OECEAN COUNTY INVENTORY OF HISTORIC BOATS

FINAL REPORT

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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.
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 is 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 database 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 owner's 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 fishermen 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 of 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


2 Nash, pp. 41-42.

3 Wilson, p. 154.

4 Wilson, pp. 146-8


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

Dr. George R. Petty, Jr., Researcher

October 30, 1983
INDEX OF INDIGENOUS BOATS

(Boats Made in Ocean County for Ocean County Owners)

Class
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CP (Cruising Powerboat) 3,6,10,16
GS (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' sneakbox hull), 1 - 11.
SAIL PLAN OF SILENT MAID—MARCONI RIG
Designed by Francis Sweiguth

THIRTY-FOUR-FOOT CATBOAT, SILENT MAID—LINES
Designed by Francis Sweiguth
1925
Survey Form LC-3

AILLUSTTrATED GLOSSARY

Garvey c. 1935
Survey Form
GA-2

Garvey 1938
Survey Form
GA-3

chines
Carvel planks
(smooth sides)

Cross-planked
bottom

mooring cleat
Rudder yoke
and lines
Sea Skiff c. 1930
Survey form Sk-11

Gaff-rigged catboat
Drawing from Edmund G. Schoellie, ed.,
Sailing Craft (N.Y., 1937), p.90
Unstayed demountable mast

Spray shield

Folding oarlocks

Cambered (rounded) deck

Daggerboard

Skag

Transom

Yoke and line


Daggerboard trunk

Sneak Box 1946

Survey Form GS-14

Backboards for decoys
PRESENT NAME: Anna M
PRESENT OWNER / ADDRESS:
Mrs. Garnet Tilton
112 Bond Ave., Lavallette, NJ

FORMER OR ORIGINAL NAME(S): same
SAIL #
REGISTRATION # documented

DESCRIPTION
Boat Type: Commercial fishing boat
Builder: William Rote
Designer (Naval Architect):
Date of Construction: 1924
Source of Date: owner
Length: 32'
Beam: 13'
Rig:
Materials
Fastenings:
Frames: oak
Planks: cedar
Keel: oak
Deck: cedar with fiberglass
Interior: trunk cabin fwd with pilot house
Spar:

Place of Construction: Island Heights
Engine: originally a Palmer; repowered with a Chevy Flagship
Steering: Wheel X Tiller ___ Other _____
Draft: 2' (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: lbs. Exterior ___ Interior ___
Hull Form (for power boats): catboat type hull small deadrise, curved stern
Planking Type
Carvel X
Lapstrake ___
Strip ___
Other ___________________

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

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

COMMENTS (note alterations):
fiberglass over deck, repowered with Chevroiet Flagship V-8
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:

INDIVIDUAL BOAT SURVEY FORM # CF-2

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

DESCRIPTION:
Boat Type: commercial fisherman
Builder: William Lewis
Designer (Naval Architect):
Date of Construction: 1928
Source of Date: owner
Length: 38'
Beam: 13'8"
Rig:

Materials
Fastenings: iron nails
Frames: oak
Planks: 5/4 cedar
Keel: yellow pine 10"
Deck: fiberglass over cedar
Interior: trunk cabin and open deck house
Spars:

FORMER OR ORIGINAL NAME(S):
SAIL #
REGISTRATION # documented

Place of Construction: Long Branch

Engine: Chev. V-8 gas
Steering: Wheel X Tiller __ Other ____________
Draft: 3' (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: 1 lbs. Exterior __ Interior __
Hull Form (for power boats): round bilge, flat run aft
Planking Type
Carvel X
Lapstrake __
Strip __
Other ____________

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

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 reabling 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
INDIVIDUAL BOAT SURVEY FORM # CF-3

PRESENT NAME: Hannah Ann
PRESENT OWNER / ADDRESS:
Robert Corliss
Green Street, Tuckerton, N. J.

FORMER OR ORIGINAL NAME(S): 
SAIL #
REGISTRATION # NJ 1657 CH

DESCRIPTION
Boat Type: commercial fishing boat
Builder: Falkinberg
Designer (Naval Architect):
Date of Construction: 1930
Source of Date: mechanic who worked on the boat in the 30's
Length: 28'
Beam: 8'
Rig:

Engine: 2 V-8 gas
Steering: Wheel ___ Tiller ___ Other ______
Draft: 2'2" (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: ___ lbs. Exterior ___ Interior ___
Hull Form (for power boats): hard chine, deep displacement
Planking Type
Carvel X
Lapstrake ___
Strip ___
Other ______

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

PHYSICAL CONDITION:
good
Excellent ( ) 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:

RECORDED BY: George Petty

ORGANIZATION: Ocean County Cultural & Heritage Commission

DATE: August 29, 1983
INDIVIDUAL BOAT SURVEY FORM # \text{XX-1}

PRESENT NAME: Odyssey

PRESENT OWNER / ADDRESS:  
% Diana Dale's Boat Basin  
aka Liberty Harbor Marina, Narragansett

FORMER OR ORIGINAL NAME(S):  
SAIL #
REGISTRATION # doc

DESCRIPTION

Boat Type: sea skiff
Builder:
Designer (Naval Architect):
Date of Construction: c. 1950
Source of Date: observation and
length: 36'
Beam: 12'
Rig:
Materials
Fastenings:
Frames:
Planks: mahogany
Keel:
Deck:
Interior:
Spars:

Place of Construction:
Engine: 1 v-8
Steering: Wheel X Tiller Other
Draft: 3\text{\frac{1}{2}}' (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: 1 lbs. Exterior ___ Interior ___
Hull Form (for power boats):
Planking Type
Carvel X
Lapstrake ___
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
PRESENT OWNER / ADDRESS:  Key Saraullo
City:    Barnegat, Barnegat Light

FORMER OR ORIGINAL NAME(S):
SAIL #
REGISTRATION # Doc

DESCRIPTION
Boat Type:  Comm'l Party boat
Builder:
Designer (Naval Architect): 
Date of Construction:  1933
Source of Date:  owner
Length:  48'
Beam:  15'
Rig: 
Materials
Fastenings:  galvanized iron
Frames:  oak
Planks:  cedar
Keel:  oak
Deck:  probably cedar, plywood, and fiberglass
Interior:
Spars:

Place of Construction:  New York?
Engine:  GMC 671 diesel
Steering:  Wheel x  Tiller __ Other ________
Draft:  5' (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast:  lbs. Exterior __ Interior __
Hull Form (for power boats):  Hard chine, displacement hull
Planking Type
Carvel x
Lapstrake __
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:  good
Excellent ( )  Fair ( )  Poor ( )
Restored ( )  Adapted ( )
COMMENTS  (note alterations):
repowered.
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 #

Builder: Dick Clineman

REGISTRATION #: doc

Design

Date of Construction: 1938

Source of Date: owner

Length: 34' overall

Beam: 12'

Rig:

Engine: Barr Marine Clds 455 cu in. v-6

Steering: Wheel X Tiller __ Other __________

Draft: 3½' (Centerboard down ___)

Sail Area:

Spar Lengths: __

Keel Shape: __

Displacement: __

Ballast: 1bs. Exterior __ Interior __

Hull Form (for power boats): displ.

Planking Type

Carvel X

Lapstrake __

Strip __

Other __________

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

PHYSICAL CONDITION: Good

Excellent ( ) Fair ( ) Poor ( )

Restored ( ) Adapted ( )

COMMENTS (note alterations):

fiberglass decks

Photo: Negative File # CF-6
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
INDIVIDUAL BOAT SURVEY FORM # CF-7

PRESENT NAME: Paula J

FORMER OR ORIGINAL NAME(S):

PRESENT OWNER / ADDRESS: Capt. Paul Such

SAIL #

Forke River Town Dock, Forked River

REGISTRATION #

DESCRIPTION

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

Builder:

Designer (Naval Architect):

Date of Construction: c. 1940

Source of Date: visual inspection and owner

Length: 36'

Beam: 14'

Rig:

Materials

Fastenings: galvanized nails

Frames: oak

Planks: cedar

Keel: oak

Deck: plywood

Interior:

Spars:

Engine: Flat head 2 cyl.

Steering: Wheel _x_Tiller _ Other ___________

Draft: 3' (Centerboard down ___)

Sail Area:

Spar Lengths:

Keel Shape:

Displacement:

Ballast: 1bs. Exterior __ Interior __

Hull Form (for power boats): displ.

Planking Type

Carvel __

Lapstrake __

Strip __

Other ___________

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

PHOTO: Negative File # CF-7

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 (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:

RECORDED BY: G. Fetty
ORGANIZATION: Ocean County Cultural and Heritage Commission

DATE: Aug. 16, 1983
PRESENT NAME: Waterwagon

PRESENT OWNER / ADDRESS: H.C. Pickering Jr.
77 W. Shore Trail, Sparta, N.J.

FORMER OR ORIGINAL NAME(S): Waterwagon

SAIL #

REGISTRATION #: N.J. 423 B

DESCRIPTION

Boat Type: Power Cruiser

Builder: Slaughter

Designer (Naval Architect): 

Date of Construction: 1933

Source of Date: owner

Length: 31'

Beam: 9'

Rig:

Materials

Fastenings:

Frames: oak

Planks: white cedar

Keel: oak

Deck: mahogany

Interior: large cabin and wheelhouse

Spars:

Place of Construction: Lewis, Delaware

Engine:

Steering: Wheel X Tiller ___ Other _______

Draft: 3' (Centerboard down ___)

Sail Area:

Spar Lengths:

Keel Shape:

Displacement:

Ballast: lbs. Exterior ___ Interior ___

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

Planking Type

Carvel ___

Lapstrake X

Strip ___

Other ___

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

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
PRESENT OWNER / ADDRESS: Harold Jones
56 Harrison Ave., Cherry Hill, N.J.

DESCRIPTION
Boat Type: Power cruiser
Builder: Dawn Shipbuilding
Designer (Naval Architect):
Date of Construction: 1929
Source of Date: owner
Length: 45'
Beam: 11'
Rig:
Materials
Fastenings: copper rivets
Frames: oak
Planks: cedar
Keel: oak
Deck: fiberglass over cedar
Interior: 4 berths, mahogany trim
Spars:

FORMER OR ORIGINAL NAME(S):
SAIL #
REGISTRATION # documented

Engine: 2 300 Cu. in. Ford V-8s (repowered)
Steering: Wheel X Tiller ___ Other ______
Draft: 4' (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: lbs. Exterior ___ Interior ___
Hull Form (for power boats): displacement
Planking Type
Carvel X
Lapstrake ___
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
PRESENT OWNER / ADDRESS: John Kagler
c/o Morrison's Marina, Beach Haven

FORMER OR ORIGINAL NAME(S):
SAIL #
REGISTRATION # documented

DESCRIPTION

Boat Type: Power cruiser
Builder: Adam Price
Designer (Naval Architect):
Date of Construction: 1933
Source of Date: Morrison's Marina
Length: 39'
Beam: 11' 6"
Rig:
Materials
Fastenings: bronze screws
Frames: oak
Planks: cedar
Keel: oak
Deck: fiberglassed
Interior: large cabin and pilot
Spars: house, trimmed in mahogany

Place of Construction: West Creek
Engine: 2 Chrysler Crown 65 hp. flat-head six cyl.
Steering: Wheel X__Tiller __ Other ___________
Draft: 3' (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: 1bs. Exterior __ Interior __
Hull Form (for power boats): round bilge, flat run
Planking Type
Carvel X
Lapstrake __
Strip __
Other ___________

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

PHYSICAL CONDITION:
Excellent ( ) Fair ( ) Poor ( ) Good ( )
Restored ( ) Adapted ( )

COMMENTS (note alterations):
Fiberglass on deck and cabin top.
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
PRESENT OWNER / ADDRESS:
John Callahan
Lake Avenue, Bay Head

FORMER OR ORIGINAL NAME(S): Hart's Desire
SAIL #
REGISTRATION # documented

DESCRIPTION
Boat Type: Cruising Power Boat
Builder: Consolidated Shipbuilding
Designer (Naval Architect):
Date of Construction: 1929
Source of Date: owner
Length: 60'
Beam: 14'
Rig:

Materials
Fastenings: bronze screws
Frames: oak
Planks: double planked cedar
Keel: oak
Deck: teak

Engine: Repowered with two Chrysler V-8 200 hp in 1960s
Steering: Wheel X Tiller __ Other ________
Draft: 4' (Centerboard down ___)

Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: lbs. Exterior ___ Interior ___

Hull Form (for power boats): displacement
Planking Type
Carvel X

Interior: fwd. and aft staterooms, saloon, engine room, raised pilot house
Lapstrake __
Strip __
Other ____________________

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

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 Fitzgerald's 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: 
PRESENT OWNER / ADDRESS: 
Arnold's Marina 
Pt. Pleasant, NJ

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

DESCRIPTION

Boat Type: Power cruiser
Builder: Elco
Designer (Naval Architect): 
Date of Construction: 1937
Source of Date: R.J. Wary, Bridge Marine, Pt. Pleasant
Length: 34' 
Beam: 9' 6"
Rig:

Materials
Fastenings: bronze screws
Frames: bent oak
Planks: mahogany
Keel: oak
Deck: mahogany
Interior: trunk cabin fwd. large house
Spars:

Place of Construction: Bayonne
Engine: Chrysler 6 cyl. flat head
Steering: Wheel X Tiller _ Other _________
Draft: 3’ (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: __ lbs. Exterior ___ Interior ___
Hull Form (for power boats): displacement
Planking Type
Carvel X
Lapstrake ___
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:


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):
SAIL #
REGISTRATION #: NJ 4767 A

PRESENT OWNER / ADDRESS:
Marsden Peabody
289 Jefferson Rd., Princeton, NJ

DESCRIPTION
Boat Type: Cruising power boat
Builder: unknown
Designer (Naval Architect):
Date of Construction: 1917
Source of Date: owner
Length: 38'
Beam: 11' 5"
Rig:
Materials
Fastenings: copper rivets, some galv. nails
Frames: oak
Planks: cedar
Keel: oak
Deck: cedar strips
Interior: trunk cabin, note vertical cedar sides
Spar Lengths:
Keel Shape:
Displacement:
Ballast: lbs. Exterior ___ Interior
Hull Form (for power boats): hard chine, displacement hull
Planking Type
Carvel X
Lapstrake ___
Strip ___
Other ___

Place of Construction: Point Pleasant NY (?) perhaps NJ

Engine: V-8 gas, original 4 cyl gas
Steering: Wheel X Tiller ___ Other _________
Draft: 2½' (Centerboard down ___)
Sail Area:

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.
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 draft, 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.
PRESENT NAME: Mystery II

PRESENT OWNER / ADDRESS:
Thomas Prestia
Philadelphia, c/o Redman's Marina

DESCRIPTION
Boat Type: Cruising sedan
Builder: American Car and Foundry
Designer (Naval Architect):
Date of Construction: 1929
Source of Date: owner
Length: 40'
Beam: 12' 6"
Rig:
Materials
Fastenings: bronze screws
Frames: oak
Planks: cedar
Keel: oak
Deck: fiberglass over cedar
Interior: large trunk cabin with fore Lapstrake
and aft staterooms and center pilot house

FORMER OR ORIGINAL NAME(S):
SAIL #
REGISTRATION # documented

Place of Construction: Upper Pennsylvania

Engine: GMC 671 diesel
Steering: Wheel X Tiller ___ Other ______
Draft: 3' (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: 1 lbs. Exterior ___ Interior __
Hull Form (for power boats): displacement
Planking Type
Carvel X
Lapstrake __
Strip __
Other ______

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

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
INDIVIDUAL BOAT SURVEY FORM # CP-8

PRESENT NAME: Mafdet
PRESENT OWNER / ADDRESS: Bert Horton Pemberton, NJ, c/o High Bar Marina
DESCRIPTION: Long Beach Tsp. NJ 08008

Former or Original Name(s): SAIL #: REGISTRATION #: NJ 1917 DB

Boat Type: Power cruiser Place of Construction:
Builder: Richardson
Designer (Naval Architect):
Date of Construction: 1942
Source of Date: owner
Length: 33'
Beam: 10' 6"
Rig:
Materials
Fastenings: bronze
Frames: oak
Planks: cedar
Keel: oak
Deck: fiberglass over cedar
Interior: trunk cabin fwd, deck house, Lapstrake __
Spars: no flying bridge, fiberglass cabin top

Engine: flat head Chrysler 6 cyl.
Steering: Wheel X Tiller __ Other __________
Draft: 2½' (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: 1 lbs. Exterior __ Interior __
Hull Form (for power boats): round bilge, flat run
Planking Type
Carvel X
Strip __
Other __________

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

PHYSICAL CONDITION:
Excellent ( ) Fair ( ) Poor ( X Good
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
INDIVIDUAL BOAT SURVEY FORM # CP-9

PRESENT NAME: none
PRESENT OWNER / ADDRESS:
Ted and Sons Marina
129 Bay Ave., Forked River, NJ

FORMER OR ORIGINAL NAME(S):
SAIL #
REGISTRATION # none

DESCRIPTION

Boat Type: Power cruiser, sport fisherman
Builder: Chris Craft
Designer (Naval Architect):
Date of Construction: 1938
Source of Date: owner
Length: 32'
Beam: 10'
Rig:
Materials
Fastenings: bronze screws
Frames: oak
Planks: mahogany
Keel: oak
Deck: mahogany
Interior: raised deck fwd. center deck house
Spars:

Place of Construction: Buffalo, N.Y.

Engine: 6 cyl. flat head Chris Craft 295 HP
Steering: Wheel X Tiller __ Other ____________
Draft: 2½' (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: ___ lbs. Exterior ___ Interior ___
Hull Form (for power boats):
Planking Type
Carvel X
Lapstrake __
Strip __
Other ____________

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

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

COMMENTS (note alterations):

Photo: Negative File # CP-9
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
PRESENT OWNER / ADDRESS: Richard Shipman
% Townsend's Marian, Lacey Rd. Forked River, N.J.

DESCRIPTION
Boat Type: power cruiser
Builder: Hubert Johnson
Designer (Naval Architect):
Date of Construction: 1925
Source of Date: Marina owner
Length: 46'
Beam: 13'
Rig:
Materials
Fastenings: cut iron nails
Frames: oak
Planks: cedar
Keel: oak
Deck: plywood
Interior: long trunk cabin with deck house; vinyl cabin top
Spars:

Place of Construction: Point Pleasant

Engine: Chrysler Crown, 6 cyl, flat head
Steering: Wheel (X) Tiller ( ) Other ( )
Draft: 3' (Centerboard down ( )
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: lbs. Exterior ( ) Interior ( )
Hull Form (for power boats): round bilge, displ.
Planking Type
Carvel (X)

Lapstrake ( )
Strip ( )
Other ( )

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

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 earlist 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
INDIVIDUAL BOAT SURVEY FORM # CP-11

PRESENT NAME: 

PRESENT OWNER / ADDRESS: 
Donald Price, Telford, Pa. 
Forked River Marina

FORMER OR ORIGINAL NAME(S): 

SAIL #: 

REGISTRATION # documented 

DESCRIPTION

Boat Type: power cruiser 
Builder: Matthews

Designer (Naval Architect): 

Date of Construction: 1948

Source of Date: Marina 
Length: 38' 
Beam: 10.9'

Rig: 

Materials

Fastenings: bronze screws 
Frames: oak

Planks: mahogany 
Keel: oak

Deck: mahogany 

Interior: long trunk cabin fwd 
large deck house enclosed

Spars: 

Place of Construction:

Engine: not seen 
Steering: Wheel X Tiller __ Other ____________
Draft: 3' (Centerboard down __)

Sail Area: 
Spar Lengths:

Keel Shape:

Displacement:

Ballast: lbs. Exterior__ Interior__

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

Planking Type

Carvel __ X

Lapstrake __

Strip __

Other _______________

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

Photo: Negative File # CP-11

PHYSICAL CONDITION: good
Excell ( ) 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:


RECORDED BY: George Petty DATE: August 24, 1983

ORGANIZATION:
Ocean County Cultural & Heritage Commission
PRESENT NAME: South Wind 11
PRESENT OWNER / ADDRESS: Walter J. Miscovits
28 Harden St., Hillside, N. J.

