

### Chapter 1 : Gallery of Custom Built Chesapeake Bay Boats by Chesapeake Boats, Inc.

*The Chesapeake Bay Buyboat Association will list your events on the Associations Event page to help promote activities that are water related at which buyboats might be able to attend. This will let people know if any buyboat/deckboat will be attending the activity which you are providing.*

Next Mullis was alerted to the location of the Linda Carol by David Cantera, a commercial real estate developer in Delaware. Cantera had purchased the Muriel Eileen originally built in Gloucester County in for one of the largest seafood packing companies in the region in , and completely restored the boat. John Melvin Ward Jr. It is a point of pride for Cantera that he has used only traditional materials like those that would have been included in the construction of the Muriel Eileen—no modern synthetics—like salvaged longleaf yellow pine from turn-of-the-century industrial buildings around Philadelphia. Cantera makes regular pilgrimages on the Muriel Eileen down the Bay to Virginia: Mullis lived next door. Mullis immediately hopped in a small skiff, crossed the creek, walked up to Cantera and introduced himself. Did Mullis want to find one and restore it? He did—but not just any boat. Having grown up working on, and with, many of the legendary buyboats, Mullis was interested in owning only a specific few: Gladsky was looking to sell an old buyboat that had been sent to his yard for scrap—the Linda Carol. The pair decided to travel north and see the condition of the boat. When he got there, Mullis summed up his diagnosis: The pair spent the afternoon sitting atop the deck of the decaying boat, planning. Mullis decided to save the Linda Carol. He agreed to give Mullis the boat for free, as long as Mullis would arrange to repair and tow the Linda Carol away. Mullis enlisted the help of Dave Rollins, a year-old master boat-builder in Gloucester who had once owned the East Hampton, another historic buyboat. A model builder for more than 20 years at NASA, Rollins was one of the few craftsmen left who could undertake the work needed to restore the Linda Carol. Cantera offered to make the trip to Long Island, and patch and tow the Linda Carol back to Virginia if Mullis would provide one of his boats for the journey. The crew towed the Linda Carol through Hell Gate, the narrow portion of the East River between Queens and Manhattan, then out into New York Harbor and down the Atlantic coast, the steel and glass skyline of Manhattan receding behind them in the distance. The Linda Carol was home again. While the Linda Carol sat at his dock, Mullis installed pumps to remove water and keep her afloat. Upon his return 10 days later, he found the Linda Carol sunk. During a momentary power outage, the pumps keeping the Linda Carol afloat had failed. Now, timing their work with the outgoing tide, Mullis, Rollins and a crew of other watermen they had enlisted raised her from the creekbed that day and towed her to York Haven Marina in Poquoson. There, spurred on by the surprise sinking, Mullis decided that the restoration work needed to begin in earnest.

## Chapter 2 : Chesapeake Bay Buyboat Annual Cruise

*The Chesapeake Bay Buyboat Association is comprised of owners and people who share the love of these big boats. The owners maintain and operate the remaining buyboats at their own expense. The owners bring their boats to ports around the Bay each summer so that the public can stand on the decks, touch them and understand their importance in.*

Description[ edit ] The Nellie Crockett is a wooden, plank-on-frame freightboat, documented measuring She measures 52 tons gross and 35 tons net. Her wide beam and moderate draft were useful in her business of buying, loading and transporting oysters in the shallow waters of the Chesapeake Bay. The hull is built using wood frames made from the natural crooks of tree limbs and roots. It is planked with 3. The deck planking is laid fore-and-aft over deck beams on hanging knees. A partially watertight bulkhead is located in the forecastle. A quarter and a nickel were found under the mast, indicating that it was replaced or re-stepped in the s, with a traditional coin placed underneath at the time. The mast has two cargo-handling booms attached at its base. It is covered with vertical tongue-and-groove sheathing. The pilot house is divided into three compartments, each formerly divided from the others by doors, now missing. The wheel room occupies the front compartment, housing the rope-and-pulley-operated wheel, with five windows on the front, two on either side, and doors on either side. A heater stands at the rear. A flush deck hatch gives access to the engine compartment. The next compartment behind the wheel room, and a little lower, is the bunk room, 6. There is a porthole for the upper bunk. Behind the bunkroom lies the kitchen, 4 feet 1. The Crockett is substantially the same as she was built. Oysters were stored on deck in baskets, as many as bushels at a time, with ten to twelve tons of granite ballast below. Dana at Crisfield, Maryland for Andrew A. Until she was operated by Crockett, carrying oysters in season and produce and lumber in the off season. In she was purchased by the U. She was then sold to Gilbert Ashley, who moved her to Baltimore , but then sold her in to J. Harry Porter and Harry B. Porter of Baltimore, who moved her back to Crisfield. In , the Porters sold her to James H. Ward of Reedville, Virginia. William sold his share to James in James Ward operated Crockett as a buy-boat until his death in Family members continued to operate her until She was then bought by Theodore L.

