Editor's Note:

Rarely does the museum visitor have the opportunity to observe the preparation of the objects which make up a museum's exhibit. The finished product sits glass-enclosed, perches on a lopped-off tree stump, or hangs suspended from the ceiling in as natural a posture as the exhibit's specialist is able to create. The viewer is duly impressed but does not appreciate the creativity and skills which have gone into the creation.

One such exhibit at CMM is Pelagornis, the giant bird of the Calvert Cliffs Fossil Room. With few fossil remains to give structural details, Drs. Jan J. Roth and E. Carol Roth of the Laboratory of Brain Evolution and Behavior of the National Institute of Mental Health, reconstructed a half-size model of this long-extinct bird. The accompanying article details the work involved and allows the viewer to become a passive participant in its completion.

The Miocene epoch, 15 million years ago, was populated by a group of large, marine, pelican-like birds classified by the students of ornithology as Pseudontornids or, more recently, Pelagornids. These large birds, the largest marine birds known, had an 18-24' wingspread and what appears to be teeth along the edge of the beak. They were undoubtedly a magnificent sight as they ascended on updrafts of warm air to glide along the coast near Calvert Cliffs, Maryland, hunting for the small squid and fish upon which they fed. Fossils of these birds are rare, primarily because the fragile skulls and hollow bones were easily distorted or destroyed. As a result, it is difficult to reproduce their exact appearance. We do know that they had tooth-like structures as part of the bill (hence the name pseudo [false] • dent [tooth] • ornis [bird]), the upper wing bones were very long and hollow, and that they had very short legs. The skull was high and rounded and the eyes were quite large. This information combined with the anatomy common to living birds in the family Pelicaniformes was used to reconstruct a half-size model of Pelagornis with the encouragement of the Calvert Marine Museum. Dr. Storrs Olsen, Research Curator of the Department of Vertebrate Zoology, Smithsonian Institution, kindly permitted our examination of the fossil Pelagornid material at the Smithsonian and guided our interpretation of skeletal morphology.

During the planning stages, we decided that the usual means of reconstructing fossil animals using fiberglass and plastic bodies would not provide a lifelike appearance to a bird with feathers. We therefore decided to reconstruct our half-scale model using techniques of taxidermy with some modifications.

The body of the bird would have to be reasonably lightweight since the bird would be suspended in a flying position. In addition, the body would have to be articulated in order that curatorial access to the interior could

(Continued on Page 2)
be achieved, and so that the wings could be adjusted into the desired position after mounting. Therefore, we constructed an excelsior body using the pelican and the man-of-war birds as models. The artificial body was covered with high grade plaster of paris embedded with monofilament line for added strength. The plaster body was then sectioned at the midpoint and the excelsior removed, leaving a strong hollow shell. Threaded rods (\( \frac{1}{4}'' \)) for the neck and wings were then inserted into the shell and secured to prevent rotation. The wing rods were joined at the humeral-radial and radial-phalangeal junctions by threaded nuts which allowed partial but independent rotation of the secondaries and primaries depending upon final flight attitude of the wings. The anterior and posterior halves of the body shell were joined together by threaded rods running between 2” x 2” wooden braces attached to the shell interior. The feet and head were modeled in clay, molded in silicon rubber, and cast in Lang's fast curing Jet Acrylic. Glass eyes (pelican) were purchased commercially from Penn State Taxidermy, Hazleton, Pennsylvania.

Since the final reconstruction would be a bird 60 inches long with a 10 foot wingspread, the reconstruction would require either hundreds of feathers to be attached separately or the skin of one very large bird conforming to our specifications. We decided to create one large skin from three swan skins donated by the U.S. Fish and Wildlife Service. Once acquired, these skins were degreased manually and cleaned in a series of water washes with a commercial detergent. Each skin was then divided into regions (neck, back, breast, tail, coverts, tertials, secondaries, and primaries) and resewn to similar parts from other skins until we finally completed one skin which conformed to the specifications of a large, long-winged, gliding bird with feathers designed for life in an oceanic environment. Two swan primary feathers were joined tip to tip to form the final model primaries.

