above waterline with provision for self bailing. Originally powered with a 6 cylinder Lycoming engine with a "junkyard" auto transmission. Carries a 3 bladed propeller.

ORIGINAL USE:

Pleasure () Racing () Industry (X) Transportation () Fishing () Lifesaving ()
Other (describe) pleasure

PRESENT USE:

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes (X) No () Possible ()

HISTORICAL SIGNIFICANCE:

This is a classic open sea skiff built for and used as a commercial fishing boat. It is the first of 40 built for commercial fishing by William Comstock. It is exceptionally well built, and has been kept as built in first class condition. The only change is repowering with a Crusader 270 motor.

William "Bucky" Comstock grew up in Lakewood and left school when he was 16 to take a job with the Sculthorpe Boat Yard. He learned boat building on the job, and began, like many other local builders, by making rowboats. Mr. Sculthorpe, being childless, "adopted" Comstock and control of the yard passed into his hands on Mr. Sculthorpe's death. Comstock's first effort at a larger boat was a 32' enclosed sport skiff, which he says was "cranky," that is, unstable in the water. Learning from that attempt, he concentrated on smaller 28' open skiffs for commercial fishermen. He built 40 of these craft between 1941 and 1949, of which "Hawk" is the first. His boats had the reputation of being strong, riding well and "staying in the water at speed." They could carry 200 pounds of fish, went up to 40 miles out in the ocean and could make 20 knots. With its flat run aft, the hull would get up and plane.

REFERENCES:

William Comstock. Interview by George Petty, Brick Township, October 1982.

RECORDED BY: George R. Petty, Jr.

DATE: October 28, 1982

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):

PRESENT OWNER / ADDRESS: SAIL #
Frank Shinn REGISTRATION # NJ 3467 C
Oak Avenue, Cedar Run

DESCRIPTION

Boat Type: Sea Skiff Place of Construction: Port Republic
Builder: Carl Adams
Designer (Naval Architect):
Date of Construction: 1943 Engine: Chrysler Crown 110 H.P. 6 Cyl.
Source of Date: owner Steering: Wheel Tiller Other
Length: 26' Draft: 2' (Centerboard down)
Beam: 8' Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: bronze screws Displacement:
Frames: oak Ballast: lbs. Exterior Interior
Planks: cedar Hull Form (for power boats): V stem to midships,
Keel: yellow pitch pine flat planing run aft
Deck: fiberglass over plywood Planking Type
Interior: cedar Carvel below chine
Spars: Strip
Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # SK-2



PHYSICAL CONDITION:

Excellent () Fair (X) Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

Structure sound and unchanged.
Some corrosion in cables and controls from being stored outside. Engine has not been run for three or four years and needs work.

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE:

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

Carl Adams was a well known builder of skiffs in the area. This example, though stored on blocks outside for several years, illustrates the strength of his boats. It has not "hogged," that is, lost its sheer line from being blocked. No frames have bent or cracked, and the keel is still straight and sound. Next to it, on the same kind of blocks, a more recent Richardson skiff has broken completely while being stored.

Frank Shinn, the owner, used this boat as a commercial fisherman. He says it is very stable in the water, can carry 2000 lbs. of fish, can make 12 to 14 knots, with a fishing range of 25 miles from shore.

REFERENCES:

Frank Shinn. Interview by George Petty, Cedar Run, January, 1983.

Peter Guthorn, The Seabright Skiff (New Brunswick, 1971), pp. 124, 151, 214

RECORDED BY: George R. Petty, Jr.

DATE: April 30, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: Mabel Cannon
 PRESENT OWNER / ADDRESS:
 Ken Hook

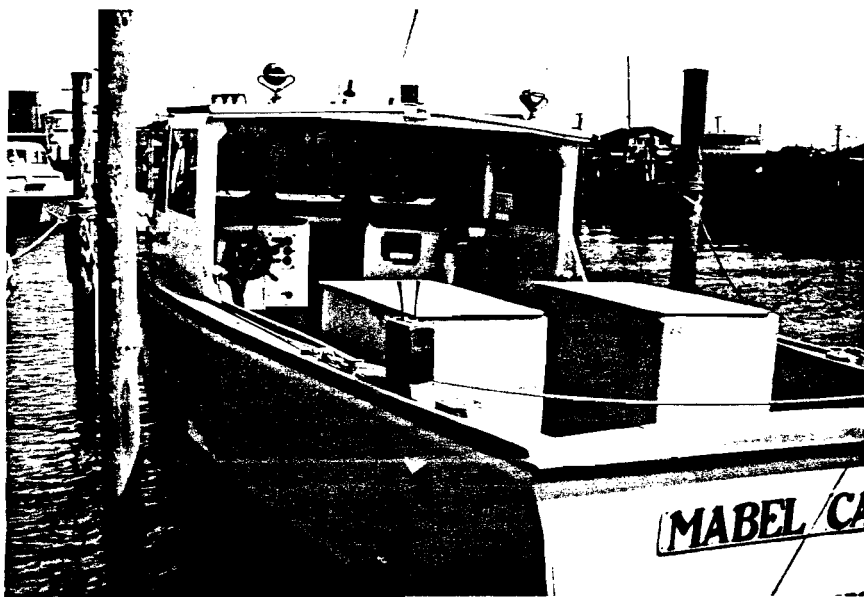
FORMER OR ORIGINAL NAME(S):
 SAIL #
 REGISTRATION # no reg. Documented?

DESCRIPTION

Boat Type: Sea skiff	Place of Construction:
Builder:	
Designer (Naval Architect):	
Date of Construction: 1947	Engine: not visible
Source of Date: Jerry Koble, Marina Mechanic	Steering: Wheel <input checked="" type="checkbox"/> Tiller <input type="checkbox"/> Other <input type="checkbox"/>
Length: 26'	Draft: 2' 6" (Centerboard down <input type="checkbox"/>)
Beam: 9'	Sail Area:
Rig:	Spar Lengths:
Materials	Keel Shape:
Fastenings: galvanized	Displacement:
Frames: oak	Ballast: lbs. Exterior <input type="checkbox"/> Interior <input type="checkbox"/>
Planks: cedar	Hull Form (for power boats): hard chine shallow V
Keel: oak	Planking Type
Deck: cedar	Carvel <input checked="" type="checkbox"/>
Interior: v-bunk fwd. under deck	Lapstrake <input type="checkbox"/>
Spars: small house	Strip <input type="checkbox"/>
	Other <input type="checkbox"/>

Additional Description or other Equipment (i.e. sails)
 Visual inspection only.

Photo: Negative File # SK-3



PHYSICAL CONDITION:

Excellent () Fair () Poor () Good (X)
 Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe) commercial fishing and charter

PRESENT USE: as above

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

This boat is a representative of the class of small relatively open sea skiffs that developed from the early sailing and rowing skiffs. Its strong and simple design is both functional for commercial fishing and likely to last for many years.

Its age is confirmed by visual inspection. It has all of the original brass fittings, and a nearly plumb stem characteristic of early skiffs.

REFERENCES:

Jerry Koble, mechanic at Bayview Marina, where the boat is docked. Interview by George Petty, August 5, 1983.

Peter Guthorn, The Seabright Skiff, New Brunswick, 1971.

