

United States Department of the Interior
National Park Service

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| LISTED ON: | |
| VLR | 06/21/2012 |
| NRHP | 08/22/2012 |

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name F.D. Crockett
other names/site number DHR File Number: 059-5013

2. Location

| | | | | | | | | | |
|-----------------|-------------------------------|---|-----------|---------------------|------------------|------|------------|----------|--------------|
| street & number | <u>287 Jackson Creek Road</u> | <table border="1"><tr><td>N/A</td></tr></table> | N/A | not for publication | | | | | |
| N/A | | | | | | | | | |
| city or town | <u>Deltaville</u> | <table border="1"><tr><td>x</td></tr></table> | x | vicinity | | | | | |
| x | | | | | | | | | |
| state | <u>Virginia</u> | code | <u>VA</u> | county | <u>Middlesex</u> | code | <u>119</u> | zip code | <u>23043</u> |

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this x nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property x meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide x local

Signature of certifying official/Title [Signature] Date 8/29/12

Virginia Department of Historic Resources
State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official _____ Date _____

Title _____ State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper _____ Date of Action _____

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5. Classification

Ownership of Property
(Check as many boxes as apply.)

Category of Property
(Check only **one** box.)

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

| | |
|-------------------------------------|------------------|
| <input checked="" type="checkbox"/> | private |
| <input type="checkbox"/> | public - Local |
| <input type="checkbox"/> | public - State |
| <input type="checkbox"/> | public - Federal |

| | |
|-------------------------------------|-------------|
| <input type="checkbox"/> | building(s) |
| <input type="checkbox"/> | district |
| <input type="checkbox"/> | site |
| <input checked="" type="checkbox"/> | structure |
| <input type="checkbox"/> | object |

| Contributing | Noncontributing | |
|--------------|-----------------|--------------|
| 0 | 0 | buildings |
| 0 | 0 | sites |
| 1 | 0 | structures |
| 0 | 0 | objects |
| 1 | 0 | Total |

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

TRANSPORTATION: Water Related: Boat

Current Functions
(Enter categories from instructions.)

RECREATION AND CULTURE: Museum

7. Description

Architectural Classification
(Enter categories from instructions.)

OTHER: early 20th Century Chesapeake
Poquoson Style Log Built Deck Boat

Materials
(Enter categories from instructions.)

foundation: _____
walls: _____

roof: _____
other: WOOD; METAL
Diesel Engine

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The *F.D. Crockett* is an early 20th century Poquoson-style Chesapeake Bay log-built deck boat. The hull is constructed of seven main and two small logs, with a chunk built stern and bow. The log hull was built by Alexander Gaines of Dare, Virginia, and the boat was completed by John Franklin Smith at Smith Marine Railway near Dare in 1924. The *F.D. Crockett* is one of only two large log deck boats still in existence known to be built specifically for power by internal combustion engine, and is one of the last large log boats ever built on the Chesapeake Bay. The combination of traditional and non-traditional techniques serves to preserve for posterity the original logs and other unique features of the boat. The nine-log bottom is original to 1924, and the bow, stern, deck, planking and pilot house have been accurately repaired and rebuilt. The length of the boat is 62.8 feet overall, 55.8 foot keel length, with a beam of 15.7 feet and draft of 4.6 feet. The gross tonnage is 28, net tonnage 16, U.S. Coast Guard Documentation Number 223533. The *F.D. Crockett* is owned by the Deltaville Maritime Museum & Holly Point Nature Park, and is moored at the museum's dock on Mill Creek. She is on display for educational purposes and travels the Chesapeake Bay as an ambassador for the museum.

Narrative Description

The *F.D. Crockett* is an early 20th century Poquoson-style Chesapeake Bay log-built deck boat with an overall length of 62.8 feet, 55.8 foot keel length, with a beam of 15.7 feet and draft of 4.6 feet. Each component of the boat is described in greater detail below. A 2007 drawing of the F.D Crockett is provided in the Additional Documentation. There were no original plans for the boat, but the 2007 drawing was made from measurements of the boat prior to restoration. Many original fittings are used on the boat. A glossary of nautical terms is provided at the end of this section.

Hull:

The hull of the *F.D. Crockett* was constructed using seven large main logs and two narrow logs. The bottom logs are all original to the boat and its most unique feature. The logs average 55 feet to 60 feet in length, and are yellow pine that were likely cut in the Poquoson area. The logs are pinned together using steel drift pins spaced approximately 10 inches apart. Frames and floor timbers are bolted through the logs. The technique for fitting and joining the logs together for a large deck boat such as the *F.D. Crockett* was the same as it would have been for a sailing log canoe. Smaller pieces of log chunks were added to the logs' fore and aft and shaped to the contours of the bow and stern. The planking and framing are of pine and oak. Frames and deck beams served to fix the deck and other structures to the hull, adding to the structural integrity of the boat. In 2006 and 2007, original white oak and pine framing was replaced with the same type of wood. Georgia pine was used to replace side planking where needed.

