MARITIME HISTORY EXHIBIT TO OPEN —

“MARITIME PATUXENT: A RIVER AND ITS PEOPLE”

The third major event this year in connection with the opening of the museum’s new exhibition building will take place on November 3. This event — for which invitations will be mailed to CMS members — is the opening of the maritime history exhibit, one of the three major exhibit areas planned for the exhibition building. Named “Maritime Patuxent: A River and Its People,” this large, permanent exhibit (nearly 6,000 square feet) will incorporate many of the familiar maritime artifacts from the old museum, but in an entirely new setting allowing for a number of new features. A more detailed report on the new exhibit will appear in the next issue of the Bugeye Times.

This exhibit has been made possible by support from a number of sources. A planning grant from the National Endowment for the Humanities in 1986 made it possible to obtain the talents of a consultative group to set out the broad concepts of the exhibit and also for museum staff to travel to other museums to view similar exhibits. From this support developed the design of “Maritime Patuxent,” which was then implemented by another major grant from NEH. A “challenge” portion of this second grant was met within a few months by support from museum members and friends through the “Sitting in on the Future” campaign.

Plan to attend the formal opening on November 3 for guided tours and refreshments.

Also in this Issue:
- Fossil Facts ...................... p. 2
- Drift Bottles ...................... p. 3
- A Solomons Vignette .............. p. 6-7
- Year-End Appeal ................ p. 2
- Summer Activities .............. p. 4-5
- Volunteer Spotlight ............. p. 8
FOSSIL FACTS
By Sandy Roberts

Xenophora conchyliophora
(The Carrier Shell)

Among the fossils of Calvert Cliffs is to be found a rare and curious little gastropod called Xenophora conchyliophora. It is a most appropriate name meaning “strange carrying shell.” Xenophora conchyliophora was, and indeed still is, an inveterate “conchologist,” industriously gathering bits of shell, coral, and stone and cementing this camouflaging debris onto its own outer surface. Unusual in form and habit, X. conchyliophora appeared during the Cretaceous period and still lives in the shallow coastal waters of the Western Atlantic from North Carolina south to the West Indies and in the Gulf of Mexico. Never common in the Maryland Miocene, it may be found in Zone 10 of the Calvert formation near Plum Point and in outcrops of Zone 10 in Charles County. Occasional specimens may be found in the lower levels of the Choptank formation.

The shell of X. conchyliophora is cone-shaped, about 1-1/4 inches wide, and somewhat less in height. The flat or slightly depressed base contains a small aperture which opens downward.

The several whorls of the cone are usually covered with rubble, so much so that at time the animal may be identified only by looking at its flat base. Where the camouflaging objects have fallen or been knocked off, the cone shows a hollow depression or a scar.

By studying the living specimen, we can gain some knowledge of the Miocene snail. We know that early in life X. conchyliophora cements a bit of shell just behind its aperture. As the shell grows, it continues this process. These bits of foreign objects increase in size with the shell and are placed so that they outline the spiral and eventually the whole shell. One function of this is doubtless protective camouflage, but the cemented decoration may serve another purpose as well. Xenophora conchyliophora often chooses larger items to decorate the final whorl of the shell and these serve as props to hold the shell slightly off the bottom of the sea bed. The bottom-feeding snail can apparently feed more easily with its aperture slightly elevated.

YEAR-END APPEAL — AN OPPORTUNITY FOR UNRESTRICTED SUPPORT

It is the time again for our annual Year-End Appeal — the opportunity for members and friends of the museum to provide the additional support so necessary to the museum’s programs. Last year, 248 members and friends contributed nearly $15,000 to the Appeal, providing much-needed funds for a variety of uses: purchase of maritime art, conservation of collections, construction of parts of exhibits not otherwise funded, and other uses not covered in budgeted funds.

The new exhibition building has given CMM an opportunity for increased service to the Southern Maryland community, as has been demonstrated by the large number of individuals and school groups visiting the museum since the new building opened in January 1989. But this increased opportunity has brought with it increased demands on resources — demands that in many cases could not be planned for in advance. It is in meeting these demands that the funds raised during the Year-End Appeal are especially important. Your gift at this time — apart from annual membership dues — will allow the museum to meet these challenges, in order to help preserve our heritage and help bring additional distinction to the museum’s programs.

Our goal this year is to increase the number of givers and the donations. With your help we can do this. When you receive the Year-End Appeal letter, please take advantage of the opportunity to make a tax-deductible unrestricted gift to the Calvert Marine Society, Inc., for the benefit of the museum. Your name will be listed on the Year-End Appeal roster in the spring issue of the Bugeye Times.

