James Bond has become increasingly aware of the fact that the pungy boat's dominance of the Chesapeake Bay's commerce and of its oyster industry has been forgotten. Since Bond is educational program director for the pungy reproduction Lady Maryland, he is in a good position to know. The captain, crew, and students aboard the Lady Maryland have been trying to increase the public's awareness of the importance of the pungy boat with visits to various ports around the state, including a stopover at Solomons on August 20 and 21 where she was hosted by the Calvert Marine Museum.

The goal of the staff and crew of the Lady Maryland is to give the school children of this region an experience in living history. Last year, some five thousand students were aboard her for a day or longer. They learned about the pungy and how to sail her, and they also received lectures on the Chesapeake's resources and problems.

It has been widely accepted by maritime historians that the pungy's design originated before 1740 with the small crew — sometimes with only a single sailor after all of the pilots aboard had been placed on incoming ships. These small schooners were really something new.

It was from this pilot boat that commercial cargo-carrying pilot schooners developed, the name now describing the type or design rather than the original use. The name "pungy boat" came some one-hundred years after the development of the pilot boat. Common wisdom is that it derived from Pungoteague, a small creek and town on the Eastern Shore of Virginia. Bond doubts the legend that she is a cut-down version of the famous Baltimore clipper. Actually, the opposite may prove to be the truth: that the clipper, a ship of war, was a larger, sharper version of the original pungy design.

During the first century as a colony, Maryland (and Virginia, too) relied on one crop. Tobacco, grown throughout the Chesapeake region and shipped only to Great Britain, dominated the economy of the two colonies. There was little port activity in the colonies,
NEW PUBLICATIONS AVAILABLE
Gifts for Seasonal Giving

Included in most copies of this issue of the Bugeye Times is a brochure describing an attractive and interesting new book on a group of selected maritime museums of the United States. Entitled Maritime America: Art and Artifacts from America's Great Nautical Collections, this book has just recently been published by the Balsam Press, Inc., of New York. Items from the collections of thirteen museums — including the Calvert Marine Museum — are depicted through hundreds of illustrations, mostly in color, of restored vessels, picturesque harbors, marine paintings, boat models, figureheads, carved water fowl, and many other artifacts, along with carefully documented chapters on each of the collections. The book is edited and introduced by Peter Nell, president of the South Street Seaport Museum in New York. Copies may be purchased from the museum store at $45.00 each, less ten percent for members, plus Maryland sales tax of five percent (where applicable) and handling of $2.00.

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SELECTED RECENT ACQUISITIONS

African Queen, Potomac River Dory.

The museum has acquired several significant collections and artifacts since last spring. The Potomac River dory boat, African Queen, was donated to the museum by Mr. and Mrs. Arthur A. Puchetti of Marathon, Florida, formerly of Piney Point, St. Mary's County. The boat is one of the last dories, a distinctive type of wooden workboat built on the Potomac River in the late nineteenth and early twentieth centuries. The African Queen was built around 1930 at Cobb Island.

From the estate of Frederick Tilp, author, historian, architect, and friend of the Calvert Marine Museum who passed away in May, the museum received 198 books, some 900 black and white photographs, 1000 photographic slides, research files, and numerous prints and maps. All of these materials pertain to Potomac River and Chesapeake Bay history. Fred's favorite sub-

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“SITTING IN ON THE FUTURE” CONTINUES
An Appropriate “Season’s Greetings”

Although the new exhibition building is nearly completed, there is still time to take part in the “Sitting in on the Future” campaign and to buy a commemorative plate for a seat in the auditorium or on a donor list on the wall of the auditorium. As reported in the summer issue of the Bugeye Times, this campaign is intended to raise funds to match part of a grant from the National Endowment for the Humanities that is to be used to fabricate and install the permanent exhibit, “Maritime Patuxent: A River and its People,” in the new Maritime History Hall. To date only Calvert Marine Society members have received solicitation literature for this campaign, but it will soon be extended into the local communities.

