CMM Participates In Folklife Festival

Calvert Marine Museum enabled hundreds of Southern Marylanders to step back in time when it helped host the Southern Maryland Folklife Festival, sponsored by the Maryland Arts Council held May 17 and 18 at St. Mary's City.

Demonstrations included many aspects of life in the late 1800's to the early 1900's, from beekeeping and butter-making to soul saving and shingle shaving. CMM was responsible for all the exhibits related to the life styles and skills of a water-oriented society.

Dorothy Hughes, Thomas Hardesty and Richard Higgins, making pots and nets, taught one how to catch eels and crabs, while Owen Grover, Robert Brown and David Young demonstrated the tools used to catch oysters. Ethan Johnson shucked oysters with such ease it looked like anyone could do it. The Dixons, Clara and Cora, cooked "the catch" for long lines of samplers who waited for a taste as they learned the secrets of seafood cookery.

Boatbuilding skills such as pattern making, steam framing and caulking, were demonstrated by Jeremy Karsh, Robert Quarles, and James Weller.

The Museum's famous woodcarvers and modelmakers were an important part of our exhibit. Paul Kraft, Rip Van Winkle and the Langley's, Jimmie, Johnny and Pepper, were busy making stern carvings, billet heads, trailboards, and model racing skipjacks.

Bill Keefe taught many interested people how to splice a line, make a fender or other necessary rope equipment for use by watermen.

These skill preservation demonstrations will help keep alive these fast disappearing arts for generations to come. Those that missed folklife festival or who want to learn more can do so by joining the Museum's sponsored clubs and classes. Watch the Bugeye Times for schedules.
The last time we visited the museum, I noted that there was a letter on display in the Drum Point Lighthouse recounting the experiences of the lighthouse keeper in the hurricane of August, 1933. Since I was in Solomons at the time and had some experiences of my own, I thought maybe someone might be interested.

My father had just purchased the Mary Jane, a 34' Wheeler cruiser. We were cruising the bay — my father, mother, myself and another couple, Mr. and Mrs. Herbert A. Wadsworth. Like most new boat owners, we were anxious to go places and do things, fully confident that we now had the boat to do it.

The day before the hurricane we left Tangier Island and came across the Bay to Solomons. The wind was steadily increasing and the seas were monstrous.

We got into Solomons near dark and anchored in the harbor about half way up. We went ashore and bought some groceries at Woodburn's store. My mother asked Mr. Woodburn if the water had ever covered the island. He said he didn't remember that ever happening in his lifetime.

All night long it blew and rained and got worse and worse. In the morning there were very ominous dark gray clouds moving quickly over the Catholic church steeple. There were no hurricane warning systems in those days. I remember my father watching his barometer and saying he had never seen it that low. During the morning more boats came in and anchored for shelter, crowding the harbor. Most were swinging on long anchor lines. By noon the wind was so strong that our anchor wouldn't hold. My father ran the engine to hold us off shore while dodging other boats and debris.

Towards mid-afternoon he decided it would be best to beach the boat. He headed for shore opposite the island. At that time that shore was a beach, a bank about 10' high and behind the bank a woods. The boat floated over the beach and the bow hit the bank. "Waddy" (Mr. Wadsworth) jumped off the bow and tied the bow line to a tree. They then got a stern line on another tree. The boat laid there, to everyone's surprise, against the bank, as if it were laying against a dock. We understood later that the tide was 11 feet above normal. (Most accounts indicate water level was around seven feet above normal.)

At about that time, some local watermen were visiting all of the boats and taking off the women and children. My mother, Judy and I went with them. Also on board was a man who had left his boat at anchor knowing full well it would go ashore. The watermen had little respect for him because he left his boat in a situation where it could damage other's property.

The watermen took us up Mill Creek to a house. We were given the attic because the house was full of other storm-displaced people. The house had a tin roof. I still remember that awful sound of hurricane force wind and rain on the tin roof.

My father and Waddy came in that evening. They had moved the boat from its "berth" at the bank and brought it up Mill Creek. They anchored and joined us. We all tried to sleep, but it was impossible. Sometime after midnight someone came up and said our boat had dragged anchor and was on top of a damaged pier. My father and Waddy went off again and retrieved the boat with little damage.