FORMER OR ORIGINAL NAME(S): SAIL #
REGISTRATION # documented, NJ 600 RJ

DESCRIPTION
Boat Type: Power cruiser
Builder: Matthews
Designer (Naval Architect):
Date of Construction: 1942
Source of Date: Marina records
Length: 38.10
Beam: 11.8

Rig:
Materials
Fastenings: bronze screws
Frames: oak
Planks: mahogany
Keel: oak

Deck:
Interior: trunk cabin fwd. large deck house enclosed

Spars:

Place of Construction:
Engine: not seen
Steering: Wheel X Tiller __ Other ____________
Draft: 3' (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: ___ lbs. Exterior ___ Interior ___
Hull Form (for power boats): round bilge, flat run, plumb stem
Planking Type
Carvel X

Lapstrake __
Strip __
Other __________________

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

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
ORGANIZATION: Ocean County Cultural & Heritage Commission

DATE: August 24, 1983
INDIVIDUAL BOAT SURVEY FORM # CP-13

PRESENT NAME: Adventurer

FORMER OR ORIGINAL NAME(S):

PRESENT OWNER / ADDRESS: Arthur Lobell
% State Marina, Forked River, N. J.

SAIL #

DESCRIPTION

REGISTRATION # documented

Boat Type: power cruiser

Place of Construction: Algonac, Michigan

Builder: Chris Craft

Engine: not seen

Designer (Naval Architect):

Steering: Wheel X Tiller __ Other ________________

Date of Construction: 1950

Draft: 3½'

Source of Date: marina records

(Centerboard down ___)

Length: 46'

Sail Area:

Beam: 13'

Spar Lengths:

Rig:

Keel Shape:

Materials

Displacement:

Fastenings: bronze screws

Ballast: 1 lbs. Exterior ___ Interior ___

Frames: oak

Hull Form (for power boats):

Planks: mahogany

Planking Type

Keel: oak

Carvel X

Deck: mahogany

Lapstrake ___

Interior: trunk cabin, with large en-
Strip ___
closed deck house

Other ________________

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

owner lives aboard

PHYSICAL CONDITION: good X

Excellent ( ) Fair ( ) Poor ( )

Restored ( ) Adapted ( )

COMMENTS (note alterations):

description from observation only

Photo: Negative File # CP-13
ORIGINIAL 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 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
ORGANIZATION: Ocean County Cultural & Heritage Commission

DATE: August 24, 1983
INDIVIDUAL BOAT SURVEY FORM # CP-14

PRESENT NAME: Erica-Hi

PRESENT OWNER / ADDRESS: Robert O. Gruelich
106 Orchard St., Cranford, N. J.

FORMER OR ORIGINAL NAME(S):

SAIL #

REGISTRATION #documented

DESCRIPTION

Boat Type: power cruiser
Builder: Chris Craft
Designer (Naval Architect):
Date of Construction: 1948
Source of Date: marine records
Length: 39.2'
Beam: 12'
Rig:

Materials

Fastenings: std. Chris Craft
Frames:
Planks:
Keel:
Deck:
Interior:
Spars:

Place of Construction: Algonac, Mich.

Engine: no seen
Steering: Wheel X Tiller __ Other __________
Draft: 3' (Centerboard down __)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: 1bs. Exterior __ Interior __
Hull Form (for power boats): modified replacement
Planking Type

Carvel X
Lapstrake __
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 (x) Racing ( ) Industry ( ) Transportation ( ) Fishing ( ) Lifesaving ( )
Other (describe)

PRESENT USE: same

NATIONAL AND STATE REGISTER ELIGIBILITY: Yes ( ) No (x) 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 personel August 24, 1983

RECORDED BY: George Petty DATE: August 24, 1983

ORGANIZATION:
Ocean County Cultural & Heritage Commission
PRESENT NAME: Dream On 11
PRESENT OWNER / ADDRESS:
Robert Scarborough
63 Throckmorton Ave., Eatontown, N. J.

REGISTRATION #: NJ 1572 AJ

FORMER OR ORIGINAL NAME(S):
SAIL #

DESCRIPTION

Boat Type: power cruiser
Builder: Chris Craft
Designer (Naval Architect): 
Date of Construction: 1950
Source of Date: marina records
Length: 36'
Beam: 12'
Rig: 

Materials
Fastenings: std Chris Craft
Frames: 
Planks: 
Keel: 
Deck: 
Interior: V-bunk under raised deck 
large enclosed deck house 

Place of Construction: Algonac, Mich.

Engine: not seen
Steering: Wheel X Tiller __ Other 
Draft: 3' (Centerboard down ___)
Sail Area: 
Spar Lengths: 
Keel Shape: 
Displacement: 
Ballast: lbs. Exterior ___ Interior ___
Hull Form (for power boats): round bilge, flat run, flared bow
Planking Type
Carvel X
Lapstrake _
Strip _
Other ___

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

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

COMMENTS (note alterations):

Photo: Negative File # CP-15
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
ORGANIZATION:
Ocean County Cultural & Heritage Commission

DATE: August 24, 1983
INDIVIDUAL BOAT SURVEY FORM # CP-16

PRESENT NAME: Crystal Ship

FORMER OR ORIGINAL NAME(S): Eleanor D.

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

SAIL #

REGISTRATION # NJ 582 CP

DESCRIPTION

Place of Construction: Ocean County

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

Steering: Wheel X Tiller __ Other ____________

Draft: 3' (Centerboard down ___)

Sail Area:

Spar Lengths:

Keel Shape:

Displacement:

Ballast: 1 lbs. Exterior ___ Interior ___

Hull Form (for power boats): modified displ.

Planking Type

Carvel X

Lapstrake __

Strip __

Other ____________________

Materials

Fastenings: bronze screws

Frames: oak

Planks: mahogany

Keel: oak

Deck: fiberglass over mahogany

Interior: large trunk cabin fwd.

large deck house, small cockpit aft

Spars:

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

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
PRESENT OWNER / ADDRESS:
Evelyn Quail
462 S. Green St., Tuckerton, NJ

FORMER OR ORIGINAL NAME(S):
SAIL #
REGISTRATION # documented

DESCRIPTION
Boat Type: Power cruiser
Builder: Elco
Designer (Naval Architect):
Date of Construction: 1927
Source of Date: owner
Length: 50’
Beam: 13’
Rig:
Materials
Fastenings: brass screws
Frames: oak
Planks: cedar
Keel: oak
Deck: cedar
Interior: sleeps 8 in large trunk cabin with deck house above
Spars:

Place of Construction: Bayonne

Engine: 2, 3 cyl. Detroit diesels, 100 hp. each
Steering: Wheel _ Tiller __ Other _______
Draft: 4’ (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: 1bs. Exterior ___ Interior __
Hull Form (for power boats): displ.
Planking Type
Carvel _
Lapstrake ___
Strip ___
Other __________

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

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
PRESEN Owner / ADDRESS: Evelyn Quail
452 S. Green St., Tuckerton, NJ

DESCRIPTION

Boat Type: Power cruiser
Builder: Elco
Designer (Naval Architect):
Date of Construction: 1939
Source of Date: owner
Length: 30'
Beam: 10'
Rig:
Materials
Fastenings: brass screws
Frames: oak
Planks: white cedar
Keel: oak
Deck: cedar
Interior: trunk cabin and deck house, Lapstrake
sleeps 4
Spars:

Place of Construction: Bayonne

FORMER OR ORIGINAL NAME(S):
SAIL #
REGISTRATION # documented

Engine: Chrysler Crown 6 cyl. flat head
Steering: Wheel X Tiller ___ Other _________
Draft: 2½'
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: lbs. Exterior ___ Interior ___
Hull Form (for power boats): displ.
Planking Type
Carvel X

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

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

DESCRIPTION
Boat Type: Power cruiser
Place of Construction: Monmouth County
Builder: Elco
Engine: Diesel
Designer (Naval Architect): Wheel X Tiller __ Other __________
Date of Construction: 1930
Draft: 2 1/2' (Centerboard down ___)
Source of Date: marina owner
Sail Area:
Length: 26' Spar Lengths:
Beam: 8'
Sail:
Rig:
Keel Shape:
Materials
Fastenings: bronze screws, copper nails
Frames: oak
Displacement:
Planks: cedar
Ballast: 1 lbs. Exterior __ Interior __
Keel: oak
Hull Form (for power boats): Planking Type
Deck: cedar
Carvel X
Interior: trunk cabin and deck house, Lapstrake __
Spar:
Strip __
Other ______________

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

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:


RECORDED BY: George R. Petty, Jr.  DATE: August 25, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission
PRESENT NAME: Rackwanna
PRESENT OWNER / ADDRESS: Valentino Borelli
7 Brooklyn Ave., Lavallette

FORMER OR ORIGINAL NAME(S): same
SAIL #
REGISTRATION #

DESCRIPTION

Boat Type: Gaff-rigged Schooner
Builder: William Mason
Designer (Naval Architect): Robert Miller, Toms River

Date of Construction: 1948
Source of Date: previous owner
Length: 36'
Beam: 12'
Rig: 2 masted gaff-rigged schooner

Materials
Fastenings: copper nails
Frames: oak
Planks: cedar
Keel: oak
Deck: plywood and fiberglass
Interior: teak
Spars: spruce

Place of Construction: Lunenbourgh Co., Nova Scotia
Engine: 40 HP Westerbeke diesel
Steering: Wheel __ Tiller X Other _________
Draft: 4½' (Centerboard down ___)
Sail Area:
Spar Lengths: main mast 45', foremast 38'
Keel Shape:
Displacement:
Ballast: 1500 lbs. Exterior X Interior __
Hull Form (for power boats):
Planking Type
Carvel X
Lapstrake __
Strip __
Other _________________

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

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:


RECORDED BY: George R. Petty, Jr.  DATE: January 12, 1983
ORGANIZATION: Ocean County Cultural and Heritage Commission
**INDIVIDUAL BOAT SURVEY FORM # CS-2**

**PRESENT NAME:** Shantih

**FORMER OR ORIGINAL NAME(S):** Mistress

**PRESENT OWNER / ADDRESS:** Howard and Dolores Lenzer
River Road, Lumberville, Pa.

**SAIL #** 397

**REGISTRATION #** Documented #683360

**DESCRIPTION**

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

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

**PHYSICAL CONDITION:**

Excellent (X) Fair ( ) Poor ( )

Restored (X) Adapted ( )

**COMMENTS (note alterations):**

Bright topsides; galley modifications: refrigerator, kerosene stove, larger work space; original gas engine replaced with diesel; transom, rudder post, and cockpit rebuilt 1978-9; new planks and frames added, and re-fastened 1982.

**Photo:** Negative File # CS-2
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:

PRESENT NAME:  Lucy
PRESENT OWNER / ADDRESS:  Edward L. Crabbe
P.O. Box 271, Toms River, NJ 08753

FORMER OR ORIGINAL NAME(S):  Daystar
SAIL #:  H 11
REGISTRATION #

DESCRIPTION

Boat Type:  Sloop
Builder:  Port Hamble, Ltd.
Designer (Naval Architect):  Sidney D. Herreshoff
Date of Construction:  1935
Source of Date:  builder's specifications
Length:  21' 3"
Beam:  5'
Rig:  stainless steel standing rigging; Marconi rig
Materials
Fastenings:  bronze
Frames:  English oak
Planks:  African mahogany
Keel:  iron
Deck:  canvassed
Interior:  mahogany trim
Spars:  wood

Place of Construction:  Southampton, England

Engine:
Steering:  Wheel ___ Tiller X Other ___
Draft:  3' 6" (Centerboard down fixed keel)
Sail Area:

Spar Lengths:
Keel Shape:
Displacement:
Ballast:  1100 lbs. Exterior X Interior __
Hull Form (for power boats):
Planking Type
Carvel X with fiberglass covering
Lapstrake __
Strip __
Other __________

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

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

PRESENT OWNER / ADDRESS: Donald C. Redman
11 Squan Beach Dr., Mantoloking

FORMER OR ORIGINAL NAME(S): Blue Water

SAIL #

REGISTRATION # NJ 6304 D

DESCRIPTION

Boat Type: Auxiliary Sloop
Builder: Lee Shipbuilding
Designer (Naval Architect): J.S. Crocker
Date of Construction: 1933
Source of Date: builder's name plate
Length: \(33\) LOD, \(38'\) with sternspirt
Beam: \(10'\) 6"
Rig: Marconi sloop, 3/4 jib stay

Engine: 40 H.P. Gray
Steering: Wheel ___ Tiller X Other ______
Draft: (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: lbs. Exterior ___ Interior ___

Hull Form (for power boats):
Planking Type: Carvel X
Lapstrake __
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.

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

COMMENTS (note alterations):
Refastened 1974, wooded 1978 updated head.
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.
PRESENT NAME: Mr. Pederson

FORMER OR ORIGINAL NAME(S):

PRESENT OWNER / ADDRESS:

SAIL #

REGISTRATION #: NJ 2451 DS

DESCRIPTION

Boat Type: auxiliary sloop

Builder: David Beaton

Designer (Naval Architect): Beaton

Date of Construction: 1932

Source of Date: Lachlin Beaton

Length: 26'

Beam: 9'

Rig: Marconi sloop

Materials

Fastenings: everdure screws

Frames: sawn oak

Planks: cedar; mahogany sheer strake

Keel: iron

Deck: canvas over cedar

Interior: mahogany trim

Spars: spruce

Place of Construction: Beaton Boat Works Mantoloking

Engine: Universal atomic 4

Steering: Wheel _ Tiller X Other _____________

Draft: 3' (Centerboard down ___)

Sail Area:

Spar Lengths:

Keel Shape: flat shoal draft; outboard rudder

Displacement:

Ballast: 1 lbs. Exterior _ Interior ___

Planking Type

Carvel X

Lapstrake __

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):
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

PRESENT OWNER / ADDRESS:
George Petty
200 Henley Avenue, Pine Beach

DESCRIPTION

Boat Type: Auxiliary sloop
Builder: Borgwald
Designer (Naval Architect):
Date of Construction: 1941
Source of Date: owner
Length: 26'
Beam: 7'
Rig: 7/8ths Marconi

Materials

Fastenings: bronze screws
Frames: oak (sistered)
Planks: mahogany
Keel: oak
Deck: canvas over plywood
Interior: plywood with mahogany trim
Spars: sitka spruce

Place of Construction: Staten Island

Engine: Universal atomic 4
Steering: Wheel __ Tiller X Other __________
Draft: 3½' (Centerboard down)
Sail Area:
Spar Lengths: mast 34', boom 21'
Keel Shape: fixed with large skeg

Displacement:
Ballast: 3000 lbs. Exterior X Interior ___
Hull Form (for power boats):
Planking Type:
Carvel X
Lapstrake __
Strip __
Other __________________________

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

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.
HISTORICAL SIGNIFICANCE:

This is a typical pre-war auxiliary cruiser, modeled after a Nathaniel Herreshoff 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
PRESENT NAME:  
FORMER OR ORIGINAL NAME(S):  

PRESENT OWNER / ADDRESS:  
Charles Barclay  
c/o Bay Head Yacht Club, Bay Head  

SAIL #:  
REGISTRATION #: PA 1063 RR  

DESCRIPTION  

Boat Type: Sloop  
Builder: Ga. G. Baay  
Designer (Naval Architect):  
Date of Construction: 1950  
Source of Date: owner  
Length: 24'  
Beam: 6'  
Rig: 3/4 marconi  
Materials  
Fastenings: copper rivets  
Frames: bent oak  
Planks: mahogany  
Keel: oak  
Deck: mahogany  
Interior: open cockpit  
Spars: spruce  

Place of Construction: Lousdrecht, Holland  
Engine: none  
Steering: Wheel ___ Tiller X ___ Other ______  
Draft: 8" (Centerboard down 5'6")  
Sail Area:  
Spar Lengths: 24' mast, 12' boom  
Keel Shape:  
Displacement:  
Ballast: ___ lbs. Exterior ___ Interior ___  
Hull Form (for power boats):  
Planking Type  
Carvel X___  
Lapstrake ___  
Strip ___  
Other ______  

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

Mahogany strip deck.  

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

DESCRIPTION

Boat Type: Auxiliary yawl
Builder: Wilton Crosby
Designer (Naval Architect): same
Date of Construction: 1908
Source of Date: 1981 owners
Length: 55' bowsprit to boomkin
Draft: 2½'
Beam: 12'
Rig: gaff rigged yawl

Materials
Fastenings: bronze screws, galvanized nails
Frames: oak
Planks: cedar
Keel:
Deck: oak, mahogany strips
Interior: sleeps 4 with galley and head
Spars: spruce

Place of Construction: Osterville, Mass.

Engine: 4 cyl. gas
Steering: Wheel X Tiller __ Other _______
Draft: 2½' (Centerboard down ___) removed
Sail Area:
Spar Lengths: 24' main, boom 35', gaff 20'
Keel Shape: shoal draft deadwood keel
Displacement:
Ballast: lead 1 lbs. Exterior __ Interior X
Hull Form (for power boats):
Planking Type
Carvel X
Lapstrake __
Strip __
Other __________

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

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 centerboard 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:
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
PRESEN T OWNER / ADDRESS: Tucker Elfman
High Bar Road, Long Beach, NJ

DESCRIPTION
Boat Type: Auxiliary yawl
Builder: Casey Boat Works
Designer (Naval Architect):
Date of Construction: 1939
Source of Date: owner
Length: 40'
Beam: 10'
Rig: marconi yawl
Materials
Fastenings: bronze screws
Frames: oak
Planks: mahogany
Keel: oak
Deck: canvas over cedar
Interior: locust trim
Spars: spruce, square and hollow

FORMER OR ORIGINAL NAME(S):
SAIL #
REGISTRATION # doc

Place of Construction: Concordia, Mass.

Engine: repowered, Westerbeke 40 h.p. diesel
Steering: Wheel __ Tiller X Other _________
Draft: 5' 8" (Centerboard down ___)
Sail Area:
Spar Lengths: main 53' mizzen 22'
Keel Shape: traditional solid keel, lead.
Displacement:
Ballast: 1 lbs. Exterior X Interior ___
Hull Form (for power boats):
Planking Type Carvel X
Lapstrake __
Strip ___
Other ____________________

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

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:

RECORDED BY:  George R. Petty, Jr.                     DATE:  August 29, 1983
ORGANIZATION:  Ocean County Cultural and Heritage Commission
PRESENT NAME: Mystic
PRESENT OWNER / ADDRESS: S. Hladio
             Glenridge, Pa.
c/o Beach Marina, Marine Ave. & the Bay, Waretown
FORMER OR ORIGINAL NAME(S): SAIL #
REGISTRATION # NJ 9658 C

DESCRIPTION
Boat Type: Cruising aux sloop
Place of Construction: Denmark
Builder:
Designer (Naval Architect): Phillip Rhodes
Date of Construction: 1950
Source of Date: owner
Length: 25'
Beam:
Rig: marconi
Materials
    Fastenings: bronze screws
    Frames: oak
    Planks: mahogany
    Keel: oak
    Deck: canvas
    Interior: trunk cabin
    Spars: spruce (hollow)
Engine: Atomic 4
Steering: Wheel __ Tiller X Other ____________
Draft: 3' (Centerboard down ___)
Sail Area:
Spar Lengths: mast 34', boom 20'
Keel Shape: traditional solid keel
Displacement:
Ballast: 1 lbs. Exterior X Interior ___
Hull Form (for power boats):
Planking Type
    Carvel X
    Lapstrake ___
    Strip ___
    Other ___

Additional Description or other Equipment (i.e. sails)
Brass fittings and rigging make this look older than 35 years.