RECORDED BY: George R. Petty, Jr.

DATE: August 5, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

INDIVIDUAL BOAT SURVEY FORM # SK-4

PRESENT NAME: Resolute II

FORMER OR ORIGINAL NAME(S): Cigarette

PRESENT OWNER / ADDRESS:

SAIL #

Jerry Koble
Mayetta, N.J.

REGISTRATION # no reg. Documented?

DESCRIPTION

Boat Type: Sea Skiff

Place of Construction: Forked River

Builder: Frank Wilbert

Designer (Naval Architect):

Date of Construction: 1948

Engine: repowered Chrysler V-8 318

Source of Date: owner

Steering: Wheel Tiller Other

Length: 34'

Draft: 3½' (Centerboard down)

Beam: 10' 6"

Sail Area:

Rig:

Spar Lengths:

Materials

Keel Shape:

Fastenings: orig. copper rivets
refastened silicon bronze screws

Displacement:

Frames: oak steamed ribs

Ballast: lbs. Exterior Interior

Planks: cedar

Hull Form (for power boats): displacement round chine

Keel: oak

Planking Type

Deck: orig. fir, reworked in plywood and fiberglass

Carvel

Interior: cabin fwd. with house and open deck aft

Lapstrake

Spars:

Strip

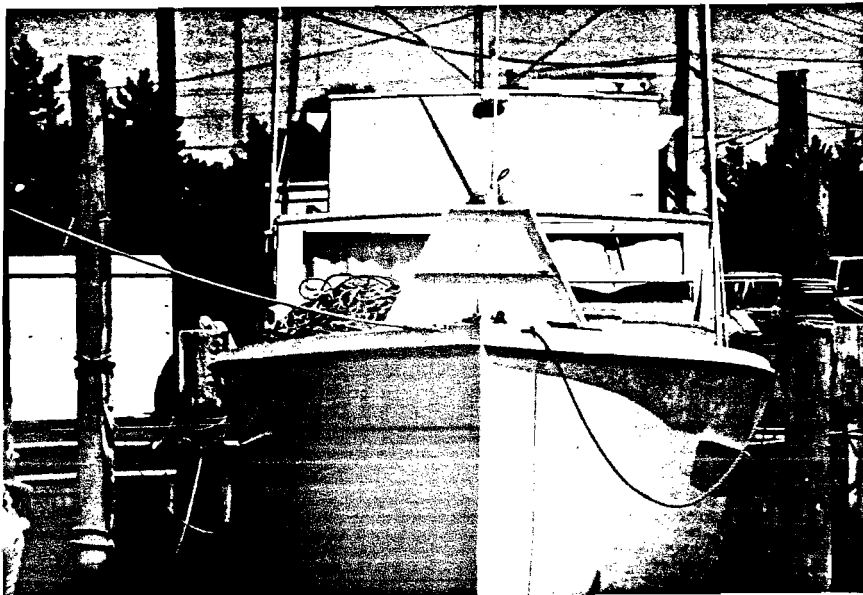
Other

Additional Description or other Equipment (i.e. sails)

Rigged for charter fishing.

Photo:

Negative File # SK-4



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

Aft deck recently fiberglassed and enclosed flying bridge added.

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe) charter fishing

PRESENT USE: as above

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

This boat is closer to the older skiffs because its hull is not designed to plane. It has rounded bilges and is a displacement type hull. The steamed oak ribs are unusual in modern skiffs. It was not built so much for speed as for stability as a work boat. Note the large draft, produced by a deep deadwood oak keel. The owner says this made the boat turn slowly, but steadily, since seas would not push its bow off the turn.

REFERENCES:

Jerry Koble. Interview by George Petty, Mayette, August 5, 1983

Peter Guthorn, The Seabright Skiff, New Brunswick, 1971.

RECORDED BY: George R. Petty, Jr.

DATE: August 5, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: Sea Mist FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Wayne Eble REGISTRATION # documented?
Barnegat Lt. c/o Lighthouse Marina

DESCRIPTION

Boat Type: Sea skiff Place of Construction: Keyport
Builder:
Designer (Naval Architect):
Date of Construction: 1931 Engine: repowered Olds 455, V-8
Source of Date: marina and owner Steering: Wheel Tiller Other
Length: 30' Draft: (Centerboard down)
Beam: 10' 6" Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: copper rivets Displacement:
Frames: steam bent oak Ballast: lbs. Exterior Interior
Planks: cedar Hull Form (for power boats): soft round chine
Keel: oak Planking Type
Deck: fir replace by plywood and fiberglass Carvel
Interior: small V-bunk and head Lapstrake
Spars: and head Strip
Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # SK-5



PHYSICAL CONDITION:

Excellent () Fair () Poor () Good (X)

Restored () Adapted ()

COMMENTS (note alterations):

The original fir deck has been replaced by plywood and fiberglass.

Also it has been repowered.

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: commercial gill netting

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

This is a genuine Jersey fishing skiff made by the Peterson yard in Keyport, one of the three or four best known skiff builders in the state during the 1930s. According to Peter Guthorn, in The Seabright Skiff, the Peterson yard was established in 1934, so the date for this boat as given may not be accurate. Local Barnegat Light ship's carpenter, Walt Hunt, who has worked on this boat through several owners, believes it was built in the late 1930s or early forties.

Hunt says this boat has a hull more typical of the early sea skiffs, with a gently rounded bilge, rather than the modern sharp bilge which gives a flat long run aft for planing. Hunt points out that the softly curved hull form of the early boats is stronger, and likely to last much longer. The modern style, according to Hunt, tends to pull apart more quickly because of the stress concentrated at the sharp turn of the bilge.

This boat and others like it was originally intended for the "pot" fishery, that is, lobsters or sea bass. The lobster fishery south of Manasquan has mostly been abandoned by commercial boatmen since the red tide of the early 1960s. Wayne Eble, the current owner, is using the boat for gill netting.

REFERENCES:

Wayne Eble. Telephone interview by George Petty, August 7, 1983.
Walt Hunt. Telephone interview by George Petty, August 9, 1983.
Visual inspection by George Petty, August 5, 1983.
Peter Guthorn, The Seabright Skiff (New Brunswick, 1971), pp. 122-132, esp. 130.

RECORDED BY: George R. Petty, Jr.

DATE: August 9, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

INDIVIDUAL BOAT SURVEY FORM # SK-6

PRESENT NAME: Kathy FORMER OR ORIGINAL NAME(S):

PRESENT OWNER / ADDRESS: SAIL #
Dennis Rieche
77 Jib Way, Brick, NJ REGISTRATION # NJ 2195 C

DESCRIPTION

Boat Type: Sea skiff Place of Construction: Winter Boat Works, Mantoloking

Builder: Winter

Designer (Naval Architect):

Date of Construction: 1953 Engine: Int'l Palmer 195 hp.