The skin was then placed on the hollow body shell, sewn, and glued into place. A leather pouch was attached to the lower jaw and neck to simulate a pelican-like bird ancestor. The legs were attached to each other by a threaded rod running through the width of the body and were adjusted into position. Finally, all body areas not covered by feathers were colored with water-soluble acrylic paint and the feathers dyed with commercial dyes in a pattern which might be characteristic of a bird living in an environment with light skies and dark water. The final result can be viewed at the Calvert Marine Museum in a setting which needs only the pounding of the surf to transport the viewer to a day in the Miocene, 12-15 million years ago.
Museum Education on the Bay
A Post-Seminar Report

The culmination of over a year’s planning took place Saturday, January 29, at CMM, with the implementation of a seminar for museum educators from the Chesapeake Bay region. This event was made possible by a grant from the National Museum Act administered by the Smithsonian Institution.

Designed to furnish participants with information via a series of lectures, and to provide an atmosphere of informal sharing, the seminar was attended by representatives of more than a dozen Chesapeake Bay area museums, including Chesapeake Bay Maritime Museum, London Town Piblik House, National Colonial Farm, U.S.F. CONSTELLATION, St. Mary’s City Commission, Hard Bargain Farm, Naval Air Test and Evaluation Museum, National Trust for Historic Preservation, Maryland Science Center, St. Clement’s Island-Potomac Museum, Southern Maryland Regional Preservation Center, and Calvert Marine Museum.

The morning began with a lecture by Susan Nichols of National Public Radio, who discussed museum-school relations. Ms. Nichols was followed by Liz Gilbert, former CMM educator, who explored certain aspects of docent training. After lunch, Paula Johnson of CMM, presented techniques by which a folklorist researches living history, and Mary Ellen Munley, of the American Association of Museums, closed the day with a discussion on museum evaluation.

As evaluation forms continue to be received, it appears that the seminar was very successful in achieving its goals. It is hoped that CMM can continue to promote understanding and cooperation among area museums, perhaps in the form of a yearly meeting, so that together we can better serve the Chesapeake Bay community.

CORRECTIONS TO “A SHORT HISTORY OF THE WEEMS STEAMBOAT LINE” APPEARING IN WINTER 1983

BUGEYE TIMES

Robert H. Burgess and H. Graham Wood are the authors of Steamboats Out of Baltimore. The title appeared as Steamboats on the Patuxent.

Mary Washington, not Martha Washington, was purchased in 1854 and captained by Mason L. Weems.

The Planter sank in 1855, not 1955.

The Editor regrets the errors.

CALVERT MARINE

Editor’s Note:
The following article and ideas were submitted by CMM member Ralph S. Wicke. We think he has some good ideas. Your response is welcome.

The Calvert Marine Museum has a great flagship — the Wm. B. Tennison. Constructed as a bugeye on Crab Island, Maryland (near Oriole, Maryland) in 1899, she was used as an oyster dredge boat and a bay freight boat for many years. In 1911 she was converted to power and became an oyster buyboat. Acquired by the museum in 1978, the Wm. B. Tennison began her current duties as the oldest licensed passenger-carrying vessel on the Bay. In this role she serves more than 5,000 visitors each season and adds color and flair to the Solomons waterfront and the Patuxent River. Her captain and crew do an outstanding job of informing visitors about the history and marine life of the area. With the flagship and crew in place, the only thing lacking is a flotilla to support the museum in its water activities.

A flotilla sponsored by and made up of museum members who own or are interested in boats can be of great service to the museum in many ways.

PUBLIC RELATIONS

With a distinctive burgee, brochures and membership applications, our boating members, in the various ports of call around the Bay, can spread the word about our fine marine museum. The burgee provides a natural point of conversation when anchored in an area or tied up at a marina.

FIELD TRIP ASSISTANCE

Flotilla members could be of service when archaeological digs are in progress, in the movement of equipment to the sites, and transportation of artifacts back to Solomons for cleaning, preservation and classification. For field trips the flotilla could provide water transportation.