PHYSICAL CONDITION:
Excellent ( ) Fair ( ) Poor ( X 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
INDIVIDUAL BOAT SURVEY FORM # CS-11

PRESENT NAME: Merry Thought
PRESENT OWNER / ADDRESS:
W. Sigmund Haack
6605 Rising Sun Ave., Philadelphia, PA

FORMER OR ORIGINAL NAME(S):
SAIL #
REGISTRATION # NJ 4853 E

DESCRIPTION
Boat Type: cruising aux. sloop
Builder:
Designer (Naval Architect): Nathaniel Herreshoff
Date of Construction: 1893
Source of Date: Toms River Cup records
Length: 32'
Beam: 11'6"
Rig: gaff sloop
Materials
Fastenings: copper rivets, some bronze
Frames: oak (bent) refraamed
Planks: cedar
Keel: oak
Deck: fiberglass over cedar
Interior: 2 V-bunks, head in trunk cabin
Spars: spruce

Engine: Universal Atomic 4
Steering: Wheel X Tiller __ Other __
Draft: 2' (Centerboard down 6'')
Sail Area:
Spar Lengths: mast 24', gaff 18', boom 22'
Keel Shape:

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

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

PRESENT OWNER / ADDRESS:
E. Burger
22 Maple St., Waretown, NJ

FORMER OR ORIGINAL NAME(S): same

SAIL #

REGISTRATION #: NJ 1026 A

DESCRIPTION

Boat Type: Garvey
Builder: Emerson Farley, Sr.
Designer (Naval Architect): Emerson Farley, Sr.
Date of Construction: 1942
Source of Date: certificate of award to undocumented vessel
Length: 24' 6"
Beam: 7' 6"

Engine: 6 cyl. gasoline
Steering: Wheel X Tiller ___ Other ________
Draft: 8" (Centerboard down ___)

Sail Area:

Spar Lengths:

Keel Shape:

Displacement:

Ballast: ___ lbs. Exterior ___ Interior ___

Hull Form (for power boats): 14" V at bow, tunnel drive

Planking Type

Carvel X plywood over, and fiberglassed

Lapstrake __

Strip __

Other ________

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

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 prowed 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:


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
Builder: Ayre Parker
Designer (Naval Architect):
Date of Construction:
Source of Date: first owner
Length: 17'
Beam: 5' 8"
Rig:
Materials
Fastenings: galvanized nails
Frames: oak
Planks: cedar 3/4" X 5½"
Keel: cross planked
Deck: open, coaming 6" from gunwale all around
Interior:
Spar Lengths:
Keel Shape:
Engine: outboard
Steering: Wheel __ Tiller __ Other oar or engine
Draft: 6" (Centerboard down ___)
Sail Area:
Additional Description or other Equipment (i.e. sails)
Owner has mast and booms for netting shrimp.

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:

RECORDED BY: George R. Petty, Jr.  DATE: April 30, 1983
ORGANIZATION: Ocean County Cultural and Heritage Commission
PRESENT NAME:  
FORMER OR ORIGINAL NAME(S):  
SAIL #:  
REGISTRATION #:  

PRESENT OWNER / ADDRESS:  
Steven Dickerson  
Barnegat Light, NJ  

DESCRIPTION  

Boat Type: Garvey  
Builder: Herman "Heine" Joorman, Sr.  
Designer (Naval Architect):  
Date of Construction: 1938  
Source of Date: owner  
Length: 25'  
Beam: 8'  
Rig:  

Materials  
Fastenings: galvanized nails, replaced as needed with anchorfast  
Frames: cedar  
Planks: cedar  
Keel: cross-planked  
Deck: open boat, small cedar decking all around and fwd.  
Interier:  
Spars:  

Place of Construction: Beach Haven  
Engine: 6 cyl. Gray (not original)  
Steering: Wheel ___ Tiller ___ Other ___ yoke and lines  
Draft: 1' (Centerboard down ___)  
Sail Area:  
Spar Lengths:  
Keel Shape:  
Displacement:  
Ballast: ___ lbs. Exterior ___ Interior ___  
Hull Form (for power boats): flat  
Planking Type  
Carvel X  
Lapstrake ___  
Strip ___  
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

RECORDED BY: George R. Petty, Jr.                 DATE: August 6, 1983
ORGANIZATION: Ocean County Cultural and Heritage Commission
PRESENT NAME:

PRESEN'T OWNER / ADDRESS:
Herman Joorman, Jr.
Polly's Dock, Beach Haven

DESCRIPTION

Boat Type: Garvey
Builder: Herman Joorman, Sr.
Designer (Naval Architect):
Date of Construction: c. 1950
Source of Date:
Length: 20'
Beam: 6'
Rig:
Materials
Fastenings: copper rivets
Frames: mahogany on sides, cedar
Planks: cedar
Keel: cross-planked cedar
Deck: small deck fwd. cedar strips
Interior: small cabin
Spars:

FORMER OR ORIGINAL NAME(S):
SAIL #
REGISTRATION # NJ 6132 X

Place of Construction: Barnegat Light

Engine: ob
Steering: Wheel ___ Tiller ___ Other ob
Draft: 6" (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: 1bs. Exterior ___ Interior ___
Hull Form (for power boats):
Planking Type
Carvel X
Lapstrake ___
Strip ___
Other _______________________

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

PHYSICAL CONDITION:
Excellent ( ) Fair ( ) Poor ( ) Good( )
Restored ( ) Adapted ( )

COMMENTS (note alterations):
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.
PRESENT NAME: Herman Joorman, Jr.
PRESENT OWNER / ADDRESS: Polly's Dock, Beach Haven

FORMER OR ORIGINAL NAME(S):

SAIL #
REGISTRATION # NJ 4824 T

DESCRIPTION

Boat Type: Garvey
Builder: See description at GA-4
Designer (Naval Architect):
Date of Construction:
Source of Date:
Length:
Beam:
Rig:
Materials
  Fastenings:
  Frames:
  Planks:
  Keel:
  Deck:
  Interior: Open
  Spars:

Place of Construction:

Engine:
Steering: Wheel __ Tiller __ Other __________
Draft: (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: lbs. Exterior __ Interior __
Hull Form (for power boats):
Planking Type
  Carvel __
  Lapstrake __
  Strip __
  Other __________

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

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:  
PRESENT OWNER / ADDRESS:  
Herman Joorman, Jr.  
Polly's Dock, Beach Haven  

FORMER OR ORIGINAL NAME(S):  
SAIL #:  
REGISTRATION #: NJ 7980 A  

DESCRIPTION  
Boat Type: Garvey  
Builder: Herman Joorman, Sr.  
Designer (Naval Architect):  
Date of Construction: 1948  
Source of Date: son of builder  
Length: 18'  
Beam: 5½'  
Rig:  
Materials  
Fastenings: copper rivets  
Frames: mahogany  
Planks: cedar  
Keel: cross-planked cedar  
Deck: cedar strips  
Interior: open  
Spars:  

Place of Construction: Barnegat Light  
Engine: ob  
Steering: Wheel ___ Tiller ___ Other ___ ob ___  
Draft: 6"  
Sail Area:  
Spar Lengths:  
Keel Shape:  
Displacement:  
Ballast: lbs. Exterior ___ Interior ___  
Planking Type: Carvel X  
Lapstrake ___  
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: Janet
PRESENT OWNER / ADDRESS: Walter Inman
253 11th St., Surf City, NJ 08008

FORMER OR ORIGINAL NAME(S): Janet
SAIL #
REGISTRATION # NJ 9802 A

DESCRIPTION

Boat Type: Garvey
Builder: Ed Conklin
Designer (Naval Architect):
Date of Construction: 1954
Source of Date: owner
Length: 24'
Beam: 7'
Rig:

Fastenings: galvanized nails
Frames: oak
Planks: cedar
Keel: cross-planked cedar, oak
Deck: cedar strips keelsons
Interior: open
Spars:

Materials

Place of Construction: Mayetta

Engine: Chryslor flat head 6 cyl. 85 hp.
Steering: Wheel __ Tiller __ Other __ to steering arm
Draft: 1' (Centerboard down __)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: 1 lbs. Exterior __ Interior __
Hull Form (for power boats):
Planking Type
Carvel X
Lapstrake __
Strip __
Other __

PHYSICAL CONDITION:

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

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

Additional Description or other Equipment (i.e. sails)
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.
## INDIVIDUAL BOAT SURVEY FORM # GA-8

<table>
<thead>
<tr>
<th><strong>PRESENT NAME:</strong></th>
<th>FORMER OR ORIGINAL NAME(S):</th>
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<tbody>
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<td>SAIL #</td>
</tr>
</tbody>
</table>

**PRESENT OWNER / ADDRESS:**
Morrison's Marina
2nd Ave & Bay Front, Beach Haven

**DESCRIPTION**

- **Boat Type:** Garvey
- **Builder:** unknown
- **Designer (Naval Architect):**
- **Date of Construction:** c. 1950
- **Source of Date:**
- **Length:** 24'
- **Beam:** 7' 6"
- **Rig:**
- **Materials**
  - Fastenings: copper rivets, some galvanized nails
  - Frames: cedar
  - Planks: cedar
  - Keel: cedar keelsons
  - Deck: cedar with fiberglass
  - Interior: V-bunk fwd.
  - Spars:
- **Place of Construction:** local
- **Engine:** Chrysler Crown
- **Steering:** Wheel X Tiller __ Other ______
- **Draft:** 8" (Centerboard down ___)
- **Sail Area:**
- **Spar Lengths:**
- **Keel Shape:**
- **Displacement:**
- **Ballast:** 1bs. Exterior __ Interior __
- **Hull Form (for power boats):**
- **Planking Type**
  - Carvel X
  - Lapstrake __
  - Strip __
  - Other ____________

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

**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 fasten-
ings, 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
Builder: Franklin Wilbert
Designer (Naval Architect): 
Date of Construction: 1938
Source of Date: Robert Conti, previous owner
Length: 22' 
Beam: 6'
Rig: 
Materials
Fastenings: galvanized nails 
Frames: oak
Planks: cedar
Keel: cross-planked
Deck: cedar
Interior: open with small cuddy
Spars: 

Place of Construction: Forked River
Engine: ob
Steering: Wheel X Tiller _ Other ____________
Draft: 6' (Centerboard down ___)
Sail Area: 
Spar Lengths: 
Keel Shape: 
Displacement: 
Ballast: ___ lbs. Exterior __ Interior ___
Hull Form (for power boats): flat
Planking Type 
Carvel X
Lapstrake __
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:


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

DESCRIPTION

Boat Type: Garvey
Builder: Robert Cranmer
Designer (Naval Architect): Jack Sherer, former owner
Date of Construction: c. 1953
Source of Date: Jack Sherer, former owner
Length: 18'
Beam: 6'
Rig:
Materials
Fastenings: galvanized nails
Frames: cedar
Planks: cedar
Keel: cedar
Deck: cedar strips
Interior: cabin removed, now completely open

Place of Construction: Beach Haven

Engine: 4 cyl. Gray
Steering: Wheel X Tiller ___ Other ___
Draft: 8" (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: 1 lbs. Exterior ___ Interior ___
Hull Form (for power boats):
Planking Type
Carvel X
Lapstrake ___
Strip ___
Other ___

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

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.
ORGANIZATION: Ocean County Cultural and Heritage Commission
DATE: August 11, 1983
PRESENT NAME: 

PRESENT OWNER / ADDRESS: 
Little Egg Harbor Yacht Club 
Beach Haven 

FORMER OR ORIGINAL NAME(S): 

SAIL #: 

REGISTRATION #: NJ 786 F 

DESCRIPTION 

Boat Type: Garvey 
Builder: Emerson Farley 

Designer (Naval Architect): 

Date of Construction: c.1955 
Source of Date: Jack Sherer, Club manager 

Length: 26' 
Beam: 7' 6" 
Rig: 

Materials 

Fastenings: Anchorfast nails 
Frames: cedar 
Planks: cedar 
Keel: keelsons long leaf yellow pine 
Deck: cedar strips 
Interior: small house 
Spars: 

Place of Construction: Forked River 

Engine: Osco (Ford) V-8, 307 cu. in. 
Steering: Wheel X Tiller __ Other ________ 
Draft: (Centerboard down __) 
Sail Area: 
Spar Lengths: 
Keel Shape: 
Displacement: 
Ballast: 1 lbs. Exterior ____ Interior ____ 
Hull Form (for power boats): 
Planking Type 
Carvel X 
Lapstrake __ 
Strip __ 
Other ______________________ 

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

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 recog-
nizable.

See GA-1 for another example of his work.

REFERENCES:


RECORDED BY: George R. Petty, Jr.                                    DATE: August 11, 1983
ORGANIZATION: Ocean County Cultural and Heritage Commission
PRESENT NAME: Jerry Eberz
PRESENT OWNER / ADDRESS: 44 W. Ohio Ave., Beach Haven Terrace
FORMER OR ORIGINAL NAME(S):
SAIL #
REGISTRATION # NJ 5050 A

DESCRIPTION
Boat Type: Garvey
Builder: Albert J. Fox
Designer (Naval Architect):
Date of Construction: c. 1955
Source of Date: marina owner, and local boatmen
Length: 22'
Beam: 7'
Rig:
Materials
Fastenings: bronze screws
Frames: oak
Planks: cedar
Keel: cross-planked cedar, oak keelsons
Deck: cedar strips fwd.
Interior: small cabin fwd.
Spars:

Place of Construction: Sportsman's Dock Boat Yard, Beach Haven Terrace
Engine: Chris Craft 4 cyl gas inbd. 60 hp.
Steering: Wheel X Tiller __ Other ________
Draft: 8" (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: ___ lbs. Exterior ___ Interior ___
Hull Form (for power boats): flat cross-planked
Planking Type
Carvel X
Lapstrake __
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
PRESEN TOWNER / ADDRESS: Mrs. Melita Frickman

FORMER OR ORIGINAL NAME(S):
SAIL #
REGISTRATION # NJ 105 A

DESCRIPTION
Boat Type: Garvey
Builder:
Designer (Naval Architect):
Date of Construction: 1956
Source of Date: owner
Length: 26'
Beam: 6'
Rig:

Materials
Fastenings: galvanized nails
Frames: 1 X 3 oak
Planks: cedar
Keel: cross-planked cedar
Deck: cedar strips
Interior: small low pilot house
Spars:

Place of Construction:
Engine: Chrysler Super Crown 150 hp.
Steering: Wheel X Tiller __ Other __________
Draft: 8’ (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: ___ lbs. Exterior ___ Interior ___
Hull Form (for power boats): flat
Planking Type
Carvel X
Lapstrake ___
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:  Robert Lauer  
c/o Bob's Boats, E. Bay Ave., Barnegat  
SAIL #:  
REGISTRATION #: NJ 748 B  

DESCRIPTION  
Boat Type: Garvey  
Builder: Ed Conklin  
Designing (Naval Architect):  
Date of Construction: 1952  
Source of Date: owner  
Length: 24'  
Beam: 7'  
Rig:  
Materials  
Fastenings: copper nails  
Frames: cedar  
Planks: cedar  
Keel: cross-planked cedar  
Deck: open  
Interior:  
Spars:  
Place of Construction: Mayetta  
Engine: o/b  
Steering: Wheel _ Tiller _ Other o/b  
Draft: 8" (Centerboard down ___)  
Sail Area:  
Spar Lengths:  
Keel Shape:  
Displacement:  
Ballast: 1bs. Exterior _ Interior _  
Hull Form (for power boats): flat  
Planking Type  
Carvel X  
Lapstrake _  
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:


RECORDED BY: George R. Petty, Jr.  DATE: August 25, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission
PRESEN T NAME: Joyce Major  
FORMER OR ORIGINAL NAME(S): SAIL # 
PRESENT OWNER / ADDRESS: c/o Iggie's Marina, E. Bay Ave. Barnegat REGISTRATION # NJ 2413 G 
DESCRIPTION 
Boat Type: Garvey 
Builder: Emerson Farley, Sr. 
Designer (Naval Architect): 
Date of Construction: c. 1950 
Source of Date: owner 
Length: 20' 
Beam: 6' 6" 
Rig: 
Materials 
Fastenings: galvanized nails 
Frames: cedar 
Planks: cedar 
Keel: cedar 
Deck: cedar and plywood 
Interior: open 
Spars: 
Place of Construction: 
Engine: 6 cyl. flat head gas 
Steering: Wheel _ Tiller _ Other _ yoke and lever 
Draft: 6" (Centerboard down ___) 
Sail Area: 
Spar Lengths: 
Keel Shape: 
Displacement: 
Ballast: ___ lbs. Exterior _ Interior _ 
Hull Form (for power boats): very shallow v 
Planking Type 
Carvel X 
Lapstrake _ 
Strip _ 
Other _ 
Additional Description or other Equipment (i.e. sails) 

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.


ORGANIZATION: Ocean County Cultural and Heritage Commission
PRESENT NAME: Polaris II

FORMER OR ORIGINAL NAME(S):

SAIL #

REGISTRATION #

DESCRIPTION

Boat Type: Garvey

Builder: Milton Salmon

Designer (Naval Architect):

Date of Construction: c. 1950

Source of Date: Florence Salmon

Length: 40'

Beam: 12'

Rig:

Materials

Fastenings: copper rivets

Frames: oak

Planks: cedar

Keel: oak deadwood

Deck: cedar

Interior: open, center console

Spar:

Engine: GM 671 diesel

Steering: Wheel X Tiller __ Other ____________

Draft: 2' (Centerboard down __)

Sail Area:

Spar Lengths:

Keel Shape:

Displacement:

Ballast: ___ lbs. Exterior ___ Interior ___

Hull Form (for power boats): flat

Planking Type

Carvel X

Lapstrake __

Strip __

Other ____________

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

PHYSICAL CONDITION:

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

Restored ( ) Adapted ( )

COMMENTS (note alterations):

Photo: Negative File # GA-16
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 rabbeted 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:


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

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

PHYSICAL CONDITION: good
Excellent ( ) Fair ( ) Poor ( ) Good ( )
Restored ( ) Adapted ( )

COMMENTS (note alterations):
HISTORICAL SIGNIFICANCE:

This is typical of the owner built fishing garveys on the bay. Joe Brioe 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-eeed, 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 Brioe 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 overhaul 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: YU
PRESEN OWNER / ADDRESS: Warren Griffin, 7 Ivy Ave., Barnegat

FORMER OR ORIGINAL NAME(S): 

SAIL #

REGISTRATION # NJ L361

DESCRIPTION

Boat Type: Carvey
Builder:

Designer (Naval Architect):
Date of Construction: 1955
Source of Date: Marina owner
Length: 24'

Beam: 3'

Rig:

Materials

Fastenings:
Frames: cedar
Planks: cedar
Keel: cross planked
Deck: fiberglass over cedar
Interior:

Spar:

Engine: Flat head 6 cyl.

Steering: Wheel X, Tiller __ Other

Draft: 8" (Centerboard down ___)

Sail Area:

Spar Lengths:

Keel Shape:

Displacement:

Ballast: __ lbs. Exterior __ Interior __

Hull Form (for power boats): flat, cross-planked

Planking Type

Carvel __

Lapstrake __

Strip __

Other ________

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

PHYSICAL CONDITION:

Excellent ( X ) Fair ( ) Poor ( )

Restored ( ) Adapted ( )

COMMENTS (note alterations): new hardware
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 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:


ORGANIZATION: Ocean County Cultural and Heritage Commission
INDIVIDUAL BOAT SURVEY FORM # GS-1

PRESENT NAME:

PRESENT OWNER / ADDRESS:
Long Beach Island Museum
Engleside & Beach Aves., Beach Haven

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

DESCRIPTION

Boat Type: Gunning Sneakbox
Builder: Edward Broome
Designer (Naval Architect):
Date of Construction: 1916
Source of Date: Rebecca Tarditi
Length: 13'
Beam: 4'
Rig:
Materials:
Fastenings: galvanized
Frames: sawn oak 1¼"
Planks: cedar 1"
Keel: cedar plank
Deck: cedar planks
Interior:
Spars:

Place of Construction: Beach Haven
Engine:
Steering: Wheel __ Tiller __ Other yoke and line __
Draft: 4" (Centerboard down ___) not installed
Sail Area:
Spar Lengths:
Keel Shape: rounded, constant camber
Displacement:
Ballast: lbs. Exterior __ Interior __
Hull Form (for power boats):
Planking Type
Carvel X
Lapstrake __
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.