Source of Date: Winter Boat Yard Steering: Wheel Tiller Other

Length: 23' Draft: (Centerboard down)

Beam: 8' Sail Area:

Rig: Spar Lengths:

Materials Keel Shape:

Fastenings: copper rivets Displacement:

Frames: sawn oak on 6" centers Ballast: lbs. Exterior Interior

Planks: cedar Hull Form (for power boats): planing, flat run aft

Keel: oak Planking Type

Deck: plywood and fiberglass Carvel

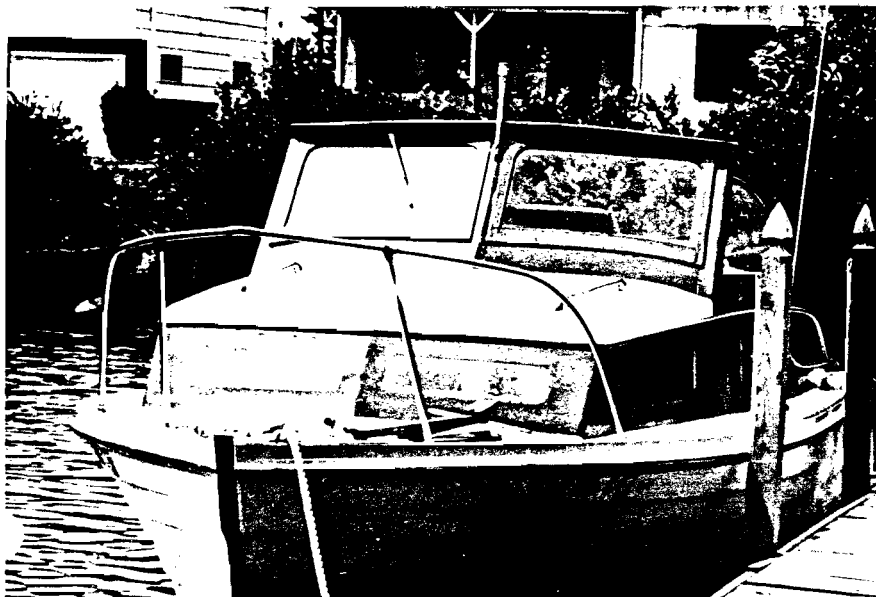
Interior: mahogany trim, V-bunk, head, Lapstrake

Spars: and pilot house Strip

Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # SK-6



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

The fiberglass over the deck has been added.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible ()

HISTORICAL SIGNIFICANCE:

An excellent example of sea skiff construction, this boat was built for the owner of Winter's Boat Yard. It was constructed with first class materials, and with an eye to strength. Note the frames are on 6" centers. The owner says he was told the planks were set so close together they had to be checked with a feeler gauge. He claims they were so well set they didn't have to be caulked.

The boat has survived very well, and with good care will survive another thirty years.

REFERENCES:

Winter's Yacht Basin personnel. Interview by George Petty, July 26, 1983.
Dennis Rieche. Interview by George Petty, July 26, 1983 and visual inspection.

RECORDED BY: George R. Petty, Jr.

DATE: July 26, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: Santana FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Michael Moich REGISTRATION # NJ 2257 BD
 Silver Bay Marina, Toms River

DESCRIPTION

Boat Type: Skiff Place of Construction: Camden
 Builder: Max Underfer
 Designer (Naval Architect):
 Date of Construction: 1938 Engine: Chrysler Crown 6 cyl. flat head, 115 hp.
 Source of Date: owner Steering: Wheel Tiller Other
 Length: 30' Draft: 2'8" (Centerboard down)
 Beam: 8' 6" Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: bronze screws Displacement:
 Frames: sawn oak Ballast: lbs. Exterior Interior
 Planks: 5/8" cedar below water line 1/2" above Hull Form (for power boats): semi-displacement, sharp entry, plumb stem, flat run, round bilge amidships
 Keel: oak
 Deck: cedar fiberglassed over Carvel
 Interior: modified from open fishing skiff to sport fisherman, with V-bunk fwd, and pilot house modified with plywood in cockpit and fiberglass on cabin top Lapstrake
 Strip
 Other

Additional Description or other Equipment (i.e. sails)

Stem almost vertical, frames over 12" centers, Fwd. bitt planted in keel for fishing boat, no flare to bow, narrow beam.

Photo: Negative File # SK-7



PHYSICAL CONDITION:

Excellent () Fair () Poor () Good (X)
 Restored () Adapted ()

COMMENTS (note alterations):

This boat was built as an open skiff for a working fisherman. The cabin and pilot house have been added. The cabin top has been fiberglassed.

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

This boat is an example of a working fishing skiff of the 1930s. Its plumb stem, narrow beam, and bitt set in the keel suggest the age of the boat and its original purpose. It has been modified for use as a pleasure cruiser, which obscures the original lines of the boat.

REFERENCES:

Michael Moich. Interview by George Petty, July 26, 1983, and visual inspection.

RECORDED BY: George R. Petty, Jr.

DATE: July 26, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: Echo FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Arnold's Marina REGISTRATION # NJ 4560 E
 Pt. Pleasant, NJ

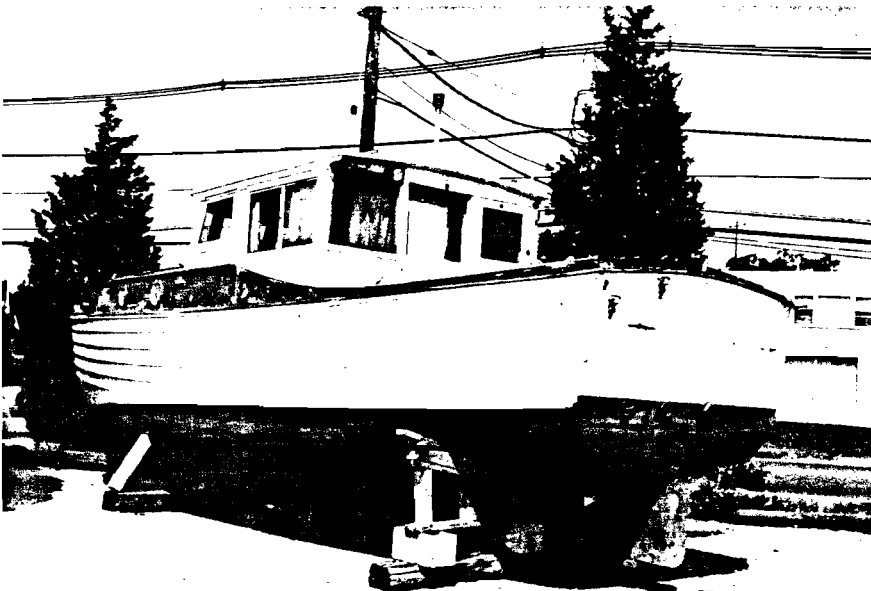
DESCRIPTION

Boat Type: Sea skiff Place of Construction: Bay Head
 Builder: Morton Johnson
 Designer (Naval Architect):
 Date of Construction: 1932 Engine: Palmer V-8
 Source of Date: R.J. Wary, previous owner Steering: Wheel Tiller Other
 Length: 32' Draft: 2½' (Centerboard down)
 Beam: 9' Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: orig. copper rivets Displacement:
 some galvanized nails Ballast: lbs. Exterior Interior
 Frames: oak Hull Form (for power boats): displacement
 Planks: cedar Planking Type
 Keel: oak Carvel
 Deck: painted and not visible Lapstrake
 Interior: Strip
 Spars: Other

Additional Description or other Equipment (i.e. sails)

Box garboard, deadwood keel.