MAINTENANCE ASSISTANCE

Members could also assist in the maintenance of the Wm. B. Tennison and in the docking area. Energetic people with paint and brushes could assist the annual spring clean up that is so necessary to the Tennison and boat basin. Additionally, on special days the crew of the Tennison might need extra hands to help with crowd control in the area of the dock or with a special group — the flotilla members would have the needed expertise to assist.

RECREATIONAL OPPORTUNITIES

From a recreational point of view, flotilla members might consider competitive activities such as
MUSEUM FLOTILLA

a docking contest for power boat owners, or sailboats in the flotilla might challenge members of other museums, such as the Chesapeake Bay Maritime Museum in St. Michaels, to a race.

A Calvert Marine Museum Flotilla provides an important opportunity to enjoy common interests in the museum and boating while also providing a real service to the museum and the community. The possibilities are limitless and your support and input are not only encouraged, but needed. With the ideas of individuals, the museum staff and boat owners, the outreach of the museum can be expanded and members' enjoyment enhanced. Please take time to call the museum (301) 326-3719 and express your interest or send a note to “The Flotilla,” Calvert Marine Museum, P.O. Box 97, Solomons, Maryland 20688. We’d like to form an “informal organization” and chart a course for the flotilla soon. Take time to call or write now.

CMM Corporate Partners

Under the leadership of Judy Allen, Development Officer for CMM, a new group has come to the support of the work of the museum. Corporate Partners are business and civic-minded organizations who donate $100 or more each year to CMM.

The first group of CMM Corporate Partners to be recognized for this support are:

- American Legion, Inc., Arick L. Lore Post No. 274
- Baltimore Gas and Electric Co.
- Chesapeake Country Club, Inc.
- Lord Calvert Bowl
- Maryland National Bank
- Reliable Oil Co., Inc.
- Singles on Sailboats, Inc.
- Weinschel Engineering Co., Inc.
- Woodburn's Food Market
- Zahniser's Inc.

We thank them for their support. For information about becoming a Corporate Partner of CMM, contact Judy Allen at the museum.

Fossil Facts

SCAPHOPODS (TOOTH SHELLS)

A scaphopod (Greek skaphe, boat + podos, foot) is a marine mollusk with a long geologic history stretching back to Paleozoic times. Its conical, tusk-like shape has given it the common name of “tooth” or “tusk” shell. The slender, tubular shell is gently curved and open at both ends. Most species are less than three inches long, though one from a Pennsylvanian strata in Texas reached a length of two feet. Of the 300 or so known fossil species, about 200 are still living.

Scaphopods occur throughout the Maryland Miocene. Two genera are known. The first, Dentalium, has a curved, elongated tubelike shell with the anterior end noticeably larger than the posterior. Three species of Dentalium have been identified. D. attenuatum Say has 12 to 16 rounded ribs with their intervening grooves running the length of its shell. Numerous horizontal growth lines are also visible. D. caduloide Dall and D. danai Martin are ribless and smooth. D. danai differs from D. caduloide in having a notch located on the curved outer surface of the smaller posterior end of its shell.

Cadulus Philipi, the second genus of Maryland scaphopod, is represented by two species, C. thallus (Conrad) and C. newtonensis Meyer and Aldrich. Both are small tubular shells, narrow at the anterior and posterior ends with a thick or swollen middle. Both are smooth and highly polished. Cadulus thallus is the more abundant of the two, being found in the Calvert, Choptank and St. Mary's Formations of Calvert Cliffs. Cadulus newtonensis differs from C. thallus in being more slender and having two deep notches on the outer or convex side of its narrow posterior end and two less distinct notches on the inner or concave side. If this end is broken or missing, it is most difficult to differentiate between the two species.
WANTED!

As we continue work on new exhibits at the J.C. Lore Oysterhouse, we find that we need your help in locating several important artifacts. The exhibit, "Seasons of Abundance, Seasons of Want: Making a Living from the Waters of the Patuxent," will present historic and contemporary artifacts and photographs about the oystering, crabbing, eeling, clamming, and finfishing industries in the Patuxent River region.

