

FACT SHEETS

Local Shipbuilding



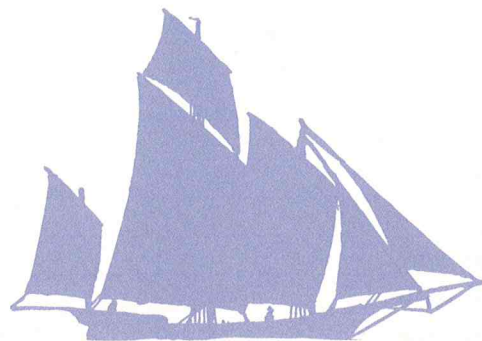
19th-century Tuckerton Sea Captain digitally superimposed over 19th-century photo of Tuckerton Creek during the town's heyday as a shipbuilding center. Photo montage by Carla Miners. PHOTOS: courtesy Tuckerton Seaport archives.

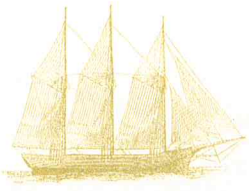
Shipbuilding was a significant industry along the Jersey Shore beginning in the late 1700s. From the time of the English colonists until the beginning of the 20th century, water was the most practical means of transportation and commerce. There were few passable roads and there were also vast forests to supply the boat builders.

In 1791, Tuckerton was established by President George Washington as the Third Port of Entry in America. In the area along the coast from Forked River to Nacote Creek, more than 181 schooners, sloops and catboats were built and launched.

Included here is a listing of boats built locally on the Tuckerton Creek from 1784-1929. Nineteen of these Tuckerton boats were more than 100 tons gross weight and 14 were more than 100 feet long.

This list is drawn from a compilation of New Jersey vessels researched by the Philadelphia Maritime Museum over the past several years, and highlights the importance of the region as a shipbuilding center.





Shipbuilding in Tuckerton - 1784 through 1929

VESSEL NAME	LENGTH	YEAR BUILT	RIG/MAST	GROSS TONS
Adeliza	95.8	1865	Schooner	150.29
Albert Pharo	85.8	1853	Schooner 2	129.15
Alice Ridgeway	53.4	1864	Schooner 2	26.08
Black Bird	27.3	1877	Sloop	5.33
C.G. Cranmer	115.0	1865	Schooner 2	222.45
C. Harvey	50.5	1880	Sloop	17.71
Caroline Young	109.0	1868	Schooner 2	220.67
Centennial	45.3	1880	Schooner	7.35
Dusty Miller	49.1	1839	Sloop	36.8
Eliza Pharo	82.6	1852	Schooner	105.15
Fashion	40.0	1883	Sloop	11.02
Frolic	46.0	1874	Sloop	18.75
G.W. Ruby	31.7	1897	Sloop	7.00
General J.L. Selfridge	48.0	1872	Sloop	20.92
H.L. Slaight	111.0	1866	Schooner 2	237.29
Henry F. Jones	58.8	1878	Schooner	30.98
J.H. Bartlett	110.6	1862	Schooner 2	186.09
James Veldran	110.0	1866	Schooner	203.96
Jennie N. Huddell	122.0	1870	Schooner 3	279.12
Jessie L. Rutter	29.0	1872	Sloop	6.24
John H. Rapp	106.6	1866	Schooner 2	184.18
Julia	41.8	1887	Schooner	11.08
Julian Nelson	112.0	1867	Schooner 2	210.11
L.C. Wallace	40.9	1876	Sloop	16.61
Lewis D. Senat	34.6	1865	Sloop	9.04
M.V. Cook	104.0	1862	Schooner 2	201.13
Maria Elizabeth	68.0	1852	Schooner	61.42
Marion E. Rockhill	119.0	1867	Schooner 3	284.79
Martha Bartlett	56.2	1858	Schooner	38.17
Mary Eliza	34.2	1871	Sloop	10.19
Nellie	43.6	1869	Sloop	10.27
Passport	28.4	unknown	Sloop	6.04
Sallie Parker	32.0	1873	Sloop	5.51
Sarah Augustia	79.9	1837	Sloop	5.69
Sarah E. Jones	97.0	1853	Schooner	198.06
Sarah Quinn	88.0	1868	Schooner 2	113.68
Spray	67.0	1865	Schooner	53.71
Sunbeam	46.3	1880	Schooner	22.16
T.G. Cruse	85.0	1880	Schooner	97.40
Thomas W.H. White	114.6	1867	Schooner 3	213.71
Walter W. Pharo	116.0	1864	Schooner 3	260.34
William B. Foster	35.4	1870	Sloop	9.52
William F. Phelps	112.0	1863	Schooner 2	235.70
William M. Wilson	114.0	1864	Schooner	252.41

ATLANTIC WHITE CEDAR

By Terry O'Leary

Venture into the cool dense shade of a cedar swamp, listen to the creaking of the tall cedars with the rush of a gentle breeze and you can feel the spirit of the Jersey Cedar.