Earlier, as the watermen took my mother, Judy and me off of the boat, there was a large houseboat-type yacht beached on the side of the harbor opposite O'Berry's. Further down the shore also beached was the "Amarita," a large (80' +) low sided yacht. She was painted gray all over and had many decks. She resembled somewhat a Mississippi River steamboat.

### Patuxent River Survey

As you receive this issue of Bugeye Times, the largest underwater archaeological survey in the History of Maryland will be undertaken in the Patuxent River. As previously reported in Volume 4, Number 3, Fall 1979, the project is being conducted by Calvert Marine Museum and Nautical Archaeological Associates, Inc.

Funding is made possible for the second year by a matching grant from the Maryland Historical Trust. Tremendous assistance is also being provided by the Staff of Patuxent River Park near Croom.

For the third summer, underwater archaeologists will examine a portion of Maryland's largest intrastate river during Phase II of the Submerged Cultural Resource Survey of Patuxent River.

Among the seven sites to be examined, most were discovered during reconnaissance and survey studies made in two previous summers. They include five shipwreck sites, circa 1680 — 1887; an 18th and 19th century harbor facility and a partially inundated aboriginal site. The project will involve two teams of underwater archaeologists and video technicians, historians, photographers, oceanographers and volunteers.

Two of the shipwrecks to be surveyed are thought to belong to the United States Chesapeake flotilla which was commanded by Baltimore's naval hero, Commodore Joshua Barney. One ship, located in the vicinity of Wayson's Corner, is thought to be one of the ships scuttled on August 22, 1814.
The second war of 1812 site lies in St. Leonard's Creek in Calvert County. The site is thought to be the remains of a gunboat built in Baltimore about 1806 and scuttled on June 26, 1814, to prevent capture by the enemy following the second Battle of St. Leonard's Creek.

Lying near Patuxent River, the remains of the 96-ton steamer-scow Peter Cooper lost about 1887 while assisting in the construction of a railway bridge, will be examined. Test excavations are planned on a possible small boat lost circa 1680-1720 near Lyons Creek Wharf.

At the Colonial river port of Nottingham, a 75-foot boat will be mapped and studied. Seriously damaged by relic hunters, sufficient portions of the site remain for architectural studies.

To obtain a better picture of the facilities servicing these ships, the wharf at St. Leonard's Creek will be surveyed and mapped. This dock services both deep-draft sailing vessels and the Baltimore-based steamboat operations on the Patuxent. The study will add substantially to the miniscule body of knowledge concerning Tidewater harbor and wharf construction.

The prehistoric use of the river will be examined at an inundated site at Nottingham, which may have been visited by Captain John Smith in 1608. This and other Indian sites in the Patuxent River have been inundated by the constant rise in sea level over the past 12,000 years.

TENNISON MAKES NATIONAL REGISTER

The Museum's oyster-buy boat Wm. B. Tennison, built in 1899, has been nominated to the Department of the Interior's National Register of Historic Places. The Tennison now joins CMM's Drum Point Lighthouse on this prestigious list of worthy historic objects.

Rep. Bob Bauman (1st Congressional District, Md.) made the announcement in April, stating, "The Wm. B. Tennison is the only remaining log-hulled bugeye converted oyster-buy-boat on the Chesapeake Bay, and it certainly well deserves this honor and recognition."

Listing in the National Register now enables the Museum to seek matching funds from the Federal government to maintain the vessel in its present excellent condition.

In related news, CMM received a matching grant from the Maryland Arts Council to replace the worn out exhaust system on the Tennison. This spring, El Paso Marine Corp. borrowed the Tennison for over a week, completely sanded and painted her from her rubrail to the top of the mast. Thanks to their efforts and the Tennison's crew, the vessel is in the best shape it has been in for many years.

The Tennison's role as passenger vessel is off to an excellent start this summer. Charter groups and passengers aboard daily scheduled cruises are well above last year's attendance.
Committees of CMM
Board of Governors

As promised in the last issue of Bugeye Times, and in our continuing effort to better inform the CMM membership on how the Museum is run, here is a summary of the various duties performed by five of the committees of the Board of Governors. These committees help to insure the Museum is moving in a proper and well planned direction to meet its goals and purposes. In the next quarter issue the final five committees will be reviewed.