Photo: Negative File # SK-8



PHYSICAL CONDITION:

Excellent () Fair () Poor (X)

Restored () Adapted ()

COMMENTS (note alterations):

Repowered from original Chrysler straight 8.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: on blocks for two years

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

There are not many power skiffs built by Morton Johnson still sailing. Morton Johnson built many fine cruising sailboats, but his son, Hubert, became interested in power boats, opened his own yard, and built many fine sea skiffs. So a Morton Johnson power boat is not a very common craft.

This hull, though it has rounded bilges and a relatively flat run, is not a planing hull.

REFERENCES:

R.J. Wary, former owner. Interview by George Petty, July 24, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: July 24, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

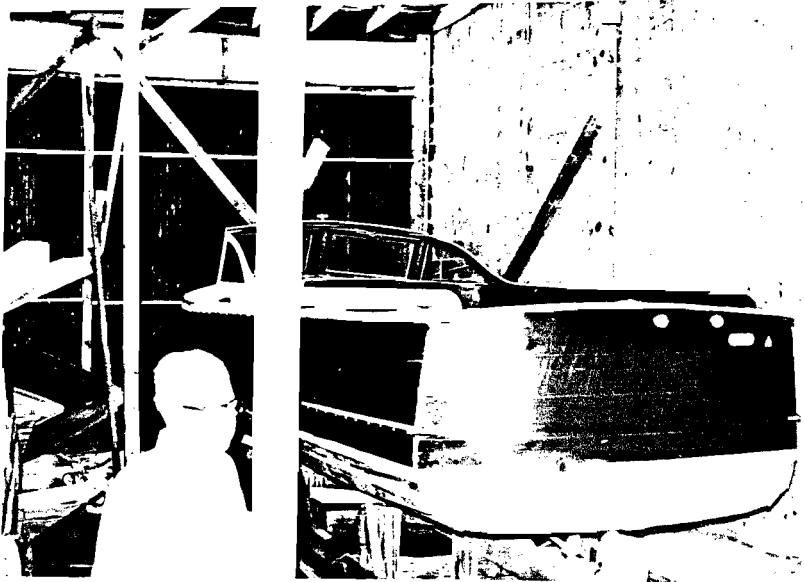
PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Robert J. Wary REGISTRATION #
Bridge Marine, Pt. Pleasant, NJ

DESCRIPTION

Boat Type: Sea skiff sport fisherman Place of Construction: Point Pleasant
Builder: Hubert Johnson
Designer (Naval Architect):
Date of Construction: 1955 Engine: Chrysler Crown 135 hp.
Source of Date: owner Steering: Wheel Tiller Other
Length: 24' Draft: 2½' (Centerboard down)
Beam: 9' Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: copper rivets Displacement:
Frames: oak Ballast: lbs. Exterior Interior
Planks: mahogany Hull Form (for power boats): round bilge, flat run aft
Keel: oak Planking Type
Deck: mahogany Carvel
Interior: small cuddy and pilot house Lapstrake
Spars: Strip
Other

Additional Description or other Equipment (i.e. sails)
Heavy cross timbers, frames 5" on centers.

Photo: Negative File # SK-9



PHYSICAL CONDITION:
Excellent () Fair (X) Poor ()
Restored () Adapted ()
COMMENTS (note alterations):

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: on blocks

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

A custom built Hubert Johnson skiff, well built, with extra wood and careful structure. It was built just before the line of "Blackjack" production skiffs began. The owner says it was one of a kind, and no others were built because it was labor intensive to construct.

REFERENCES:

Robert J. Wary. Interview by George Petty, July 24, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: July 24, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: Free Eagle FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
John Fisher REGISTRATION # NJ 2357 AF
c/o Cedar Cove Marina, South Toms River

DESCRIPTION

Boat Type: Sea skiff Place of Construction: Point Pleasant
Builder: Hubert Johnson
Designer (Naval Architect):
Date of Construction: 1938 Engine: 2 292 cu. in. Ford V-8s
Source of Date: owner Steering: Wheel Tiller Other
Length: 35' Draft: 2' 6" (Centerboard down)
Beam: 10' Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: copper rivets Displacement:
Frames: oak Ballast: lbs. Exterior Interior
Planks: cedar Hull Form (for power boats): round bilge, flat
Keel: oak Planing Type planing run aft
Deck: fiberglass over mahogany Carvel
Interior: moderate cabin and pilot Lapstrake
Spars: house Strip
Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # SK-10



PHYSICAL CONDITION:

Excellent () Fair (x) Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

Fiberglass over deck.

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (x) Lifesaving ()
Other (describe)

PRESENT USE: pleasure

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (x) Possible ()

HISTORICAL SIGNIFICANCE:

This is an early date for a "Blackjack," which was a production type skiff produced mostly after World War II. It has the Hubert Johnson Lines, but its frames are on 12" centers, which suggests it was a production boat rather than a custom model.

REFERENCES:

John Fisher. Interview by George Petty, July 27, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: July 27, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

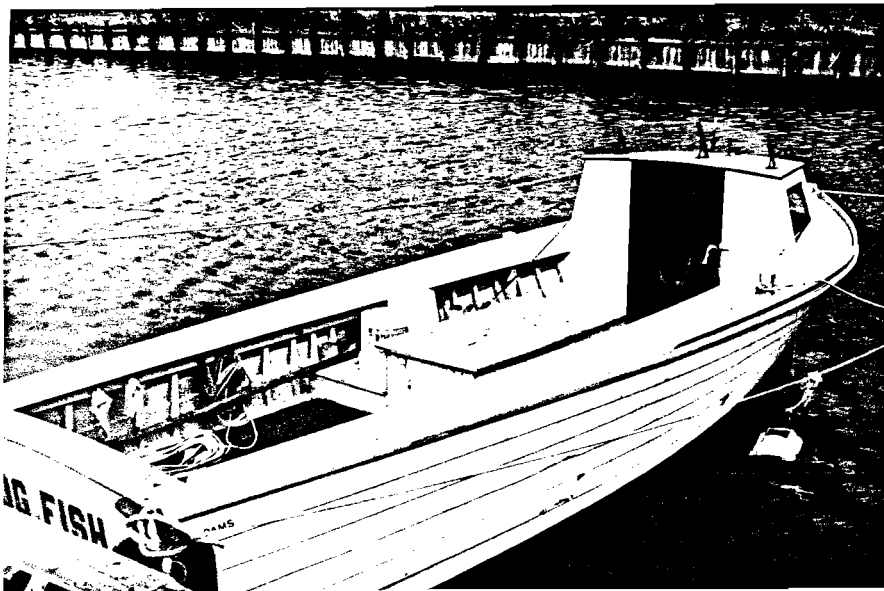
PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Tucker Elfman REGISTRATION # NJ 8466 D
 24 High Bar Rd., Long Beach, NJ

DESCRIPTION

Boat Type: Skiff Place of Construction: New Gretna
 Builder: Carl Adams
 Designer (Naval Architect):
 Date of Construction: 1930 Engine: 21 H.P. Starett diesel, original was 4 cyl. gas
 Source of Date: Walt Hunt (who worked for Adams) Steering: Wheel ___ Tiller ___ Other lever ___
 Length: 21' Draft: 18" (Centerboard down ___)
 Beam: 7' Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: bronze screws Displacement:
 Frames: oak Ballast: lbs. Exterior ___ Interior ___
 Planks: cedar Hull Form (for power boats): round bilge, flat run
 Keel: Keelson of oak, external keel is shaped cedar Planking Type
 Deck: plank Carvel ___
 Interior: open Lapstrake
 Spars: Strip ___
 Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # SK-11



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()
 Restored () Adapted ()

COMMENTS (note alterations):

Repowered.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

Carl Adams was one of the best known and most respected skiff builders of this area until he died at about 85 in 1979. His skiffs have style, sea handling ability, and sound long lasting construction. The ribs of this skiff are about 7" on centers, except for the center of the boat near the engine, where they are about 5" on centers. The cedar planking is 1" thick and fastened with bronze screws. The transom is notched to receive the lapped strakes, a procedure which gives style and strength to the aft planking, but requires great care from the shipwright. It is a feature rarely found in surviving boats today.