Please contribute as generously as you can.
Nearly everyone is familiar with messages in bottles. Occasional articles in newspapers report on messages traveling for thousands of miles. Cartoons are even more common, often involving shipwreck survivors on deserted islands. What may be less familiar, however, is the use of “drift bottles” in scientific studies to determine current direction and speed.

A variety of things have been set adrift: copper floats (with the date and position of release punched into the surface), barrels, weighted corks, and — more recently — plastic tubes and floating plastic (in the Chesapeake Bay). Some drift bottles were designed to be partially submerged to avoid the effect of wind pushing the bottle along. All these floats have the problem of indicating only average direction and speed — assuming, of course, that they are ever found and reported. Only the point and time of release and recovery are known. The drifting object may have traveled in a straight line at constant speed, or meandered about at varying speeds, affected by the wind and waves in addition to the current they are supposed to indicate.

Despite these obvious drawbacks, drift bottle experiments were conducted in the Chesapeake Bay before World War II using an unusual and attractive bottle. In 1938, Dr. Reginald V. Truitt, then director of the Chesapeake Biological Laboratory in Solomons, pointed out in a public lecture the need for hydrographic data in the bay. He also mentioned the lack of funds for such a study. Mr. R. A. Blunt of the Buck Glass Company of Baltimore was present at the lecture and volunteered his company’s services. As a result, specially designed molds were made and nearly 3,000 bottles produced which bore an embossed notice: “Please open. Chesapeake Biological Laboratory, Solomons Island, Md.” These bottles were used in the bay and tributaries with Dr. Olsen of CBL in charge of the hydrographic study. Some bottles were individually numbered, crudely engraved with a grinding tool. (Numbers in a similar hand appear on “Citrate of Magnesia” bottles once used for water sampling at CBL.) Some bottles were reportedly recovered. Dr. Olsen’s studies, however, were interrupted when he entered the armed services during World War II. Following the war he did research for federal agencies.

So far, no data from these early studies have appeared in published reports, and studies conducted since then have been more detailed and better controlled, although even these later bay studies have been affected by wind and wave action. A few of these pre-war bottles survive today, and with milk bottles from the Strathmore Dairy in Solomons are the only bottles known with Calvert County addresses.

Author’s acknowledgments: Ken Appel contributed drift bottles to the Calvert Marine Museum, and Dr. Truitt kindly answered questions about the uses of the bottles. Ken Kaumeyer, CMM curator of estuarine biology, the late Mrs. Lillian Wilson, and Garner T. Grover donated the other bottles cited in this article.

David Bohaska was formerly the registrar of the museum and is now on the staff of the Smithsonian Institution in Washington.
Visitors, volunteers, and members — all had a wonderful time at the Marine Museum.

Two photos on this page illustrate the special events that occurred during the summer. The “sandbox” in the new building was popular with the children, and the Fiddler crab race at the membership picnic was a hit. Michael Cleaver, Harrisville, Ohio, enjoys the “sandbox” in the Discovery Room.

Volunteers “Take Charge”

One of the benefits of donating time and talents for volunteers, staff, and guests. This year’s outing took thirty participants to the Chesapeake Bay Lighthouse, particularly thanks the merchants and local food ties for their generous contributions of manpower.

Picnic Provocateurs

The crabs were all of the fiddler variety as the crabs picnicked together August 6 during the annual picnic. Sunday evening’s activities were highlighted by the fast-paced fiddler crab derby. A new picnic called “Dixie Ramblers” on board the Tennison for their own-sundaes added to the fun. The Mystery Key ed as member Mary Wiard held onto her wooded sea stories and lunch for two. Skip for the kind donation.

Fiddler crab race at membership picnic. CMM photo by Paula Johnson

Veronica Milford, Margaret A. pose at the Chesapeake Bay Lighthouse in the background.
Activities at CMM in 1989

We had an enjoyable summer at the Calvert Maritime Museum. The interests of visitors this year: the “Discovery Day” for young and old alike, as was the Drum Point Lighthouse!

St. Michaels!

A highlight to CMM is the annual day-trip planned each June, led by volunteer coordinator Layne Bergin, and depart from the Maritime Museum on June 14. Layne parceled out lunches, the door prizes, and bus refreshments.

Layne Popular!

