When completed each lift could be taken apart and the full lines easily lofted from it. There are four lift models on exhibit at CMM; the one of the bugeye GEORGE B. FAUNCE was built at the Marsh Yard at Solomons in 1887.

The hawk's nest model type was popular along the Atlantic Coast from 1780 to 1820 and was made on a back board or sawn-out profile of the hull, with plank sections

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Half Models

The peak of carvings appearing on ships was between 1600 and 1700, tapering off in the early 1900's. Today, carvings are used merely for decorations.

Prior to the use of blueprints, shipbuilders made half models of the ship that was to be built and took the lines from these models. Large shipbuilding yards had special tradesmen who specialized in constructing half models hand carved from a block of wood to the design and specifications of the owner and builder.

Gradually, successful lines were copied and standard types came into common use. The size of the ship, its use, where it would sail (ocean, bay, river) dictated the basic standards. Through the years three types of half models developed.

The block model is the oldest type. This is a carved solid piece of wood. Lines were taken off by tracing it on a flat board; the stations were determined and then perpendicular saw cuts made through the model. Paper placed within these cuts could be traced along the contour of the model hull and each station laid off for actual building. The lines were transferred on to a scribe board. The Museum has both a block model and scribe board on exhibit.

The life model is made of horizontal planks or layers called lifts. These lifts are temporarily fastened together to form a solid block and then shaped to the desired form.
mounted on it to represent mould frames. The frames were held in place by small battens bent around them. Lines could easily be taken off by tracing the mould frames.

The earliest known hawk's nest model is one dating from 1752 and made in England. Unfortunately, we have no examples of this method in our collection.

Bentharium Model Completed

Pepper has completed the model of the Bentharium that will be exhibited in the basement area. This diving bell was used to study the marine life in the Chesapeake Bay area in the 1930's. It was designed in 1935 by Gilbert C. Klingel, a naturalist and noted author.

The idea of the diving device had its inception on a day when Klingel had been down on the bottom near Point Lookout for nearly half an hour, wearing a diving helmet, and nearly frozen from the cold. He realized another method had to be devised if he were to continue his underwater study of the Bay. Dr. R. V. Truitt, director of the Chesapeake Biological Laboratory offered the facilities of the, then new, laboratory and a group of associates of the Natural History Society of Maryland contributed materials, suggestions, and labor.

The Bentharium was built in Back Creek at Solomons Island and was a cylinder of steel about four feet in diameter and six feet in height. A large window was needed for observation and photography; the cylinder could accommodate two men comfortably, three if necessary. A manhole was cut in the top and a cover provided with iron dogs to fasten it tight.

Two air lines were used, one for incoming air, the other for exhaust and attached to an air pump constructed from an old motorcycle engine. The exhaust line also functioned as an excellent speaking tube.

Fine, close-packed sand stowed in small muslin bags provided all the ballast needed. Some were stowed in the lower half of the cylinder where they served the double purpose of ballast and seat, the balance were hung on a steel ring welded to the outside.

Klingel decided to call his invention the Bentharium after the Greek terms benthos, referring to the bottom of the sea, and arium, a room or place. For lack of champagne, the christening was done with a bottle of Coca-Cola smashed over the edge of the viewing window.

The day of the first trial drew many spectators and the Solomons Islanders, for the most part, were noncommittal, but a goodly number were quite certain that before long there would be a first-class drowning. The Bentharium was carefully lowered and . . . was a success.

Mr. Klingel has kindly offered the camera gear used by the National Geographic Society to take the first color photographs of the Bay bottom to the CMM for exhibition. Pepper Langley remembers using the Bentharium cylinder as a diving platform in Back Creek. No physical evidence of the diving bell remains today.

Small Craft Shed

We have moved the collection of small craft into the new boat shed and repair and renovation is well underway under the guidance of Mr. Kennedy Grover of Solomons. Mr. Grover worked for the M. M. Davis Yard.

Among the Museum's collection on exhibit are some very interesting boats and a brief description of some follow.

The clam dredge JOHN D. RYDER, built at Wingate, Dorchester County in 1944 by Bronza M. Parks was named DONNA by the original owner, Winnie Adams of Fishing Creek, Maryland. The Chesapeake Biological Laboratory of Solomons bought the boat in 1955 and renamed it in honor of a clam biologist.

It was outfitted with an experimental clam rig, believed to be the first used in the Bay, and the money to operate it came from a 2¢ tax on each bushel of clams harvested in the State. The boat is 40 feet with a 12 foot beam.