This boat was built at the beginning of Adams' career as a builder. It is the earliest of his boats found by this inventory. Although Adams' shop was in Atlantic County, just over the county line, many, if not most, of his clients were Barnegat Bay fishermen.

This boat has the typical working skiff design, with an engine amidships covered by a box, a steering lever at the right side of the open cockpit amidships, and engine controls on the forward side of the engine box. The cockpit is open, with a windscreen forward, and a small cuddy with a head. Although it is small, it seems to have been designed for inshore commercial fishing.

REFERENCES:

Tucker Elfman. Interview by George Petty and visual inspection, August 27, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 28, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: Anna Mae FORMER OR ORIGINAL NAME(S):

PRESENT OWNER / ADDRESS: SAIL #
Bud Crane
Cherry Hill, NJ 609-663-3792 REGISTRATION # doc

DESCRIPTION

Boat Type: Commercial fishing skiff Place of Construction: Elizabeth, N.J.

Builder: owner built, by a local carpenter, name unknown

Designer (Naval Architect):

Date of Construction: 1932 Engine: 2 flat head 6 cyl. Chryslers

Source of Date: owner Steering: Wheel Tiller Other

Length: 36' Draft: 40" (Centerboard down)

Beam: 11' Sail Area:

Rig: Spar Lengths:

Materials Keel Shape:

Fastenings: bronze screws and some Displacement:

Frames: steam bent oak^{galv.} nails Ballast: lbs. Exterior Interior

Planks: cedar 5/4" Hull Form (for power boats): round bilge, displacement hull

Keel: oak Planking Type

Deck: cedar Carvel

Interior: trunk cabin, vertical Lapstrake

Spars: cedar siding, tongue and Strip
groove mahogany inside Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # SK-12



PHYSICAL CONDITION:

Excellent () Fair () Poor () Good (X)

Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

REFERENCES:

RECORDED BY: George R. Petty, Jr.

DATE: August 28, 1983

ORGANIZATION: Ocean County Cultural & Heritage Commission

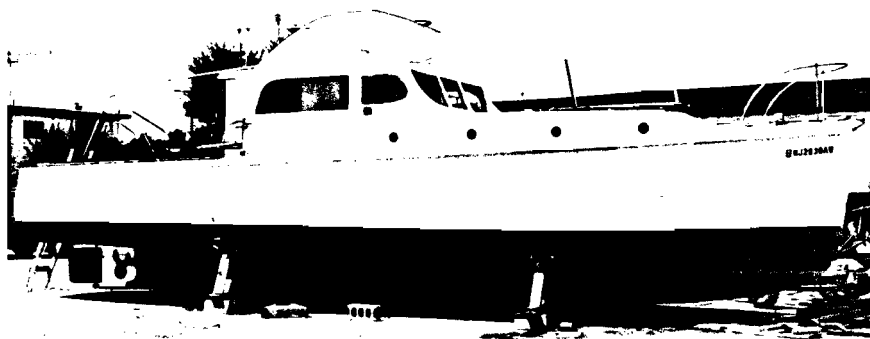
PRESENT NAME: Geronimo FORMER OR ORIGINAL NAME(S): Rex
PRESENT OWNER / ADDRESS: SAIL #
Richard Brickner
302 Otter St., Browns Mills, NJ REGISTRATION # doc

DESCRIPTION

Boat Type: Sea Skiff Place of Construction: Waretown
Builder: Sam Hunt
Designer (Naval Architect):
Date of Construction: 1938 Engine: orig. 39 B.H.P. gas; now 350 Chev. V-8
Source of Date: orig. documentation Steering: Wheel Tiller Other
Length: 37' Draft: 3½' (Centerboard down)
Beam: 11' 9" Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: copper rivets Displacement: 12 net Tons
Frames: oak Ballast: lbs. Exterior Interior
Planks: cedar Hull Form (for power boats): round bilge, flat run
Keel: oak Planking Type
Deck: cedar Carvel
Interior: trunk cabin, raised deck & Lapstrake
Spars: deck house Strip
Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # SK-13



PHYSICAL CONDITION:

Excellent () Fair () Poor (X)
Restored () Adapted ()

COMMENTS (note alterations):

The boat is on blocks awaiting repair of damage at waterline at the starboard bow.

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: New owner intends to refit and use it for charter fishing.

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

This is one of the few large fishing skiffs found for which there is documentary evidence of its construction in Waretown. The documentation doesn't show the name of the builder, but gives the first owner as Victor Lanitsky, of Philadelphia.

REFERENCES:

Richard Brickner. Telephone interview by George Petty and visual inspection, Aug. 28, 1983.

RECORDED BY: George R. Petty, Jr.

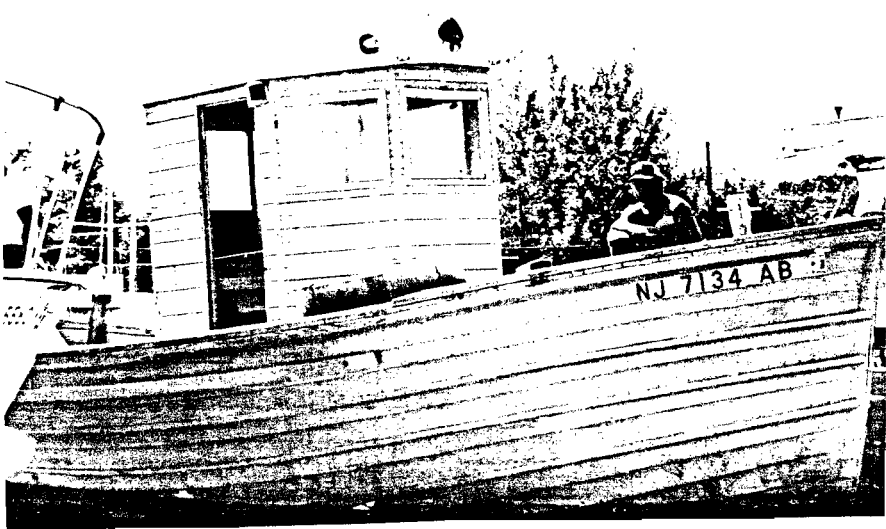
DATE: August 29, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Kevin Fleming REGISTRATION # NJ 7134 B
Beach Marina, Marine Rd. & the Bay
DESCRIPTION Waretown, NJ
Boat Type: Sea Skiff Place of Construction: Keyport
Builder:
Designer (Naval Architect):
Date of Construction: c.1950 Engine: 307 V-8
Source of Date: owner Steering: Wheel Tiller Other
Length: 33' Draft: 18" (Centerboard down)
Beam: 11' Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: copper rivets, some Displacement:
Frames: bent oak galv. bolts Ballast: lbs. Exterior Interior
Planks: cedar Hull Form (for power boats): displ. round bilge
Keel: oak Planking Type
Deck: cedar fwd. Carvel
Interior: open Lapstrake with battens
Spars: Strip
Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # SK-14



PHYSICAL CONDITION:
Excellent () Fair () Poor (X)
Restored () Adapted ()
COMMENTS (note alterations):

Boat is up on blocks and deteriorating.