Since the campaign began in early June, over $30,000 has been raised, with over eighty of the 198 seats “sold” to date. A gift of $250 will entitle the donor to a commemorative plate on the back of one of the seats, as well as on a wall plaque designed by LeRoy “Pepper” Langley; a gift of $100 will entitle the donor to a commemorative plate only on a wall plaque. In either case, the donor may have his or her (or a couple's) name on the plate, or the name of someone the donor wishes to honor or memorialize.

This “seat” campaign provides a most fitting and public way to honor those who have contributed to the history of the Patuxent area — either through their past or present labors, or through support of the efforts of the Calvert Marine Museum to preserve this heritage. Further details on the “Sitting in on the Future” campaign and an order form may be obtained by a phone call or letter to the museum.
FOSSIL FACTS

By Sandy Roberts

Pharyngeal Teeth of the Black Drum Fish, *Pogonias multidentatus*

In all probability the Miocene black drum, *Pogonias multidentatus*, was an inshore fish, a sandy bottom feeder with a special liking for oysters. It belonged to a noisy family of grunts, croakers, and drums called the Sciaenidae. Like the modern black drum, *Pogonias cromis*, which occurs in the Bay today, *P. multidentatus* was probably a huge, lumbering, black-finned fish with a large underslung mouth filled with teeth specially adapted for crushing mollusks. Whiskery appendages, called "barbels," would have fringed its chin. These tactile sensory organs would have allowed the drum to feel and taste its food before eating it.

*P. multidentatus* was aptly named: it was indeed a "bearded, many toothed" animal. Its jaws contained hundreds of small, close set, peg-like teeth. Deep within its throat were pharyngeal plates covered with flat, polysided, crushing teeth. Roughly triangular in shape, there were two major upper plates and a single, broad, tooth-studded lower plate that had developed sometime in the fish's evolutionary past when two separate plates had fused together. Fossil plates when collected are usually fragmentary and missing most, if not all of their teeth. They may be recognized, however, by the unique pattern of their shallow, multisided sockets, each of which is outlined with a narrow, polysided border. Since *P. multidentatus* replaced its pharyngeal teeth throughout its life, individual fossil teeth are common finds. The small (a quarter inch is a good sized tooth), shiny, black or brown enamel teeth may be further identified by an indentation or pit on the bottom of each tooth. They are easily found in the gravel beach wash of the Chesapeake Bay.

OPENING OF NEW BUILDING

SET FOR DECEMBER

After over two years of construction, the museum grounds are finally reaching a more normal appearance — but vastly changed from their appearance in 1986. Opening early this fall will be the newly designed parking area behind the present museum. Entry to the parking is from Route 2 at the gate to the north of the present museum building (the earlier entrance was to the south of the building). This gate will be only for entry, since the exit from the parking area will be onto Lore Street, with easy return access to Route 2. The parking area will accommodate some 120 cars, with a paved walk into the front entrance to the new exhibition building.

Work on the new building is almost completed. Under current plans, the exhibitions from the present building will be moved to the new building during the week following Thanksgiving (November 28 through December 2), a week during which the museum will be closed to visitors. On December 3 the new building will be opened to visitors for the first time. A formal and official dedication is planned for spring 1989, the exact date to be announced later. Although the permanent exhibits in the new building will not be completed for many months, there will be exhibits similar to those in the present museum, along with some new and expanded "changing" exhibits. Also open in the new building will be an expanded museum store, an auditorium, educational facilities, and a room in which members of the Calvert Marine Society may relax and enjoy a magnificent view of the boat basin, Drum Point Lighthouse, and the Thomas Johnson bridge. We look forward to seeing many members in the building after it opens in December.