In recent weeks we have gratefully received two major donations for this exhibit from museum members. Hamilton Trossbach of Ridge donated a tar pot, used for tarring pound nets and haul seines. He also donated two shucker's tokens from the Trossbach Brothers' oyster company, and a galvanized can for shipping oysters. Clarence Sewell of Broome's Island donated several wooden boxes for packing fish, gallon oyster cans from the McNasby Company, wooden barrels for hauling seafood, and a pair of oilskins.

Our collection of artifacts for the commercial fisheries exhibit still lacks these items:
- crab scrape
- crab steamer
- clam rake
- clam dredge
- terrapin drag
- ice shedding machine
- oyster tongs with wooden, not iron, heads (see drawing)
- fish weighing scale and scoop
- hydraulic oyster tongs and winder
- shucker's tokens, crab picker's tokens
- packing house advertisements, business cards, broadsides

We are always interested in old photographs and would appreciate your help in finding photographs depicting the following:
- Any of the harvesting and processing activities listed below: claming, oystering, crabbing, eeling, finfishing. We are especially interested in any old photographs of haul seining and pound net fishing.
- packing, transporting, and selling seafood
- net mending, net tarring
- waterfront communities and activities
- boats and boat building

We do not wish to keep your photographs, rather our policy is to borrow them and make copies. Original photographs will be returned if you wish.

We appreciate any help you can offer us!

Selected Acquisitions

The museum was most fortunate to acquire a pen and ink drawing of the Weems Line steamer Theodore Weems by noted artist Samuel Ward Stanton. Built in 1872, burned in Baltimore in 1889, rebuilt and renamed St. Mary's in 1890, she operated on the Patuxent River until 1907, when she burned off Holland Point, Benedict. This acquisition was made possible through Mrs. Elizabeth Stanton Anderson, the artist's daughter.

Through the generosity of Mrs. Merlin O'Neill, a five-foot wooden ship's wheel from the U.S. Coast Guard cutter Apache was donated. Mrs. O'Neill's late husband was the former Commandant of the Coast Guard and captain of the Apache on the Chesapeake Bay between 1933 and 1935. It was during the hurricane of 1933 that the Apache was instrumental in saving several lives and vessels on the Bay. Mrs. O'Neill also donated a watercolor of the Apache dated 1935 by the artist C. G. Ousey.

CMM Fossil Club members, Wally Ashby, Augie Seleckman and reliable Norm Riker, recovered a rare, partial sea cow skeleton from near Parkers Creek, Calvert County, Md. This specimen is now housed in the CMM collections.

The museum also was able to purchase an important addition to our Library, the Charles Yates Survey of Oyster Bars of Maryland, 1906-1912, published in 1913. This publication is a treasure-trove of material very timely for the Patuxent River Commercial Fisheries exhibit.
HELP - WE NEED YOU

CMM needs volunteers to assist in several key areas. There is a place for you in an office, the Ship’s Store, helping out on committee work or the Docent program. You can quiet the incessant ringing of the telephone, sell attractive items to eager buyers, type a letter or address envelopes for the membership committee, conduct school tours or be a weekend docent.

Volunteers have been the strong support of the museum since its beginning. The need for your support continues; and the more involved you become the better CMM becomes.

The Institute of Museum Services has recently recommended that museums be allowed to include volunteer time in calculating general operating costs for grant eligibility. This means that your volunteer time could also mean financial support for CMM.

If you are interested, call the museum office 326-3719, Monday through Friday, 8:30 - 4:30.

WISH LIST
A 3' x 4' Work Table for Docents’ Lounge
Several Scatter Rugs

THE CALVERT MARINE MUSEUM WILL BE OFFERING A ROPEWORK CLASS ON APRIL 16, 23, AND 30, AND MAY 7, 14, AND 21 FROM 9:00 a.m. – NOON. THE CLASS HAS BEEN DESIGNED TO EMPHASIZE THE PRACTICAL APPLICATION OF "MARLINSPIKE SEAMANSHIP," (ROPEWORK), AND WILL BE LIMITED TO PERSONS OVER THE AGE OF 16. THE FEE IS $15.00, PLUS THE COST OF A FEW MATERIALS. SESSIONS IN TYING KNOTS, SPlicing, AND PRACTICAL KNOWLEDGE WILL BE ACCOMPANIED BY DEMONSTRATIONS AND DELIGHTFUL NARRATION BY AN EXPERT INSTRUCTOR. IF INTERESTED, PLEASE CONTACT THE EDUCATIONAL COORDINATOR AT THE CALVERT MARINE MUSEUM (326-3791).