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: on blocks

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

This skiff, with its open cockpit, minimal deck forward, and displacement hull with no planing run, is a type of workboat not often found. Its owner doesn't know its age or the name of the builder, so not much can be said about that aspect of its historical value. But from the point of view of construction, it seems to be more traditional than many others included in the inventory.

REFERENCES:

Kevin Fleming. Interview by George Petty and visual inspection, August 27, 29, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 27, 29, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Unknown REGISTRATION # NJ 7533 G
c/o High Bar Marina, Long Beach, NJ

DESCRIPTION

Boat Type: Fishing skiff Place of Construction: New Gretna
Builder: Carl Adams
Designer (Naval Architect):
Date of Construction: c. 1950 Engine:
Source of Date: Walter Hunt Steering: Wheel Tiller Other
Length: 32' Draft: 2½' (Centerboard down)
Beam: 11' Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: Displacement:
Frames: Ballast: lbs. Exterior Interior
Planks: Hull Form (for power boats): round bilge flat run
Keel: Planking Type
Deck: Carvel below waterline
Interior: large trunk cabin, cockpit Lapstrake above waterline
Spars: aft, spray shield over cabin Strip
Other

Additional Description or other Equipment (i.e. sails)

Mahogany trim and brass fittings.

Photo: Negative File # SK-15



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()
Restored () Adapted ()

COMMENTS (note alterations):

None visible.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

According to local informants, this is the only pleasure cruiser Carl Adams ever built. Most of his boats were for commercial fishermen or charter captains. This one has a stylish trunk cabin trimmed in mahogany, with brass fittings. It has been well kept, and is a fine example of Adams' craft.

REFERENCES:

Walt Hunt, formerly an assistant to Carl Adams. Telephone conversation by George Petty and visual observation, August 27, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 29, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Joyce Major
 c/o Iggie's Marina, E.Bay Ave., Barnegat REGISTRATION # NJ 5272 CZ

DESCRIPTION

Boat Type: Outboard skiff Place of Construction:
 Builder: Bertram
 Designer (Naval Architect):
 Date of Construction: c. 1950 Engine: o/b
 Source of Date: owner Steering: Wheel ___ Tiller ___ Other o/b
 Length: 14' Draft: 4" (Centerboard down ___)
 Beam: 4' 6" Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: copper rivets and brass screws Displacement:
 Frames: bent oak screws Ballast: lbs. Exterior ___ Interior ___
 Planks: cedar Hull Form (for power boats): round bilge
 Keel: cedar plank Planking Type
 Deck: plywood at stem Carvel X
 Interior: open Lapstrake ___
 Spars: Strip ___
 Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # SK-16

PHYSICAL CONDITION:

Excellent () Fair () Poor () Good ()

Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()

Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

This is an early production boat from a builder who later became well known for larger fishing skiffs with inboard power. This one is carefully constructed, with bent oak frames about 5" on centers.

REFERENCES:

Joyce Major. Interview by George Petty, August 24, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 24, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: Lit II FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
James Thropp REGISTRATION # no current registration
40 Seward Ave., Toms River, NJ

DESCRIPTION

Boat Type: Skiff Place of Construction: Atlantic Highlands
Builder: King
Designer (Naval Architect):
Date of Construction: 1932 Engine: V-8 gas
Source of Date: owner Steering: Wheel ___ Tiller ___ Other missing (lever?)
Length: 24' Draft: 20" (Centerboard down ___)
Beam: 8' Sail Area:
Rig: Spar Lengths:
Materials Keel Shape:
Fastenings: copper rivets, some Displacement:
Frames: bent oak bronze screws Ballast: lbs. Exterior ___ Interior ___
Planks: cedar Hull Form (for power boats): round bilge, flat run
Keel: shaped cedar plank with box traditional skiff hull
Deck: 1/4 ply & fiberglass garboard Planking Type
forward Carvel ___
Interior: open, mahogany coaming Lapstrake X
Spars: Strip ___
Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # SK-17



PHYSICAL CONDITION:
Excellent () Fair () Poor (X)
Restored () Adapted ()
COMMENTS (note alterations):

Boat is up on blocks and has not been used since 1978. It is beginning to deteriorate.

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: not in use

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

This skiff was designed as a commercial fishing skiff, as the lever steering, open cockpit, and center bitt for hauling nets suggest. The present owner bought it from the New Jersey Fish and Game Commission. The Fish and Game Commission had some police functions, and used the skiffs as "chase boats." It is possible that the center bitt was for towing other boats.

REFERENCES:

James Thropp. Interview by George Petty, August 25, 1983.

Peter Guthorn, The Seabright Skiff (New Brunswick, 1971), pp. 128, 100, 45.

RECORDED BY: George R. Petty, Jr.

DATE: August 29, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: FORMER OR ORIGINAL NAME(S):

PRESENT OWNER / ADDRESS:

Salvatore Fiorenze

c/o Waretown Marine Basin

P.O. Box 617, Main St., Waretown, NJ

SAIL #

REGISTRATION # NJ 3463 E

DESCRIPTION

Boat Type: Skiff

Place of Construction: Toms River

Builder: Clayton Boat Works

Designer (Naval Architect):

Date of Construction: 1946

Engine: 2 Chrysler flat head 6 cyl.

Source of Date: marina

Steering: Wheel Tiller Other

Length: 26'

Draft: 2' (Centerboard down)

Beam: 9'

Sail Area:

Rig:

Spar Lengths:

Materials

Keel Shape:

Fastenings: copper rivets for
strakes, steel bolts through ribs

Displacement:

Frames: oak

Ballast: lbs. Exterior Interior

Planks: cedar

Hull Form (for power boats): round bilge, flat run
aft

Keel: plank with oak keelson

Planking Type

Deck: mahogany

Carvel

Interior: cuddy cabin

Lapstrake

Spars:

Strip Other

Additional Description or other Equipment (i.e. sails)

Photo:

Negative File # SK-18

PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: pleasure and fishing

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

The Clayton Boat Works of Toms River is listed by Peter Guthorn as a noted builder of pleasure skiffs after World War II. This model is rather plain, and more in the tradition of commercial fishing skiffs than modern pleasure boats. It has only a small cuddy cabin with a minimal v-bunk and head, with an open deck house. The remainder of the cockpit is completely open. However, there is wheel steering, and the cockpit is not rigged as for commercial fishing. Nevertheless, the construction of the boat follows traditional fishing skiff lines.