Nearly 200 Calvert Marine Society members attended this popular summer event at the boat basin. The warm weather and jovial master of ceremonies Jim Tallant created a festive atmosphere featuring music and dancing. The grand feature had bluegrass entertainers “The Blairs”, and made the musical cruises into the harbor. Make-your-own Key Contest was more mysterious than planning key until the last moment. Her prize: a Zahniser’s pool bar — thanks to Ellen and Charlie Rosen, Layne Bergin, Ruth Showalter, and Jean Murray.

Volunteers aboard the Patriot for a Miles River cruise.

CMM photo by Layne Bergin

Viewing the lens in the Drum Point Lighthouse are Florida visitor Elsie Dunlap, her grandson Byron Thomas Dunlap, and another visitor (unrelated), Rachel Higgins of Waldorf.

Photo by Lucy Tonacci
Henry Jerome Aloysious Vaughan was born November 7, 1819, at the family homestead in St. Inigoes, St. Mary’s County, Maryland. His family moved to Baltimore when he was nine. His father, Benjamin Vaughan, a Chesapeake Bay pilot, died when he was thirteen. Soon after the death of his father and only two weeks before his fourteenth birthday, Henry’s mother, Susanna Knowles Vaughan, indentured him to Captain George Griggs, in terms set forth in the document of indenture, “to be taught the art and profession of a Pilot of the Chesapeake Bay.” Henry served as an apprentice for seven years, until two weeks before his twenty-first birthday, when, on October 24, 1840, the contract was terminated.

On January 9, 1841, Captain Henry Vaughan married Elizabeth Brown Roberts, the daughter of sea captain John Benjamin Roberts. When Elizabeth was still a small girl, her parents were lost in a shipwreck while returning to England, where they had planned to collect their other children and bring them to America for permanent residence. Elizabeth had lived with the family of Susanna Vaughan for many of her sixteen years before she became the bride of Captain Henry. Eleven children resulted from this union, seven of whom survived to adulthood. One of the six girls was my grandmother, Helen Frances Vaughan Lambert.

By the time Captain Vaughan was twenty-four, he was part owner of the pilot schooner Herald, built by Samuel Butler in 1843 for Captain Thomas Hopkins of Baltimore, according to the surviving carpenter’s certificate. The original enrollment certificate indicates that Captain Hopkins immediately sold three quarters of his interest to George Cost, Joseph Herbert, and Henry Vaughan as partners in ownership. Captain Vaughan was also involved in the financing of the schooner Elipse.

At the age of thirty-two, Captain Vaughan was instrumental in the founding of the Association of Maryland Pilots, of which he was the first president. The association was formed for the protection of the pilots’ livelihood against unfriendly ship owners and offending legislation. Captain Henry appeared in 1852 before the Maryland General Assembly on behalf of the pilots. In a pamphlet presented to the General Assembly concerning the fees charged by pilots and the attitude of ship owners, Captain Vaughan related an incident involving the British barque Dispatch and the British brig Hope. Both of these vessels had engaged pilots, but refused to sign the required contracts and then sailed without pilots. Because the captain of the Dispatch was misleading in stating his intentions, “the pilots assailed him with cowhides, and continued their chastisement until the unlucky captain, by way of his nimble display of heels, gained a friendly shelter in the recesses of his vessel.” (Quoted from the Baltimore Argus.)

In his presentation to the General Assembly, Henry Vaughan further stated that “the pilots were compelled to form this association, or do worse; and the only wonder is, that they exercised the judgment and policy they did, for the protection of foreign commerce of the port; and, instead of such arguments being used against the pilots, the larger proportion of them should go in their favor.”

The average monthly income for the pilots was about $30.00, and scarcely adequate for most members of the association, even at that time. The pilots, therefore, often worked in other capacities to supplement this meager income. Frequently, pilots would captain tugboats, become owners of freight boats, or be masters wherever work was available. Captain Vaughan had a large family and sought additional employment to support it.

In 1857 he was appointed master of the revolutionary “cigar steamer.” Designed by Ross Winans and built by Winans’ son, Thomas, the circular-hulled vessel resembled a modern submarine in appearance. From this assignment began the legend that Captain Vaughan was master of the first submarine to leave the Baltimore harbor. The new steamer seemed ludicrous to many, and the publicity in the Baltimore newspapers at the time often included ridicule. Trial runs of the “cigar steamer” were fairly successful, although to stand on deck while the ship was under way resulted in certain drenching from waves and spray. The vessel went from Baltimore to Norfolk for further test runs and was said to have attained speeds of eighteen miles per hour in tests. On some of the trial runs Captain Vaughan took the ship out of the bay and beyond Cape Hatteras. The vessel, however, was never a commercial success. The owners, who had hoped that the radical “cigar steamer” would be able to cross the Atlantic in the record time of four days, were forced to conclude that the venture was vastly expensive and not a practical undertaking.

