The Civil War disrupted the Chesapeake Bay oyster industry which had a period of significant growth in the decade preceding hostilities. At the war's end, Isaac Solomon, an aggressive Baltimore packer, moved quickly to reestablish his facilities, his network of suppliers, and his fleet of vessels — reviving the business in which he had been engaged during that prewar decade, both in Baltimore and on the Eastern Shore. In November 1865 he purchased Sandy Island near the mouth of the Patuxent River and shortly thereafter commenced developing it as his base of operations. Watermen delivered their catch to his packing plant and had soon begun to call the island “Solomon’s.” Indeed, Isaac Solomon himself used this name for the island in his listings in Woods’ Baltimore City Directory as early as 1868.

Isaac Solomon's grand scheme for the island included the packing house, a marine railway and shipyard, a general store and chandlery, and an oyster cannery. In 1869 a marine railway was hauling and repairing dredge boats as well as the larger schooners that carried Solomon's oysters to Baltimore and returned with supplies for the plant and for the men and their families whom he brought in to work for him.

In May 1870 a shipwright, Isaac Davis, arrived on the island to work at the marine railway and shipyard. Nothing is known of his life before he arrived at Solomons. It is possible that he was a cousin of John Henry Davis of Dorchester County who settled at Solomons nine years later and whose son, Marcellus Mitchell Davis, established the shipbuilding facilities which were the foundation of the economy of Solomons for ninety years.

Isaac Solomon’s fleet consisted of several types of craft, and Isaac Davis’ job was to keep them in service over the long oyster season. The pungy Father and Sons was built at Newtown in 1870, and it is possible that she was the first new vessel built by Davis in the area. Newtown is the old name for the settlement just beyond Johnstown on Back Creek. The fact that Isaac Solomon, father, and Charles and William, his sons, were engaged in the business at Solomons lends further credence to the possibility that this pungy was built locally for the oyster firm. By 1871 a separate

Continued on page 6
Within the skin of many fishes are skeletal elements called scales. On the basis of their structure and composition, they may be divided into five categories.

Cosmoid scales are composed of three layers of bone. They are small and thick and represent an early stage in the evolution of scales from the dermal armor of extinct lungfish. No living fish has cosmoid scales.

Sharks and rays and their cartilaginous brethren have placoid scales. This scale consists of a flat plate embedded in the dermis, with a rear-pointed spine projecting through the epidermis. Both spine and plate are composed of dentine, while the spine is coated with enamel. The scale contains blood vessels, nerve endings, and lymph channels. Shark teeth are large, modified placoid scales. Sharkskin with the scales still attached is called shagreen. The handles of samurai swords were covered with this rough material to prevent slipping during battle.

**Placoid**

Ganoid scales are sometimes considered to be modified placoid scales. They are rhomboid in shape, thin, bony, and covered with an enamel-like substance called ganoin.

**Ganoid**

Most bony fish have cycloid scales or ctenoid scales. Both types are modified cosmoid or ganoid scales that have lost their hard enamel surface as well as most of the bone; they are therefore thin and flexible. The two types differ only in minor respects; both are smooth and roundish, with growth lines visible on exposed surfaces. The rear margin of a ctenoid scale has a serrated, comblike edge, while that of a cycloid is smooth. Modern lungfish have cycloid scales.

Fossil fish scales are found in the Calvert, Choptank, and St. Marys formations. Ganoid scales have been left behind by the sturgeon. Fragile ctenoid and cycloid scales tell us that perch, sunfish, carp, black drum, and their like swam in Calvert waters, and placoid scales in the form of shark teeth, stingray barbs, skate scutes, and teeth from the rostrum of sawfish prove that both bony and cartilaginous fish abounded in the Miocene seas of Maryland.

**Cycloid**

**Ctenoid**

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**FOSSIL FACTS**

By Sandy Roberts

The museum was one of nine Maryland institutions that have been awarded 1987 General Operating Support grants through the Institute of Museum Services (IMS). The award will assist the museum with the costs of basic services and operations. It was appropriate that the award was made on May 18, International Museum Day.