The drake-tail oyster workboat PENQUIN was built at Wingate in 1935 and was reputed to be the fastest oyster workboat in the Solomons area. This boat is a typical Hooper Island oyster workboat. The peculiar drake-tail stern was favored for many years by oyster tongs as a tonger could work over the stern with safety without the quarters of the boat interfering with rocking the tongs.

The small, schooner yawl boat, or skiff, was built at Deltaville, Virginia in 1908 at the Deagle Yard on the Rappahannock River. It is a round bottom, push-pull boat measuring 17 feet with a beam of 7 feet.

The Leatherbury Bateau is very interesting. Bateau is the French word for boat, but over the years it became associated with a specific type of boat as well as a method of construction. The Chesapeake Bateau is a double-ended, "chine-built" (or V-bottomed hull) cat-boat rigged sailing skiff.

Charles Edward Leatherbury was born at Shady Side, Maryland, July 5, 1863. "Captain Ed" became a boat builder of note at his home near the steamboat landing on the West River. He built without the use of plans; "by rack of eye" he said, using adze, broad axe, hand saw, brace and bit, draw knife, and an assortment of planes.

Some of his boats can still be seen hereabouts. His canoe the FLY is in the Mystic Seaport collection, Mystic, Connecticut and one of his Bateaus is displayed at the Chesapeake Bay Maritime Museum at St. Michaels, Maryland.

Second Anniversary

The official opening and dedication of the lower level at 8:00 p.m. on July 15, will highlight our Second Anniversary celebration. All members are invited to attend. Several showings of the newly released Drum Point Lighthouse film will also be shown. Refreshments will be served.

There will be two main exhibits. The Military Self Contained Underwater Breathing Apparatus (SCUBA) display, complete with both a hard hat diving suit and a wet suit.

The Sport Fishing exhibit will contain some of the first types of sport fishing reels and other equipment used in the Bay. Also in the lower level is the new Marine Art Gallery with a collection of 15 watercolors by Commander Tufnell.
IN THE NEWS

In case you missed it. Norm Rubin, a long-time friend of the Museum, wrote an article in the March issue of “Chesapeake Bay Magazine” on the Sell Davis schooner model which he believes to be the ADA SHULL. Pepper Langley hopes to restore the model for display this summer.

The model is significant as it was built sometime around 1800 in the M. M. Davis Yard for Sell Davis' son, Clarence. The model is believed to carry the same lines as several of the fine schooners actually built at this yard. A half model is being carved from her lines (see Scuttlebutt from Pepper's shop).

The Bay Magazine also had a fine article in its June issue by Roger Anderson, a CMM member, on fossil collecting at Calvert Cliffs. The history on the formation of the cliffs is very interesting and worth reading. All those planning to attend the fossil collecting trip this July are encouraged to read it.

Max Chance, our exhibits designer, has recently been in the news after receiving second place in a State-wide art contest sponsored by the Maryland Council of Arts. Max's category was sculpture.

Summer Calendar and Program Schedule

JULY

15 Official opening of lower level of Museum and premiere of movie “After Glow of History,” the story of the movement of the Drum Point Lighthouse. Members only, 8 p.m.

25 Cove Point Light Station. A lecture and tour of the station, including its history, inside look at operations and lighthouse living. Conducted by David Talbott, USCG. Meet at Cove Point Light 7:45 p.m. Members free, non-members $1.00 each.

29 Salt-Water Aquariums. One class session and field trip led by Dr. Martin Wiley, Research Asst., Chesapeake Biological Laboratory. 7:45 p.m. Members free, non-members $1.00 each. Reservations required.

JULY AND AUGUST

Beginning Sailing. Classroom and sailing lessons. No experience necessary. Phone 326-4612 for details.

AUGUST

3 Frogs, Islands and Evolution. A multimedia travelog by David Hardy, Jr., of the Chesapeake Biological Laboratory. 8:00 p.m. Members free, non-members $1.00.

18 Miocene Marine Fossils. One class session and field trip (Aug. 20) led by Dr. Ralph Eshelman, director of CMM. 8:00 p.m. Free to members, $2.00 non-members. Reservations required.

27 Official Opening of the Small Craft Shed. Jerry Morton hopes to have his log constructed brogan MUSTANG at the waterfront. 3:00 p.m. Members only.