NEW BUSINESS MEMBERS

The society welcomes the following new corporate members:

- Back Creek Inn, Solomons
- Bay Mills Construction Co., Inc., Owings
- Bowen's Grocery, Huntingtown
- Chesapeake Group, Inc., Chesapeake Beach
- Holiday Inn, Solomons
- Jim's Air Tool & Equipment of Calvert
- Lord Calvert Bowl, Huntingtown
- St. Leonard Development Corp.
- Solomons Landing, Solomons
- Tiki Bar, Solomons
PHOTOGRAPHS BY A. AUBREY BODINE ON EXHIBIT

Twenty-four photographs by the well-known photographer A. Aubrey Bodine are on exhibit at the museum until Thanksgiving. The exhibit is entitled "Images of Southern Maryland" and features photographs that were either taken in Southern Maryland or have some connection with this region. Mr. Bodine, who lived from 1906 until 1970, is best known to Marylanders for his work at the Baltimore Sunday Sun. During his forty-seven-year career with the Sun, he traveled throughout Maryland to photograph places, buildings, and people. His photographs were featured regularly in the Sunday supplement popularly known as "The Brown Section."

The photographs in the museum's exhibit include those of local lighthouses — Drum Point, Cove Point, Cedar Point, and Point No Point — and such historic homes as Charles' Gift in Calvert County and Mulberry Fields and West St. Mary's Manor in St. Mary's County. In addition, there is a 1936 photograph of the steamboat Anne Arundel on the St. Mary's River; a 1961 photograph of W.E. Barrett of Lusby with his recently-invented hydraulic patent tong rig; an image depicting amphibious training maneuvers during World War II at Cove Point; and photographs of Bay watercraft, including the schooner Mattie F. Dean and the ram Levin J. Marvel.

The photographs displayed were selected from a group of fifty-seven prints donated to the museum by Mrs. Bodine in 1985. They were matted and framed in part by a grant from the Calvert County Cultural Arts Council. Visitors may see the exhibit in the museum's Programs Room during regular museum hours (see calendar in this issue for times).

CALVERT MARINE SOCIETY PURCHASES HOUSE

When an opportunity developed last winter to purchase a lot and house immediately next to the museum, the Board of Governors investigated various ways to acquire it, finally determining that it would be possible at this time only through an investment by the Calvert Marine Society, Inc., the incorporated fundraising arm of the museum. Late in June the society settled on the house, financing its purchase through loans from the Calvert Bank and seven member-investors. Since repayment of the loans requires income from the property, the house is presently privately leased, although a part of the lot is being held for use by the society.

CMS MEMBERS' PICNIC HELD AS PLANNED

Skies cleared in time for a cool and pleasant evening around the boat basin on August 20 as seventy-five hardy members enjoyed Tennison rides, music, fiddler crab races, the pungy Lady Maryland, and a birthday cake honoring the Drum Point Lighthouse. The mystery key contest prize — dinner donated by the Lighthouse Inn Restaurant — was won by Matthew Thomburg and his delighted parents, new members Mr. and Mrs. Harold Thomburg of Mt. Airy, Maryland.
SOUTHERN MARYLAND MARITIME INDUSTRIES
PROGRAM SUCCESSFUL IN 1988

As the following photographs show, there was great interest and activity during the 1988 SMMI program at the museum. Some sixty-eight children of various ages participated. As in previous years, the program was funded by a grant from the Town Creek Foundation.

CMM photo by Robert Catton
Southern Maryland Maritime Industries participants Jennifer Smucker and Vanessa Irving proudly hold their bugeye half models which they made. Museum woodcarver Jimmy Langley provided the materials and instructed this activity.

CMM photo by Robert Catton
Southern Maryland Maritime Industries instructor Dodie Ferrier with participants beach seining at the Chesapeake Ranch Club.

CMM photo by Robert Catton
Solomons troller Austin Weislen showing SMMI participants how to bait a trotline for crabbing.
with no merchants other than the planters themselves, and with few local shipowners engaged in trade. Sometime prior to 1750 agriculture became more diverse, and first corn, then wheat was harvested in larger and larger quantities. Demand from the West Indies, fueled by continuous warring among the European powers, produced big profits. The growing of corn and wheat was greatly expanded, particularly in northern Maryland, on the Eastern Shore, and in southern Pennsylvania west of the Susquehanna River.

The village of Baltimore developed quickly. In the beginning, grain moved overland to Baltimore, but soon it was hauled to the mills by water. New fleets of baycraft carried golden grain from the Choptank, the Chester, and from the shores of the Chesapeake region. The number of intra-bay craft increased every year. Records show that by 1770 the Bay’s shipwrights were turning out a significant number of relatively small vessels: sloops, luggers, and an increasing number of the new pilot schooners.