In making the awards, Lois Burke Shepard, Director of IMS, commented: "Museums in the United States are among the finest in the world and the Institute of Museum Services is proud to assist many exemplary institutions in their efforts to provide increasingly superior services to the public. General Operating Support awards help address the basic concerns of museums. In turn, this support can free the creative talents within museums to devise better ways to serve the public. IMS hopes that its award program will help to focus national attention on the daily needs of museums and will stimulate private giving in this area."

A total of 1,296 museums applied for the one-year grants which are made on a competitive basis; 409 museums received awards. Museums are eligible for awards of ten percent of their non-federal operating income up to a maximum, this year, of $75,000.

The IMS General Operating Support award is based on the strength and quality of the applicant museum as demonstrated by its responses to application questions. Quality, for this competition, is defined as the judicious management of the museum's available resources to provide the best possible services to its community and the general public. Competition for these funds is strong, and those museums receiving awards have demonstrated the highest standards of services and operations.

The Institute of Museum Services, an independent agency within the National Foundation on the Arts and Humanities, was established by Act of Congress in 1976 to assist museums in their educational role and to help them modernize their methods and facilities so that they will be better able to preserve the nation's cultural, historic, and scientific heritage.

The Calvert Marine Museum was awarded a grant for $51,507. IMS allows museums to count the value of contributed goods and services as part of their non-federal operating income. Included in the museum's application were 7,302 volunteer hours. The grant was made on a competitive basis; 409 private giving in this area."
TEN MONTHS ago a groundbreaking ceremony was held on the museum grounds for the beginning of the construction of the new exhibition building, the second — and most extensive — phase of the museum’s Master Development Plan begun nearly seven years ago. It was not until October, however, that there was any evidence of work at CMM. At that time the contractor established his work office and began preliminary construction work, but with this particular contract limited by the funds available to only the exterior shell and outside grading.

Soon after this start, however, a significant problem was discovered: a more substantial foundation would be required than planned, due largely to the nature of the land on which the building would be erected. Although test borings had been made early in the 1980s, the land had changed, chiefly because of the creation of the boat basin in the first phase of the Master Development Plan. Whatever the cause of the problem, there was finally agreement among the county engineer, architect, and contractor to drive piles to support the concrete footings for the building. That work began late this winter and has progressed to the point where the concrete footings have been poured, ready now for the basic building structure.

In late May the contractor also began work on the parking area for the museum complex, with completion expected by early July. During this stage of the work both staff and visitors have been asked to park across Route 2 from the museum. This temporary inconvenience will lead to a much improved parking situation in the future.

In the meantime, funding for this project has moved ahead. By action in the 1987 legislature, the state of Maryland completed its funding of a match of Calvert County funds in the amount of $1,000,000 each. More importantly, the county has included in its fiscal 1988 budget a further amount of $1,575,000 that should be sufficient to complete the inside work on the exhibition building, but not to include the design or installation of exhibits, furniture, or landscaping. Funding for the exhibits will be sought from a variety of private sources, including an appeal later this year to the membership of the Calvert Marine Society.

For a fuller description of the new building, including a floor plan of the proposed exhibit areas, readers will want to look at the Fall 1986 issue of the Bugeye Times. Those interested in more detailed information about the building or in various giving opportunities should call or write the museum’s Development Office. There are a great variety of ways — large or small — in which society members can participate in the development of this important new facility through which the Calvert Marine Museum will interpret its collections and provide meaningful educational opportunities in the future — facilities and programs of which the state, county, and society membership can be justly proud.

CMM Awarded Grant

hours and contributed materials and rental allowances valued at $94,117. Without CMM’s dedicated volunteer force the museum simply could not function at its present level of activity.

This award will help the Calvert Marine Museum meet the ever increasing general operating costs of which only 65 percent are funded by the Calvert County government. At present, nine members of the museum staff are supported by self-generated moneys. The grant from IMS will help fund a portion of these salary costs as well as other operating expenses.