CALVERT MARINE SOCIETY MEMBERSHIP APPLICATION

MEMBERSHIP PRIVILEGES INCLUDE:

1. Subscription to the quarterly “Bugeye Times” newsletter.
2. Quarterly calendar of events.
3. Free admission to Museum programs (films, lectures, slideshows).
4. Invitations to previews and receptions for new exhibits.
5. Reduced rates for trips, tours, cruises and classes.
6. 10% discount on gifts, arts and crafts from Museum Gift Shop.
7. Charter discount on the 1899 oyster buyboat Wm. B. Tennison.

NOTE: One month prior to the expiration of your membership a RENEWAL notice will be sent to you.

MAKE CHECKS PAYABLE TO:
Calvert Marine Museum
P. O. Box 97
Solomons, Maryland 20688

CONTRIBUTIONS OF $1,000.00 OR MORE QUALIFY FOR LIFE MEMBERSHIP
ALL CONTRIBUTIONS ARE INCOME TAX DEDUCTIBLE

The BUGEYE TIMES is the quarterly newsletter for members of the Calvert Marine Society. Named for the traditional sailing craft of the Bay, the bugeye was built in all its glory at Solomons, the "Bugeye Capital of the World." Membership dues are used to fund special Museum projects, programs, and printing of this newsletter. Address comments and membership applications to: Calvert Marine Museum, P.O. Box 97, Solomons, Maryland 20688. (301) 326-3719.
Calvert Marine Museum in Review: 1982

Through the hard work and effort of the museum volunteers and staff, and the continued support of our members, Calvert County government, the Calvert Marine Museum Board of Governors and most importantly, the citizens of our region, the Calvert Marine Museum has experienced another successful year of growth and programming. Official attendance was 49,092, a slight increase over our 1981 count of 47,628. This in no way, however, reflects the actual number of persons who entered our doors or participated in museum-sponsored programs. During the fifth annual Patuxent River Appreciation Days Festival held in October, an estimated 20,000 visitors entered our grounds—only a fraction of whom squeezed into the museum building to be officially counted. Another 5,000 to 7,000 people attended the Solomons Arts and Crafts Festival, also held on the museum grounds.

This year more than 4,400 school children and adults were offered specially tailored guided tours. When a school group could not come to the museum, our educational staff made presentations at the school. Another 750 children were affected by this “outreach” program. An additional 820 persons attended museum programs including lectures, classes and field trips. These programs ranged from a fossil collecting trip to Aurora, North Carolina, to building a colonial log punt; from model boat racing and woodcarving to lectures on women pirates and oyster wars on the Chesapeake.

The museum’s 1899 oyster buyboat Wm. B. Tennison completed its fourth and most successful season with 57 charters and 81 daily excursions taking 4,070 visitors out on the Patuxent River and providing historic tours of beautiful Solomons Harbor. In addition, the Tennison traveled as ambassador for the museum to Baltimore’s Inner Harbor where 2,419 visitors came aboard, and to Sandy Point State Park where 1,750 Chesapeake Bay Appreciation Days’ visitors stepped aboard.

The museum-sponsored clubs have again been active. The John Olsen Chapter of the American Shipcarver’s Guild is holding woodcarving classes every other Saturday morning with approximately twenty active members. The Solomons Island Model Boat Club now has 12 completed skipjacks which raced throughout the summer including seven official races and the annual regatta finale. The popularity of these racing models has now spread to the Eastern Shore where the Chesapeake Bay Maritime Museum will also sponsor a model boat club. Skipjack plans have been purchased by model enthusiasts in Texas, California, Colorado, Washington, Hawaii, Canada, and the east coast of the U.S. from New York to Florida. Because both clubs will use identical plans, interclub regattas will be possible.