When the conflict of the Civil War began, Henry Vaughan joined the Union Navy and was in command of the USS Seneca for most of the war. There must have been conflict at home, too, since his wife, Elizabeth Roberts Vaughan, had sympathy for the Con-
federate cause. When the Union troops marched through Baltimore, she defiantly hung a Confederate flag from the second story window. (My grandmother Helen, a little girl of four at the time, remembers the incident well, and used to tell us about it.)

With the end of the Civil War, Henry Vaughan took his family to Charleston, South Carolina, where he held the position of harbor master. In spite of the Southern sympathies of Elizabeth Vaughan, the family was treated very badly in the town, causing Captain Vaughan to take them all back to Baltimore. Returning alone as harbor master, Captain Vaughan boarded at 28 Meeting Street in Charleston from 1869 to 1870.

Our grandmother was about ten years old when the family returned to Baltimore and lived on Williams Street. Henry Vaughan loved music, and whenever he was ashore he took his daughter, Helen, to the opera house. In the following years he encouraged her musical talents by sending her to the Peabody School of Music, from which she graduated. In the years to come, grandmother played the organ at church and gave piano lessons to children. Captain Vaughan evidently carried his love of music to Solomons Island, since a codicil to his will of 1893 specifies the bequest of his piano to his daughter Laura.

Upon returning to Baltimore, Captain Vaughan resumed his membership in the Association of Maryland Pilots and revived his activities as a Chesapeake Bay pilot. Aboard the last sailing pilot schooner, Calvert, Captain Vaughan wrote to John H. Cooper in the early months of 1884 from Old Point, Virginia. He mentions various matters concerning the crew, including the cook; makes reference to the pilot boat Maryland; comments about the wages of the crew; and has some observations about missing articles. Many of these interesting communications survive today at the Association of Maryland Pilots' headquarters in Baltimore.

The day before his eighty-third birthday — on November 6, 1902 — Henry Jerome Aloyious Vaughan died at his home on Solomons Island, attended by his daughter Ella Pauline who had not married. (Pauline later married the Solomons shipbuilder Marcellus Mitchell Davis.) At the time of his death, Captain Vaughan was a member of the Protestant Episcopal Church, the Odd Fellows lodge, and the Grand Army of the Republic. His only surviving son, Benjamin, was terminally ill at Johns Hopkins Hospital at the time, and shortly thereafter succumbed to throat cancer. Captain Vaughan is interred at the Baltimore Cemetery. The pallbearers at his funeral were six of his grandsons.

Two grandsons became sea captains. John T. Barclay, whose father was also a sea captain (murdered during a mutiny near Rio de Janiero), later became one of the most colorful and well-known pilots of the twentieth century on the Chesapeake Bay. Another grandson, Hiram Lambert, was my father's oldest brother. He started with Baltimore's Merchants & Miners Transportation Company as an ordinary seaman, served in the U.S. Navy during World War I, and became a captain in the merchant marine service.

Captain Vaughan's love and knowledge of the water has been a nautical legacy down through the generations. Even today, his progeny sail the seven seas.

Editor's Note: Mrs. Robertson is a descendant of Captain Vaughan, as is described in the article, living at present in California. The article is copyrighted by her and used with permission. An interesting article on Chesapeake Bay pilots was written by maritime historian Marion V. Brawning in the Maryland Historical Magazine in 1953. A more recent article on the present-day pilots on the Chesapeake Bay was written by James F. W. Schlesing in the autumn 1984 issue of Maryland Magazine, entitled "Masters of the Bay." Since that article was written, the Association of Maryland Pilots has established a further facility on The Narrows in Solomons. Boats marked "Pilot" can be seen frequently going in and out of the harbor in Solomons. Both articles are available for consultation in the museum library and might also be found in other Maryland libraries.