With the support from IMS, the museum can expect to continue to provide educational services at its present level for its 1,500 members and the more than 100,000 visitors it serves each year. Through grants, awards, donations, and membership fees the museum generates approximately 30 percent of its overall operations budget.

In addition to CMM, the Battle Creek Cypress Swamp Nature Center will receive $9,292 in supplemental operating funds from IMS. This grant award will enable the Nature Center to expand and better manage its collections which are an important component of the educational services provided to the public.

Classic Yachts To Visit Solomons

The Solomons Island Yacht Club is hosting a visit from the Classic Yacht Club of America at its club pier on Saturday, July 18. Some fifteen wooden boats, ranging in size from 32 to 55 feet and all over 25 years of age, are expected to be open for public viewing. The Solomons club is celebrating its 50th anniversary this year. For further information contact the Solomons Island Yacht Club at 326-3718.
MUSEUM SPECIAL BENEFIT EVENTS
IN 1987

Because of construction on the museum grounds, the decision was made this year not to hold any concerts of the Waterside Music Festival, so successful in the previous two years. Although special benefit events for the museum have been somewhat limited, the Calvert Marine Society's Capital Campaign Committee has remained very active.

The major benefit event this year was the openhouse and art auction at historic Mulberry Fields on Sunday afternoon, May 3. The owners of this lovely eighteenth-century house and plantation, Mary and Holger Jansson, were most gracious in opening their house and grounds to visitors, with refreshments provided by the sponsoring Campaign Committee. Music by the St. Mary's College Jazz Ensemble added to the pleasure of the occasion. One of the buildings was turned into a temporary gallery in which were displayed several hundred art works by regional artists, with an auction of some of these works. This fundraising event has netted the museum nearly $3,000 for the exhibit implementation for the museum's new exhibition building.

This summer the committee is conducting its second annual fifty-fifty raffle, expected to net the museum another $5,000, also for new exhibits. The drawing for this raffle will be held on Wednesday evening, August 5, at a reception at the museum's J.C. Lore Oyster House building. Participants in last year's raffle have been notified of the availability of tickets in a special mailing. Anyone interested in participating should call or write the museum, attention of the Capital Campaign Committee.

On Saturday, September 26, the third annual Benefit Fashion Show and Luncheon will be held at Penwick House in Dunkirk, this year to benefit CMM. Reservations and other information may be obtained by calling Penwick House at (301) 855-5388 or (301) 257-7077.

YOU CAN'T TAKE IT WITH YOU —
But You CAN Decide Where it Goes!

Long-range financial planning — something most of us put off — is a frequent concern of the Calvert Marine Museum. Many times the pressures of daily operational costs seem to demand that the money set aside for the future is needed now. Several museum staff members, for example, are employed by the Calvert Museum Society and are dependent on grant funds for their salaries. These funds are not secure, so every year these employees face the possibility of losing their jobs, and the museum faces the fact that it might have to cut programs. The museum's Board of Governors, moreover, continues to work to develop financial policies to safeguard against these pressures. Sometimes it means altering our plans for a few months to stay within a revised budget, but this also means that the museum's operations will be more secure in the future. To this end, the museum has established an endowment fund to help secure its future.

Individual financial planning can help CMM in this process. Members of the Calvert Marine Society are encouraged to consider the opportunities of planned giving as a way of assisting CMM in a meaningful and tax-wise manner. If you are not in a position to support the museum with an outright gift but are interested in being a pivotal part of our preservation and educational efforts, then one of many planned giving programs may be of interest to you. Bequests by will, contributions of life insurance proceeds, or charitable income gifts of a "unitrust" or annuity trust — any of these will support our educational and preservation efforts.

Continued on page 5
You Can't Take It With You continued from page 4

programs. Regardless of your support of CMM, however, we urge financial planning, if for no other reason than to make sure your assets are distributed in the manner you — and not the state — decide.