Bow:

The bow of the *F.D. Crockett* was constructed of large chunks of pine added to the log bottom to allow the builder to form the shape of the bow (and the stern) of the boat. These chunks were sculpted by hand to make the boat "fair" or "pretty" according to the eye of the builder, while adding to its strength and stability. In 2007, the deteriorated original log chunks were removed and replaced with smaller two-inch thick pieces of Georgia pine glued together with epoxy to recreate the dimensions and shape of the original chunks. This was due to the availability of materials and to add strength. These new chunks were also sculpted by hand, as was done originally. To complete the bow, the original white oak inner and outer stem were replaced with new pieces of the same size and material.

Stern:

The fantail stern on the *F.D. Crockett* has been restored as closely as possible to the original shape. This style of stern is typical of Chesapeake Bay sailing vessels and is evidence of the transition from sail to motor. The large horn timber was too decayed to save, and was replaced with one laminated from Georgia Pine. Much of the original log chunk stern was

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saved, but where repair was needed, two-inch thick pieces of Georgia pine were glued together in a manner similar to that used in the bow. The upper part of the stern was completely reconstructed by laminating Georgia Pine planking to follow the original shape of the boat. This method was used to add strength and durability to the new stern, in addition to lack of availability of original materials. The work on the stern was completed in 2008.

Forepeak Cabin:

The original forepeak structure was missing from the vessel when the *F.D. Crockett* was donated to the museum. The remaining decks were badly decayed, and the forepeak had undergone many transformations during its lifetime, so there was no accurate record available of the original forepeak cabin. Based on photographs and studies of similar boats built at that time, and on evidence in the notching of the remaining deck beams, we were able to recreate the probable original dimensions of the forepeak cabin. In 2012, the new cabin was built in a trapezoidal shape, 65 inches at the back, 24.5 inches at the forward end, and 60.5 inches long. The entrance is 9 inches above the deck with a doorway 50 inches high and 23.5 inches wide. A wooden companionway ladder leads to the forepeak cabin which was used to store the anchor ropes and chain as well as to provide sleeping quarters for two or three crew members. There is a porthole located on each side of the cabin which is typical of the era.

Pilot House:

The pilot house contains the steering and navigation equipment, and was built of pine lumber. It is a reproduction of the original, completed in 2006, and built according to measurements of the original pilot house using materials consistent with the original. It is 93 inches wide at the front, 81.5 inches wide across the back, and 172.5 inches long. The original windows and wood panel doors are reused in the pilot house; they include five two-light windows that drop down into the walls of the pilot house as on the original, and four fixed two-light windows, all made of pine. The pilot house provided the sleeping quarters for the captain of the boat, with an aft cabin that housed the galley, or cooking area. A number of original fittings, such as the spotlight, horn, and ship's wheel, are incorporated into the restored portions of the boat. Other systems, such as the rope steering, transmission shifter and throttle controls for the engine are not original but are from the period.

Mast:

The 34-foot mast is original and made from western spruce. It sits on a mast step on the keel, and is supported by a mast partner at deck level, and steel wire rope shrouds from the top of the mast to the deck. The boom is spruce, and is a 22-foot long replica of the original, and 4.5 inches in diameter. The boom height is adjustable, and remains angled to load cargo on and off the boat.

Hold:

The cargo hold, accessed by two hatches, is in the middle of the boat and is separated from the forepeak by a forward bulkhead, and the engine room by an aft bulkhead. The two 5-foot-square hatch openings are surrounded by a 14-inch high oak coaming to help keep water out of the hold.

Engine Room:

The engine room encloses the engine below decks, and is accessible through a door and ladder from the port side of the pilot house and through a hatch in the floor of the galley. A 24-horsepower Lathrop gasoline engine was originally installed in the *F.D. Crockett*, and later replaced with a more powerful gasoline engine in the 1930s. A World War II vintage Gray Marine 6-71 diesel was installed by 1950. After the war, many work boats on the Chesapeake Bay were repowered with these surplus engines. Another 6-71, similar to the one installed in 1950, was installed in 2010.

Deck:

The deck is rebuilt of 2-inch-square cypress strips, painted on all four sides and caulked in the traditional manner. The original deck is thought to have been pine, cypress or fir, but was not in a condition to be saved. The hawse pipes, which are meant for the anchor chain to pull through at the bow of the boat, are original.