The Patuxent Small Craft Guild has just about completed its third boat, a double-ender crab skiff. The Fossil Club has been perhaps the most active organization, with one field trip each month throughout the year, and speakers scheduled for nearly every monthly meeting. An extremely rare and well-preserved fossil porpoise skeleton was collected and donated by the club.

The Calvert Marine Museum Canoe Club sponsored four field trips including excursions on Battle Creek and the Patuxent River. The highlight of the year was an eleven canoe overnight trip on St. Leonard’s Creek.

The museum’s newest exhibition, “A Closer Look at the Estuary” which opened officially in October, has proven to be a real favorite with the children. Feeding of the fish and crabs, the use of microscopes and a “hands-on table” are the obvious reasons behind this popularity. The corridor on the main level has also been completely remodeled and several natural history exhibits have been added. In June, the museum opened the traveling exhibit “Photo-Essay of Cedar Point Lighthouse” by August Selkman. The museum’s traveling exhibit “War on the Patuxent” has returned to the museum after traveling to the Chesapeake Bay Maritime Museum and the World Trade Center in Baltimore for three months each.

During 1982 more than 15 lectures were given by staff. These have ranged from general topics about the museum for various adult groups to folklife of the watermen talks given at town halls and churches within the very communities the museum has documented. In addition, two papers have been published by the staff, and one book, “Shipwrecks of the Chesapeake” authored by research associate Donald Shomette.

The museum was a co-sponsor with the University of Baltimore and Nautical Archaeological Associates of a field school in underwater archaeology techniques. All classes were conducted on the Patuxent River, using the museum’s underwater archaeology conservation laboratory.

Museum membership has increased by 20 percent, totaling more than 900 members. Circulation of the Bugeye Times is now more than 1,100. The (Continued on Back Side)
annual members' picnic and Yule Party were well attended.

During this past year the museum has received two federal grants; one for $25,265 from the Institute of Museum Services, our fourth consecutive grant from them, and a $12,500 grant from the National Endowment for the Arts. The museum has also received a $13,300 grant from the Maryland Committee for the Humanities, a $2,000 grant from the Maryland State Arts Council, and a $2,000 grant from the National Trust for Historic Preservation, Maritime Division. All of these funds are being used for two new inter-related exhibits now in the preparation stage: “Built to Work: Boats and Boatbuilding in the Patuxent River Region” will present information about the designs, materials, and methods used by local builders in constructing wooden workboats for the region’s watermen. The other exhibit, “Seasons of Abundance, Seasons of Want: Making a Living from the Waters of the Patuxent,” is the culmination of a year’s oral history research and documentation of the commercial fisheries of the Patuxent River. The exhibit, which will be housed in the Lore Oysterhouse building, is the largest exhibition undertaking the museum has ever attempted. Thus far, the collections for this project include over 6,000 original black and white photographs, over 6,000 original color slides, 84 hours of recordings and transcripts, and over 2,000 pages of field notes and written documentation. This is the largest collection of field recordings and interviews ever conducted in the Chesapeake Bay region. This collection, plus what we believe is the largest collection of commercial seafood gathering and processing artifacts on the Bay, form the foundation of this next exhibit.

The museum also received a $2,500 grant from the National Museum Act to sponsor a workshop on Museum Education on the Chesapeake Bay.

During 1982, the museum expanded its staff with three additional persons. Paula Johnson, folklorist, headed up the Patuxent River folklife project and was responsible for gathering the above-mentioned collections. Scott Rawlins has been hired as Museum Educator and Judy Allen as Development Officer. Judy is responsible for fund raising which will enable the museum to proceed with its ambitious master plan.

In summary, 1982 has been a prosperous and exciting year for the Calvert Marine Museum. Through our outreach programs and expanded on-site programs, we have offered more and responded to the needs of the community we serve more effectively than ever before. When all these activities and programs are considered, nearly 100,000 persons have been reached by the museum in 1982.