REFERENCES:

Marina personnel. Interview by George Petty, August 26, 1983.
Peter Guthorn, The Seabright Skiff (New Brunswick, 1971), p. 101.

RECORDED BY: George R. Petty, Jr.

DATE: August 26, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: Shirley FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL # Hull # 379
 Ed Leadbeater REGISTRATION # NJ 4600 J
 2 Spanish Wells Ave., Toms River, NJ

DESCRIPTION

Boat Type: Fishing skiff Place of Construction: Egg Harbor
 Builder: Pacemaker
 Designer (Naval Architect):
 Date of Construction: 1948 Engine: Chrysler 318 V-8 (repowered)
 Source of Date: owner Steering: Wheel Tiller Other
 Length: 30' Draft: 2 1/2' (Centerboard down)
 Beam: 11' Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: copper rivets Displacement:
 Frames: oak Ballast: lbs. Exterior Interior
 Planks: cedar Hull Form (for power boats): round bilge with
 Keel: oak Planking Type planing afterbody
 Deck: fiberglass over cedar Carvel
 Interior: cuddy cabin and deck house Lapstrake
 Spars: Strip
 Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # SK-19



PHYSICAL CONDITION:

Excellent () Fair (X) Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

Repowered.

ORIGINAL USE:

Pleasure (X) Racing () Industry () Transportation () Fishing () Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

This is an early Pacemaker production line skiff, using traditional materials and fastenings. For a production boat, it is well made, and has survived three sinkings and some hard use. The owner says it was in excellent shape two years ago, and he has reacquired it with the intention of restoring it.

REFERENCES:

Ed Leadbeater. Interview by George Petty, August 26, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 26, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: Dusty-Boy FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Robert Gaff, Sr.
 1722 S. Lakeside Dr., Forked River, N.J. REGISTRATION # NJ 1885 D

DESCRIPTION

Boat Type: Skiff Place of Construction: Lavallette, N. J.
 Builder: Charles Hankins
 Designer (Naval Architect):
 Date of Construction: 1947 Engine: Chrysler Crown, 6 cyl., flat head
 Source of Date: owner Steering: Wheel ___ Tiller ___ Other lever amidships
 Length: 22' Draft: 18" (Centerboard down ___)
 Beam: 8'6" Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: copper nails Displacement:
 Frames: bent oak Ballast: lbs. Exterior ___ Interior ___
 Planks: cedar Hull Form (for power boats): round bilge, flat run
 Keel: cedar plank with box garboard Planking Type
 Deck: 1/4 deck forward Carvel ___
 Interior: open, with deck house fwd. Lapstrake X
 Spars: Strip ___
 Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # SK-20



PHYSICAL CONDITION:

Excellent (X) Fair () Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes (X) No () Possible ()

HISTORICAL SIGNIFICANCE:

The Hankins skiffs are well known as traditional Barnegat Bay craft. The Hankins family has been building them for almost a century. This one has all of the characteristics of the early power skiffs, including the box garboard, through which the propellor shaft is lead. The engine box and controls are amidship, as is the traditional lever for steering

REFERENCES:

G. Petty. Visual inspection and telephone interview with the owner, August 25, 1983.
Peter Guthorn, The Seabright Skiff (New Brunswick, 1971), pp 55, 126-7

RECORDED BY: Geroge Petty

DATE: August 25, 1983

ORGANIZATION:
Ocean County Cultural & Heritage Commission

PRESENT NAME: Sweet Marie FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 William Miller
 Waretown, NJ or REGISTRATION # documented
 c/o Liberty Harbor Marina

DESCRIPTION

Boat Type: Sea skiff Place of Construction: Baltimore, Md.
 Builder:
 Designer (Naval Architect):
 Date of Construction: 1936 Engine: 2 olds 455 cu. in. V-8s
 Source of Date: owner Steering: Wheel Tiller Other
 Length: 37' Draft: 3' (Centerboard down)
 Beam: 11' Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: steel screws Displacement:
 Frames: oak Ballast: lbs. Exterior Interior
 Planks: mahogany Hull Form (for power boats): round bilge, flat run, modified displacement
 Keel: oak Planking Type
 Deck: various, including plywood Carvel
 Interior: v-bunk and head in large Lapstrake
 Spars: cuddy Strip
 Other

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # SK-21



PHYSICAL CONDITION:

Excellent () Fair (X) Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

Repowered with modern engines.

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: commercial party charter

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (X) Possible ()

HISTORICAL SIGNIFICANCE:

This boat was built for chartering, and it is still being used that way.

REFERENCES:

William Miller. Interview by George Petty, August 27, 1983.

RECORDED BY: George R. Petty, Jr.

DATE: August 27, 1983.

ORGANIZATION: Ocean County Cultural and Heritage Commission

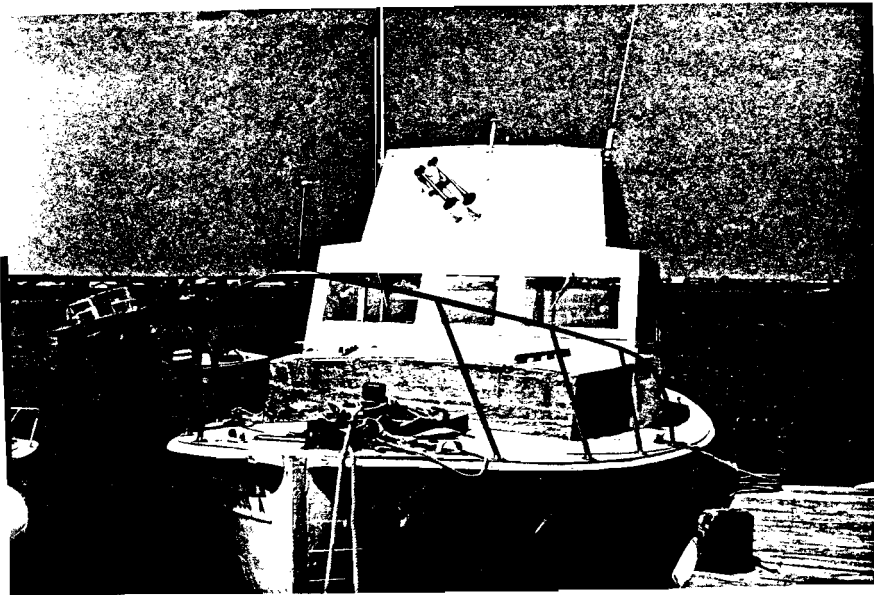
PRESENT NAME: FORMER OR ORIGINAL NAME(S):
 PRESENT OWNER / ADDRESS: SAIL #
 Carl DelConti
 Downe's Marina, Bayville REGISTRATION # N.J. 3898 A

DESCRIPTION

Boat Type: sea skiff Place of Construction: West Creek
 Builder: Adam Price
 Designer (Naval Architect):
 Date of Construction: 1951 Engine: 150 H.P. 6 cyl. Hercules diesel
 Source of Date: owner Steering: Wheel Tiller Other _____
 Length: 39' Draft: 3'6" (Centerboard down _____)
 Beam: 11' Sail Area:
 Rig: Spar Lengths:
 Materials Keel Shape:
 Fastenings: bronze Displacement:
 Frames: oak Ballast: lbs. Exterior Interior
 Planks: cedar Hull Form (for power boats): modified
 Keel: oak displacement; planing run aft, plumb stem
 Deck: cedar, plywood, and fiber-Carvel
 Interior: ^{glass} Lapstrake
 Spars: Strip
 Other _____

Additional Description or other Equipment (i.e. sails)

Photo: Negative File # SK-22



PHYSICAL CONDITION:

Excellent () Fair (X) Poor ()
 Restored () Adapted ()

COMMENTS (note alterations):

The deck and cabin surfaces
 have all been fibreglassed.