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Glossary

Adze. A tool used for smoothing or carving rough-cut wood, often used for squaring up logs or hollowing out timber

Aft. Towards the stern or rear of a vessel

Boom. Pole or spar attached to the mast and used to hold the bottom of a sail or lift and handle cargo

Bow. Front or forward end of the boat

Brogan. A Chesapeake Bay log bottom workboat larger than a log canoe

Bugeye. An enlarged and decked log canoe, 30' to 80' long, with two masts and a cabin aft

Bulkhead. A wall within the hull of a ship

Buyboat. A Chesapeake Bay deck boat that bought fresh fish, oysters, and produce from watermen and farmers to take to a larger market

Coaming. Any vertical surface on a boat designed to deflect or prevent entry of water

Chine. The line of intersection between the sides and bottom of a V or flat-bottom boat; a "Chine log" serves the same purpose on a log boat

Chunk. A smaller piece or chunk of wood fastened to the logs to fill gaps or raise up the sides, and then shaped the same way as the logs

Coasting canoe. A large sailing log canoe used along the coast

Deadrise. The variable angle rise of the wood from keel to chine

Deck boat. A generic term for wooden Chesapeake Bay vessels with deck fore and aft, and a mast and boom forward of the pilot house

Fantail Stern. An elliptical stern

Forepeak. Forward compartment of a ship that contains the sailors' living quarters and storage

Garboard Log. The first log attached to the keel log

Hatch. An opening in the deck of a ship

Hold. Large space below the deck of a ship for the storage of cargo

Horn Timber. Structural member which connects the keel to the aft framing

Keel. The main structural member or backbone of a vessel, running longitudinally along the centerline of the bottom

Mast. A tall, vertical spar that usually supports sails or a boom for cargo handling

Pilot House. The cabin above the deck that contains the steering and engine controls of a ship

Port. Left side of the boat when facing forward towards the bow

Rake. Angle of the mast off vertical

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Stay or Shroud. The wire or rope used to brace the mast to the sides and stern of the boat

Stem. The upright beam at the bow which is the forwardmost framing member to which the outer skin of the boat is fastened

Stern. Rear or aft end of a boat

Trunnel. Wooden peg or dowel used to fasten two pieces of wood together.

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8. Statement of Significance
Applicable National Register Criteria

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

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

Areas of Significance

(Enter categories from instructions.)

Architecture

Period of Significance

1924

Significant Dates

1924

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Gaines, Alexander (Builder);
Smith, John Franklin (Builder)

Criteria Considerations

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

Property is:

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

Period of Significance (justification)

Constructed in 1924, the *F. D. Crockett* was built specifically to be powered by an internal combustion engine and represents the last stage of log canoe construction on the Chesapeake Bay. The new availability of gasoline engines for boats in the early 20th century, combined with the expertise of the craftsmen in the Poquoson area, made it possible for the builders of log-hulled canoes to build engine-powered deck boats using the large logs that were still locally available in the mid-1920s.

Criteria Considerations (explanation, if necessary)

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

Nominated under National Register Criterion C for its architectural significance, the *F.D. Crockett* embodies the distinctive architectural characteristics of a Poquoson-style log-hulled deck boat built for an internal combustion engine during the early 20th century. It is one of only two large log deck boats built specifically for motor power still in existence, and the only one with its original log bottom. (The only other existing log-hulled boat built for power is the *Old Point*, made with seven logs in Poquoson in 1910.) The *F.D. Crockett* was built during the transition on the Chesapeake Bay from sail-power to the internal combustion engine and was one of the last large log boats built. The hull is a primary example of the Poquoson-style log canoe, combining the traditionally built log hull with the “modern” gasoline engine rather than a sail. It is a unique melding of the craft of log canoe building first used by Native Americans with the emerging technology of the 1920s to produce a log-hulled, motor-powered boat. The nine-log hull of the *F. D. Crockett* gave the boat the wide beam and low draft that made it ideal to haul freight and fish in the waters of the Chesapeake Bay. It is the best surviving example of her type of vessel.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Built in 1924, the *F.D. Crockett* represents the apex of log canoe building on the Chesapeake Bay, and embodies distinctive characteristics of this type and method of construction. The geographical center of Virginia log boat construction was at Poquoson, Seaford and Dare, Virginia. The method of using multiple logs to construct the hulls of canoes was the standard for vessels built in this area of the lower Chesapeake Bay. Builder Alexander Gaines constructed *F.D. Crockett* in his yard in Dare, using techniques typical of log canoe construction. Gaines built many log boats according to this style, and was one of the last of the traditional log boat builders in the area. The keel log, two garboard logs and two chine logs were squared off to fit together, pinned with trunnels or drift pins and then shaped into a boat with axe, adze and saw. Two more major logs and two additional narrower logs were added to increase the width of the boat to the desired dimensions, making the *F.D. Crockett* a nine-log hull. Chunks of wood called “raising wood” were used to raise the height of the sides of Virginia-built log deck boats. The round fantail stern is a significant trait of design carried over from the building of traditional sailing vessels, and is similar to the log canoe construction of the earlier bugeye. The hull was floated across the creek to Smith Marine Railway in Dare where the sides, deck, pilot house, mast, engine and additional finishing work was completed. This railway has built and repaired boats since before the Civil War, and still hauls large vessels.