The Calvert Marine Museum has filled an important role in the preservation of the Patuxent River and Chesapeake Bay’s history and culture during its 17 years of existence. This work would not be possible without the generous and persistent commitment of its members and friends, and the foresightedness of the Calvert County government. Annual membership dues, capital gifts, endowment funds, and profits from the Museum Store have brought CMM from a small donated collection to a quality, highly respected, accredited leader in the museum world.

Although Calvert County generously supports approximately two-thirds of our operations at present, the demands of the museum in the immediate future will far exceed the present dollar amount budgeted to CMM. We must depend on individuals like yourself to assure the welfare and continuity of CMM, its growth, and its quality educational programs.

In order to maintain the high level and quality of its work, however, CMM’s financial base must be broadened in the years to come. Your gift can be designated for a broadened in the years to come.

CMM’s Board of Governors has begun a review of a five-year, long-range plan for the museum prepared by the staff. Now that the three-phase Master Development Plan for museum facilities is well underway, there is a clear need to consider critically the effects of the growth and changes that will occur during the next five years. A day-long retreat for board and staff was held in Annapolis on June 8 to begin the process of reviewing the museum’s mission and objectives, with the intention of setting achievable goals and of establishing priorities.

Three new members have been appointed this year by the Calvert County Commissioners, joining the fourteen other members on the board: Sarah Lee Howell, local civic leader who has been active on the Capital Campaign Committee; Joyce Lyon Terhes, one of three newly elected Calvert County commissioners, appointed as their representative; and F. Ross Holland, administrator and writer, most recently concerned with the restoration of the Statue of Liberty. Board officers this year are: chairman, Paul Berry; vice-chairman, Jack Williams; secretary, Linda McGilvery; and treasurer, Don Bare.

The museum press has just published Marshnotes: An Introduction to the Salt Marsh, an interpretative publication to the museum’s marsh walk, written by Jeffrey Rothenberg and illustrated by Scott Rawlins and Susan Le Van. This publication has been produced under a grant for the Waterlife Festival, Inc., located in Salisbury, Maryland. Under this grant CMM has re-done its wildlife exhibits and has prepared the text and illustrations for the new publication.

The spring 1987 issue of The Keeper’s Log, the publication of the United States Lighthouse Society, includes two articles on screwpile lighthouses, including the museum’s Drum Point Lighthouse, one written by CMM Director Ralph Eshelman, the other by Volunteer and Special Events Coordinator Layne Bergin. Layne’s article traces the history of screwpile lighthouses from their beginning in Great Britain to their use in a number of lighthouses in the Chesapeake Bay, and includes some interesting early drawings. Dr. Eshelman’s article, written with Dennis L. Noble, traces the history of the Drum Point Lighthouse specifically, from the first consideration of a light at Drum Point until the relocation and restoration of the lighthouse at the museum in 1975. Both articles add to the literature on this interesting structure.

Copies of Marshnotes and the issue of The Keeper’s Log are available from the CMM Museum Store, Box 97, Solomons, Maryland, 20688. Marshnotes is $2.00 per copy and The Keeper’s Log is $5.00. Maryland residents should add five percent sales tax. Postage and handling are $0.75 for orders under $2.50 and $1.50 for orders of $2.50 and over.
Boatbuilding  
Continued from page 1

company was organized, fifty percent of which was owned by Isaac Solomon & Sons, the cannery, and fifty percent owned by Isaac Davis. The island's first shipbuilding company was named "Solomon Sons & Davis."