Lighthouse Film

Thanks to a hard-working volunteer crew, a 16mm sound, color film documenting the movement of the Drum Point Lighthouse from Drum Point to the Museum's waterfront property has been completed. Two years in the making, the film will be first shown to the general membership on July 15 as part of the official opening of the basement area.

Several additional copies were also made which will be available to other museums and organizations on loan for a small charge. Contact CMM if interested.

Shipwreck Survey Underway

Over 50 shipwrecks in Calvert County waters have been recorded and plotted on U. S. Geological Survey, 7½ minute quadrant maps. It is just amazing but in one section of the Solomons Harbor boats are lying in the mud three deep. Through interviewing several “old timers,” particularly Preston Lore, we have been able to ascertain the boat type, name, captain, owner, and other historical documentation on many of these wrecks.

Though the survey is only in its infancy, spot diving and interviews have resulted in documentation of several artifacts from particular wrecks. The largest inventory of material available is from the schooner JAMES E. TROTT which includes hatch doors, anchor lights, stern carving, and even a small brass fishing reel, 1-5/8” in width. Such information will help to further document the early boating traditions of Calvert County.

RESERVATION FORM

☐ Salt-Water Aquarium
☐ Miocene Marine Fossils
☐ Chesapeake Bay Model
☐ Lady Katie Bay Cruise

Name ____________________________________________
Address _________________________________________
Phone ___________________________ Zip ____________

SUMMER CALENDAR and PROGRAM SCHEDULE continued

SEPTEMBER

2 “Chesapeake Born.” Tom Wisner will be back with us again showing slides, singing, and story telling about life on the Chesapeake. 8:00 p.m. Members free, non-members $1.00. To be held at the waterfront - weather permitting. Bring chairs or blankets.

26 Chesapeake Bay Model. A tour of the 5-acre, scale model of Chesapeake Bay at Matapeake, Eastern Shore. Cost including bus transportation is $4.50. Non-members $6.00. Bring picnic lunch. Reservations deadline is September 2.

SEPTEMBER

12 - 17 Bay Cruise on skipjack LADY KATIE. SOLD OUT. A second cruise could be arranged for the following week if additional people are interested. Call 326-4162.
Special Recognition and Thanks

Jim Shepard for assistance in helping to maintain the floating small craft.

Solomons Island Yacht Club for donating a portion of the proceeds from the Las Vegas Gala.

Calvert Independent newspaper for donating a portion of the proceeds from a special campaign.

Burkman Bros. Excavating for assistance in moving the Benning Oyster Shell Mill.

Jack Williams for assistance in moving the small craft into the new exhibit shed.

The exterior and grounds of the main building have recently been beautified thanks to Ellen Zahniser, who donated two geranium and petunia planters for the front entrance, and Virginia Lusby, who donated ten large boxwood.

ACQUISITIONS

Fish mounts: sand shark, rockfish, catfish, bonita, bluefish, goldfish, bottle-nosed dolphin.

Bird mount: Great Blue Heron.

Christian H. Erb: thirty-four photographs taken at Port Tampa, Florida during the Spanish-American War.

John Colhoun: steam whistle from the S. S. EMMA GILES.

Regina Robinson: picture poster from the old Johnson’s store.

George B. Wood: copies of “Rudder,” “Sail,” “Yachting,” magazines.

Nobel Elliott: a pair of patent oyster tongs.

J. Rodie Langley, Jr.: a swan, goose, and two Susquehanna Flats canvasback decoys, plus various articles from the ANNIE B., MISS LENORE, and J. T. WARD.

Smithsonian Institution: fifteen mounted water fowl.

H. Richard Moale: photograph of the Old Bay Line office in Baltimore; books and newspaper clippings on Bay steamboats.

Dr. and Mrs. C. E. Margeson and Mrs. J. S. Bohannon: several books, photographs, newspaper clippings on Bay steamboats.

H. Graham Wood: nameboard and builder’s plaque from DORCHESTER (reverse side shows ROBERT E. LEE which the steamboat was renamed in 1936); plaque commemorating the christening of the CALVERT; over 180 photographs and other treasures.

Arie deKok: gig boat.

Dr. and Mrs. Kent Mountford: Jenkins Island crab skiff GEDA.

Perry Van Vleck: two very fine fishing reels, one a 9.0 Fluger once belonging to President Roosevelt who often fished in the Patuxent.

Bentharium, built at Solomons in 1935 for underwater studies in the Bay.