The *F.D. Crockett* is the culmination of three centuries of trial, error and development in the construction of log boats in the Chesapeake Bay.¹ The building of log canoes in this region can be traced to the dugout canoes used by Native Americans and described by English colonists. The vessels in these early accounts were of various lengths, hollowed out from single logs using a combination of burning and scraping with shells. The English colonists expanded this technique by creating a two-hulled catamaran for transporting tobacco, and then using more than one log in the construction of the canoe to expand the size and stability of the vessel. This innovation may be attributed to the use of metal tools that allowed them to create a water-tight joint between the logs.² Dugout canoes were also known to exist in Ireland and Africa, and the multiple log canoe, or “pirogue,” was a common form of boat used by Carib fishermen in the West Indies.³ Enslaved Africans inherited and adapted the methods of log boat construction, and there is historical evidence of Caribbean and Afro-American influence in the use of multiple logs by boat builders in the Poquoson area of York County, Virginia.⁴

In the 1920s, there was a revival of the centuries-old technique of log boat-building brought about as a result of several factors. First, the talent was still alive to build these boats. While builders throughout the Chesapeake Bay were switching from building log boats to frame and plank construction, there was still talent which specialized in building canoes, particularly in the Poquoson area. There was also demand. Log boats were sturdier than the plank and frame construction of the time, and known to be able to withstand storms and heavy seas, and therefore had the confidence of

¹ Chowning, March 13, 2012, comment on evolution of log boats, interview with Vera England.

² Brewington, *Chesapeake Bay Log Canoes and Bugeyes*, 3

³ Price, *Caribbean Fishing and Fisherman: A Historical Sketch*, 1364.

⁴ Vlach, *The Afro-American Tradition in Decorative Arts*, 101-102.

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the watermen. The demand for large log-built deck boats also had to do with the rise of the crab dredging and oyster dredging industries, which required a large, low-sided boat. In these fisheries, the boats had to carry a great deal of payload and work in deep water to harvest the catch—oysters and crabs. Log canoes were traditionally low-sided and the log deck boat provided a stable, low-sided platform close to the water. The watermen did not have to raise the dredge very high when working them by hand, and the log deck boat was big enough to carry a large payload and sturdy and reliable enough to carry the fishermen into the bay in any water. By the 1920s when the *F.D. Crockett* was built, the internal combustion engine was well-developed. Most of the earlier log boats had been built for sail. There was just a small window of time for large log deck boats to be built on the bay while large logs were still available and the new internal combustion engine was being introduced.⁵ Future deck boats all over the Chesapeake Bay would be built with the plank and frame construction that is prevalent today. “The motor-powered log deck boat marked the end of a maritime era of this distinctive type of boat.”⁶

Developmental history/additional historic context information (if appropriate)

There were three centers of canoe building: one in Virginia and two in Maryland. The canoes built near the Poquoson River in Virginia were the most well-known. The two Maryland styles were centered in Pocomoke Sound and Tilghman Island. Canoe builders in these areas of the Eastern Shore of Maryland worked from half models, cutting and shaping timbers to match the model using saw, broad axe and adze, but with the aid of chalked station marks corresponding to the model.⁷ Log canoes built in the Poquoson region were simply based on the size of the canoe needed. The first log was the longest and largest diameter, and was hewed square with tapered ends. This “keel log” became the symmetric center of the boat. The second logs, placed on each side of the keel log, were cut in equal length and fitted to the keel log. These two “garboard” logs were then bounded by “chine logs” hand hewn from curved logs to fit with the garboard logs. Additional logs were added to achieve the desired dimensions. Virginia canoe builders did not use a half model, and there was always variation in the two sides of the hull. The logs were placed on blocks and positioned to maintain the needed lines, then hollowed with an adze by “rack of eye” at the builder’s discretion.⁸

The early oyster industry of the Chesapeake Bay was a significant part of the evolution of the log canoe into a workboat. Higher demand for oysters by an increasing population reduced the availability of shoreline oysters. Bigger boats allowed fishing in deeper waters, and the advent of hand tongs in the early 18th century resulted in a steady oyster harvest and supply for customers in homes and taverns. By the beginning of the 19th century, New England schooners were in the Chesapeake buying oysters, and soon after began using the oyster dredge. Local fishermen adopted the dredge, and built bigger log-hulled sailing vessels to use the dredge and increase their range. Open log canoes of 20 to 25 feet were replaced by coasting canoes (35-40 ft.) ,then the brogan (40-50 ft. with decking, bulkheads and hatches), then the log bug-eye, which was over 50 feet, made from seven to 13 logs, and with full decking and a small cabin. These vessels, powered by sail, were used almost exclusively for oystering, either by tonging, scraping or dredging. Characteristics such as low freeboard for hoisting in the catch and open deck space for handling dredges were common on such boats, and log-hulled buyboats inherited these features.⁹ Many power boats used on the Chesapeake Bay well into the 20th century were converted bug-eyes built in Maryland and converted to deck boats in boatyards along the bay’s western shore. Deck boats such as the *F. D. Crockett* added large hold openings to the broad beam and shallow draft, making them very effective freight haulers on the Chesapeake Bay.