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.
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.
PRESENT NAME:

FORMER OR ORIGINAL NAME(S):

PRESEN TOWNER / ADDRESS:
Robert Conti
117 Point O'Woods Dr., Toms River

SAIL #

REGISTRATION #

DESCRIPTION

Boat Type: Gunning Sneakbox
Builder: Sam Grant
Designer (Naval Architect):
Date of Construction: 1939
Source of Date: owner (original)
Length: 12'
Beam: 4' depth deck to keel 13''
Rig:

Materials

Fastenings: copper rivets
Frames: bent oak 1 1/4" 
Planks: cedar 1"
Keel: cedar plank
Deck: plywood
Interior:
Spars:

Place of Construction: Forked River, Grant's Boat Yard

Engine: 4 H.P. outboard
Steering: Wheel ___ Tiller ___ Other ___ outboard
Draft: 4" (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape: constant camber
Displacement:
Ballast: 1 lbs. Exterior ___ Interior ___
Hull Form (for power boats):
Planking Type
Carvel X
Lapstrake ___
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

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) cunning

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:


RECORDED BY: George R. Petty, Jr.  DATE: January 11, 1983
ORGANIZATION: Ocean County Cultural and Heritage Commission
PRESENT NAME: Sheldrake
PRESENT OWNER / ADDRESS: Toms River Seaport Society
Toms River, NJ 08753
FORMER OR ORIGINAL NAME(S): Sheldrake
SAIL #
REGISTRATION #

DESCRIPTION

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

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. Orig-
inally, 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 snottor. 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):
John Mormando

PRESENT OWNER / ADDRESS: SAIL #
15 Centre St., Beach Haven REGISTRATION #

DESCRIPTION

Builder: Ayre Parker
Designer (Naval Architect):

Date of Construction: 1921
Source of Date: Original owner E. Ivins Pharo of Beach Haven
Length: 12'
Beam: 4'
Rig: Sprit

Materials
Fastenings: copper rivets
Frames: sawn oak
Planks: cedar
Keel: cedar plank
Deck: cedar
Interior:
Spars: pine, in Ivins Pharo's garage, with sail.

Place of Construction: Parkertown

Engine:
 Steering: Wheel _ Tiller _ Other _ oar __
Draft: 3" (Centerboard down jab ) board
Sail Area: 
Spar Lengths:
Keel Shape: skeg
Displacement:
Ballast: 1 lbs. Exterior _ Interior _
Hull Form (for power boats):
Planking Type
Carvel _ Lapstrake __

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.

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.

Photo: Negative File # GS-4
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:

PRESENT NAME:  
FORMER OR ORIGINAL NAME(S):  

PRESENT OWNER / ADDRESS:  SAIL #  
A. Paul Tarditi  REGISTRATION #  
26th & Bay Avenue, Spray Beach

DESCRIPTION  
Place of Construction: Spray Beach  

Boat Type: Gunning Sneakbox  
Builder: William Crammer

Designer (Naval Architect):  
Date of Construction: 1945

Source of Date: builder  
Length: 12' 6"  
Beam: 4' 4"

Rig:  
Materials  

Fastenings: brass screws  
Frames: 5/4 sawn cedar  
Planks: 1/2" cedar  
Keel: shaped keel plank cedar  
Deck: 1/2 cedar  
Interior:  
Spars: not seen

Engine:  
Steering: Wheel ___ Tiller ___ Other yoke and lines ___  
Draft: 3" (Centerboard down ___)  
Sail Area:  

Spar Lengths:  
Keel Shape:  
Displacement:  
Ballast: 1 lbs. Exterior ___ Interior ___

Hull Form (for power boats):  
Planking Type  
Carvel X  
Lapstrake ___  
Strip ___  
Other ____________

Additional Description or other Equipment (i.e. sails)  
Traditional spirt sail, mast and boom available. Spray shield is ripped. Hatch cover for cockpit available.

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.
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:

INDIVIDUAL BOAT SURVEY FORM # GS-6

<table>
<thead>
<tr>
<th>PRESENT NAME:</th>
<th>FORMER OR ORIGINAL NAME(S):</th>
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<tr>
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<td>SAIL #</td>
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<tr>
<td></td>
<td>REGISTRATION #</td>
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**DESCRIPTION**

- **Boat Type:** Gunning Sneakbox
- **Builder:** Horace Joorman
- **Designer (Naval Architect):**
- **Date of Construction:** 1953
- **Source of Date:** owner
- **Length:** 12'
- **Beam:** 4'
- **Engine:**
- **Steering:** Wheel ___ Tiller ___ Other _____
- **Draft:** (Centerboard down ___)
- **Sail Area:**
- **Spar Lengths:**
- **Keel Shape:**
- **Displacement:**
- **Ballast:** lbs. Exterior ___ Interior ___
- **Hull Form (for power boats):**
- **Planking Type:** Carvel X
- **Spars:**
- **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.

**PHYSICAL CONDITION:**

- [ ] Fair
- [ ] Poor

**Negative File # CS-6**
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:


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:  
William Crammer  
26th St. & Bay Ave., Spray Beach  
SAIL #  
REGISTRATION #  

DESCRIPTION  

Boat Type: Gunning Sneakbox  
Builder: William Crammer  
Designer (Naval Architect):  
Date of Construction: 1951  
Source of Date: builder  

Place of Construction: Spray Beach  

Engine: outboard  
Steering: Wheel __ Tiller __ Other __ yoke and lines  
Draft: 3" (Centerboard down 2')  
Sail Area:  
Spar Lengths:  
Keel Shape:  
Displacement:  
Ballast: 1 lbs. Exterior __ Interior __  
Hull Form (for power boats):  
Planking Type  
Carvel X  
Lapstrake __  
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.

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: 

RECORDED BY: George R. Petty, Jr. 
ORGANIZATION: Ocean County Cultural and Heritage Commission 
DATE: April 12, 1983
PRESENT NAME: Frank Shinn
PRESENT OWNER / ADDRESS: Route 9, Mayetta
FORMER OR ORIGINAL NAME(S):
SAIL #
REGISTRATION #

DESCRIPTION

Builder: Blackman, Tuckerton, NJ
Date of Construction: 1943
Source of Date: first owner
Length: 10'
Beam: 3' 8"

Rig:

Materials

Fastenings:
Frames: oak
Planks: cedar, fiberglassed
Keel: straight cedar plank
Deck: cedar, fiberglassed
Interior:
Spars:

Place of Construction: Tuckerton

Engine: 10 H.P. outboard
Steering: Wheel __ Tiller __ Other _______
Draft: (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape: straight plank with skeg and runners
Displacement:
Ballast: 1bs. Exterior __ Interior __
Hull Form (for power boats):
Planking Type
Carvel X
Lapstrake ___
Strip __
Other ______

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

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

RECORDED BY:  George R. Petty, Jr.  DATE:  April 12, 1983
ORGANIZATION: Ocean County Cultural and Heritage Commission
PRESENT NAME: Paul Vartanian
PRESENT OWNER / ADDRESS: Bedminster, NJ

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

DESCRIPTION
Boat Type: Gunning sneakbox
Builder: Frank Lamson
Designer (Naval Architect):
Date of Construction: 1910
Source of Date: owner
Length: 12' 5"
Beam: 4' 2"
Rig:
Materials
Fastenings: galvanized iron
Frames: cedar
Planks: cedar, fiberglassed
Keel: plank, cedar
Deck: cedar, fiberglassed
Interior: 22½ X 4'
Spars:

Place of Construction: Mayetta
Engine: outboard
Steering: Wheel __ Tiller __ Other __________
Draft: (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: 1bs. Exterior __ Interior __
Hull Form (for power boats):
Planking Type
Carvel X
Lapstrake __
Strip __
Other ______________

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

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

COMMENTS (note alterations):
Boat is completely fiberglassed, 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:


RECORDED BY: George R. Petty, Jr. DATE: April, 1983
ORGANIZATION: Ocean County Cultural and Heritage Commission
PRESENT NAME: 

PRESENT OWNER / ADDRESS: 
Marvin Inman 
34 Manor Drive, Manahawkin

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

DESCRIPTION

Boat Type: Gunning Sneakbox 
Builder: J.H. Perrine 
Designer (Naval Architect): 
Date of Construction: 1930 
Source of Date: owner 
Length: 11' X 10" 
Beam: 4' 4" 
Rig: 

Materials
Fastenings: copper rivets in frames, some galvanized nails 
Frames: cedar (butt joints) 
Planks: 4" cedar 
Keel: shaped cedar plank 
Deck: 4" cedar 
Interior: 47" X 23" 
Spars:

Place of Construction: Barnegat 
Engine: 
Steering: Wheel __ Tiller __ Other ________ 
Draft: (Centerboard down ___) 
Sail Area: 
Spar Lengths: 
Keel Shape: 
Displacement: 
Ballast: 1 lbs. Exterior __ Interior ___ 
Hull Form (for power boats): 
Planking Type 
Carvel X 
Lapstrake ___ 
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 fiber-glassed. 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:


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: Albert Nelke 3401 Boulevard, Brant Beach 

SAIL # 

DESCRIPTION 

REGISTRATION # 

Boat Type: Gunning Sneakbox 

Place of Construction: Barnegat 

Builder: J.H. Perrine 

Engine: 

Designer (Naval Architect): 

Steering: Wheel __ Tiller __ Other ___________ 

Date of Construction: 1898 

Draft: (Centerboard down __) 

Source of Date: owner 

Sail Area: 

Length: 10' 6" 

Spar Lengths: 

Beam: 3' 9" 

Keel Shape: 

Materials 

Displacement: 

Fastenings: galvanized nails and screws 

Frames: sawn oak 

Ballast: lbs. Exterior ___ Interior ___ 

Planks: cedar 

Hull Form (for power boats): 

Keel: shaped cedar plank 

Planking Type 

Deck: cedar 

Carvel X 

Interior: 11" deep 

Lapstrake ___ 

Spars: 

Strip ___ 

Other ____________________ 

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

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

PHYSICAL CONDITION: 

Excellent ( ) Fair ( ) Poor (X) 

Restored ( ) Adapted ( ) 

COMMENTS (note alterations): 

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:Roger "Doc" Cramer
PRESENT OWNER / ADDRESS:5 Hilliard Drive, Manahawkin

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

DESCRIPTION
Boat Type: Gunning Sneakbox
Builder: Reuben Corliss
Designer (Naval Architect):
Place of Construction: Manahawkin
Date of Construction: 1928
Source of Date: owner
Length: 11' 11"
Beam: 4' 2"
Rig:

Materials
Fastenings: galvanized nails
Frames: sawn oak
Planks: cedar
Keel: cedar plank
Deck: 7" cedar
Interior: 12" deep
Spars:

Engine:
Steering: Wheel  Tiller  Other
Draft:  (Centerboard down)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast:   1bs. Exterior  Interior
Hull Form (for power boats):
Planking Type
Carvel X
Lapstrake
Strip
Other

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

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

COMMENTS (note alterations):

Photo:  Negative File # GS-12
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:


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 
E. Bay Avenue, Manahawkin 
REGISTRATION #: 

DESCRIPTION 

Place of Construction: Manahawkin 

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

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

Fiberglassed top and bottom. 

PHYSICAL CONDITION: 

Excellent ( ) Fair (X) Poor ( ) 

Restored ( ) Adapted ( ) 

COMMENTS (note alterations): 

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

PRESENT NAME:  
FORMER OR ORIGINAL NAME(S):  

PRESENT OWNER / ADDRESS:  
Sail # 
Sandy Island Gun Club 
REGISTRATION # 
c/o William Inman, 17th & Central. Barnegat Light  

DESCRIPTION  

Boat Type: Cunning Sneakbox  
Place of Construction: Manahawkin  
Builder: Reuben Corliss  
Engine:  
Designer (Naval Architect):  
Steering: Wheel  
Date of Construction: 1946  
Tiller  
Other ________  
Source of Date: owner  
Draft: (Centerboard down ___)
Length: 12' 9"  
Sail Area:  
Beam: 4' 9"  
Spar Lengths:  
Rig:  
Keel Shape:  
Materials  
Displacement:  
Fastenings: galvanized nails,  
Ballast: 1bs. Exterior ___ Interior ___  
Frames: some bronze screws  
Planking Type  
Planks: cedar 9/16" X 6"  
Carvel X  
Keel: cedar plank  
Lapstrake ___  
Deck: cedar planks fiberglassed  
Strip ___  
Interior: 3' 11" cockpit  
Other ___________________  
Spars: none  
Hull Form (for power boats):  

Additional Description or other Equipment (i.e. sails)  
Large oarlocks, high decoy racks, 2 runners with brass coverings, no motor mount.  

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:

RECORDED BY: George R. Petty, Jr. DATE: January, 1983
ORGANIZATION: Ocean County Cultural and Heritage Commission
PRESENT NAME:  

PRESENT OWNER / ADDRESS:  
Alden Cramer  
Route 9, Mayetta  

FORMER OR ORIGINAL NAME(S):  

SAIL #:  

REGISTRATION #:  

DESCRIPTION

Boat Type: Gunning Sneakbox  

Builder: Frank T. Lamson  

Designer (Naval Architect):  

Date of Construction: 1913  

Source of Date: owner  

Length: 12'  

Beam: 4' 3"  

Engine:  

Steering: Wheel  Tiller X Other  

Draft: (Centerboard down ___)  

Sail Area:  

Spar Lengths:  

Keel Shape:  

Displacement:  

Ballast: lbs. Exterior ___ Interior ___  

Hull Form (for power boats):  

Planking Type  
Carvel X  

Lapstrake ___  
Strip ___  

Other ___  

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

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

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 cam-ber to deck. Hatch cover and rack-boards 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:

RECORDED BY: George R. Petty, Jr. DATE: March 1983
ORGANIZATION: Ocean County Cultural and Heritage Commission
PRESENT NAME:  
PRESENT OWNER / ADDRESS:  
Allen K. Brouwer  
240 Main Street, Toms River  

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

DESCRIPTION  
Boat Type: Gunning Sneakbox  
Builder: "Cap" Guire  
Designer (Naval Architect):  
Date of Construction: 1923  
Source of Date: owner  
Length: 11' 2"  
Beam: 4' 2"  
Rig:  
Materials  
Fastenings: copper rivets, some bronze screws  
Frames: cedar 5/4"  
Planks: cedar 6"  
Keel: shaped cedar plank  
Deck: cedar  
Interior: curved sided cockpit  
4' X 2'2" X 8" deep  
Spars: none  
Place of Construction: Toms River  
Engine:  
Steering: Wheel _ Tiller _ Other _  
Draft: 3" (Centerboard down none)  
Sail Area: no sails  
Spar Lengths:  
Keel Shape:  
Displacement:  
Ballast: 1 lbs. Exterior _ Interior _  
Hull Form (for power boats):  
Planking Type  
Carvel X  
Lapstrake _  
Strip _  
Other _  

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

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:

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:  Joel Montgomery  
9th St. and Blvd. Barnegat Light  

REGISTRATION #:  

DESCRIPTION  

SAIL #:  

Builder: J.H. Perrine  

Place of Construction: Barnegat and Waretown  

Designer (Naval Architect):  

Engine:  

Date of Construction: c. 1935  

Steering: Wheel ___ Tiller ___ Other ___  

Source of Date: owner  

Draft: 3" (Centerboard down 18")  

Length: 12' 6"  

Sail Area:  

Beam: 4' 4"  

Spar Lengths: mast 10'; boom 5' 10"; sprit 7' 6"  

Rig:  

Keel Shape:  

Materials  

Displacement:  

Fastenings: copper rivets, and galvanized nails  

Frames: cedar  

Ballast: 1 lbs. Exterior ___ Interior ___  

Planks: cedar ½" 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)  

PHYSICAL CONDITION:  

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.  

Excellent ( ) Fair (X) Poor ( )  

Restored ( ) Adapted ( )  

PHYSICAL CONDITION:  

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
**INDIVIDUAL BOAT SURVEY FORM # GS-18**

**PRESENT NAME:**

**FORMER OR ORIGINAL NAME(S):**

**PRESENT OWNER / ADDRESS:**
Frank Shinn
Oak Avenue, Cedar Run

**SAIL #:**

**REGISTRATION #:**

**DESCRIPTION**

**Place of Construction:** Mayetta

- **Boat Type:** Gunning Sneakbox
- **Builder:** Frank T. Lamson
- **Designer (Naval Architect):**
- **Date of Construction:** 1918 or before
- **Source of Date:** builder's daughter
- **Length:** 12' 6"
- **Beam:** 4' 3"
- **Engine:**
- **Steering:** Wheel _ Tiller _ Other _ oars _
- **Draft:** (Centerboard down ___)
- **Sail Area:**
- **Spar Lengths:**
- **Keel Shape:**
- **Displacement:**
- **Ballast:** 1 lbs. Exterior _ Interior _
- **Hull Form (for power boats):**
- **Planking Type**
  - Carvel X
  - Lapstrake __
  - Strip __
  - Other ___

**Materials**

- **Fastenings:**
- **Frames:** cedar 5/4"
- **Planks:** 9/16" X 6" cedar
- **Keel:** shaped cedar plank
- **Deck:** cedar planks
- **Interior:** open rectangular cockpit
- **Spars:** none

GS-18
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
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
Builder: George Neff?
Designer (Naval Architect):
Date of Construction: c. 1923
Source of Date: owner
Length: 12' 3"
Beam: 4' 2"
Rig:

Materials
Fastenings: galvanized nails
Frames: cedar
Planks: cedar
Keel: cedar plank
Deck: cedar
Interior: cockpit 42" X 23½"
Spars: not available

Place of Construction: Barnegat Light

Engine:
Steering: Wheel ___ Tiller X ___ Other ___
Draft: 3" (Centerboard down 2")
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: ___ lbs. Exterior ___ Interior ___
Hull Form (for power boats):
Planking Type
Carvel X
Lapstrake __
Strip __
Other ____________________

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

Hatch cover, centerboard, and rudder. No sails

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

PRESENT OWNER / ADDRESS: Glenn Schroeder
362 W. 4th St., Ship Bottom NJ 08008

FORMER OR ORIGINAL NAME(S): "Night Boat"

SAIL #

REGISTRATION # N.J. 3606 AB

DESCRIPTION

Boat Type: Barnegat Bay Catboat (large)
Builder:

Designer (Naval Architect):

Date of Construction: 1875
Source of Date: Mr. Larrabee
Length: 28'
Beam: 10' 3"

Rig: gaff rigged, stainless 2 shrouds each side, forestay

Materials

Fastenings: galvanized nails (rebuilt)
Frames: sawn laminated oak
Planks: Jersey cedar
Keel: oak
Deck: cedar
Interior: mahogany
Spars: spruce, mast is original

Place of Construction: Perth Amboy
Source: Edward Larrabee, Toms River (nephew of first owner)

Engine: well for small outboard in cockpit
Steering: Wheel X Tiller Other
Draft: 2' 6" (Centerboard down 6' )
Sail Area: 675'²
Spar Lengths: boom 28'

Keel Shape: hard bilge, full bow

Displacement:

Ballast: internal lbs. Exterior X Interior

Hull Form (for power boats):

Planking Type
Carvel X
Lapstrake
Strip
Other

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

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:

RECORDED BY: George R. Petty, Jr. DATE: January 11, 1983
ORGANIZATION: Ocean County Cultural and Heritage Commission
PRESENT NAME: Spy

PRESENT OWNER / ADDRESS:
Charles Cox and Roy Wilkins
Island Heights Yacht Club

DESCRIPTION
Boat Type: Barnegat Bay Catboat (large)
Builder: Morton Johnson
Designer (Naval Architect): Charles D. Mower
Date of Construction: 1924
Source of Date: Edwin J. Schoettle Sailing Craft, 1937, p.101
Length: 28'
Beam: 10'
Rig: Marconi rigged cat, 3 fore-stays, 6 shrouds, 2 running back stays
Materials
Fastenings:
Frames: oak
Planks: Jersey white cedar
Keel: oak
Deck:
Interior: mahogany trim
Spars: sitka spruce

Place of Construction: Morton Johnson Boat Yard, Bay Head

Engine:
Steering: Wheel _ Tiller _ Other
Draft: (Centerboard down ___)
Sail Area:
Spar Lengths: mast 44', boom 28'
Keel Shape:
Displacement:
Ballast: 1 lbs. Exterior _ Interior __
Hull Form (for power boats):
Planking Type
Carvel X
Lapstrake _
Strip _
Other __________________

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

Photo: Negative File # LC-2

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

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:

RECORDED BY: George R. Petty, Jr. DATE: January 11, 1983
ORGANIZATION: Ocean County Cultural and Heritage Commission
PRESENT NAME: Silent Maid
PRESENT OWNER / ADDRESS:
Sally Schneider
P.O. Box 48, Mantoloking, NJ

FORMER OR ORIGINAL NAME(S): same
SAIL #
REGISTRATION # NJ 762 D

DESCRIPTION

Boat Type: Barnegat Bay Catboat
Builder: Morton Johnson
Designer (Naval Architect): Francis Sweiguth
Date of Construction: 1924/25
Source of Date: Edwin P. Schoettle
Length: 33'
Beam: 12' 6"" Rig: stainless forestay and
shrouds, dacron gaff sail
Materials
Fastenings: galvanized and bronze
Frames: oak
Planks: cedar
Keel: oak
Deck: cedar
Interior: red cedar and mahogany
Spars: sitka spruce

Place of Construction: Morton Johnson Boat Yard,
Bay Head

Engine: Universal Atomic 4
Steering: Wheel X Tiller __ Other ________
Draft: 2½' (Centerboard down 5')
Sail Area: 950' 2
Spar Lengths: 38' boom, 28' gaff
Keel Shape: skeg
Displacement: 6 tons
Ballast: lead 1 lbs. Exterior X Interior __
Hull Form (for power boats): Planking Type
Carvel X
Lapstrake __
Strip __
Other ________

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

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 Sweiguth.