Isaac Solomon & Sons' fleet included the following vessels on July 1, 1872:

<table>
<thead>
<tr>
<th>NAME OF VESSEL</th>
<th>TYPE</th>
<th>MEASUREMENTS</th>
<th>GROSS TONS</th>
<th>VALUE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Father and Sons</td>
<td>Pungy</td>
<td>45.9'x17.5'x4.6'</td>
<td>24.61</td>
<td>$2500</td>
</tr>
<tr>
<td>Sallie Solomon</td>
<td>Schooner</td>
<td>unknown</td>
<td>32.38</td>
<td>3000</td>
</tr>
<tr>
<td>A.S. Simpson</td>
<td>unknown</td>
<td>unknown</td>
<td>unknown</td>
<td>2000</td>
</tr>
<tr>
<td>Isaac Solomon</td>
<td>Pungy</td>
<td>57'x18.5'x5.8'</td>
<td>23.1</td>
<td>3500</td>
</tr>
<tr>
<td>Daniel and Augustus</td>
<td>Pungy</td>
<td>55.2'x18.4'x5.8'</td>
<td>27.59</td>
<td>2500</td>
</tr>
<tr>
<td>Exchange</td>
<td>Pungy</td>
<td>unknown</td>
<td>unknown</td>
<td>2000</td>
</tr>
<tr>
<td>American Eagle</td>
<td>Pungy</td>
<td>43'x14.4'x4.3'</td>
<td>18.0</td>
<td>1000</td>
</tr>
<tr>
<td>Carpenter</td>
<td>Pungy</td>
<td>unknown</td>
<td>unknown</td>
<td>1500</td>
</tr>
<tr>
<td>Dove</td>
<td>Pungy</td>
<td>46'x16.6'x4.6'</td>
<td>17.22</td>
<td>400</td>
</tr>
<tr>
<td>Mary</td>
<td>Pungy</td>
<td>unknown</td>
<td>unknown</td>
<td>800</td>
</tr>
<tr>
<td>Carrie</td>
<td>Steam Yacht</td>
<td>unknown</td>
<td>unknown</td>
<td>500</td>
</tr>
<tr>
<td>Ada</td>
<td>Sall Yacht</td>
<td>unknown</td>
<td>unknown</td>
<td>300</td>
</tr>
<tr>
<td>Barges</td>
<td>No Power</td>
<td>unknown</td>
<td>unknown</td>
<td>375</td>
</tr>
</tbody>
</table>

The pungy Isaac Solomon was built by Isaac Davis for the packer's fleet in 1872. Her size and capacity indicate that she was built as an oyster dredger.

Davis' pungy boats were built at the end of their era. The Bay's boatyards were busy building sloops, bugeyes, and schooners for the oyster trade. An occasional pungy was built over the next ten years; the last one known to have been built at Solomons was the James A. Garfield by John Henry Davis in 1881. But back in 1876 the pungy was still the most frequent vessel seen on the marine railway of Solomons and Davis. During 1875 and 1876 approximately eighty pungies called at Solomons and put into Isaac Davis' facility for repairs.

The pungy schooner, developed from the pilot schooner of colonial times, became a dredge boat as production of oysters expanded and as dredging laws were relaxed. Unlike the bugeye, which was built specifically as a dredge boat, the pungy had originated as a packet boat and as a bay freighter, fast and sharp.

Between the Father and Sons and the Isaac Solomon, Solomon Sons & Davis built the pungy Zephyr for Joseph Zane in 1873 — the first tug built at Solomons. Twenty years later M.M. Davis built a second one and he continued building towboats and tugs at Solomons for more than a quarter of a century. The Joseph Zane was built for Peter Zane and Edward Wilson of Baltimore, and CMM has an oil painting of this vessel on loan from the Radcliffe Maritime Museum hanging in its main gallery.

That Isaac Davis was an outstanding shipwright was proven when he built the schooner Stephen J. Fooks. This schooner, rigged with three masts, was built for the coastal trade outside of the limits of the Bay. She was 135 feet long and measured 431 tons. Many years passed before a larger ship was built at Solomons. The Fooks had several shareholders, including Thomas Crawford of Baltimore and Stephen J. Fooks of Dorchester County. As a coasting schooner, her cargoes were ice from Maine, pineapples from the West Indies, and sugar and molasses from Cuba. This coasting trade is described in the journals of Captain Len Tawes of the three-master schooner City of Baltimore, built several years after the Stephen J. Fooks. These schooners were the work ozen of the East Coast trade routes, making voyages from Maine to Florida, to the Caribbean Sea, and to South America. They carried principally the dirty freight: guano, coal, hides, and other bulk cargoes looking for the lowest freight rates.