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (X) Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (X)

HISTORICAL SIGNIFICANCE:

Adam Price was a respected Ocean County builder of sea skiffs for commercial and pleasure fishing from the late thirties through the 1960s. He had the reputation of building strong seaworthy boats that would last. This example has retained its structural integrity and hull lines very well.

The original cuddy cabin and deck house lines have been altered by plywood and fiberglass coverings, and a flying bridge of simple construction has been added.

REFERENCES:

G. Petty; interview with owner and visual inspection, Aug. 28, 1983

RECORDED BY: G. Petty

DATE: Aug. 28, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: Fagerland

FORMER OR ORIGINAL NAME(S):

PRESENT OWNER / ADDRESS:
Simon Fagerland
BarnegatSAIL #
REGISTRATION #

DESCRIPTION

Boat Type: sea skiff

Place of Construction: Lavallette

Builder: Hankins

Designer (Naval Architect):

Date of Construction: 1955

Engine: 440 Chrysler v-8

Source of Date: local fishermen

Steering: Wheel ___ Tiller ___ Other lever

Length: 33'

Draft: 2' (Centerboard down ___)

Beam: 11'

Sail Area:

Rig:

Spar Lengths:

Materials

Keel Shape:

Fastenings:

Displacement:

Frames: oak

Ballast: lbs. Exterior ___ Interior ___

Planks: cedar (1")

Hull Form (for power boats):

Keel: shaped cedar plank

Planking Type

Deck: open

Carvel ___

Interior:

Lapstrake x

Spars:

Strip ___

Other _____

Additional Description or other Equipment (i.e. sails)

Currently rigged for gill netting

Photo:

Negative File # SK-23



PHYSICAL CONDITION:

Excellent () Fair (^{good}) Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

repowered

ORIGINAL USE:

Pleasure () Racing () Industry () Transportation () Fishing (x) Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No () Possible (x)

HISTORICAL SIGNIFICANCE:

The Hankins family has been building skiffs in Lavallette for over 50 years. Their boats are the traditional Jersey shore skiffs, with a shaped cedar plank for a keel, oak frames, and lapstrake planking.

This one is rigged in the traditional commercial fisherman's skiff style, with a lever for steering just forward of the engine cover, to keep clear of the nets over the stern. It has the traditional hand operated lift pump for the bilge. Fishermen from half a century back could come to look at this boat and recognize most of its features, except the powerful chrysler v-8 engine.

REFERENCES:

G. Petty. Visual inspection and interview with local fishermen, Aug. 28, 1983.
Peter Guthorn, The Seabright Skiff and Other Jersey Shore Boats, (New Brunswick, 1971).

RECORDED BY: George Petty

DATE: Aug. 28, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission

PRESENT NAME: *Argus* FORMER OR ORIGINAL NAME(S):PRESENT OWNER / ADDRESS: SAIL #
Dr. Eames
1871 Fernington Rd., Trenton, O 3505 REGISTRATION #

DESCRIPTION

Boat Type: *sea skiff*

Place of Construction:

Builder:

Designer (Naval Architect):

Date of Construction: *1936*Engine: originally Chrysler Crowns; now
*2 Chrysler 318 v-8s*Source of Date: *marina personnel*Steering: Wheel Tiller Other _____Length: *39'*Draft: *3'* (Centerboard down _____)Beam: *10'*

Sail Area:

Rig:

Spar Lengths:

Materials

Keel Shape:

Fastenings: *bronze screws*

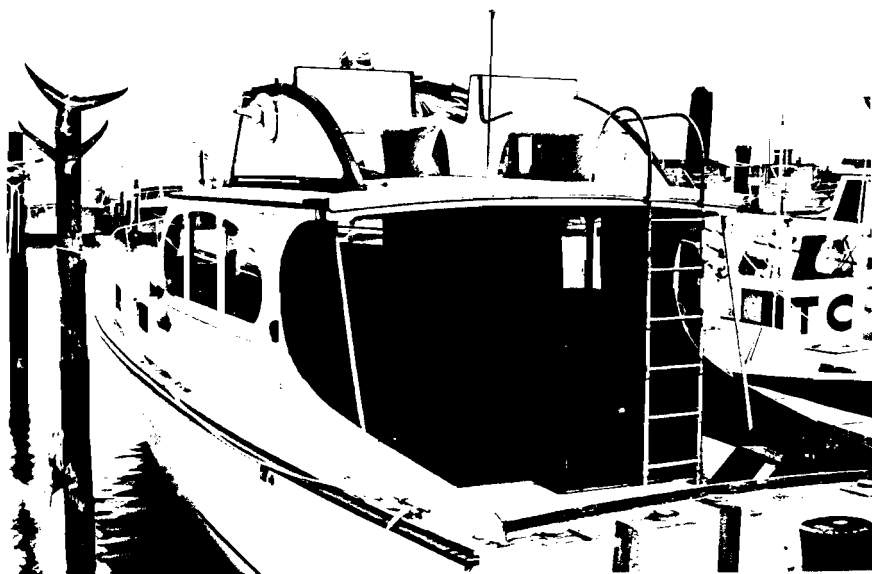
Displacement:

Frames: *oak*Ballast: _____ lbs. Exterior Interior Planks: *mahogany*Hull Form (for power boats): *typical skiff*
*round bilge, flat run*Keel: *not visible*

Planking Type

Deck: *mahogany*Carvel Interior: *mahogany enclosed*Lapstrake Spars: *deck house*Strip

Other _____

Additional Description or other Equipment (i.e. sails)
little sheer in lines toward bow; fiberglass cabin top; galvanized
*pulpit on bow; deck house roof still mahogany.*Photo: Negative File # *SK-24*PHYSICAL CONDITION: *good*
Excellent () Fair () Poor ()

Restored () Adapted ()

COMMENTS (note alterations):

ORIGINAL USE:

Pleasure (x) Racing () Industry () Transportation () Fishing (x) Lifesaving ()
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes () No (x) Possible ()

HISTORICAL SIGNIFICANCE:

The angular lines of the trunk cabin and deck house, the nearly plumb stem, and generally low profile mark this as a late pre-war skiff. The bilge was not open for inspection, so the keel plank arrangement couldn't be described.

The present owner was unable to give any information on the builder or designer.

The flying bridge is a later addition.

REFERENCES:

G. Petty. Visual inspection and interview with marina personnel, Aug 5, 1983.

RECORDED BY: G. Petty

DATE: Aug. 5

ORGANIZATION: Ocean County Cultural and Heritage Commission