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

PRESENT OWNER / ADDRESS: Evelyn Ogden 8 Buckingham St., Trenton, NJ

FORMER OR ORIGINAL NAME(S): same

SAIL #

REGISTRATION #

DESCRIPTION

Boat Type: Barnegat Bay Catboat (large)

Builder: Morton Johnson

Designer (Naval Architect): Morton Johnson

Date of Construction: 1900

Source of Date: owner, from Morton Johnson Boat Yard

Length: 30'

Beam: 11' 6"

Rig: gaff, forestay and shrouds

Materials

Fastenings: galvanized

Frames: oak sawn

Planks: cedar

Keel: oak

Deck: painted mahogany

Interior: mahogany

Spars: spruce

Place of Construction: Bay Head

Engine: Atomic 4, not original. powered in 1917

Steering: Wheel X Tiller Other

Draft: 2' (Centerboard down 8')

Sail Area: originally 1000 ft. now 850 ft.

Spar Lengths: 42' mast, 30' boom

Keel Shape: typical Barnegat catboat

Displacement: 5 tons (est.)

Ballast: 150 lbs. Exterior X Interior

Hull Form (for power boats):

Planking Type

Carvel X

Lapstrake

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:


RECORDED BY: George R. Petty, Jr. DATE: January 11, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission
PRESENT NAME: Myth
PRESENT OWNER / ADDRESS: SAIL #
Mrs. Sheldon Pisani
44 Lake Road, Short Hills, NJ 07078
REGISTRATION #

DESCRIPTION

Boat Type: large Catboat
Builder: Morton Johnson
Designer (Naval Architect): Morton Johnson
Date of Construction: 1890
Source of Date: Lachlin Beaton
Length: 28'
Beam: 11'
Rig: Cat
Materials
Fastenings: Keel Shape: Shoal draft flat wooden keel
Frames: oak
Planks: cedar
Keel: oak
Deck: canvassed cedar
Interior: mahogany trim
Spar: spruce

Engine: 2 cyl. Palmer (8 hp.)
Steering: Wheel X Tiller __ Other ______
Draft: 2' (Centerboard down 4½)
Sail Area:
Spar Lengths:

Displacement:
Ballast: 1 lbs. Exterior __ Interior __

Hull Form (for power boats):
Planking Type
Carvel X

Lapstrake __
Strip __
Other __________________

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

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

PRESENT OWNER / ADDRESS:
H. Joseph Nucciarone
Box 191, Manasquan, NJ

FORMER OR ORIGINAL NAME(S):

SAIL #

REGISTRATION #

DESCRIPTION

Boat Type: Catboat

Builder: Crosby

Designer (Naval Architect): Crosby

Date of Construction: 1909

Source of Date: owner

Length: 26'

Beam: 12'

Rig: catboat, gaff rigged

Materials

Fastenings: galvanized nails

Frames: oak

Planks: cedar

Keel: oak

Deck: replaced with plywood and fiberglass

Interior: large cabin

replaced with Douglas fir about 15 years ago

Spars:

Place of Construction: Osterville, Mass.

Engine: not original, 4 cyl. Chris Craft

Steering: Wheel X Tiller Other

Draft: 2' 6" (Centerboard down)

Sail Area:

Spar Lengths: 26' mast, 26' boom, 20' gaff

Keel Shape:

Displacement:

Ballast: lbs. Exterior Interior

Hull Form (for power boats):

Planking Type

Carvel X

Lapstrake __

Strip __

Other _______________

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

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:

RECORDED BY: George R. Petty, Jr. DATE: August 2, 1983
ORGANIZATION: Ocean County Cultural and Heritage Commission
INDIVIDUAL BOAT SURVEY FORM #LC-7

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

DESCRIPTION
Boat Type: A-Class Catboat
Builder: Morton Johnson
Designer (Naval Architect): Charles Mower
Date of Construction: 1923
Source of Date: Original owner, Edward Crabbe
Length: 28'
Beam: 10'
Rig:
Materials
Fastenings:
Frames: oak
Planks: cedar
Keel: oak
Deck: cedar
Interior: trunk cabin with circular coaming
Spars: spruce

Place of Construction: Bay Head, New Jersey
Engine:
Steering: Wheel __ Tiller X Other ______
Draft: 2'6" (Centerboard down 5½"
Sail Area:
Spar Lengths: mast 45', boom 28'
Keel Shape:
Displacement:
Ballast: 1 lbs. Exterior __ Interior __
Hull Form (for power boats):
Planking Type
Carvel X
Lapstrake __
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

PRESENT OWNER / ADDRESS:
Marshall Warner
Nelson's Marine Basin, Heights

DESCRIPTION

Boat Type: A Class catboat
Builder: Morton Johnson
Designer (Naval Architect): Charles D. Mower

Date of Construction: July 1, 1922
Length: 28'
Beam: 10'
Rig: marconi

Materials

Fastenings: copper nails, bronze screws, some iron spikes
Frames: oak
Planks: cedar
Keel: oak
Deck: cedar
Interior: trunk cabin with round coaching of mahogany spruce

Draft: 2 1/2' (Centerboard down 5 1/2')
Sail Area: 605
Spar Lengths: mast 45', boom 28'

Steering: Wheel __ Tiller X Other __________

Engine:

Source of Date: owner and The New Jersey Courier, July 7, 1922

Displacement:

Ballast: 1 lbs. Exterior __ Interior __

Hull Form (for power boats):

Planking Type
Carvel X

Lapstrake __
Strip __
Other ________________

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

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

Photo: Negative File # LC-7
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:

INDIVIDUAL BOAT SURVEY FORM # LC-8

PRESENT NAME: Lotus

FORMER OR ORIGINAL NAME(S):

PRESENT OWNER / ADDRESS:
Nelson R. Hartranft
Beachwood

SAIL # T1

REGISTRATION #

DESCRIPTION

Boat Type: A Class catboat

Builder: Morton Johnson

Designer (Naval Architect): Charles D. Mower

Date of Construction: 1925

Source of Date: Ed Crabbe
and owner

Length: 28'

Beam: 10'

Rig: marconi

Materials

Fastenings: copper rivets, bronze screws, iron spikes, etc

Frames: oak

Planks: cedar

Keel: oak

Deck: cedar

Interior: trunk cabin with circular coaming

Spars: spruce

Place of Construction: Bayhead

Engine:

Steering: Wheel __ Tiller X Other __________

Draft: 2 1/2' (Centerboard down 5 1/2')

Sail Area: 605

Spar Lengths: mast 45'; boom 28'

Keel Shape: deadwood skeg

Displacement: 164 lbs.

Ballast: 164 lbs. Exterior _ Interior __

Hull Form (for power boats):

Planking Type

Carvel X

Lapstrake __

Strip __

Other __________

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

PHYSICAL CONDITION:

Excellent ( ) Fair ( ) Poor (X)

Restored ( ) Adapted ( )

COMMENTS (note alterations):
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:

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
Source of Date: original owner
Length: 10' 8" Engine:
Beam: 46" Steering: Wheel __ Tiller __ Other __________
Rig:
Materials
Fastenings: original copper rivets
sails
Frames: oak knees and gussets
Planks: cedar 6½"
Keel: cedar plank
Deck: oak stem, cedar transom
Interior:
Spars:

Draft: (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: ___ lbs. Exterior ___ Interior ___
Hull Form (for power boats):
Planking Type
Carvel __
Lapstrake X
Strip __
Other

Additional Description or other Equipment (i.e. sails)
Rockered cedar plank keel, new oarlocks, new oars. Locker under rear seat.

Photo: Negativa File # M-1

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

COMMENTS (note alterations):
The original cedar bottom has been replaced by fiberglassed 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 rockerdd 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
1400 Waverly St., Beach Haven, N.J.
REGISTRATION #

DESCRIPTION

Boat Type: Cunning bateau
Builder: Harry Shourds
Designer (Naval Architect):
Date of Construction: 1955
Source of Date: owner
Length: 9' 6"
Beam: 3' 6"
Rig:
Materials
Fastenings: copper nails
Frames: cedar
Planks: cedar
Keel: cross-planked originally now plywood
Deck: cedar fiberglassed
Interior: cockpit 39" X 25"
Spars:

Place of Construction:

Engine:
Steering: Wheel ___ Tiller ___ Other ___ paddle? ___
Draft: 3" (Centerboard down ___)

Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: 1 lbs. Exterior ___ Interior ___
Hull Form (for power boats):
Planking Type
Carvel X
Lapstrake __
Strip __
Other ___

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

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.
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.
PRESENT NAME: 
PRESENT OWNER / ADDRESS: 
Herman Joorman, Jr.
Polly's Dock, Beach Haven

FORMER OR ORIGINAL NAME(S): 
SAIL #: 
REGISTRATION #: NJ 2174 D

DESCRIPTION
Boat Type: Sharpie
Builder: Herman Joorman, Sr.
Designer (Naval Architect): 
Date of Construction: c. 1950
Source of Date: owner
Length: 18'
Beam: 5½'
Rig: 
Materials
Fastenings: galvanized nails
Frames: oak or mahog., 2 oak keelsons
Planks: cedar
Keel: cross-planked
Deck: 2' foredeck cedar
Interior: open
Spars: 

Place of Construction: Barnegat Light
Engine: ob
Steering: Wheel __ Tiller __ Other ob ______
Draft: 6'' (Centerboard down ___)
Sail Area: 
Spar Lengths: 
Keel Shape: 
Displacement: 
Ballast: 1 lbs. Exterior __ Interior _
Hull Form (for power boats): 
Planking Type
Carvel X
Lapstrake __
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: Herman Joorman, Jr.  
PRESENT OWNER / ADDRESS: Polly's Dock, Beach Haven  
FORMER OR ORIGINAL NAME(S):  
SAIL #:  
REGISTRATION #: NJ 7989 A  

DESCRIPTION  
Boat Type: Sharpie  
Builder: See description at M-3  
Designer (Naval Architect):  
Date of Construction:  
Source of Date:  
Length:  
Beam:  
Rig:  
Materials  
Fastenings:  
Frames:  
Planks:  
Keel:  
Deck:  
Interior:  
Spars:  
     Place of Construction:  
Engine:  
Steering: Wheel ___ Tiller ___ Other ___  
Draft: ___ (Centerboard down ___)  
Sail Area:  
Spar Lengths:  
Keel Shape:  
Displacement:  
Ballast: ___ lbs. Exterior ___ Interior ___  
Hull Form (for power boats):  
Planking Type  
Carvel ___  
Lapstrake ___  
Strip ___  
Other ___  
  
Additional Description or other Equipment (i.e. sails)  

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

Photo:  
   Negative File #: M-4  

![Image of a boat](image-url)
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:**

**PRESENT OWNER / ADDRESS:**
Herman Joorman, Jr.
Polly's Dock, Beach Haven

**FORMER OR ORIGINAL NAME(S):**

**SAIL #**

**REGISTRATION #** NJ 6131 X

**DESCRIPTION**

**Boat Type:** Sharpie
**Builder:** See description at M-3
**Designer (Naval Architect):**
**Date of Construction:**
**Source of Date:**
**Length:**
**Beam:**
**Rig:**
**Materials**
- Fastenings:
- Frames:
- Planks:
- Keel:
- Deck:
- Interior:
- Spars:
**Engine:**
**Steering:** Wheel __ Tiller __ Other ____________
**Draft:** (Centerboard down __)
**Sail Area:**
**Spar Lengths:**
**Keel Shape:**
**Displacement:**
**Ballast:** __ lbs. Exterior __ Interior __
**Hull Form (for power boats):**
**Planking Type**
- Carvel __
- Lapstrake __
- Strip __
- Other ____________

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

**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:**

**PRESENT OWNER / ADDRESS:**
Herman Joorman, Jr.
Polly's Dock, Beach Haven

**FORMER OR ORIGINAL NAME(S):**

**SAIL #:**

**REGISTRATION #:** NJ 7986 A

**DESCRIPTION**

**Boat Type:** Sharpie

**Builder:** See description at M-3

**Designer (Naval Architect):**

**Date of Construction:**

**Source of Date:**

**Length:**

**Beam:**

**Rig:**

**Spar Lengths:**

**Materials**

**Fastenings:**

**Frames:**

**Planks:**

**Keel:**

**Deck:**

**Interior:**

**Spars:**

**Engine:**

**Steering:** Wheel __ Tiller __ Other _______

**Draft:** (Centerboard down ___)

**Sail Area:**

**Ballast:** lbs. Exterior __ Interior __

**Hull Form (for power boats):**

**Planking Type**

**Keel Shape:**

**Displacement:**

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

**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 #
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
Source of Date: owner
Length: 28'
Beam: 6'
Rig: Marconi
Materials
Fastenings: copper rivets
Frames: oak
Planks: cedar
Keel: plank
Deck: cedar
Interior: open
Spars: spruce

Engine:
Steering: Wheel __ Tiller __ Other __________
Draft: 3" (Centerboard down ___) 
Sail Area:
Spar Lengths: 30' mast, 24' boom
Keel Shape:
Displacement:
Ballast: ___ lbs. Exterior ___ Interior ___
Hull Form (for power boats):
Planking Type
Carvel __
Lapstrake __
Strip __
Other diagonal cedar strips, fiberglass over.

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

PHYSICAL CONDITION:
Excellent ( ) Fair ( ) Poor ( ) Good(X)
Restored ( ) Adapted ( )

COMMENTS (note alterations):
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.
PRESENT NAME: Puffin

PRESENT OWNER / ADDRESS:
Russell Mannheimer
Manasquan, NJ

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
Materials
  Fastenings: copper rivets
  Frames: oak
  Planks: cedar
  Keel: 2 planks
  Deck: open
  Interior:
  Spars: spruce

FORMER OR ORIGINAL NAME(S):

SAIL #

REGISTRATION # NJ 1220 AN

Place of Construction: Lavallette

Engine:

Steering: Wheel X 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: 1 lbs. Exterior ___ Interior ___

Hull Form (for power boats):

Planking Type
  Carvel __
  Lapstrake X
  Strip __
  Other _____________

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 snottter, which passed through a groove at the heel of the
sprit.

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

RECORDED BY: George R. Petty, Jr. Date: July 26, 1983
ORGANIZATION: Ocean County Cultural and Heritage Commission
INDIVIDUAL BOAT SURVEY FORM # M-9

PRESENT NAME: FORMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Vioot Konczal REGISTRATION # NJ 9898 F
399 Main Street, Barnegat, NJ

DESCRIPTION

Place of Construction: Cedar Run

Boat Type: Power sneakbox
Builder: Edward Cranmer
Designer (Naval Architect):
Date of Construction: 1942
Source of Date: owner
Length: 22'
Beam: 7' 5"
Rig:
Materials

Fastenings: copper nails, some galvanized
Frames: cedar
Planks: cedar
Keel: cedar plank
Deck: cedar
Interior: open, small cuddy cabin
Spars:

Engine: 4 cyl gas
Steering: Wheel ___ Tiller ___ Other yoke and lines
Draft: 2' (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: lbs. Exterior ___ Interior ___
Hull Form (for power boats): tunnel drive, spoon shape hull tapered to sharp bow
Planking Type
Carvel X
Lapstrake ___
Strip ___
Other ___

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

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

COMMENTS (note alterations):

On blocks second year.
ORIGINL 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.

RECORDED BY: George R. Petty, Jr. DATE: September 1, 1983
ORGANIZATION: Ocean County Cultural and Heritage Commission
PRESENT NAME: Walter Ludlow
PRESENT OWNER / ADDRESS: c/o Bob's Dock, E. Bay Ave, Barnegat, NJ
FORMER OR ORIGINAL NAME(S):
SAIL #
REGISTRATION #: NJ 5250 G

DESCRIPTION

Boat Type: Round bottom bateau
Builder: Walter Ludlow
Designer (Naval Architect):
Date of Construction: 1941
Source of Date: builder
Length: 24'
Beam: 7'
Rig:

Materials

Fastenings: galvanized nails
Frames: cedar
Planks: cedar
Keel: cedar plank
Deck: cedar and fiberglass
Interior: open
Spars:

Engine: orig. Continental red seal, now chev. 307 V-8
Steering: Wheel ___ Tiller ___ Other ___ yoke and lines
Draft: 18" (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: ___ lbs. Exterior ___ Interior ___
Hull Form (for power boats): round bilge stem to stern; will plane
Planking Type
Carvel X
Lapstrake ___
Strip ___
Other ___

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

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

INDIVIDUAL BOAT SURVEY FORM # N-11

PRESENT NAME: A.C.E.
PRESENT OWNER / ADDRESS:
Henry R. Fischer, 1795 Swamp Rd.
Box 125 A Furlong, Pa.

FORMER OR ORIGINAL NAME(S):
SAIL #
REGISTRATION # 11G75

DESCRIPTION

Boat Type: bateau
Builder: Emerson Farley,
Designer (Naval Architect):

Date of Construction: 1943
Source of Date: Family records
Of Mr. Tucker Elfman
Length: 19' 4"
Beam: 6'8"
Rig:

Materials
Fastenings: Galvanized iron
clenech nails
Frames: 1" x 3", 12" o.c.
Planks: 1" cedar
Keel: 2½" yellow Pine
Deck:
Interior: cedar
Spars:

Place of Construction: Barnegat, N.J.