White Cedar or Jersey Cedar (*Chamaecyparis thyoides*) was considered the most important timber in early part of this century. It was harvested from stream corridors and swamps of the Pine Barrens. Dense, dark green canopied stands of this shallow rooted species occur sporadically in a long coastal band 50 to 100 miles wide from southern Maine to central Florida.

White Cedar swamps may have covered in excess of 100,000 acres in the 1930s. Cedar is generally found in narrow belts, in most cases less than 1000 feet wide, and sometimes stretching from the headwaters of Pine Barrens streams all the way to tidewater. Jersey Cedar always grows in wet grounds or swamps. White Cedar can grow up to 120 feet in height. The average diameter is 15-19 inches although some trees have reached five feet in diameter. A mature stand of White Cedar could yield up to 110 cords per acre.

Jersey Cedar was among the first timber to be harvested by the early settlers of the Jersey Shore. White Cedar cutting was a major industry as early as 1750. Great quantities of White Cedar were exported, chiefly to New York and the West Indies. Nearly all the homes in Philadelphia built by the time of the Revolutionary War were roofed with Jersey Cedar shingles. The heavy use of cedar during the colonial period threatened to exhaust the supply. By 1800 nearly all the White Cedar harvested was from second growth forests. Almost no virgin stands remained as demand for



Jersey Cedar products continued throughout the 19th century for home construction and boat building. Even third growth Cedar was being harvested by the 1890s.

The light-weight, straight grain, durability and resistance to rot, made Jersey Cedar desirable for a variety of uses. Cedar was used for canoes, sneakboxes, garveys, siding, lath, floor joists, tree and garden stakes, fencing, rustic furniture and decoys.

Currently there are approximately 26,000 acres with more than 50% White Cedar. The amount of Jersey Cedar continues to decline due to adjacent land use changes, wetland

degradation, wildlife, and lack of management. Regeneration of White Cedar after wildlife or clear-cutting is impeded by the heavy browse of young cedar seedlings by white tailed deer herds. This enables strong competition from hardwood trees such as Red Maple, (*Acer rubrum*), Sour Gum, (*Nyssa sylvatica*) and Swamp Magnolia (*Magnolia virginiana*). A number of Cedar swamps have become hardwood swamps. Existing stands of Cedar are maturing rapidly to saw timber and pile size classes without any cutting or managed harvesting. Sound management techniques are essential to maintain healthy White Cedar swamps.

It has been demonstrated that carefully controlled harvesting of Atlantic White Cedar encourages the establishment of a number of rare and endangered plant species such as Curly Grass Fern, Swamp Pink, Bog Asphodel and others.

Jersey Cedar has been intertwined with the lives of the Baymen of the Jersey Shore. Many of the traditions of boat building, decoy carving and even the homes of the people of the coastal region are linked to cedar products, locally harvested, milled, and in many cases, hand crafted. Venture into the cool dense shade of a cedar swamp, listen to the creaking of the tall cedars with the rush of a gentle breeze and you can feel the spirit of the Jersey Cedar.

For background information on Jersey Cedar, thanks to: Silas Little, Gary Giberson, Richard Bentz, George Zimmerman, Richard Iverson, Richard Kantor, George Pierson, Robert Zampella.

IN PRAISE OF THE CAT BOAT

By Don Helfrich

Many people know about the area Sneakboxes and Garveys and their origin, but few people know the part the Cat Boat played in the history of Barnegat Bay. The Cat Boat is an extremely wide, shallow draft, single mast, gaff-rigged sailboat that was the "workhorse of the bay." Much of the history of the Cat Boat remains vague, but it comes very likely from the Dutch who settled this area in the 1700s. Many of the Old Dutch designs reflect their influence on the Cat Boat.

