

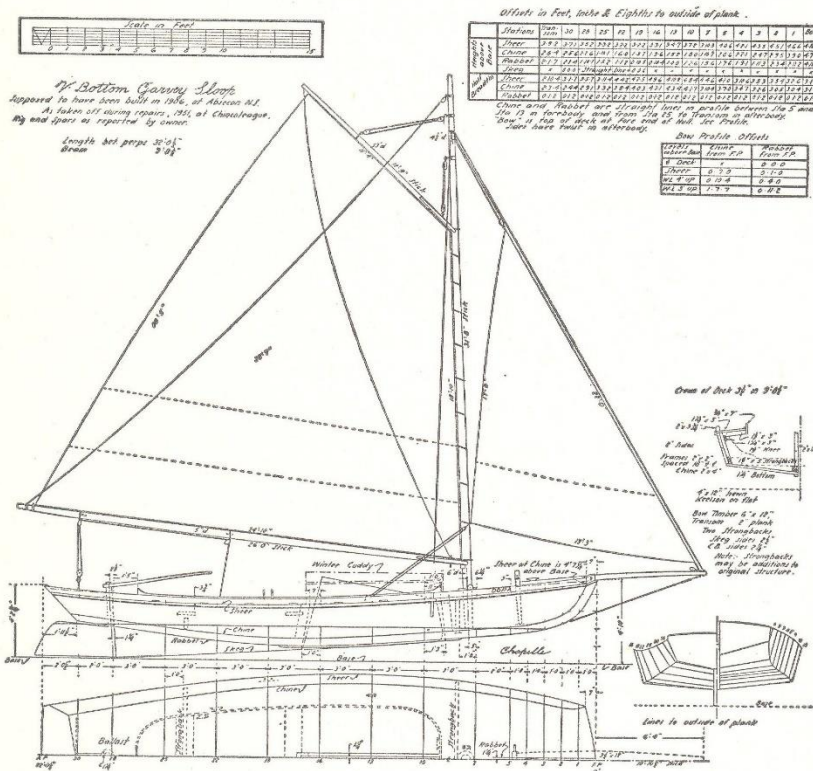
Figure 121 shows the plan of one of the Port Isabel butt-head sloops built for fishing. She has a removable fore-trunk so that she could be used as a camp-boat. The rig is the gaff-mainsail-and-jib, with the mast stepped plumb, or even with a slight rake forward. The use of a sprit on the jib, in place of the common club or boom, gives the advantage of having the sail stand properly without much attention being given to the location of the sheet leads. The sails are fitted with a complete and rather complicated system of lazy-jacks, reminiscent of the Chesapeake Bay bateau rig. The crews of these scows were commonly of Mexican nationality or descent, and the boats were not always kept in a shipshape fashion, but they seem to have been very well handled. The drop-blade rudder appears to have been a most effective fitting, though crudely made. The scows worked in very shallow waters at times, and so the skegs were not as deep as in most V-bottomed types; the Port Isabel sloops have, therefore, the very long centerboards seen in sharpies of equally shoal draft.

The Gulf scows were built of the local yellow pine and cypress, and near the Mexican border mesquite knees were used instead of cypress crooks. The scows were usually built upside-down, using a few feanes and the end-transoms as molds, as in the garveys. The moderate dead rise and absence of twist in the bottom made the boats easy to build. The majority of Gulf Coast scows retained the chine logs in construction; this may have been a feature remaining from earlier scows, which were cross-planked on the bottom, for, as has been noted, most of the southern skipjacks were built without chine logs. The V-bottomed scow came into existence for the same reasons that created the Chesapeake flattie.

### The V-bottomed Garvey

The New Jersey garvey is another scow-type employing dead rise. It is uncertain when the V-bottom came into popularity in this type, but it was apparently quite late, perhaps after 1900. A V-bottomed sailing garvey is shown in Figure 122; this boat had been converted to power, and so her rigging details are drawn from her owner's notes and statements. The boat was built in New Jersey about 1906 and was brought to Chincoteague in 1921. She was con-

The construction is shown in the plan; the bottom was planked square across, except at the bow. The garveys on this build were



noted for speed under sail and most of them were sloop-rigged as shown. The same model, with a deeper transom, is now popular as a motorboat. The greater part of the power garveys in southern New Jersey, Delaware, Maryland, and at Chincoteague are now V-bottomed to some degree, and this type seems to be slowly spreading to the southward. In most of these the bow retains the shallow V-form, as shown in Figure 122, but some are square across at

deck. In some the bottom is flat, except in the vicinity of the fore end of the load waterline. Here the bottom is made of thick plank dubbed into a shallow V-shape and faired each way, fore and aft, into the flat bottom; the whole is usually confined to three or four feet of bottom.