The final stage in the development of the log canoe was the log deck boat built specifically for an internal combustion engine. By 1910, log boats were being built for the internal combustion engine. Hulls for these boats were built in the same way as the five-log canoe, with a center keel log, two garboard logs attached to the keel, and bilge or chine logs attached to the garboard logs. Additional logs were added to increase the width of the hull. Chunks of wood were used to fill in and shape the bow and stem and additional chunks were used to raise the sides (raising wood), and functioned as

⁵ Chowning, March 13, 2012, comment on evolution of log boats, interview with Vera England.

⁶ Chowning, *Chesapeake Bay Buyboats*, 53.

⁷ Brewington, *Chesapeake Bay Log Canoes and Bugeyes*, 15

⁸ Brewington, *Chesapeake Bay Log Canoes and Bugeyes*, 9

⁹ Chowning, *Chesapeake Bay Buyboats*, 51

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side planking. The chunk-built round stern, a distinctive feature of log canoe construction, became a feature of many early frame-built deck boats and frame and box-built deadrise buyboats.¹⁰ Sawed lumber was rarely available to Chesapeake Bay boat builders during the 19th and early 20th century. Logs could be pit-sawed into planking, but it was faster to cut down trees and construct the boats from logs using the traditional methods. Log deck boats continued to be built in the Poquoson area even after sawed lumber became more available in the 1920s. While this may have been due to custom and efficiency of effort, the log-hulled boats had distinct advantages that made them uniquely qualified to fish and conduct commercial activities on the Chesapeake Bay. The thick logs could withstand contact from metal shovels when oysters, fish and crabs were stored in the boat's hold. Log boats rested lower in the water, making it more amenable to oyster and crab dredging than high sided boats. Deck boats often served as buyboats, buying directly from the watermen. This transaction allowed the smaller oyster boats to continue fishing uninterrupted without hauling their catch to market. The deck boats hauled seafood, livestock, farm products and lumber. Prior to the advent of highways and bridges, they were essential for commerce.¹¹

The *F.D. Crockett* was built primarily for freight hauling and the buying and transporting of produce. It was also intended for the fishing industry as an additional means of income. The *F.D. Crockett* was built for Ferdinand DeSota Crockett of Seaford. He would contract to carry local produce, which included watermelon and other farm produce, fertilizer, and pigs to markets in Hampton Roads, Smithfield and as far as Elizabeth City, North Carolina. The boat was adaptable and could be used to move furniture and belongings in a time when travel by road was difficult. A boat such as the *F.D. Crockett* was the center of family life, and on Sundays was used for excursions by the extended family. In 1939, the boat was sold to Edward Marvin Lindsay, who became paralyzed soon after. William Stephen "Pretty" Green, brother of Marvin Lindsey's wife Lucy, piloted the boat for the next 50 years, giving half of the income from the boat to support his sister's invalid husband. The boat continued to haul freight but in the 1940's began dredging oysters and later crabs for the seafood business. (A rig was added for crab dredging, and a 10-inch by 10-inch white oak dredge post is known to have been removed.) Later owners continued to use the boat for dredging seafood and its distinctive hull was a familiar sight on the lower bay until the downturn of the oyster industry. Subsequent owners into the 1990s were Faye Dreyden, David C. Westcott, and Curt Barrett. During most of its working life, the *F.D. Crockett* was berthed at Poquoson, and later at Hampton. Its home port was Poquoson. By 2000, the boat had been sold to Ron Turner, the great-grandson of one of the builders, John Franklin Smith. Turner donated it to the Deltaville Maritime Museum in 2005. The *F.D. Crockett* was towed from Poquoson to Deltaville in late 2005 by the *East Hampton*, a 60 foot buyboat. She is now on display for educational purposes and travels the Chesapeake Bay as an ambassador for the museum.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Brewington, M.V. Chesapeake Bay Log Canoes and Bugeyes. Tidewater Publishers, Centreville, Maryland, 1963.

Chowning, Larry S. Chesapeake Bay Buyboats. Tidewater Publishers, Centreville, Maryland, 2003.

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England, John & England, Vera. "The Restoration of the F.D. Crockett by the Deltaville Maritime Museum." Narrative with Photos and Power Point, 2011, Deltaville Maritime Museum.