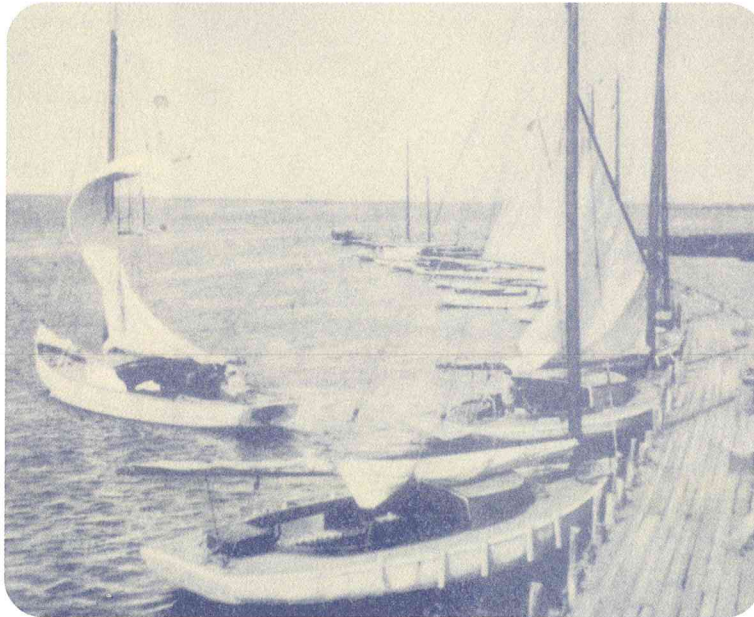
The Cat Boats were versatile crafts used for many purposes, including fishing, oystering, freight hauling, passenger service and mail. Norman Gerber, whose family owned Gerber's Store (now the Tuckerton Emporium) used to tell stories of when he was a boy. They serviced their Beach Haven Store with their Cat Boat making daily trips to and from Beach Haven. This was true of many other island

businesses. Many of the Cat Boats were built in local yards along the bay. Most Tuckerton area boats were built in Parkertown, Tuckerton, New Gretna, Port Republic and Atlantic City. The most prolific of all the Cat Boat builders were Stanley Van Sant and Sons, who started building in Port Republic in the late 1800s and moved to Atlantic City after 1900. The boats varied in size from 16 feet to over 40 feet in length. The most popular size for fishing was 30 to 35 feet.

At the same time the Barnegat Bay Cat Boats came into being there evolved several other type Cat Boats along the East Coast. The Cape Cod Cat was used in waters around Cape Cod, Nantucket and Martha's Vineyard. Just as the Barnegat Cat did, they

served a multi-purpose function including swordfishing and scalloping. Many of these craft had built-in wet-wells in the cockpit to keep their catch fresh for market. None of these boats had power other than sail. The Newport Cat was another distinctive class using a full keel rather than the centerboard.

The New York Cat Boats were popular in the New York Harbor, Sandy Hook and Raritan Bay areas. The hull design on all of