Isaac Solomon completed construction of his cannery in 1871, and the production of canned cove oysters began. Before 1873 had passed, however, his little empire was crumbling. While his investment was large (cannery, $120,000; marine facilities, $19,000) his personal drawings from the new company for land speculation and for the purchase of the bonds of the Baltimore and Drum Point Railroad — worthless after the crash of 1873 — left him slipping into bankruptcy. His younger son, Charles, and Isaac Davis continued operating the marine facilities and the general store after the cannery closed. In an effort to separate the shipyard from the tangled affairs of Isaac Solomon, it was renamed "Alex Sommervill's Marine Railway." Charles Solomon's wife was Eloise Sommervill, daughter of this prominent Calvert County farmer.

On October 25, 1876, Isaac Davis laid the keel of an unnamed ship. In his daybook he referred to her as a "new vessel," and her construction took just over four months. She was never named in his records nor is she further described, but from the construction materials incorporated in her hull she was a freighting schooner, a pungy, or a sloop. Upon completion of this "new vessel," Isaac Davis set up his ways to build two bugeyes. One, never named, was built of logs in the traditional manner of log canoes. Her bottom logs, for which he paid $27.65, were shaped by an adz as watermen had done for more than 150 years.

It was just a week or so before, on February 19, 1877, that Isaac Davis laid the keel of the other bugeye. In his daybook he called her "Frame Canoe No. 1." She became the Clyde, and with the discovery of the yard's records, she becomes the first documented frame bugeye. In her construction, Davis abandoned tradition and replaced the log-formed hull with ribs or frames, the basic method of ship construction of Western Civilization. Prior to the
discovery of this information earlier this year, credit for the construction of the first framed and planked bugeye — the Carrie of 1879 — went to James T. Marsh, also actively building boats at Solomons after 1873. (His shipyard was described in an earlier article in this series in the Summer 1985 issue of the Bugeye Times.)

The Clyde's first owner was E.L. Solomon, probably Charles Solomon's wife Eloise. She was granted license No. 30 at the Town Creek Custom House on October 30, 1877. Her agent was Charles Solomon; her first master was Charles Dougherty. In Isaac Davis' daybook on October 29, 1877, under the reference number "64," he identifies the frame cane under construction as the Clyde. This was the last entry in the daybook for this vessel.

The Clyde's measurements were 58 feet on deck, 14.1 feet on the beam, and the depth of hold was 4.2 feet. She measured 10.48 gross tons. During her construction, the yard's daybook lists the rates of labor per hour: $0.30 for Davis, presumably; $0.275 for ship carpenters, $0.20 for carpenters; $0.07 per hour for boys. Caulkers were paid the rate of ship carpenters. Isaac Davis' usual rate for his skills was $0.325 per hour, so he built the Clyde at the lower rate to accommodate his partner, Charles Solomon. The daybook also tabulates the exact footage and cost of lumber, and the price of spikes, nails, pitch, oakum, and other materials used in building.

The log bugeye was completed by Isaac Davis about one month earlier than the Clyde. Unfortunately, she remains unidentified at this time, but her first owner was Captain Fletcher Webster.

Isaac Davis laid the keel for a second frame bugeye on April 11, 1878. In his daybook this boat is identified as "Job No. 374." Several more entries are made for this bugeye, the last on July 16, 1878. That same day, Mrs. Isaac Davis closed out her account at Charles Solomon's store, so presumably Isaac and Henrietta Davis left Solomons shortly thereafter, leaving the unfinished bugeye on the ways.