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Vlach, John Michael. The Afro-American Tradition in Decorative Arts. University of Georgia Press, Athens, 1990.

¹⁰ Chowning, *Chesapeake Bay Buyboats*, 51

¹¹ Chowning, *Chesapeake Bay Buyboats*, 53

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Previous documentation on file (NPS):

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

Primary location of additional data:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository: Virginia Department of Historic Resources

Historic Resources Survey Number (if assigned): VDHR No. 059-5013

10. Geographical Data

Acreage of Property Less than one acre
(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

| | | | | | | | |
|---|---------------------------|------------------------------|-------------------------------|---|---------------------------|------------------------------|-------------------------------|
| 1 | <u>18</u> Zone | <u>383151</u> Easting | <u>4157111</u> Northing | 3 | <u> </u> Zone | <u> </u> Easting | <u> </u> Northing |
| 2 | <u> </u> Zone | <u> </u> Easting | <u> </u> Northing | 4 | <u> </u> Zone | <u> </u> Easting | <u> </u> Northing |

Verbal Boundary Description (Describe the boundaries of the property.)

The historic boundary encompasses the entirety of the *F.D. Crockett*, which has an overall length of 62.8 ft., 55.8 ft. keel length, with a beam of 15.7 feet and draft of 4.6 ft. and is permanently berthed at the Deltaville Maritime Museum. The location of the ship is shown on the attached USGS quadrangle map.

Boundary Justification (Explain why the boundaries were selected.)

The historic boundary encompasses the entirety of the *F.D. Crockett* but does not include the land and water around it, as the boat itself is the subject of this National Register registration form.

11. Form Prepared By

name/title David Moran / Office Manager
organization Deltaville Maritime Museum date 3/24/2012
street & number P.O. Box 466 telephone 804-776-7200
city or town Deltaville state VA zip code 23043
e-mail museumpark@oonl.com , dmoran@rappahannock.edu

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

F.D. Crockett
Name of Property

Middlesex County, Virginia
County and State

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Drawing of the *F.D. Crockett* by Ray V. Rodgers, 2007

Historic photos of the *F.D. Crockett*

Historic Photo Index

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: *F.D. Crockett*
City or Vicinity: Deltaville
County: Middlesex State: VA
Photographer: David A. Moran
Date Photographed: February & March, 2012

Description of Photograph(s) and number:

1 of 7
VA_Middlesex County_F.D. Crockett_0001
View of bow, at Museum dock on Mill Creek, camera facing northeast

2 of 7
VA_Middlesex County_F.D. Crockett_0002
View of stern, at Museum dock on Mill Creek, camera facing east

3 of 7
VA_Middlesex County_F.D. Crockett_0003
Pilot house, at Museum dock on Mill Creek, camera facing west

4 of 7
VA_Middlesex County_F.D. Crockett_0004
View from port side bow, at fuel dock at Deltaville Boatyard on Jackson Creek, Deltaville, camera facing east

5 of 7
VA_Middlesex County_F.D. Crockett_0005
Interior of pilot house, at fuel dock at Deltaville Boatyard on Jackson Creek, Deltaville, camera facing south

6 of 7
VA_Middlesex County_F.D. Crockett_0006
On stands at Deltaville Boatyard, view of port side of log hull

7 of 7
VA_Middlesex County_F.D. Crockett_0007
On stands at Deltaville Boatyard, close up of port side chine log

F.D. Crockett
Name of Property

Middlesex County, Virginia
County and State

Property Owner:

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

name Deltaville Maritime Museum & Holly Point Nature Park
street & number P.O. Box 466 telephone 804-776-7200
city or town Deltaville state VA zip code 23043