Engine: Universal Super Four Mod. L37 50 HP
Steering: Wheel __ Tiller X Other ____________
Draft: 16" tunnel (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: ___ lbs. Exterior __ Interior ___
Hull Form (for power boats): tunnel hull
semi-displacement, cross planked bottom
Planking Type
Carvel X
Lapstrake __
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):
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. LSC 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 Elfmans 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:

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'  
REGISTRATION #:  

DESCRIPTION  
Boat Type: Racing Sneakbox  
Builder:  David Beaton  
Designer (Naval Architect):  J.H. Perrine, with modifications by Beaton  

Date of Construction:  1944, (mass production period)  
Source of Date:  Lachlan Beaton  
Length:  15'  
Beam:  
Rig: gaff rig  

Materials  
Fastenings: anchorfast nails  
Frames:  oak  
Planks:  cedar  
Keel:  mahogany  
Deck:  cedar  
Interior:  
Spars:  spruce or ash  

Place of Construction:  David Beaton & Sons, Mantoloking  
Engine:  
Steering:  Wheel X Tiller Other  
Draft:  3" (Centerboard down 34")  
Sail Area:  boom 16', luff 9' 8'', leech 23' 5''  
Sail Area:  leech roach 12''  
Spar Lengths: mast 16' 3'' above mast partner, gaff 11' 9'', boom 16'  

Displacement:  
Ballast:  11 lbs. Exterior c/b Interior  
Hull Form (for power boats):  
Planking Type  
Carvel X  
Lapstrake  
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):
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:

PRESENT NAME:  
FORMER OR ORIGINAL NAME(S):  

PRESENT OWNER / ADDRESS:  
Sue Parker  
12-14 Jennifer Ln,  
Lanahawkin,  

SAIL #  
REGISTRATION #:  

DESCRIPTION  
Boat Type: 15' racing sneakbox  
Place of Construction: Barnegat  

Builder: J.H. Ferrine  
Engine:  

Designer (Naval Architect):  
Steering: Wheel X Tiller Other  
Draft: 6"  
(Centerboard down 2 1/2")  

Date of Construction: c. 1930  
Sail Area:  

Source of Date: visual inspection  
and discussion with owner's friend  
Length: 15'  
Spar Lengths:  

Beam: 5'  
Keel Shape:  

Rig: marconi  
Displacement:  

Materials  
Fastenings: copper nails  
Ballast: 1 lbs. Exterior X Interior  

Frames: cedar  
Hull Form (for power boats): sneakbox (spoon)  

Planks: cedar  
Planking Type  

Keel: cedar plank  
Carvel X  

Deck: cedar  
Lapstrake  

Interior: open, round coaming  
Strip  

Spars: spruce  
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.  

PHYSICAL CONDITION:  

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

PHOTO:  
Negative File # RS-2  

COMMENTS (note alterations):  
fiberglass top and bottom
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.
PRESENT NAME: Allegro
FORMER OR ORIGINAL NAME(S):

PRESENT OWNER / ADDRESS:  
Kelly Conklin  
73 N. Willow St., Montclair, N.J.
SAIL #  
REGISTRATION #

DESCRIPTION

Boat Type: Beaton 15' racing sneakbox  Place of Construction: Mantoloking
Builder: David Beaton
Designer (Naval Architect): 
Date of Construction: 1952
Source of Date: owner
Length: 15'
Beam: 5' 6"  
Rig: gaff
Materials
Fastenings: Anchorfast nails, copper rivets
Frames: sawn oak
Planks: cedar
Keel: cedar plank
Deck: tongue and groove cedar
Interior: cockpit 7', coaming oak
Spars: spruce

Engine:
Steering: Wheel _ Tiller X Other __________
Draft: 4" (Centerboard down 3 1/2"
Sail Area: 186 square ft.
Spar Lengths: mast 16', gaff 12', boom 15' 10"
Keel Shape: rockered and shaped plank with skeg
Displacement:
Ballast: 1 bs. Exterior _ Interior _
Hull Form (for power boats):
Planking Type
Carvel _
Lapstrake _
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.
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:

RECORDED BY: George R. Petty, Jr. DATE: August 6, 1983
ORGANIZATION: Ocean County Cultural and Heritage Commission
PRESENT NAME: Chris Barr  
PRESEN OWNER / ADDRESS: P.O. Box 327, Ocean Gate, N.J.  

FORMER OR ORIGINAL NAME(S):  
SAIL # L-6  
REGISTRATION #:  

DESCRIPTION  
Boat Type: 15' racing sneakbox  
Builder: David Beaton  
Designer (Naval Architect):  
Date of Construction: about 1950  
Source of Date: owner  
Length: 15'  
Beam:  
Rig: see form RS-3  
Materials  
Fastenings:  
Frames:  
Planks:  
Keel:  
Deck:  
Interior:  
Spars:  

Place of Construction: Mantoloking  
Engine:  
Steering: Wheel ___ Tiller ___ Other ___  
Draft: (Centerboard down ___)  
Sail Area:  
Spar Lengths:  
Keel Shape:  
Displacement:  
Ballast: ___ lbs. Exterior ___ Interior ___  
Hull Form (for power boats):  
Planking Type  
Carvel ___  
Lapstrate ___  
Strip ___  
Other ___  

Additional Description or other Equipment (i.e. sails)  
Hull is varnished clear wood.  

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

COMMENTS (note alterations):  
Seams recaulked and hull varnished in 1980.
ORIGINALE 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

Engine:
Steering: Wheel __ Tiller __ Other ________
(Centerboard down ___)

Length: see description of RS-2 & RS-1 Draft:
Beam: Sail Area:
Rig:
Materials

Fastenings: Spar Lengths: The Perrine masts seem to have been
Frames: a foot shorter than the Beatons.
Planks:
Keel Shape:
Keel:

Planking Type
Deck:
Carvel __
Lapstrake __
Strip __
Other __________________

Sail Area:

Displacement:
Ballast: 1 lbs. Exterior __ Interior __

Hull Form (for power boats):
Planking Type

Additional Description or other Equipment (i.e. sails)
Mast and boom and gaff being restored, not available at time of inspection.

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
INDIVIDUAL BOAT SURVEY FORM # RS-6

PRESENT NAME:                           FORMER OR ORIGINAL NAME(S):  
PRESENT OWNER / ADDRESS:               SAIL #                           
Mike Mangum                              REGISTRATION #                  
111 Dock St. Parkertown

DESCRIPTION

Boat Type: 15' racing sneakbox          Place of Construction: 'Earnewalt
Builder: J. H. Perrine
Designer (Naval Architect):             Engine:
Date of Construction: 1925              Steering: Wheel __ Tiller __ Other __________
Source of Date: owner                   Draft:                      (Centerboard down ___)
Length:                                  Sail Area:
Beam:                                    Spar Lengths:
Rig: see RS-1                            Keel Shape:
Materials                                Fastenings: square cut iron nail
Displacement:
Frames:                                 Ballast: 1 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)

PHYSICAL CONDITION:

Excellent ( ) Fair (x) 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 Ferrine 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, 1083.

RECORDED BY: G. Petty
DATE: Sept. 12, 1983
ORGANIZATION: Ocean County Cultural and Heritage Commission
PRESENT NAME: 
FORMER OR ORIGINAL NAME(S): 
SAIL #: T-8 
REGISTRATION #: 

PRESENT OWNER / ADDRESS: 
Dan Crabbe 
301 Compass Ave., Beachwood 

DESCRIPTION 

Boat Type: 15' racing sneakbox 
Place of Construction: Mantoloking 

Builder: Beaton 

Engine: 

Designer (Naval Architect): 

Steering: Wheel ____ Tiller ____ Other ____ 

Date of Construction: 1950 
(Centerboard down ____)

Source of Date: owner 

Sail Area: 

Length: 

Draft: 

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:

RECORDED BY: George R. Petty, Jr. DATE: July 15, 1983
ORGANIZATION: Ocean County Cultural and Heritage Commission
INDIVIDUAL BOAT SURVEY FORM # RS-8

PRESENT NAME: 

FORMER OR ORIGINAL NAME(S): 

PRESENT OWNER / ADDRESS: 
Bill Parker
2 Pine Tree, Parkertown

SAIL #

REGISTRATION #

DESCRIPTION

Place of Construction: Barnegat

Boat Type: 15' Sailing Sneakbox

Builder: J.H. Perrine

Date of Construction: 1940

Designer (Naval Architect): 

Source of Date: Builder

Length: 15'

Beam: 5' 7" 

Rig: 

Materials

Fastenings: original copper rivets
Frames: cedar 5/4 in frames
Planks: cedar 4" X 1/2"
Keel: 7"

Draft: 6" (Centerboard down 2'6"

Sail Area:

Sail Lengths: 14' x 11", boom unavailable

Keel Shape:

Engine:

Steering: Wheel _ Tiller X Other __________

Displacement:

Ballast: ___ lbs. Exterior ___ Interior ___

Planking Type

Hull Form (for power boats):

Carvel X

Strip ___

Lapstrake ___

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

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. 

ORGANIZATION: Ocean County Cultural & Heritage Commission 

DATE: August 5, 1983
PRESENT NAME: 
FORMER OR ORIGINAL NAME(S): 
PRESENT OWNER / ADDRESS: 
SAIL #: 
c/o Seaside Park Yacht Club, Seaside Pr. 
REGISTRATION #: 

DESCRIPTION 
Boat Type: 15' racing sneakbox 
Place of Construction: Mantoloking 
Builder: David Beaton 
Engine: 
Designer (Naval Architect): 
Steering: Wheel □ Tiller X Other ________ 
Date of Construction: c. 1950 
Draft: (Centerboard down ___) 
Source of Date: Donald Owens 

Length: 
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. 

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: Richard Perry
PRESENT OWNER / ADDRESS: 4th Ave., Seaside Park, NJ
FORMER OR ORGINAL NAME(S):

SAIL #
REGISTRATION #

DESCRIPTION
Boat Type: 15' racing sneakbox
Builder: David Beaton
Designer (Naval Architect):
Date of Construction: 1939
Source of Date: owner
Length:
Beam: for description see RS-1, RS-8
Rig:
Materials
Fastenings:
Frames:
Planks:
Keel:
Deck:
Interior:
Spars:
Engine:
Steering: Wheel __ Tiller __ Other ______
Draft: ______ (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: ___ lbs. Exterior __ Interior __
Hull Form (for power boats):
Planking Type
Carvel __
Lapstrake __
Strip __
Other ____________

Additional Description or other Equipment (i.e. sails)
Stainless steel track on boom. Yellow deck, varnished bottom.

PHYSICAL CONDITION:
Excellent ( ) Fair ( ) Poor ( ) Good
Restored ( ) Adapted ( )

COMMENTS (note alterations):
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:
Visual inspection by George Petty, July 26, 1983
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):  Engine:
Date of Construction: 1940  Steering:  Wheel __ Tiller __ Other ________
Source of Date: Donald Owens, class  Draft:  (Centerboard down ___)
measurer
Length:  Sail Area:
Beam: for description see RS-1 & RS-8  Spar Lengths:
Rig:  Keel Shape:
Materials  Displacement:
            Ballast:  lbs.  Exterior __ Interior ___
Fastenings:  Hull Form (for power boats):
Frames:    Planking Type
Planks:  Carvel __
Keel:  Lapstrake __
Deck:  Strip __
Interior:  Other ________________
Spars: ________________________

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 REGISTRATION #
188 Garfield Ave., Island Heights

DESCRIPTION
Boat Type: 15' racing sneakbox
Builder: David Beaton
Designer (Naval Architect):
Date of Construction: 1948
Source of Date: Donald Owens
Length:
Beam: for description see RS-1, RS-8
Rig:
Materials
     Fastenings:
     Frames:
     Planks:
     Keel:
     Deck:
     Interior:
     Spars:
   Engine:
   Steering: Wheel ___ Tiller ___ Other __________
   Draft: (Centerboard down ___)
   Sail Area:
   Spar Lengths:
   Keel Shape:
   Displacement:
   Ballast: ___ lbs. Exterior ___ Interior ___
   Hull Form (for power boats):
   Planking Type
      Carvel ___
      Lapstrake ___
      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

PRESENT OWNER / ADDRESS:
Robert O'Brien, W. Studdiford
Bay Head Yacht Club

FORMER OR ORIGINAL NAME(S): SAIL #

DESCRIPTION

Boat Type: 20' racing sneakbox
Builder: Morton Johnson
Designer (Naval Architect): Charles D. Mower
Date of Construction: 1923
Source of Date: owner
Length: 20'
Beam: 7'
Rig: Marconi, with 50% jib stay
Materials
Fastenings: copper rivets
Frames: 1 X 1 1/2" bent oak
Planks: cedar
Keel: plank
Deck: cedar
Interior: cockpit 5' X 2'
Spars: spruce

Place of Construction: Morton Johnson Boat Yard,
Bay Head

Engine:

Steering: Wheel __ Tiller X Other _______
Draft: 6" (Centerboard down ___)
Sail Area: 512 ft.²
Spar Lengths: mast 40', boom 25'
Keel Shape: the flat hull will plane
Displacement:
Ballast: 1 lbs. Exterior __ Interior ___
Hull Form (for power boats):
Planking Type
Carvel X
Lapstrake __
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:

RECORDED BY: George R. Petty, Jr.              DATE: July 24, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission
PRESENT NAME:  
PRESENT OWNER / ADDRESS:  
Russell Mannheimer  
Manasquan, NJ  

DESCRIPTION  
Boat Type: 12' racing sneakbox  
Builder: Phil Clark  
Designer (Naval Architect):  
Date of Construction: 1949  
Source of Date: owner  
Length: 12'  
Beam: 4'  
Rig: marconi  
Materials  
Fastenings: copper rivets  
Frames: cedar  
Planks: cedar  
Keel: cedar plank  
Deck: 4" cedar  
Interior: cockpit 4' X 2'  
Spars:  

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

Place of Construction: Mantoloking  
Engine:  
Steering: Wheel __ Tiller __ Other ________  
Draft: 3" (Centerboard down 2½")  
Sail Area:  
Spar Lengths:  
Keel Shape:  
Displacement:  
Ballast: lbs. Exterior __ Interior __  
Hull Form (for power boats):  
Planking Type  
Carvel X  
Lapstrake __  
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):
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:
PRESENT NAME: Frisky

PRESENT OWNER / ADDRESS:
Jean Nevins Jones
West Point Island, Lavallette, NJ

FORMER OR ORIGINAL NAME(S):

SAIL # L-7

REGISTRATION #

DESCRIPTION
Boat Type: Racing sneakbox
Builder: David Beaton
Designer (Naval Architect):
Date of Construction: 1939
Source of Date: owner
Length: 15'
Beam: 5'
Rig: see description of RS-1, RS-8
Materials
Fastenings:
Frames:
Planks:
Keel:
Deck:
Interior:
Spars:

Place of Construction: Mantoloking

Engine:
Steering: Wheel ___ Tiller ___ Other _______
Draft: (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: 1 lbs. Exterior ___ Interior ___
Hull Form (for power boats):
Planking Type
Carvel ___
Lapstrake ___
Strip ___
Other _______

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

PHYSICAL CONDITION:
Excellent ( ) Fair ( ) Poor ( ) Good( )
Restored ( ) Adapted ( )

COMMENTS (note alterations):
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:

PRESENT NAME:

PRESENT OWNER / ADDRESS:
Edwin J. O'Malley, Jr.
Mantoloking, NJ

DESCRIPTION

Boat Type: 12' racing sneakbox
Builder: David Beaton
Designer (Naval Architect):
Date of Construction: c. 1950
Source of Date: visual inspection
Length: see description of RS-14
Beam:
Rig:
Materials

Fastenings:
Frames:
Planks:
Keel:
Deck:
Interior:
Spars:

Place of Construction: Mantoloking

Engine:
Steering: Wheel __ Tiller __ Other __________
Draft: (Centerboard down __)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: lbs. Exterior __ Interior __
Hull Form (for power boats):
Planking Type

Carvel __
Lapstrake __
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):
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:

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 
Engine: 
Designer (Naval Architect): 
Steering: Wheel ____ Tiller ____ Other ________
Date of Construction: c. 1950 
Draft: (Centerboard down ___)
Source of Date: visual inspection
Sail Area: 
Length: 15' 
Sail Area: 
Beam: see description of RS-1, RS-10 
Spar Lengths: 
Rig: see description of RS-1, RS-10 
Keel Shape: 
Materials 
Displacement: 
Fastenings: 
Ballast: lbs. Exterior ____ Interior ____
Frames: 
Planking Form (for power boats): 
Planks: 
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): 

Photo: Negative File # RS-17
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:


RECORDED BY: George R. Petty, Jr.
DATE: July 24, 1983
ORGANIZATION: Ocean County Cultural and Heritage Commission
PRESENT NAME:

PRESENT OWNER / ADDRESS:
Mr. Earle
Arnold Ave., Point Pleasant, NJ

DESCRIPTION

Boat Type: 15' racing sneakbox
Builder: David Beaton
Designer (Naval Architect):
Date of Construction: c. 1950
Source of Date: visual inspection
Length: see description of RS-1, RS-8
Beam:
Rig:
Materials
   Fastenings:
   Frames:
   Planks:
   Keel:
   Deck:
   Interior:
   Spars:
   Place of Construction: Mantoloking

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

Engine:
Steering: Wheel __ Tiller __ Other _______________
Draft: __________ (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: ______ lbs. Exterior ___ Interior ___
Hull Form (for power boats):
Planking Type
   Carvel __
   Lapstrake __
   Strip __
   Other ______________________________

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

Brass boom track, hardware.