Thomas Moore took over Isaac Solomon's holdings on Solomons in 1879, the same year that James T. Marsh documented the Carrie. Was she Davis' "Job No. 374," or Marsh's work from the bottom up? M.V. Brewington, in his book The Chesapeake Bugeye, writes that the Carrie was built by Marsh when "asked by one of the Solomon family to build a bugeye." Although Charles Solomon was still living on Solomons in 1879, the first owners of record of the Carrie were John Henry Broll and John Meuth.

The Clyde was owned by the Solomons for six years. In 1882, Captain James Northam was her master. She was reported "abandoned" in 1914. After leaving Solomons, Isaac Davis disappeared for two years, but in 1880 he relocated to Cambridge where he built many bugeyes and other bayboats for several years.

With the discovery of the daybook, Isaac Davis and his creation, the frame bugeye Clyde, can take their rightful place in Chesapeake Bay's maritime history.

SELECTED RECENT ACQUISITIONS

A sea chest used by F. Lewis Griffith, captain of the Governor Thomas of the Maryland "Oyster Navy," was donated by Mrs. Josephine Kleiner. This complements the sea desk and correspondence of Captain Griffith that was donated earlier by Mrs. Kleiner's sister. Another donation was the set of The Historic American Merchant Marine Survey volumes, originally loaned to us several years ago. This donation was from Mrs. Faith Jackson, wife of the editor of these volumes, Melvin H. Jackson. Valuable information about Solomons vessels includes the schooner Annie C. Johnson, built in 1891, and the bugeye Nettie May, built in 1884. For the latter vessel there are reproductions of field drawings and watercolors by artist Philip Sawyer. Mrs. Jackson also donated an original watercolor by Sawyer entitled "Schooner on Eastern Shore," painted in 1936.

John G. Earle of Easton has donated photographs, negatives, newspaper clippings, and programs concerning the Sixth Annual Chesapeake Bay Championship Workboat Regatta held at Solomons on June 26, 1926. Through the cooperation of CMM volunteer John Darr, the museum has received from McCoy A. Tall a skiff built in 1909 by Barnes Lusby, once the M.M. Davis and Son Shipyard foreman. In other maritime acquisitions, several 1859 U.S. Coastal Survey charts of Chesapeake Bay, Patuxent River, and St. Mary's River were purchased. Dave Harris gave CMM permission to remove a 16-foot horizontal tobacco barn board inscribed with drawings of several schooners and sloops. The nineteenth-century barn is on a hill overlooking the Bay near Plum Point.

This photograph, depicting Solomons harbor with workboats and, on the left, fish nets drying on a reel on Molly's Leg Island, was taken by C. Lowndes Johnson, Chesapeake Bay photographer and historian. An attractive print of this 1926 photograph, suitable for framing, will be given to special Calvert Marine Society membership categories. It will also be on sale in the Museum Store for $25. (Photo from CMM collections.)
VOLUNTEERS TO BALTIMORE

Some forty museum volunteers and staff enjoyed a trip to Baltimore on April 23, as part of the recognition during National Volunteer Week. Arranged and guided by volunteer coordinator Layne Bergin, the volunteers toured the major downtown area, with special guided tours of the Maryland Historical Society and the Walters Art Gallery, ending in the late afternoon with a wine and cheese reception hosted by the Art Gallery in the original Walters mansion on Mount Vernon Square. Mid-day, the group enjoyed a luncheon cruise, with entertainment, from Baltimore’s Inner Harbor to the Francis Scott Key Bridge and return.

This trip is but one example of the activities open to the museum’s volunteers, including an annual volunteer dinner, interesting training sessions, behind-the-scenes seminars, and challenging assignments within the museum. Anyone interested in a volunteer activity — tailored to your interests and hours — may want to discuss this with Layne Bergin, volunteer coordinator.

Correction:

The watercolor by Commander E.C. Tufnell on page 3 of the Spring 1987 issue was identified incorrectly. It is entitled “Whistler” — 1853, and depicts a sharp clipper whose first passage was for San Francisco, then to Hong Kong. On her second (and final) voyage, she was wrecked in the Boss Straits, Australia.