Henry Vaughan was an early investor in property on Solomons Island. It can only be speculated why this interest started, but it may have been related to Isaac Solomon's financial problems which resulted in the closing of his oyster business in the late 1870s with consequent sales of property. The earliest recorded deed with Captain Vaughan's name is for property he purchased from Francis and Margaret Bennett in 1877. He purchased other property in 1878 (later his residence) and a lot in 1880 which he sold in 1888. There was a property transaction in 1879 involving his son-in-law and daughter. Since Henry Vaughan is listed as a resident of Baltimore in the 1880s, he may not have moved to Solomons until later, possibly after the death of his wife in 1886. In any event, his will of 1893 was definitely written at Solomons with clear references to his real estate there, with bequests to his two unmarried daughters, Ella Pauline and Laura. By the time of his death in 1902, Laura had married.

There is a further link between the Vaughan family and Solomons Island. One of Captain Vaughan's daughters, Sarah, married waterman John Joseph Saunders, and their daughter married J. Cook Webster, best known for the store which was still in operation in World War II. Some of his descendants are prominent today in the Solomons community.

ANOTHER TURTLE STORY
The Chesapeake Bay Laboratory reports that Solomons Island was recently visited by a member of a threatened species — an Atlantic loggerhead sea turtle (Caretta caretta). The female turtle weighed about seventy-five pounds and was caught accidentally in late June at the mouth of the Patuxent River by local fisherman Charles Thomas. The turtle was released back into the river after CBL staff looked to see if she was tagged and made sure she was in good health.

Loggerhead turtles enter the bay in the spring when the water begins to warm, feeding on jellyfish, sponges, mollusks, squid, crab, shrimp, fish, barnacles, and algae. They spend so little time at the water's surface that they are not readily observed by passing boats. They return to the ocean in October and nest on southern beaches from Virginia south. Strict federal penalties are in effect for molesting any sea turtles, and for collecting the shells, skulls, or other parts of dead specimens found on beaches. When discovered, turtle specimens should be reported to the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, or the Coast Guard.

DOES ANYONE HAVE A SPARE BOAT?
The museum has a need for a small Boston Whaler or runabout boat, 13 to 18 feet long, with a serviceable motor and trailer. This boat would be used for collecting specimens for our aquariums and educational programs. If anyone is willing to donate a boat of this type, please call Ken Kaumeyer at the museum (301-326-2042).
VOLUNTEER SPOTLIGHT
Al Lavish, Joe Herbert, and Paul Adams — Patuxent Small Craft Guild

The Patuxent Small Craft Guild, a CMM-sponsored club, consists of boat enthusiasts who meet on Saturday mornings to build, restore, and maintain traditional vessels of the Patuxent region, including the museum's own collections. As active guild members, Al Lavish, Joe Herbert, and Paul Adams have contributed some hard and dirty volunteer time, thus well deserving the "spotlight" this quarter.

With over 500 hours to his credit and many more uncredited, Al Lavish has been active with the guild since the Indian dugout project in 1981. He has done restoration work on all of CMM's floating exhibits, handling carpentry, painting, and mechanical needs. Characterized by PSCG's president, George Surgent, as "not only a volunteer, but a leader," Al has taken the initiative on many projects and has been a source of ideas. His talents have also extended to research and writing, both as co-author of the log canoe project publication and as author of a research paper on Captain John Smith's knocked-down boats — a cooperative effort with St. Mary's City. Al is presently secretary/treasurer of the guild.

A marine archaeologist working on his doctorate, Joe Herbert is a skilled carpenter, painter, and researcher. He has been with the guild for two years. Joe takes care of CMM's utility rowboat and the sailing skiff, the Wonderful, and, says George, is "just a good guy and a good volunteer."

Paul Adams, active with the guild just since the spring, is accurately described by George as a "multi-skilled volunteer" and an "all-around craftsman." Paul has helped with mechanical, electrical, painting, and carpentry chores, and is now assisting with annual craft maintenance. This is in addition to hosting, installing office window coverings, restoring a sewing machine and other artifacts for the new maritime history exhibit, and putting in counter lights in the museum store. Paul is an enthusiastic volunteer, and happens to be husband of CMM's membership coordinator, Rita Adams.

These three volunteers along with George Surgent recently gave a supreme effort: a total of sixty hours on a draketail workboat during four sweltering upper-ninety-degree days. The Sewell draketail, acquired by the museum in July for a floating exhibit, underwent complete bottom reconditioning — refastening, replacement, scraping, cleaning, relaying, and painting — and is now stabilized until future restoration can take place, thanks entirely to these volunteers. Come see this new exhibit in the museum boat basin.

The Patuxent Small Craft Guild welcomes new members interested in boat restoration and related projects. Call George Surgent (301-586-1893) or volunteer coordinator Layne Bergin (326-2042) for more information about this and other volunteer opportunities.