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

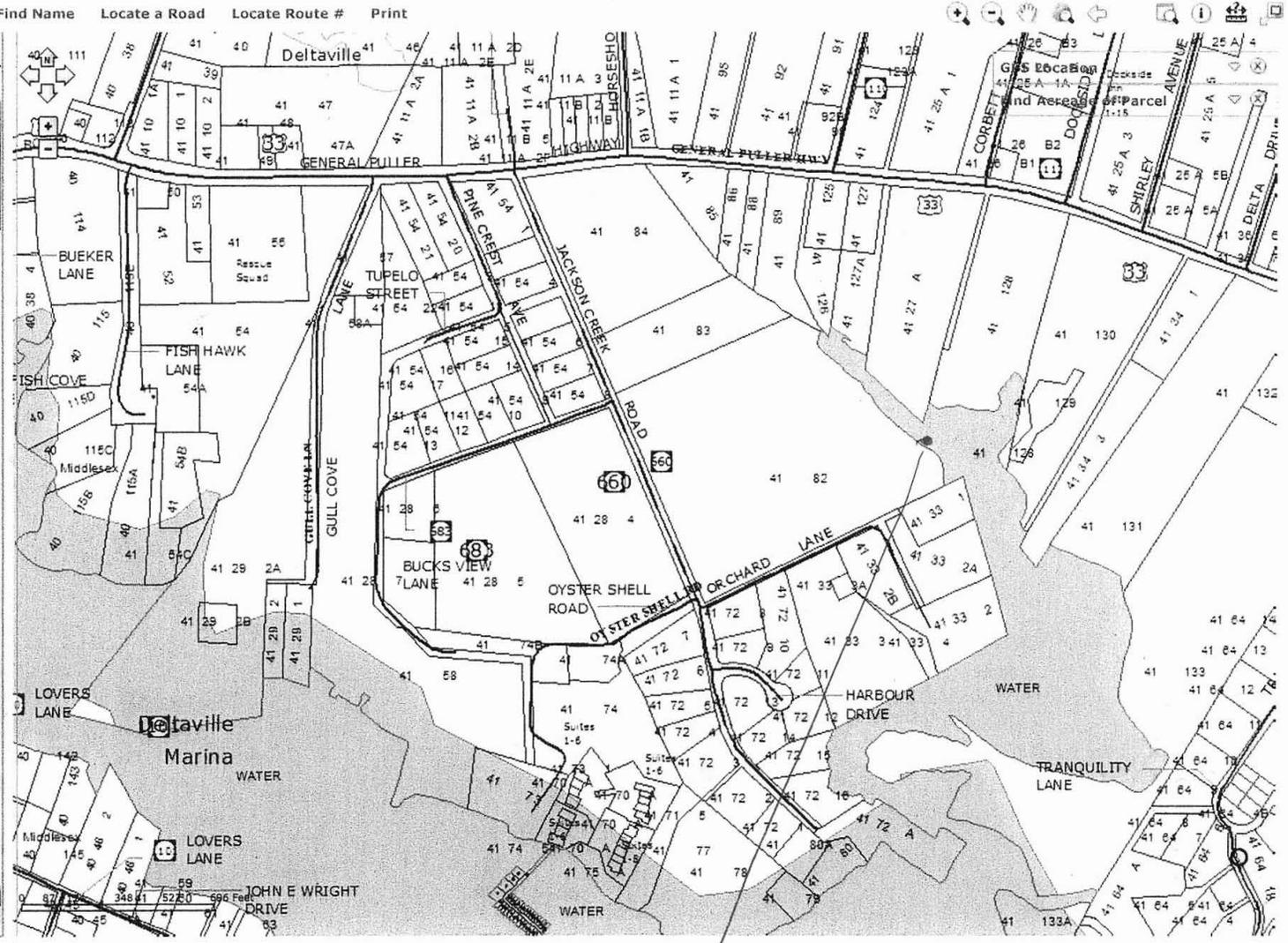
Middlesex County, Virginia Web Mapping Application

Find Parcel Number Find Address Find Name Locate a Road Locate Route # Print

Results

Map Contents

- MapResourceItem0
 - Tax Map
 - taxindex_dwg_Annota
 - taxindex_dwg_Polyline
 - PublicBuildingAnno
 - Main
 - Insert
 - PlaceAnno
 - Main
 - Insert
 - MiscAnno
 - Insert
 - Main
 - RoadAnno
 - Main
 - Insert
 - RouteAnno
 - Main
 - Insert
 - TownAnno
 - Main_94670
 - Insert_94670
 - Insert_94660
 - Main_94660
 - WaterAnno
 - Main
 - Insert
 - UtilityAnno
 - Main
 - RouteShields



F.D. Crockett
Berth location

Additional Documentation -
Tax Parcel Map

F.D. Crockett
Deltaville, Middlesex County, VA

DHR #059-5013

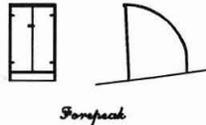
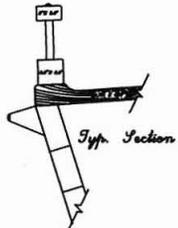
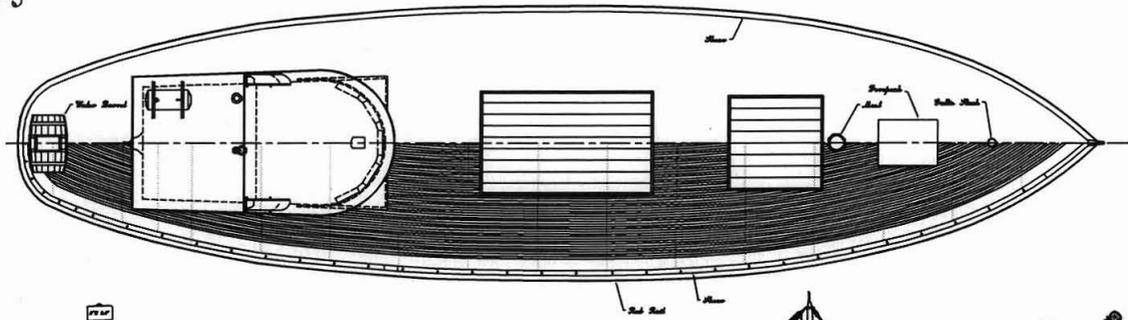
F. D. Crockett