### Chapter 3 : Ten boats of the Chesapeake Bay | Chesapeake Bay Program

*The Chesapeake Bay Oyster Buyboat was born, with the sole purpose of going out to the oyster fleets working the beds in the Bay, buying harvested oysters from the oystermen in the afternoon, and running those oysters to faraway markets and rail centers in Norfolk, Crisfield, Baltimore, and Washington DC, and to local shucking houses and.*

This term came about as a result of one of the many jobs they were called upon to perform. Buying the catch from other boats on the rivers and Bay before they returned to the dock made for good business all around. This was only a small part of what these boats were used for but it has, for whatever reason, caught on as a generic name for these deadrise deck boats. The boats worked extensively in the fisheries and, more importantly, the captains and crews of these boats could work year-round. Many people in the area have asked me to build a specific Buyboat that they have a particular interest in, as apposed to a generic Buyboat. Wanting the model to be as accurate as I can make it, I looked for plans. There are none to speak of. I learned that the builders used rough sketches drawn on a work table or maybe the shop floor or just built them by eye. The only way to get good accurate drawings was to do it myself. Taking detail measurements of these 40 to 60 foot hulls and all their mast, booms, rigging, fittings, cabins, hardware, etc. I use the water as a datum line to measure the shear and some of the chine and every thing above the water is measured by hand. This gives me the size and angle to horizontal or plum of every thing above the water line. Then I have to wait, sometimes many months, until the boat is on the railway. Then it starts all over again to do everything from the waterline down. Every thing is true to size and scale. I can only manage one or two drawings a year. Over time the drawings took on a life of their own. People started showing interest and wanted to know where to get them. I also knew that the deck boats were disappearing fast. When I was a boy in Urbanna, Virginia, which is still my home, there were hundreds of Buyboats on the Bay and its tributaries. We are lucky to have a few still working and a few more being preserved by dedicated and proud owners who spend considerable money and time to keep these boats afloat and in good condition for us to remember and admire. These owners have been a great help to me with details and history. They have, without exception, welcomed and given me the run of their boats. I hope to continue with the project of documenting as many remaining Buyboats as time, health and burnout permit. In the first paragraph I mentioned my friend Larry Chowning. He has been my friend since Larry is the author of many books about the Chesapeake Bay: He has been an inspiration to me in perusing my project.

### Chapter 4 : Soul of the Bay - calendrierdelascience.com

*View a wide selection of Chesapeake Bay boats for sale in your area, explore detailed information & find your next boat on calendrierdelascience.com #everythingboats.*

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

### Chapter 5 : Chesapeake Bay Buyboat Reunion - The Local Scoop

*(ST MICHAELS, MD - May 2, ) The Chesapeake Bay Maritime Museum in St. Michaels, Md. is once again offering the opportunity to view Chesapeake Bay sailing log canoe races along the Miles River while aboard its buyboat, Winnie Estelle.*

### Chapter 6 : Chesapeake Bay buyboat: Dudley - Rivah Visitor's Guide

*Chesapeake Bay Buy Boats. K likes. Buy Boat, Deck Boat, Cross Plank, Chesapeake Work Boat, Oyster Boat.*

### Chapter 7 : (CBBA) Chesapeake Bay Buyboat Association

*The Chesapeake Bay Buyboat Association is celebrating the Reunion Cruise. Beginning on the weekend of August in*

*Urbanna, Virginia, approximately 10 to 15 of the large traditional freight and seafood industry vessels will travel the southern Chesapeake Bay, also visiting Deltaville on August , Hampton on August , and ending their tour at [ ].*

### Chapter 8 : What is a Buyboat Anyway?

*Fulfillment by Amazon (FBA) is a service we offer sellers that lets them store their products in Amazon's fulfillment centers, and we directly pack, ship, and provide customer service for these products.*

### Chapter 9 : Chesapeake Bay Buyboats are Comin', Aug. | Visit Elizabeth City

*Photographer Constance Stuart Larrabee spent a few summers in the early s exploring the waters around her new home on the Chesapeake. During these and subsequent cruises, she used her Rolleiflex camera to record a variety of boating activities.*