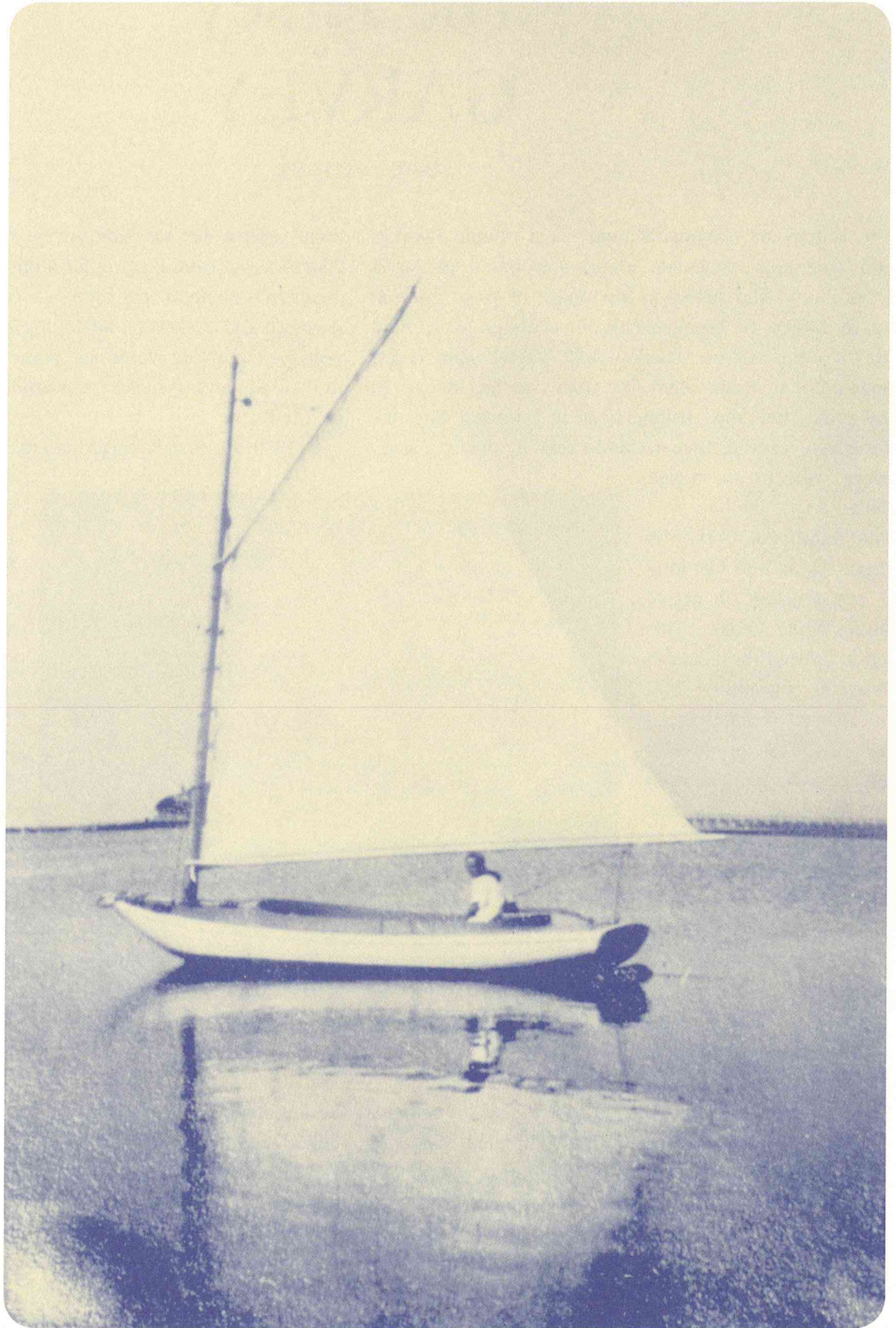


those boats differed somewhat, but all carried the same gaff-rigged sail with the mast stepped close to the bow.

During the 1890-1900s, there were many local Cat Boat races recorded. It is claimed that during this period it wasn't uncommon to see thirty to forty 30 to 35-ft. Cat Boats participating. In 1871, The Toms River Yacht Club was formed and during that same year they set up the Toms River Cup Races. During the early years the work boat type Cat Boats participated, but in 1924, a new racing Cat Boat was introduced. They were to be known as the Class A Cat Boats. Originally designed by Charles Mower, the boat was 28 feet long with a Marconi-type sail. The demise of the large Cat Boats start-

ed with the advent of gas engines. After the engines became popular, many Cat Boat owners removed the sail rig and operated with engines only. Evidence of this can be found in old pictures and postcards showing early power fishing boats. The ones with extreme beam were probably converted Cat Boats. The last of the big Cat Boats under sail were in Atlantic City during the 1940s. They were still being used as passenger sightseeing boats, working from the Steel Pier, Hackney's Restaurant and Starn's Restaurant in the Inlet. Many had colorful advertising in the sail. It was Starn's Cat Boat that had a giant red lobster in its sail.

The last of the Cat Boats was the 34 foot Van Sant, "Jerry B.," built in 1920. Her owner at the time was the late Walter Akeret of Absecon in the 1970s. His intention was to lift and block the hull at Nacote Creek and prepare to build a fiberglass mold from the hull. Things didn't work out as planned though. He hired a crane to lift the boat but, as fate would have it, the cable brake on the crane faltered, breaking the hull in two in mid-air. In the late 1950s the 35-foot Cat Boat "Olive" laid at a dock on N. Maryland Ave. in Atlantic City. She became so full of rot that the Coast Guard towed her offshore and burned her. The Coast Guard was known to do chores like that in those days.



ABOVE: Barnegat Bay Catboat. Photo courtesy Tuckerton Seaport archives.