Built 1924
 Built by: Alex Swaine & John Franklin Smith
 Length: 62'-4"
 Width: 15'-4"
 Draft: 5'

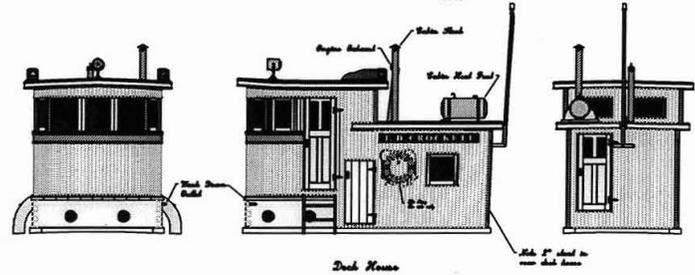
Hull was lap and chink construction.
 Sub 3/8" = 1 ft

The number and location of the stiches are not true to the real boat. They are shown for the purpose of modeling.

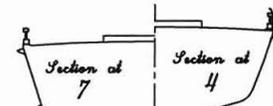
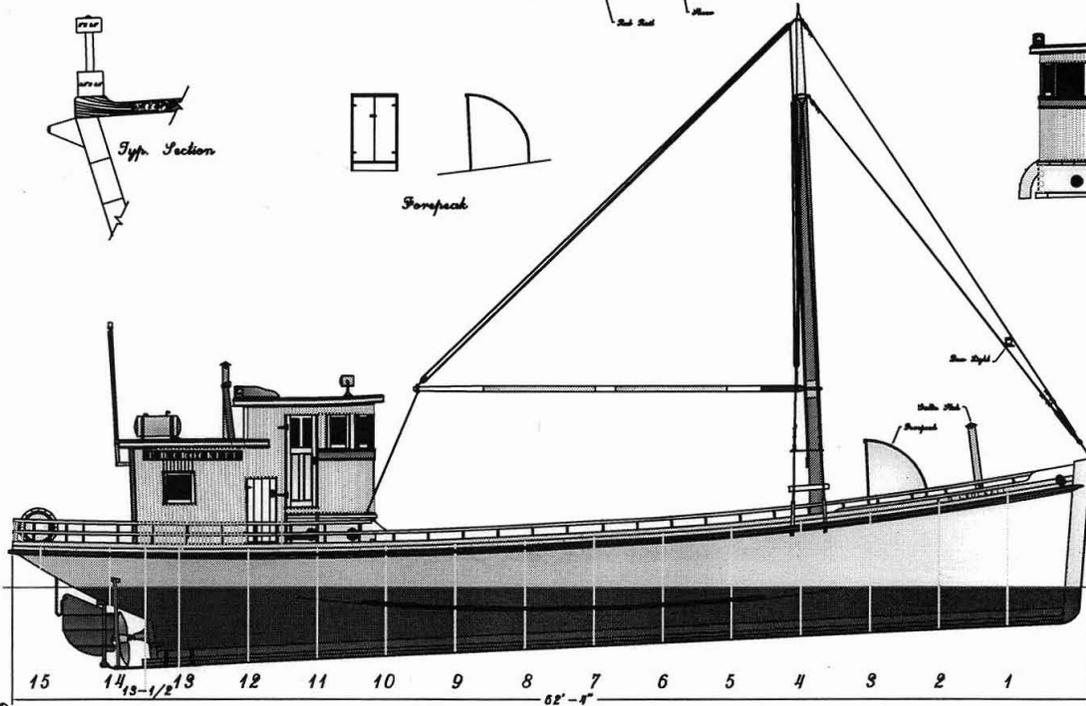
Ray W. Sargent
 1937



Forepeak

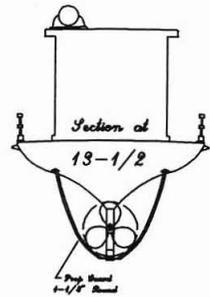
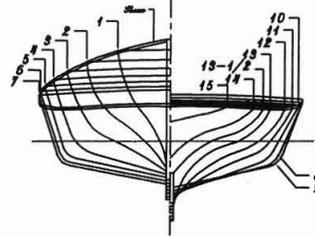


Deck House



Section at 7'

Section at 4'



Section at 13-1/2'

Prop. Shaft 1-1/4" Dia.