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

Photo: Negative File # RS-18
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
INDIVIDUAL BOAT SURVEY FORM # RS-19

PRESENT NAME: Old Timer
FORMER OR ORIGINAL NAME(S): SAIL #
PRESENT OWNER / ADDRESS: REGISTRATION #
Bill Clegg
205 Hilltop Drive, Toms River

DESCRIPTION
Boat Type: 15' racing sneakbox
Builder: J.H. Perrine
Designer (Naval Architect):
Date of Construction: 1906
Source of Date: owner
Length: 15'
Beam: 5'
Rig:
Materials
Fastenings: copper nails
Frames: cedar
Planks: cedar
Keel: shaped plank
Deck: cedar
Interior: open
Spars: spruce

Place of Construction: Barnegat

Engine:
Steering: Wheel _ Tiller X Other _______
Draft: 6" (Centerboard down 2½"
Sail Area:
Spar Lengths: Mast 16', boom 16' 4", gaff 10' 10"
Keel Shape:
Displacement:
Ballast: 1 lbs. Exterior __ Interior ___
Hull Form (for power boats): spoon
Planking Type
Carvel X
Lapstrake ___
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: Tucker Elfman
PRESENT OWNER / ADDRESS: 24 High Bar Rd., Long Beach Twp., NJ

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

DESCRIPTION

Boat Type: 15' racing sneakbox
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:


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:  
George Young  
259 S. 2nd St., Surf City  
SAIL #  
REGISTRATION #:  

DESCRIPTION  

Boat Type: Sedan runabout  
Builder: Chris Craft  
Designer (Naval Architect): Chris Schmidt  
Date of Construction: 1928  
Source of Date: owner  
Length: 24'  
Beam: 6'  
Rig:  
Materials  
Fastenings: steel screws on deck  
Frames: oak brass on hull  
Planks: mahogany  
Keel: oak  
Deck: mahogany  
Interior: forward seat covered by leather cab  
Spar Lengths:  
Keel Shape:  
Draft: 18'' (Centerboard down ___)  
Sail Area: -  
Engine: Chrysler Imperial flat head 6  
Steering: Wheel X Tiller __ Other ___  
Displacement:  
Ballast: lbs. Exterior ___ Interior ___  
Hull Form (for power boats): hard chine shallow v  
Planking Type  
Carvel ___  
Lapstrake ___  
Strip ___  
Other ___________________

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

PHYSICAL CONDITION:  
Excellent ( ) Fair ( ) Poor (x)  
Restored ( ) Adapted ( )  
COMMENTS (note alterations):  
The owner is trying to be authentic.
ORIGI_NAL 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:  
SAIL #

PRESEN OWNER / ADDRESS:  
George Young  
259 S. 2nd St., Surf City, NJ  
REGISTRATION #  NJ 2622 G

DESCRIPTION

Boat Type: open utility runabout  
Builder: Chris Craft  
Designer (Naval Architect): Chris Schmidt  
Place of Construction: Algonac, Michigan  
Date of Construction: 1950  
Source of Date: owner  
Engine: Hercules Chris Craft 45 hp. 6 cyl.  
Length: 22'  
Draft: 18"  
Beam: 6'  
(Centerboard down ___)

Rig:

Materials

Fastenings: brass  
Frames: oak  
Planks: mahogany  
Keel: oak  
Deck: mahogany  
Interior: open, 2 seats, 6 places  
Spars:

Spar Lengths:  
Keel Shape:  
Displacement:  
Ballast: 1 lbs.  
Exterior ___ Interior ___  
Hull Form (for power boats): hard chine, shallow V  
Planking Type  
Carvel X  
Lapstrake ___  
Strip ___  
Other __________________

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

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
PRESENT OWNER / ADDRESS:
Gordon Sulcer & Jay Saunders
c/o Johnson Bros. Boat Yard, Bay Head
FORMER OR ORIGINAL NAME(S):
SAIL #
REGISTRATION # NJ 5017 CP

DESCRIPTION
Boat Type: Chris Craft Runabout
Builder: Chris Schmidt
Designer (Naval Architect):
Date of Construction: 1948
Source of Date: William Bate, Boat Yard Manager
Length: 19'
Beam: 5' 6"
Rig:
Materials
Fastenings: bronze screws
Frames: oak
Planks: mahogany
Keel: oak
Deck: mahogany
Interior: 6 place, two seats
Spars:
Place of Construction: Algonac Michigan
Engine: Graymarine fireball flat head 6 cyl. 140 hp.
Steering: Wheel X Tiller __ Other ___________
Draft: _________ (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: _____ lbs. Exterior ___ Interior ___
Hull Form (for power boats): sharp flare at bow shallow V aft
Planking Type
Carvel X
Lapstrake ___
Strip ___
Other __________

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

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
PRESENT OWNER / ADDRESS: Sidney Stires
16 Mount Street, Bay Head

DESCRIPTION
Boat Type: Runabout
Builder: Elco
Designer (Naval Architect):
Date of Construction: 1915
Source of Date: William Bate, Johnson Brothers, manager
Length: 28'
Beam: 5'
Rig:
Materials
Fastenings: bronze screws
Frames: oak
Planks: mahogany
Keel: oak
Deck: mahogany
Interior:
Spars:

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

Place of Construction: Bayonne, NJ
Engine: Chrysler Crown flat head 6 cyl. 115 hp.
Steering: Wheel X Tiller _ Other ___________
Draft: 18" (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: _ lbs. Exterior __ Interior __
Hull Form (for power boats): displacement
Planking Type
Carvel X
Lapstrake ___
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
PRESENT OWNER / ADDRESS: Gordon Sulcer.
                                 665 Lake Avenue, Bay Head, NJ
FORMER OR ORIGINAL NAME(S): SAIL #
REGISTRATION # NJ 4417 CP

DESCRIPTION
Boat Type: Runabout
Builder: Chris Craft
Designer (Naval Architect): Chris Schmidt
Date of Construction: 1928
Source of Date: William Bate, manager
Length: 22'
Beam: 5'
Rig:
Materials
  Fastenings: brass
  Frames: mahogany
  Planks: mahogany
  Keel:
  Deck: mahogany
  Interior: 2 + 2 + rumble seat
  Spars:
  Engine: Chrysler Crusader flat head 6 cyl. 165 hp.
  Steering: Wheel X Tiller __ Other ___________
  Draft: 18" (Centerboard down ___)
  Sail Area:
  Spar Lengths:
  Keel Shape:
  Displacement:
  Ballast: 1 lbs. Exterior __ Interior __
  Hull Form (for power boats): shallow V hard chine
  Planking Type
    Carvel X
    Lapstrake __
    Strip __
    Other ___________

Place of Construction: Algonac, Mich.

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
PRESENT OWNER / ADDRESS: Goetze Street, Bay Head, NJ

DESCRIPTION
Boat Type: Chris Craft runabout
Builder: Chris Craft
Designer (Naval Architect): Chris Schmidt
Date of Construction: 1930
Source of Date: R.J. Wary, boat restorer
Length: 20'
Beam: 5'
Rig:
Materials
Fastenings: std for Chris Craft
Frames:
Planks:
Keel:
Deck:
Interior: 9 seater
Spars:

Engine:
Steering: Wheel __ Tiller __ Other __________
Draft: _______ (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: ______ lbs. Exterior __ Interior __
Hull Form (for power boats):
Planking Type
Carvel __
Lapstrake __
Strip __
Other ____________

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

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:


RECORDED BY: George R. Petty, Jr.  DATE: July 25, 1983
ORGANIZATION: Ocean County Cultural and Heritage Commission
PRESENT NAME: Thomas Lyons - Short Hills, NJ
c/o Bridge Marine, Pt. Pleasant, NJ

FORMER OR ORIGINAL NAME(S):

SAIL #

REGISTRATION #

DESCRIPTION

Boat Type: Chris Craft runabout

Builder: Chris Craft

Designer (Naval Architect): Chris Schmidt

Date of Construction: 1934

Source of Date: R.J. Wary, restorer

Length: 18'

Beam: 6'

Rig:

Materials

Fastenings: brass

Frames: oak

Planks: mahogany

Keel: oak

Deck: mahogany

Interior: 2 - 3 place seats

Spars:

Place of Construction: Algonac, Mich.

Engine: Chris Craft 6 cyl. flat head, 105 hp.

Steering: Wheel X Tiller __ Other ________

Draft: 18' (Centerboard down ___)

Sail Area:

Spar Lengths:

Keel Shape:

Displacement:

Ballast: 1 lbs. Exterior __ Interior ___

Hull Form (for power boats): hard chine shallow V

Planking Type

Carvel X

Lapstrake __

Strip __

Other ________________

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

Photo: Negative File # RU-7

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 (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:


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 #: 
c/o Bridge Marine, Pt. Pleasant, NJ 
REGISTRATION #: 

DESCRIPTION 

Boat Type: Chris Craft triple cockpit swept deck model 102 
Place of Construction: Algonac, Mich. 
Builder: Chris Schmidt 
Engine: repowered Chrysler flat head 6 cyl. 125 hp. 
Designer (Naval Architect): 
Steering: Wheel X Tiller __ Other ______ 
Date of Construction: 1930 
Draft: 18" (Centerboard down ___) 
Source of Date: owner 
Sail Area: 
Length: 22' 
Spar Lengths: 
Beam: 6' 
Keel Shape: 
Rig: 
Displacement: 
Materials 
Ballast: ___ lbs. Exterior __ Interior ___ 
Fastenings: brass 
Hull Form (for power boats): 
Frames: oak 
Planking Type 
Planks: mahogany 
Carvel ___ 
Keel: oak 
Lapstrake ___ 
Deck: mahogany 
Strip ___ 
Interior: 3 seats 
Other ____________ 

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

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:


RECORDED BY:  George R. Petty, Jr.  DATE: July 24, 1983

ORGANIZATION:  Ocean County Cultural and Heritage Commission
PRESENT NAME:

PRESENT OWNER / ADDRESS:  FORMER OR ORIGINAL NAME(S):
R.J. Wary  SAIL #
c/o Bridge Marine, Pt. Pleasant, NJ  REGISTRATION #

DESCRIPTION

Boat Type: De Luxe runabout
Builder: Chris Craft
Designer (Naval Architect): Chris Schmidt
Date of Construction: 1939
Source of Date: owner
Length: 17' 5"
Beam: 6'
Rig:

Materials
Fastenings: brass sxrews
Frames: oak
Planks: mahogany
Keel: oak
Deck: mahogany
Interior: open utility model, 2 3 place seats, engine cover in center
Spars:

Engine: Original Chris Craft Hercules 6 cyl. 86 hp.
Steering: Wheel X Tiller __ Other ______
Draft: 18" (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: 1bs. Exterior ___ Interior ___
Hull Form (for power boats): hard chine, shallow V
Planking Type
Carvel X
Lapstrake __
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:

RECORDED BY: George R. Petty, Jr. DATE: July 24, 1983
ORGANIZATION: Ocean County Cultural and Heritage Commission
PRESENT NAME: R.J. Wary  
PRESENT OWNER / ADDRESS: c/o Bridge Marine, Pt. Pleasant, NJ  
FORMER OR ORIGINAL NAME(S): SAIL #:  
REGISTRATION #: NJ 4671 K  
DESCRIPTION  
Boat Type: Chris Craft cadet runabout  
Place of Construction: Algonac, Mich.  
Builder: Chris Craft  
Designer (Naval Architect): Chris Schmidt  
Date of Construction: 1927  
Source of Date: owner  
Length: 22'  
Beam: 6'  
Rig:  
Materials  
Fastenings: brass screws  
Frames: oak  
Planks: mahogany  
Keel: oak  
Deck: mahogany  
Interior: 3 seats, 9 places  
Spars:  
Engine: Original Chrysler Imperial flat head 6 cyl.  
Steering: Wheel X Tiller Other ________  
Draft: 18" (Centerboard down ___)  
Sail Area:  
Spar Lengths:  
Keel Shape:  
Displacement:  
Ballast: ___ lbs. Exterior ___ Interior ___  
Hull Form (for power boats): hard chine, shallow V  
Planking Type  
Carvel X  
Lapstrake ___  
Strip ___  
Other  

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

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:

RECORDED BY: George R. Petty, Jr. DATE: July 24, 1983
ORGANIZATION: Ocean County Cultural and Heritage Commission
INDIVIDUAL BOAT SURVEY FORM # RU-11

PRESENT NAME:  

PRESENT OWNER / ADDRESS:  
R. J. Mary 
Bridge Marine, E. Bay Ave. 

FORMER OR ORIGINAL NAME(S):  

SAIL #:  

REGISTRATION #: NJ 452 ED 

DESCRIPTION:  

Boat Type: Chris Craft runabout 
Builder: open utility 
Designer (Naval Architect): Chris Craft 
Date of Construction: 1953 
Source of Date: owner 
Length: 22' 
Beam: 6' 
Rig: 
Materials 
Fastenings: bronze 
Frames: oak 
Planks: mahogany 
Keel: oak 
Deck: mahogany 
Interior: mahogany open 
Spar: cockpit 

Place of Construction: Algonac, Mich. 
Engine: Chris Craft v-8, 185 HP. 
Steering: Wheel X Tiller Other 
Draft: 18" (Centerboard down __) 
Sail Area: 
Spar Lengths: 
Keel Shape: 
Displacement: 
Ballast: lbs. Exterior ___ Interior ___ 
Hull Form (for power boats): flared bow, hard 
Planking Type 
Carvel X 
Lapstrake ___ 
Strip ___ 
Other ___ 

Additional Description or other Equipment (i.e. sails) 
Boat is in enclosed storage at Arnold's Marina, Pt. Pleasant. 

PHYSICAL CONDITION: good 
Excellent () Fair () Poor () 
Restored () Adapted () 
COMMENTS (note alterations): none 

Photo:  

Negative File #: RU-11
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
Individual Boat Survey Form # SC-1

Present Name: Faith
Present Owner / Address:
John Swenson
200 Sherman Ave., Plainfield, NJ

Former or Original Name(s):
Sail #
Registration # NJ 7341 CZ

Description

Boat Type: Barnegat Bay Catboat (small)
Builder:
Designer (Naval Architect):
Date of Construction: circa 1910
Source of Date: previous owner Paul Troast, Clifton.
Length: 19'
Beam: 8'
Rig: gaff, forestay
Materials
Fastenings:
Frames: oak grown (original)
Planks: cedar (original)
Keel: 6" X 10" oak
Deck: canvas over cedar
Interior: seats and c/b trunk teak
Spars: spruce, hollow mast (not original)

Place of Construction: Long Beach Island
Engine:
Steering: Wheel X Tiller
Draft: 2' (Centerboard down 4' 6"
Sail Area:
Spar Lengths: boom 22'
Keel Shape:
Displacement:
Ballast: 300 lbs. Exterior X Interior
Hull Form (for power boats):
Planking Type
Carvel X with fibreglass
Lapstrake X
Strip __
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:
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

Place of Construction: Morton Johnson Boat Yard, Bay Head

Boat Type: Barnegat Bay Catboat (small)
Builder: Morton Johnson (plate)
Designer (Naval Architect): Morton Johnson
Date of Construction: 1947
Source of Date: plate on deck frame
Length: 21' overall, 20' 6"
Beam: 7' 6"
Rig: forestay and shroud, Marconi rig
Sail Area:

Engine: 20 HP outboard
Steering: Wheel _ Tiller X Other ________
Draft: 2' 6" (Centerboard down 4' 6"

Materials
Fastenings: brass screws
Frames: sawn oak
Planks: cedar
Keel: oak
Deck: mahogany strips
Interior: pine
Spars: fir (solid)

Additional Description or other Equipment (i.e. sails) Spreader, 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 decked 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:


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):
SAIL #
REGISTRATION #

DESCRIPTION

Boat Type: Open Sea Skiff
Builder: William Comstock
Designer (Naval Architect): same
Date of Construction: 1941
Source of Date: builder
Length: 28'
Beam: 8' 6"
Rig:

Materials
Fastenings: galvanized iron nails
Frames: oak, sawn, 8" centers
Planks: local swamp cedar
Keel: oak, 2½" X 20" at widest section, shaped fine both ends
Deck: gray paint
Interior: gray paint
Spars:

Place of Construction: Brick Township
Engine: original Lycoming six cyl. present crusader 270
Steering: Wheel ___ Tiller ___ Other yoke, lines and steering arm
Draft: 2' 6" (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: ___ lbs. Exterior ___ Interior ___
Hull Form (for power boats): fine entrance straight raked stem, rounded bilges, flat run, no flare, high sheer
Planking Type
Carvel ___
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.

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.
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:


RECORDED BY: George R. Petty, Jr. DATE: October 28, 1982

ORGANIZATION: Ocean County Cultural and Heritage Commission
PRESENT NAME:  FÖRMER OR ORIGINAL NAME(S):
PRESENT OWNER / ADDRESS: SAIL #
Frank Shinn REGISTRATION # NJ 3467 C
Oak Avenue, Cedar Run

DESCRIPTION

Boat Type: Sea Skiff
Builder: Carl Adams
Designer (Naval Architect):
Date of Construction: 1943
Source of Date: owner
Length: 26'
Beam: 8'
Rig:
Materials
Fastenings: bronze screws
Frames: oak
Planks: cedar
Keel: yellow pitch pine
Deck: fiberglass over plywood
Interior: cedar
Spars:

Place of Construction: Port Republic

Engine: Chrysler Crown 110 H.P. 6 Cyl.
Steering: Wheel X Tiller __ Other __________
Draft: 2' (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: ___ lbs. Exterior ___ Interior ___
Hull Form (for power boats): V stem to midships, flat planing run aft
Planking Type
Carvel X below chine
Lapstrake X above chine
Strip __
Other ________________

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

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.
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
**PRESENT NAME:** Mabel Cannon  
**PRESENT OWNER / ADDRESS:** Ken Hook

**FORMER OR ORIGINAL NAME(S):**

**SAIL #:**

**REGISTRATION #:** no reg. Documented?

**DESCRIPTION**

**Boat Type:** Sea skiff  
**Builder:**

**Designer (Naval Architect):**

**Date of Construction:** 1947  
**Source of Date:** Jerry Koble, Marina Mechanic

**Length:** 26’  
**Beam:** 9’

**Rig:**

**Materials**

- **Fastenings:** galvanized
- **Frames:** oak
- **Planks:** cedar
- **Keel:** oak
- **Deck:** cedar
- **Interior:** v-bunk fwd. under deck small house
- **Spars:**

**Place of Construction:**

**Engine:** not visible  
**Steering:** Wheel X Tiller __ Other ________

**Draft:** 2’ 6” (Centerboard down ___)

**Sail Area:**

**Spar Lengths:**

**Keel Shape:**

**Displacement:**

**Ballast:** 1bs. Exterior __ Interior __

**Hull Form (for power boats):** hard chine shallow V

**Planking Type**

- Carvel X
- Lapstrake __
- Strip __
- Other ____________________

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

Visual inspection only.

**PHYSICAL CONDITION:**

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

Restored ( ) Adapted ( )

**COMMENTS** (note alterations):
ORIGINAL USE: 
- Pleasure ( ) Racing ( ) Industry ( ) Transportation ( ) Fishing (√) Lifesaving ( )
- Other (describe) commercial fishing and charter

PRESENT USE: as above

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

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.


RECORDED BY: George R. Petty, Jr. DATE: August 5, 1983

ORGANIZATION: Ocean County Cultural and Heritage Commission
PRESENT NAME: Resolute II
FORMER OR ORIGINAL NAME(S): Cigarette
PRESENT OWNER / ADDRESS:
Jerry Koble
Mayetta, N.J.
SAIL #
REGISTRATION #: no reg. Documented?

DESCRIPTION

Boat Type: Sea Skiff
Builder: Frank Wilbert
Designer (Naval Architect):
Date of Construction: 1948
Source of Date: owner
Length: 34'
Beam: 10' 6"
Rig:

Materials

Fastenings: orig. copper rivets
refastened silicon bronze screws
Frames: oak steamed ribs
Planks: cedar
Keel: oak
Deck: orig. fir, reworked in plywood and fiberglass
Interior: cabin fwd. with house and open deck aft
Spars:

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

Rigged for charter fishing.

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

RECORDED BY:  George R. Petty, Jr.  DATE: August 5, 1983
ORGANIZATION: Ocean County Cultural and Heritage Commission
PRESENT NAME: Sea Mist
PRESENT OWNER / ADDRESS: Wayne Eble
Barnegat Lt. c/o Lighthouse Marina

DESCRIPTION
Boat Type: Sea skiff
Builder:
Designer (Naval Architect):
Date of Construction: 1931
Source of Date: marina and owner
Length: 30'
Beam: 10' 6"
Rig:
Materials
Fastenings: copper rivets
Frames: steam bent oak
Planks: cedar
Keel: oak
Deck: fir replace by plywood and fiberglass and head
Interior: small V-bunk
Spar:

FORMER OR ORIGINAL NAME(S):
SAIL #
REGISTRATION # documented?

Place of Construction: Keyport

Engine: repowered Olds 455, V-8
Steering: Wheel X Tiller __ Other __________
Draft: (Centerboard down ___)

Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: 1bs. Exterior __ Interior __
Hull Form (for power boats): soft round chine

Planking Type
Carvel X
Lapstrake __
Strip __
Other ____________________

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

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.
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:
Walt Hunt. Telephone interview by George Petty, August 9, 1983.
Visual inspection by George Petty, August 5, 1983.
PRESENT NAME: Kathy

PRESENT OWNER / ADDRESS:
Dennis Rieche
77 Jib Way, Brick, NJ

FORMER OR ORIGINAL NAME(S):
SAIL #
REGISTRATION # NJ 2195 C

DESCRIPTION

Boat Type: Sea skiff
Builder: Winter
Designer (Naval Architect):
Date of Construction: 1953
Source of Date: Winter Boat Yard
Length: 23'
Beam: 8'
Rig:

Materials
Fastenings: copper rivets
Frames: sawn oak on 6" centers
Planks: cedar
Keel: oak
Deck: plywood and fiberglass
Interior: mahogany trim, V-bunk, head, Lapstrake X and pilot house

Place of Construction: Winter Boat Works, Mantoloking
Steering: Wheel X Tiller __ Other ______
Draft: (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: 1bs. Exterior __ Interior __
Hull Form (for power boats): planing, flat run aft
Planking Type
Carvel __
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:


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
PRESENT OWNER / ADDRESS:
Michael Moich
Silver Bay Marina, Toms River

DESCRIPTION

Boat Type: Skiff
Builder: Max Undorfer
Designer (Naval Architect):
Date of Construction: 1938
Source of Date: owner
Length: 30'
Beam: 8' 6''
Rig:

Materials

Fastenings: bronze screws
Frames: sawn oak
Planks: 5/8" cedar below water line
Keel: oak
Deck: cedar fiberglassed over
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

Place of Construction: Camden

Engine: Chrysler Crown 6 cyl. flat head, 115 hp.
Steering: Wheel X Tiller __ Other ___________
Draft: 2'8'' (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: ___ lbs. Exterior ___ Interior ___
Hull Form (for power boats): semi-displacement, sharp entry, plumb stem, flat run, round bilge amidships
Carvel X
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.