OPPOSITE PAGE: Cats were once the 'taxi' of the bay. Here they sit waiting for passengers in Beach Haven. Photo courtesy Tuckerton Seaport archives.

The Jersey GARVEY

By Terry O'Leary

The Garvey or "Baymen's Boat" is a unique flat-bottomed craft that traces its origin and name to Jarvis (Gervas)Pharo who settled in the village of West Creek in the early 1700s. He brought with him a design for a "Punt Boat," a long, narrow, shallow-draft vessel suitable for maneuvering in water often less than two feet deep. In many productive shell fishing beds in Barnegat Bay, the water rarely exceeds two to three feet in depth. Early Garveys were poled, rowed or sailed across the bay.

The traditional Garvey is between 14 and 30 feet long and constructed of native Atlantic White Cedar. This wood is favored for its insect resistance, durability and light weight. Many other types of boats produce a wake, causing bank erosion along shallow creeks and sedge islands. The design of Garveys allows for the wakes to be dissipated with a reduced force of wave action.

Generations of baymen used this stable, workboat for tonging and raking clams, oystering, crabbing and fishing. Over the years, local boat builders made modifications and improvements on the original Garvey. Few of their designs and plans have ever been drawn out on paper. Fathers passed the traditional construction secrets and refinements to their sons. Today, only a few Garvey builders still exist. The Garvey has evolved into a wide, flat-bottomed and very stable utility craft. Many Garveys today are fiberglass coated cedar or plywood. Some have a slightly raked transom to mount an outboard. Others are built to accommodate inboard motors. Most of the larger garveys have been constructed with a "Chicken-breasted bottom," a minimal amount of V-bottom to allow for better performance under heavier seas.

After the evolution of the gasoline marine engine around the turn of the century, some of the baymen began racing

home after a day working out on the bay, or they would take time out from tonging for a mid-day race. Most of the organized racing at that time was confined to West Creek, Barnegat and Tuckerton, beginning in the early 1920s. Each year the clammers would add some mechanical advantage to their Garveys to make them faster for the annual Fourth of July Race.

By 1950 the first Racing Garveys were built, and at that time raced with mostly Chrysler and Buick engines. After the Speed Garvey Association of New Jersey was formed in 1961, a racing circuit was scheduled with annual races held in the bay in Tuckerton, West Creek, Barnegat, Parkertown, Bricktown, Beach Haven and Lavallette. Today, sleek fiberglass Speed Garveys race at 85 to 90 mph.

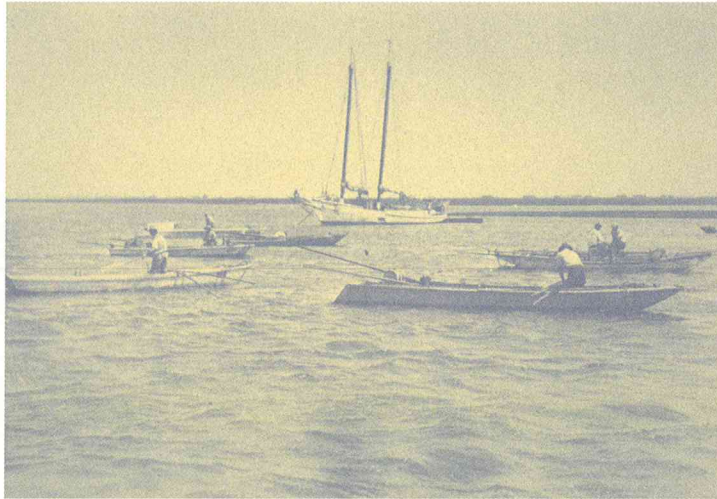


Photo courtesy Tuckerton Seaport archives.

The tradition of building cedar Garveys is becoming a lost art. At the Tuckerton Seaport, plans are underway to recreate legendary Garvey builder Joe Reid's Garvey Shop. In 1938, Joe Reid constructed a workshop behind his home in Waretown and for more than 40 years, without blueprints, he hand-crafted over 100 fine Jersey Cedar Garveys, row-boats, V-bottom charter boats, and a great many clam tongs. During those years he also worked the bay clamming and scalloping. At the replica of Joe Reid's Garvey Shop there will be interpretive exhibits, a collection of artifacts and a hands-on workshop where participants can learn how to build and repair Jersey Garveys in the Barnegat Bay tradition. There will also be displays and photographs depicting the history and excitement of Barnegat Bay Speed Garvey Racing.