COLLECTIONS COMMITTEE — chaired by Dr. George Switzer, emeritus curator of mineralogy at the Smithsonian Institution, the committee also includes Dave Bohaska, registrar, and Pepper Langley. This committee is responsible for overseeing the acquisition, loan and deaccession of the Museum collections. Presently, the committee is in the final stages of developing a collections policy and reviewing a recent paper conservation survey conducted on the collections by Conservation Center for Art and Historic Artifacts.

DEVELOPMENT COMMITTEE — this committee is responsible for planning the future growth and development of the Museum, preferably by five-year plans, update and modify such plans as needed, and insure proper funding to implement the plans. The committee is chaired by Walter Ewalt with Bernard Loveless, Dr. Ted Compton, and Dr. Ralph Esheiman as members. Presently, the main concerns are the status of the Museum Master Plan, consideration of a major property acquisition, and development of a corporate membership category for the Museum.

BUDGET COMMITTEE — this committee is chaired by Bernard Loveless with Roy Logan, George Wood, and George Van Winkle as members. The key responsibility of this committee is preparing the annual budget for the Museum. The budget process has just recently been completed so the committee is now concentrating on updating our tax-exempt IRS status.

POLICY COMMITTEE — the policy committee just recently completed and had accepted the new by-laws statement for the Board of Governors. Albert Grosvenor, chairman, Mel Conant and Roy Logan are now actively working up a formal statement on the Museum governance and management policy.

ACQUISITIONS

JOHN E. JONES: captain’s operating license, 1935.
JOHN W. OLSON: nautical books, antique bandsaw, and woodshop supplies.
VAN C. WINTERSON: slick chisel and duck decoy.
MRS. OREM LOWERY: canner, clamming seafood processing equipment.
ELMARS PURVINS: sparrow hawk.
CHESAPEAKE BIOLOGICAL LABORATORY: patent tongs.
ANDREW HARTGE: shaft log drill.
DORIS WOODBURN JOHNSON: photographs of Woodburn’s Oyster House and Solomons.
DOROTHY ORDWEIN: wren and horned grebe.
RUTH & FRANKLIN THOMPSON: fossil ray tooth plate.
TIM MIHURSKY: bison tooth, fossil seed.
WALLACE ASHY: fossil sperm whale tooth, seal vertebra, whale ulna, ray dermal plate.
JAMES G. TALLANT: hard hat diving manuals.
MARJORIE M. RIGG: Chesapeake Skipper magazines.
DONALD KESTER: fireplace mantle from “Old Solomons House,” c. 1859.
CLYDE C. TAYLOR: photo of Standard Oil lifeboat racing team at Solomons, 1935.
ADOLV LARSON: newspaper articles on Standard Oil lifeboat racing team.
NORMAN RIKER: fossil whale earbone, turtle humerus.
WENDELL J. CHESSER: masthead figure from pungy Joe Smith.
DON SHOMETTE: valves from steamship New Jersey wreck.
NAVAL SEA SYSTEMS COMMAND: knot board.

CONTRIBUTIONS

Pax Powerets
C & P Telephone Company

INTRA-MUSEUM LOANS

Philadelphia Maritime Museum: research books from CMM.
National Air & Space Museum: photographs from CMM.

MEMORIAL FUND

CMM has received donations to the Memorial Fund honoring Mr. Aubrey Phair.

SPECIAL THANKS

HUGH B. WALLIS: personal letter of the 1933 hurricane at Solomons.
CALVERT GARDEN CLUB for planting of azaleas on south side of main building.
LANGLEY POINT MARINA for use of forklift to move various heavy artifacts into new storage area.
VIRGINIA LUMBER COMPANY for donation of bark mulch for planting.
EL PASO MARINE CORP. for their work on annual maintenance (sanding, painting) of Wm. B. Tennison.
SUMMER CALENDAR AND PROGRAM SCHEDULE

All programs begin at the Museum at 7:45 p.m. unless otherwise noted. Programs are free to members; $1.00 to non-members unless otherwise noted. For additional information call Dorothy Ordwein at 326-4162.

JOHN OLSON CHAPTER of American Shipcarvers Guild is recessed for the summer and will resume again in September. See September calendar for details.