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

PRESENT OWNER / ADDRESS: Arnold's Marina
Pt. Pleasant, NJ

FORMER OR ORIGINAL NAME(S):

SAIL #

REGISTRATION # NJ 4560 E

DESCRIPTION

Boat Type: Sea skiff
Builder: Morton Johnson
Designer: (Naval Architect):
Date of Construction: 1932
Source of Date: R.J. Wary, previous owner
Length: 32'
Beam: 9'
Rig:

Materials

Fastenings: orig. copper rivets some galvanized nails
Frames: oak
Planks: cedar
Keel: oak
Deck: painted and not visible
Interior:
Spars:

Place of Construction: Bay Head

Engine: Palmer V-8
Steering: Wheel X Tiller __ Other ______
Draft: 2½' (Centerboard down __)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: 1bs. Exterior __ Interior __
Hull Form (for power boats): displacement
Planking Type
Carvel __
Lapstrake X
Strip __
Other ___________

Additional Description or other Equipment (i.e. sails)
Box garboard, deadwood keel.

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

COMMENTS (note alterations):

Repowered from original Chrysler straight 8.
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:

RECORDED BY: George R. Petty, Jr.         DATE: July 24, 1983
ORGANIZATION: Ocean County Cultural and Heritage Commission
PRESENT NAME: 

PRESENT OWNER / ADDRESS: 
Robert J. Wary
Bridge Marine, Pt. Pleasant, NJ

FORMER OR ORIGINAL NAME(S): 

SAIL #: 

REGISTRATION #: 

DESCRIPTION

Boat Type: Sea skiff sport fisherman
Builder: Hubert Johnson

Designer (Naval Architect): 

Date of Construction: 1955
Source of Date: owner
Length: 24'
Beam: 9'

Rig: 

Materials

Fastenings: copper rivets
Frames: oak
Planks: mahogany
Keel: oak
Deck: mahogany
Interior: small cuddy and pilot house Lapstrake X

Spar: 

Place of Construction: Point Pleasant

Engine: Chrysler Crown 135 hp.
Steering: Wheel X Tiller ___ Other ______
Draft: 2 1/2' (Centerboard down ___)

Sail Area: 

Spar Lengths: 

Keel Shape: 

Displacement: 

Ballast: 1 lbs. Exterior ___ Interior ___

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

Planking Type

Carvel ___

Strip ___

Other ___

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

Heavy cross timbers, frames 5" on centers.

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:


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):**  
**SAIL #:**  
**REGISTRATION #:** NJ 2357 AF

**DESCRIPTION**

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<thead>
<tr>
<th>Boat Type:</th>
<th>Sea skiff</th>
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<tbody>
<tr>
<td>Builder:</td>
<td>Hubert Johnson</td>
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<tr>
<td>Designer (Naval Architect):</td>
<td></td>
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<tr>
<td>Date of Construction:</td>
<td>1938</td>
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<tr>
<td>Source of Date:</td>
<td>owner</td>
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<tr>
<td>Length:</td>
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<tr>
<td>Beam:</td>
<td>10'</td>
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**Materials**

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<th>copper rivets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frames:</td>
<td>oak</td>
</tr>
<tr>
<td>Planks:</td>
<td>cedar</td>
</tr>
<tr>
<td>Keel:</td>
<td>oak</td>
</tr>
<tr>
<td>Deck:</td>
<td>fiberglass over mahogany</td>
</tr>
<tr>
<td>Interior:</td>
<td>moderate cabin and pilot house</td>
</tr>
</tbody>
</table>

**Place of Construction:** Point Pleasant

**Engine:** 2 292 cu. in. Ford V-8s

**Steering:** Wheel X Tiller __ Other ______

**Draft:** 2' 6" (Centerboard down ___)

**Sail Area:**

**Spar Lengths:**

**Keel Shape:**

**Displacement:**

**Ballast:** 1 lbs. Exterior __ Interior ___

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

**Planking Type:**

| Carvel ___ |
| Lapstrake X |
| Strip ___ |
| Other ______ |

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

**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:

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

Place of Construction: New Gretna

Boat Type: Skiff
Builder: Carl Adams
Designer (Naval Architect):
Date of Construction: 1930
Source of Date: Walt Hunt (who worked for Adams)
Length: 21'
Beam: 7'
Rig:

Materials
Fastenings: bronze screws
Frames: oak
Planks: cedar
Keel: Keelson of oak, external keel is shaped cedar
Deck: plank
Interior: open
Spars:

Engine: 21 H.P. Starett diesel, original was 4 cyl.
Steering: Wheel __ Tiller __ Other lever__ gas
Draft: 18" (Centerboard down__)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement: lbs.
Ballast: Exterior __ Interior__
Hull Form (for power boats): round bilge, flat run

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

PHYSICAL CONDITION:
Excellent (X) Fair ( ) Poor ( )
Restored ( ) Adapted ( )
COMMENTS (note alterations):
Repowered.
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.
PRESENT NAME: Anna Mae  
PRESENT OWNER / ADDRESS: Bud Crane  
Cherry Hill, NJ 609-663-3792  
FORMER OR ORIGINAL NAME(S):  
SAIL #:  
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  
Source of Date: owner  
Length: 36'  
Beam: 11'  
Rig:  
Engine: 2 flat head 6 cyl. Chryslers  
Steering: Wheel X Tiller __ Other ______  
Draft: 40" (Centerboard down ___)  
Sail Area:  
Spar Lengths:  
Keel Shape:  
Displacement:  
Ballast: 1bs. Exterior __ Interior ___  
Hull Form (for power boats): round bilge, displacement hull  
Planking Type  
Carvel X  
Lapstrake ___  
Strip ___  
Other ________________  

Materials  
Fastenings: bronze screws and some galv. nails  
Frames: steam bent oak  
Planks: cedar 5/4"  
Keel: oak  
Deck: cedar  
Interior: trunk cabin, vertical cedar siding, tongue and groove mahogany inside  
Spars:  

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

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

PRESENT OWNER / ADDRESS:
Richard Brickner
302 Otter St., Browns Mills, NJ

FORMER OR ORIGINAL NAME(S): Rex

SAIL #

REGISTRATION # doc

DESCRIPTION

Boat Type: Sea Skiff
Builder: Sam Hunt
Designer (Naval Architect):
Date of Construction: 1938
Source of Date: orig. documentation
Length: 37'
Beam: 11' 9"
Rig:

Materials
Fastenings: copper rivets
Frames: oak
Planks: cedar
Keel: oak
Deck: cedar
Interior: trunk cabin, raised deck & deck house
Spars:

Place of Construction: Waretown

Engine: orig. 39 B.H.P. gas; now 350 Chev. V-8
Steering: Wheel X Tiller __ Other ______
Draft: 3½' (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement: 12 net Tons
Ballast: 1 lbs. Exterior ___ Interior ___
Hull Form (for power boats): round bilge, flat run
Planking Type
Carvel X

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:


RECORDED BY: George R. Petty, Jr. DATE: August 29, 1983
ORGANIZATION: Ocean County Cultural and Heritage Commission
**PRESENT NAME:**

**PRESENT OWNER / ADDRESS:**
 Kevin Fleming
 Beach Marina, Marine Rd. & the Bay

**DESCRIPTION:**
 Boat Type: Sea Skiff
 Builder:
 Designer (Naval Architect):
 Date of Construction: c.1950
 Source of Date: owner
 Length: 33'
 Beam: 11'
 Rig:
 Materials
 Fastenings: copper rivets, some
 Frames: bent oak galv. bolts
 Planks: cedar
 Keel: oak
 Dock: cedar fwd.
 Interior: open
 Spars:

**FORMER OR ORIGINAL NAME(S):**
 SAIL #
 REGISTRATION # NJ 7134 B

**Place of Construction:** Keyport

**Engine:**
 307 V-8

**Steering:**
 Wheel X Tiller __ Other ________
 Draft: 18" (Centerboard down ___)

**Sail Area:**

**Spar Lengths:**

**Keel Shape:**

**Displacement:**

**Ballast:** 1lbs. Exterior __ Interior __
 Hull Form (for power boats): displ. round bilge

**Planking Type**
  Carvel __
  Lapstrake X with battens
  Strip __
  Other _______________

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

---

**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
INDIVIDUAL BOAT SURVEY FORM # SK-15

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
Source of Date: Walter Hunt
Length: 32' Draft: 2 1/2' (Centerboard down ___)
Beam: 11' Sail Area:
Rig:

Materials
Fastenings:
Frames:
Planks:
Keel:
Deck:

Interior: large trunk cabin, cockpit aft, spray shield over cabin
Spars: Lapstrake X above waterline

Engine:
Steering: Wheel X Tiller _ Other __________

Displacement:
Ballast: ___ lbs. Exterior ___ Interior ___
Hull Form (for power boats): round bilge flat run
Planking Type
Carvel X below waterline

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

Mahogany trim and brass fittings.

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: Joyce Major
PRESENT ADDRESS: c/o Iggie's Marina, E.Bay Ave., Barnegat

FORMER OR ORIGINAL NAME(S):
SAIL #: 201
REGISTRATION #: NJ 5272 CZ

DESCRIPTION

Boat Type: Outboard skiff
Builder: Bertram
Designer (Naval Architect):
Date of Construction: c. 1950
Source of Date: owner
Length: 14'
Beam: 4' 6"
Rig:
Materials
Fastenings: copper rivets and brass screws
Frames: bent oak
Planks: cedar
Keel: cedar plank
Deck: plywood at stem
Interior: open
Spars:

Place of Construction:

Engine: o/b
Steering: Wheel __ Tiller __ Other o/b ______________
Draft: 4" (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: 1bs. Exterior __ Interior __
Hull Form (for power boats): round bilge
Planking Type
Carvel X
Lapstrake __
Strip __
Other __________________

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

PHYSICAL CONDITION:
Excellent ( ) Fair ( ) Poor ( ) Good ( )
Restored ( ) Adapted ( )

COMMENTS (note alterations):

Photo: Negative File # SK-16
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.
**INDIVIDUAL BOAT SURVEY FORM # SK-17**

**PRESENT NAME:** Lit II

**PRESENT OWNER / ADDRESS:**
- James Thropp
- 40 Seward Ave., Toms River, NJ

**FORMER OR ORIGINAL NAME(S):**

**SAIL #:**

**REGISTRATION #:** no current registration

**DESCRIPTION**

**Boat Type:** Skiff

**Builder:** King

**Designer (Naval Architect):**

**Date of Construction:** 1932

**Source of Date:** owner

**Length:** 24'

**Beam:** 8'

**Rig:**

**Materials**
- Fastenings: copper rivets, some bronze screws
- Frames: bent oak
- Planks: cedar
- Keel: shaped cedar plank with box
- Deck: ½ ply & fiberglass garboard forward
- Interior: open, mahogany coaming
- Spars:

**Place of Construction:** Atlantic Highlands

**Engine:** V-8 gas

**Steering:** Wheel __ Tiller __ Other _missing (lever?)_

**Draft:** 20" (Centerboard down ___)

**Sail Area:**

**Spar Lengths:**

**Keel Shape:**

**Displacement:**

**Ballast:** 1bs. Exterior __ Interior __

**Hull Form (for power boats):** round bilge, flat run traditional skiff hull

**Planking Type**
- Carvel __
- Lapstrake X
- Strip __
- Other __________

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

**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.

**Photo:** Negative File # SK-17
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:
PRESENT NAME: 
PRESENT OWNER / ADDRESS: 
Salvatore Fiorenze 
c/o Waretown Marine Basin 
P.O. Box 517, Main St., Waretown, NJ 

FORMER OR ORIGINAL NAME(S): 
SAIL #: 
REGISTRATION #: NJ 3463 E 

DESRIPTION 
Boat Type: Skiff 
Builder: Clayton Boat Works 
Designer (Naval Architect): 
Date of Construction: 1946 
Source of Date: marina 
Length: 26' 
Beam: 9' 
Rig: 
Materials 
Fastenings: copper rivets for strakes, steel bolts through ribs 
Frames: oak 
Planks: cedar 
Keel: plank with oak keelson 
Deck: mahogany 
Interior: cuddy cabin 
Spars: 

Place of Construction: Toms River 
Engine: 2 Chrysler flat head 6 cyl. 
Steering: Wheel X Tiller ___ Other ______ 
Draft: 2' (Centerboard down ___) 
Sail Area: 
Spar Lengths: 
Keel Shape: 
Displacement: 
Ballast: ___ lbs. Exterior ___ Interior ___ 
Hull Form (for power boats): round bilge, flat run aft 
Planking Type 
Carvel ___ 
Lapstrake ___ 
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):
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.
INDIVIDUAL BOAT SURVEY FORM # SK-19

PRESENT NAME: Shirley

PRESENT OWNER / ADDRESS:
Ed Leadbeater
2 Spanish Wells Ave., Toms River, NJ

FORMER OR ORIGINAL NAME(S):

SAIL # Hull # 379

REGISTRATION # NJ 4600 J

DESCRIPTION

Boat Type: Fishing skiff

Builder: Pacemaker

Designer (Naval Architect):

Date of Construction: 1948

Source of Date: owner

Length: 30'

Beam: 11'

Rig:

Materials

Fastenings: copper rivets

Frames: oak

Planks: cedar

Keel: oak

Deck: fiberglass over cedar

Interior: cuddy cabin and deck house

Spars:

Place of Construction: Egg Harbor

Engine: Chrysler 318 V-8 (repowered)

Steering: Wheel X Tiller __ Other ____________

Draft: 2½' (Centerboard down ___)

Sail Area:

Spar Lengths:

Keel Shape:

Displacement:

Ballast: 1 lbs. Exterior __ Interior __

Hull Form (for power boats): round bilge with planing afterbody

Planking Type

Carvel X

Lapstrake __

Strip __

Other ________________

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

PHYSICAL CONDITION:

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

COMMENTS (note alterations):

Repowered.
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.
INDIVIDUAL BOAT SURVEY FORM # SK-20

PRESENT NAME: Dusty-Boy

PRESENT OWNER / ADDRESS:
Robert Gaff, Sr.
1722 S. Lakeside Dr., Forked River, NJ 08891

FORMER OR ORIGINAL NAME(S):

SAIL #

REGISTRATION #: NJ 1885 D

DESCRIPTION

Boat Type: Skiff
Builder: Charles Hankins
Designer (Naval Architect):
Date of Construction: 1947
Source of Date: owner
Length: 22'
Beam: 8'6"
Rig:

Materials
Fastenings: copper nails
Frames: bent oak
Planks: cedar
Keel: cedar plank with box garboard
Deck: ¼ deck forward
Interior: open, with deck house fwd.
Spars:

Place of Construction: Lavallette, N. J.

Engine: Chrysler Crown, 6 cyl., flat head
Steering: Wheel __ Tiller __ Other lever amidships
Draft: 18" (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: lbs. Exterior __ Interior __
Hull Form (for power boats): round bilge, flat run

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

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:

Peter Guthorn, The Seabright Skiff (New Brunswick, 1971), pp 55, 126-7

RECORDED BY: George Petty

DATE: August 25, 1983

ORGANIZATION:
Ocean County Cultural & Heritage Commission
PRESENT NAME: Sweet Marie

PRESENT OWNER / ADDRESS:
William Miller
Waretown, NJ or
c/o Liberty Harbor Marina

DESCRIPTION

Boat Type: Sea skiff
Builder:
Designer (Naval Architect):
Date of Construction: 1936
Source of Date: owner
Length: 37'
Beam: 11'
Rig:

Materials

Fastenings: steel screws
Frames: oak
Planks: mahogany
Keel: oak
Deck: various, including plywood
Interior: v-bunk and head in large cuddy
Spars:

FORMER OR ORIGINAL NAME(S):
SAIL #
REGISTRATION # documented

Place of Construction: Baltimore, Md.

Engine: 2 olds 455 cu. in. V-8s
Steering: Wheel X Tiller __ Other __________
Draft: 3' (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: 1bs. Exterior __ Interior __
Hull Form (for power boats): round bilge, flat run, modified displacement

Planking Type

Carvel X
Lapstrake __
Strip __
Other ______________

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

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:


ORGANIZATION: Ocean County Cultural and Heritage Commission
PRESENT NAME: Carl DelConti
PRESENT ADDRESS: Downe's Marina, Bayville

FORMER OR ORIGINAL NAME(S):
SAIL #
REGISTRATION # N.J. 3698 A

DESCRIPTION

Boat Type: sea skiff
Builder: Adam Price
Designer (Naval Architect):
Date of Construction: 1951
Source of Date: owner
Length: 39'
Beam: 11'
Rig:

Materials
Fastenings: bronze
Frames: oak
Planks: cedar
Keel: oak
Deck: cedar, plywood, and fiber- Carvel X glass
Interior:
Spars:

Place of Construction: West Creek

Engine: 150 H.P. 6 cyl. Hercules diesel
Steering: Wheel X Tiller __ Other ____________
Draft: 3'6" (Centerboard down __)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: lbs. Exterior __ Interior __

Hull Form (for power boats): modified displacement; planing run aft, plumb stem
Planking Type

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

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

COMMENTS (note alterations):
The deck and cabin surfaces have all been fiberglassed.
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
INDIVIDUAL BOAT SURVEY FORM # SK-23

PRESENT NAME: Fagerland

PRESENT OWNER / ADDRESS:
Simon Fagerland
Barnegat

DESCRIPTION

Boat Type: sea skiff
Builder: Hankins
Designer (Naval Architect):
Date of Construction: 1955
Source of Date: local fishermen
Length: 33'
Beam: 11'
Rig:

Materials
Fastenings:
Frames: oak
Planks: cedar (1"
Keel: shaped cedar plank
Deck: open
Interior:
Spars:

Place of Construction: Lavallette

ENGINE:
Engine: 440 Chrysler v-8
Steering: Wheel ___ Tiller ___ Other _____
Draft: 2' (Centerboard down ___)
Sail Area:
Spar Lengths:
Keel Shape:
Displacement:
Ballast: ___ lbs. Exterior ___ Interior ___
Hull Form (for power boats):
Planking Type
Carvel __
Lapstrake X
Strip ___
Other ____________________

Auxiliary Description or other Equipment (i.e. sails)
Currently rigged for gill netting

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


RECORDED BY: George Petty
ORGANIZATION: Ocean County Cultural and Heritage Commission
DATE: Aug. 28, 1983
PRESENT NAME: Argus

PRESEN T OWNER / ADDRESS: SAIL #
Dr. James
1771 Pennington Rd., Trenton, 08618

DESCRIPTION

Boat Type: sea skiff
Builder:
Designer (Naval Architect):
Date of Construction: 1936
Source of Date: marina personnel
Length: 39'
Beam: 10'
Rig:

Materials
Fastenings: bronze screws
Frames: oak
Planks: mahogany
Keel: not visible
Deck: mahogany
Interior: mahogany enclosed
deck house
Spar s:

Place of Construction:

Engine: originally Chrysler Crowns; now
2 Chrysler 318 v-8s
Steering: Wheel x Tiller __ Other __________
Draft: 3' (Centerboard down __)
Sail Area:
Spare Lengths:
Keel Shape:
Displacement:
Ballast: lbs. Exterior __ Interior __
Hull Form (for power boats): typical skiff
round bilge, flat run
Planking Type
Carvel x
Lapstrake __
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:

RECORDED BY:  G. Petty
ORGANIZATION:  Ocean County Cultural and Heritage Commission
DATE:  Aug. 5