The merchants and their shipwrights were pushed to develop the new pilot schooner design by the need for speed, the ability to beat well to windward, and the capacity to maneuver in close quarters. While these characteristics were vital on the West Indies trade routes, they were also important on the Chesapeake Bay, as even these waters were not free of danger and there was the need to navigate the many narrow, winding rivers and creeks.

Surviving newspapers and colonial records reveal that some of the single-deck, raked-mast schooners were calling at Baltimore, Alexandria, and Norfolk several years before the start of the War of Independence. At these ports, grain was milled or accumulated in warehouses and then loaded on sloops, brigs, and schooners for delivery to the West Indies. Ship carpenters of Dorchester, Somerset, Talbot, and perhaps St. Mary’s counties were building a cargo version of the pilots’ boat. Bond’s researchers have found records confirming that the pilots’ boat was a small schooner less than thirty feel long on the keel. They reason from this that the first commercial adaptation was a craft not much larger than the original. Port records, news items, advertisements, and notices support the supposition that Bay shipyards — most of them some distance from Baltimore — launched the new pilot schooner to provide transportation to that port. There was little significant change in design, as over the next century and a half by craft remained basically unaltered.

It was just a few years after the War of 1812 that the vast oyster beds of the Chesapeake Bay and its tributaries began to be exploited. Early demand for oysters came from New England, as big packers there sent dredgers down to the Bay to supplement their falling production. The legislators of Virginia and Maryland kicked the Yankees out and the long involvement of bay craft in oystering began.

The oyster trade to New England was presented on a silver platter to the Chesapeake Bay mariners when laws were enacted not only to keep out the Yankee dredgers, but to give the local craft a monopoly on the transportation of oysters on the Chesapeake Bay. Oyster production increased steadily throughout the period prior to the Civil War and had reached a boom stage just before hostilities began. It was the great increase at this time in the building of keel schooners, now called pungies, that left the false impression that only then was the pilot schooner adapted for Bay use rather than in the prior century. After the Civil War there was one final, massive boom in pungy construction before the bugeye and the skipjack replaced the larger, more expensive schooner of earlier design.

In August 1987 the Lady Maryland took a group of young people to Chestertown to study the town’s economic and social history. James Bond and the crew of the pungy led their charges through the old custom house and to the homes of the grain merchants who had made Chestertown a port by 1750. For Jim, the story was not new, as his grandfather-times-four, James Piper, was one of those early grain merchants and an owner of schooners trading in the West Indies. As Baltimore expanded, Chestertown’s foreign trade declined and Piper operated packet boats and baycraft to the new port. At the time of the Revolu-

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Lady Maryland (Continued)

Another excellent gift purchase is Working the Water: The Commercial Fisheries of Maryland's Patuxent River, a recent joint publication of the University Press of Virginia and the Calvert Marine Museum. This was described in detail in an insert in the spring issue of the Bugeye Times. Copies are available for $35.00 each for hard cover, $19.95 for paperbound, again with a ten percent discount for members, plus Maryland tax and handling of $1.50.

A new pamphlet has just been written by research associate Major Merle T. Cole and published by the museum press. This four-page pamphlet is entitled The Happy Solution: Short History of the Dewey Floating Dry Dock and deals with the tests of the Dewey in the Patuxent off Solomons and the towing of the dry dock to the Philippines. Copies of this pamphlet are available for $4.85 each, with usual discount privileges and applicable tax and handling of $1.50.

The museum store has a number of other books about the Chesapeake Bay and the local region, as well as cook books and other items that would be appropriate as gifts. Visa and MasterCard will be honored. A visit to the museum and the store this fall will be most rewarding, or the availability of a favorite title can be determined in a phone call. Your support of the museum store helps to support the work of the museum.

Acquisitions (Continued from page 2)

The museum purchased fourteen works of art by August Herman Olson Rolle (1875-1941). Rolle lived in Washington, D.C., where he was a vital force in art circles of the early twentieth century. His specialty was pastel-hued, impressionist landscapes and seascapes of the surrounding area. The museum's acquisition includes several paintings of Solomons Island and Leonardtown, with one of Piney Point.