Barnegat Bay SNEAKBOX

By Terry O'Leary

Captain Hazelton Seaman, a market hunter from West Creek, is credited with building a gunning skiff in 1836 that he named the "Devil's Coffin," the original Barnegat Bay Sneakbox. This low decked boat, built of Atlantic White Cedar and easily camouflaged with sedges was sought by gunners and baymen for its ability to provide a silent approach to sitting ducks in the shallow tidal waters of creeks and adjacent salt marshes.

A second refined "Sneak Boat" or Sneak Box" was built by John Crammer, Jr. Further improvements were designed by Samuel Perrine of Barnegat. Over the years the Barnegat Bay Sneakbox has been made by a number of well known boat builders such as Levi and Edward Cranmer of Cedar Run, Zack Johnson of Bay Head, the Van Sants of Atlantic city, the Parkers from Beach Haven, John Dorsett of Point Pleasant. A number of Sneakbox builders were from the village of Barnegat including Andrew Kilpatrick, the Peterson brothers, William Bowker and most notably, J. Howard Perrine. Some other well known names of Sneakbox boat builders in later years are Chadwick, Beaton, Heinrichs, Adams and Corlies.

The Barnegat Bay Sneakbox is typically a 12-foot Jersey Cedar boat, extremely seaworthy and with a shallow draft. It has a four-foot beam and may be rigged for sailing with a sprit sail on short spears and an oarlock for rowing. Nowadays a Sneakbox may be built with oarlocks and a transom outboard motor mount. A stool rack runs from row lock to stern. In heavy seas, a canvas apron is propped from the deck by a stick in front of the cockpit called a breakwater. Bottom runners of oak or copper and a spoon-shaped bow enable the Sneakbox to be hauled across open ice or frozen marsh with an ice hook. Sneakboxes were also used for clamming, fishing and oystering.

As far back as 1855, the Barnegat Bay Sneakbox was popularized through *Forest and Stream magazine* and especially through the writings of Nathaniel H. Bishop of

Toms River. In 1879, Bishop wrote a book entitled "Four Months in a Sneakbox" detailing his adventures sailing and rowing the "Centennial Republic," (a 12-foot Barnegat Bay Sneakbox) from Pittsburgh down the Ohio and Mississippi Rivers to the Gulf of Mexico

By the late 1800s a larger "Sandbagger" Sneakbox was designed for pleasure and racing. The "Sandbagger" carried heavy sails and used a crew of six to eight men; plus a load of shifting sandbags to keep the boat righted. In 1913, Charles D. Mower designed a 20-foot Marconi-rigged Sneakbox with lighter displacement and smaller sails referred to as the "Kennest acting class on Barnegat Bay".

Mr. J. Howard Perrine, who produced a number of models of Sneakboxes

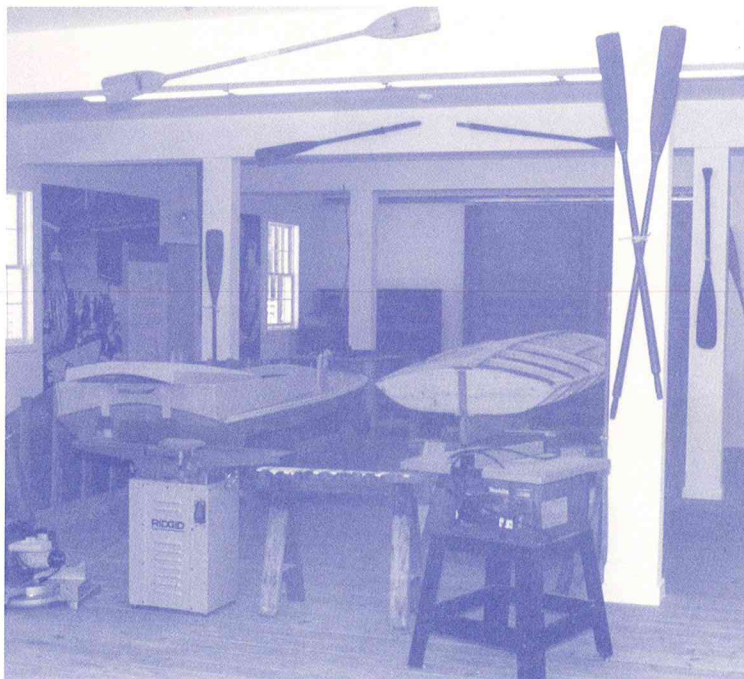
developed a one-design class of 15-foot gaff-rigged Sneakboxes. More than 3,000 of these boats were built at the Perrine Boat Works in Barnegat. The Barnegat Bay Yacht Racing Association accepted the class in 1922 and it was the leading Sneakbox Class, as well as the leading Sailboat Class, until the late 1950s.