July 2 & 16 SOLOMONS ISLAND MODEL BOAT CLUB, 7:30 p.m. Meets the first and third Wednesday of each month from 7:30 to 9:00 p.m. in the model shop at CMM. Membership is open to anyone interested in model making. You may build any type boat from square rigger to a steamboat, a racing sailboat to a high powered cruiser. Annual membership dues are $10.00.

July 9, 16 23 & 30 WEEKLY WEDNESDAYS 10:00 a.m. to 2:00 p.m. Open to persons 8 to 80 years of age. Bring a lunch. Cold beverage is provided. Advanced registration is NECESSARY. Member's fee is $1.00 per session or $5.00 for entire series. Non-member's fee is $1.50 per session or $10.00 for entire series. Program includes:

WOODCARVING FOR BEGINNERS: an eight (8) week course. Learn care of tools, develop skill by carving simple beginning project, AND a small trailboard. If good progress is made, student may be eligible for membership in John Olsen Shipcarvers Guild.

CANOEING FOR BEGINNERS: a two (2) week course open to persons with no experience. Learn the basics—strokes, canoe safety and handling. July 23 to 30.

CREEK CRITTERS: a two (2) week estuarine field experience including films, discussion, marsh walk, cruise on Wm. B. Tennison to study the ecology and water quality of the estuary. July 16 - 23 OR August 13 - 20.

FOSSIL FUN: a two (2) week study including field trip, identification and display of your personal collection. July 9 and 16.

SPORTS FISHING: a one-day fishing trip for beginners only. Learn to select proper equipment, how to use and care for it. July 30.

July 11-13 LADY KATIE CRUISES. CMM announces the availability of cruises aboard the skipjack Lady Katie. The cost of $50 per day includes three meals, beverages, bed linens, and auto parking. For brochure write Lady Katie Cruises, Calvert Marine Museum, P.O. Box 97, Solomons, Md. 20688.

July 13 MODEL SAILBOAT RACES - 1:00 to 3:00 p.m., at CMM dock. The Solomons Island Model Boat Club will hold monthly meets during the summer culminating with the annual aware of trophies in September. Sponsored by CMM.

July 13 CMM CANOE CLUB – an organizational meeting will be held in the Museum library at 2:30 p.m. Membership is open to anyone interested regardless of previous experience. You need not own a canoe. If unable to attend organizational meeting, please send your name, address and phone number to Programs, Calvert Marine Museum, P.O. Box 97, Solomons, Md. 20688.

Aug. 6 & 30 SOLOMONS ISLAND MODEL BOAT CLUB – 7:30 p.m. See July calendar for details.

Aug. 6, 13 20, 27 WEEKLY WEDNESDAYS – 10:00 a.m. to 2:00 p.m. See July calendar for details.

WOODCARVING FOR BEGINNERS – continues weekly.
NETS & KNOTS – make a crab net, other useful articles or display board of nautical knots. August 6.

CREEK CRITTERS – August 13 & 20; a re-run, see July calendar for details.

BEECHCOMBER CRAFTS – August 20 & 27, a two (2) week session to gather nautical materials on a field trip, then make jewelry, lamps, wind chimes, etc.

PICNIC CRUISE – August 27, from 12:30 to 2:00 p.m., open to those with regular attendance and the faculty of Weekly Wednesdays.

Aug. 8-10 LADY KATIE CRUISES – see July calendar for details.

Aug. 9 PORT WELCOME CRUISE – registration deadline, see September 6 for details.

Aug. 10 MODEL SAILBOAT RACES – see July calendar for details.

Aug. 23 CMM 10th ANNIVERSARY CELEBRATION AND MEMBERSHIP PICNIC – 6 to 9:00 p.m. Open to members only. Bring a picnic, cold beverages provided by CMM, and enjoy an evening together. The program includes:

Georgetown Chanty Men in concert, 7:15.
Moonlight Cruise on Wm. B. Tennison.

Sept. 6 PORT WELCOME CRUISE, from Baltimore to Annapolis. Bring your own picnic lunch. Cold beverages will be supplied. Boat leaves Baltimore at 9:00 a.m. and returns at 5:30 p.m. Must have advance registration by August 9 to hold our 25 places. $17.50 for members, $20.00 for non-members. Fee includes passage, drinks, and transportation.

Sept. 23 FALL MIGRATION OF WATERBIRDS, a slide lecture by Dr. Ernest Willoughby.