Jessica Lee Marie Langley of Solomons lent the museum a model of the racing boat, Gray Cull, for the new maritime history exhibition. The model was built by her grandfather, “Pepper” Langley, in the mid-1950's. The Gray Cull was his racing boat in 1946.

Althea Bowen McKenriey of Solomons lent the museum original deeds and a lease for photocopying. The documents trace the ownership of one lot on Solomons Island from 1871 to the present. The earliest document, a lease agreement, was signed by Isaac Solomon, founder of the community. Geoffrey Footner of Hurlock, Maryland, has donated several items pertaining to War of 1812 hero, Joshua Barney, including an engraving of Barney himself.
VOLUNTEER SPOTLIGHT
Linda McGilvery, Board of Governors

Although Linda McGilvery holds the position of secretary of the museum’s Board of Governors, along with the record for CMM board membership—an impressive ten years of service—her volunteer contributions go well above and far beyond, much to the museum’s benefit.

Starting in 1975, when she first offered her services at the museum store, Linda has slowly increased and broadened her activities through an active interest in the museum’s goals. Says director Ralph Eshelman: “Linda is one of those rare museum volunteers who is willing to help and participate wherever she is asked or sees a need—you name it and Linda has probably done it.” These include: planning membership events, clerical work, museum promotion, museum store clerking and purchasing, fundraising, and the Waterside Music Festival. Linda has assembled the CMM donations book, typeset texts for exhibits, and cleaned fossils—“filthy, but interesting.” This 1000-hour volunteer says: “The more you do, the more you learn.”

So much a part of the museum that other volunteers have assumed she was staff, Linda states frankly she wouldn’t volunteer if she didn’t find it fun. And she feels that there is something that anyone would like to do at CMM. If it’s not mentioned or offered, ask!

Linda is at home in Arlington, Virginia, when not on volunteer duty. She enjoys iceskating, the Redskins, and spending time with her young niece and nephew. Linda recently organized her own special event—the marriage of her son, Bill.

Linda adds that she has always enjoyed working with the people at the museum and rates the staff as “absolutely superior, bar none.” The feeling is mutual, Linda.

For more information about the volunteer program, activities, training, and opportunities call Layne Bergin, volunteer coordinator.

BROWNIE BAKERS NEEDED!

Last year $113 was raised from the sale of homemade brownies at PRAD—and we could have sold more! Please bring your individually wrapped brownies, cut 2”x3” size, to the museum on October 7 or to the selling table during PRAD (October 8 and 9). Many thanks!

VOLUNTEER ASSISTANCE NEEDED FOR NEW DISCOVERY ROOM/LEARNING CENTER

The museum’s curator of education, Craig DeTample, needs museum volunteers to help in the planning and preparation of the discovery room/learning center that opens in the new exhibition building this fall. This will be an important and exciting new part of the museum’s educational programs. Furnishings and equipment are funded by a grant from the Marpat Foundation.

Craig has listed his volunteer needs under five general categories:

- **Carpentry:** (As soon as possible) Assist the curator in the design, ordering, and construction of all custom-made wooden objects, to include: benches, tables, chairs, boxes, drawers, discovery box and cabinets, aquarium/terrarium stands, and a sandbox.
- **Collections:** (October 31-November 23) Assist in moving those specimens and objects slated for storage in the learning center and in organizing these collections. The bulk of this material is from the museum’s osteology and paleontology collections.
- **Construction and Set-up:** (October-November 23) Assist the curator and interpreters in unpacking, storing, and assembling materials, specimens, and equipment, including discovery boxes.
- **Computer/AV:** (October-January) Help in setting up a computer system in the discovery room and education office, and in copying, storing, and cataloging audio-visual materials as they come in.
- **Docents:** (Building to open to public in December) Help to run the discovery center. It is recommended that persons interested in docenting should also be involved in other activities. Please call Craig DeTample at the museum for further details or to volunteer for one or more of these activities.