In 1960, Allen R. Chadwick of Barnegat redesigned the Sneakbox into a 14-foot sloop.

There are other Chadwick-designed models, including a 12 foot sprit rig, an 18 foot sloop rig and 15 and 15.5-foot Sneakboxes.

The Barnegat Bay Sneakbox has endured as a venerable legacy of the Baymen. Many hunters still use this durable boat to sneak up on waterfowl.

At the Tuckerton Seaport, a re-creation of the Perrine Boat Works displays restored examples of vintage Barnegat Bay Sneakboxes, exhibits of the history and evolution of Sneakboxes, plus workshops and classes for hands-on Sneakbox restoration and traditional Sneakbox construction.



New sneakboxes being built today at Tuckerton Seaport.

Bay Boats



CATBOAT



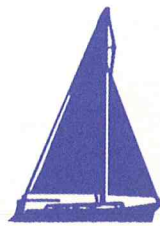
E-SCOW



GARVEY



HANKINS SKIFF



LIGHTNING



OLD TOWN CANOE



SAILING SNEAKBOX



SEA SKIFF



SNIPE

Bay Boat Descriptions

Reprinted from Toms River Seaport Society's Maritime Museum publication, "Boat Profiles." The Museum is located at the Corner of Hooper Avenue and Water Street in Toms River. The boats described here can be seen at the museum.

GARVEY

This 16 foot Outboard Garvey was the next to last boat built by Ed Conklin of Manahawkin when he was in his eighties. He specialized in Garvies built of local wood with white cedar planks and oak ribs. Garvies were a great work boat for the Bay because of the shallow draft and stability when moving about the boat

OLD TOWN CANOE

Canoes were used extensively (and still are) for exploring the numerous tributaries that feed into the estuary and bay. They are easily maneuverable and can transverse shallow and narrow passages.

SEA SKIFF

This Sea Skiff was built for bay as well as ocean use. The museum has a sea skiff "Sea Biscuit" designed and built by Charles (Buck) Snyder and his brother Bob in 1937. It was originally an open skiff (no pilot house) with tiller steering and was built primarily for off-shore fishing.

CATBOAT

The catboat is distinguished by its single working sail. Used extensively on barnegat bay, catboats were once used solely as workboats. In the late 1800s, the catboat became a popular race boat. The oldest continuous competitive sailing race in the United states is still sailed by catboats on Barnegat Bay.

SAILING SNEAKBOX

This 15' version of the Sneakbox was made famous by J.Howard Perrine in his Boat Works in Barnegat, new Jersey. This is an excellent example of the 1920s sneakbox. Perrine built hundreds of sneakboxes using town people to "mass produce" sailboats people could afford and enjoy.

SNIPE

The Snipe Class International Racing Association was formed in 1932. The Snipe was sailed on the Barnegat Bay for many years. The 1951 National Chamionship series, hosted by the Money island Yacht Club, Island Heights Yacht Club, and the Pine Beach Yacht Club, were sailed on Toms River.

LIGHTNING

The 19' Lightning international class sailboat was sanctioned in 1939 by the Barnegat Bay Yacht Racing Association. Once one of the largest, one design class baots in the world, Lightnings are still actively raced.

"E" SCOW

The 28' "E Scow" replaced the 20' sandbagger Sneakbox as the fastest sailboat class on the Barnegat Bay in the late 1920s. Originally built on the Great Lakes and accepted on Barnegat Bay in 1924, "E" Scows are still actively raced on the Bay. With a long narrow shape and very shallow hulls, the "E" Scow sails best to windward heeled 15 degrees to obtain optimum speed.

HANKINS SKIFF

The Jersey Skiff or Sea Bright Skiff evolved in the 1700s and was built in many lengths. The boat was originally designed to launch and retrieve through the surf, remaining upright. The Hankins family of Lavallette built many boats of this design commercially, providing a major local industry.

Bay Boats MATCH RACE

Match these boats to the Bay Boats shown on the previous page.

