A steady stream of orders for commemorative plates began two days after information on the Calvert Marine Society’s “Sitting in on the Future” was mailed to members early in June, when a letter from director Ralph Eshelman and a brochure announced this campaign. The details of the campaign were described: a gift of $250 during this campaign would entitle the donor to a commemorative plate on the back of one of the 198 seats in the auditorium of the museum's new exhibition building; with a gift of $100, the name of the donor or someone the donor wished to honor or memorialize would be inscribed on a plaque on the wall of this auditorium. The funds raised during this campaign would help support new exhibits to be installed in this building.

As has been reported before, funds for the construction and basic furnishings of the new exhibition building have come from Calvert County and the state of Maryland — funds that together have totaled nearly $3,000,000. The museum staff and board of governors have committed themselves to raising the additional funds — upwards of $1,000,000 — to complete the exhibits in the building. Efforts to date have concentrated on seeking grants for exhibit planning and preparation, and further grants will be sought from various government-
Planning for the exhibits in the new building and for their funding was described in the winter 1987/1988 issue of the Bugeye Times. The major development since that time has been the receipt in June 1988 of an implementation grant of $267,635 from the National Endowment for the Humanities, a grant which includes a challenge for the museum to raise $50,000 from private sources. We are confident that the present campaign will achieve this amount — and more — from our supporters.

If “Sitting in on the Future” is as successful as anticipated, there will be funds above the $50,000 challenge match that can then be applied to other exhibits in the building: aquariums featuring the marine life of the Patuxent estuary and, later, the paleontology exhibits featuring the fossils of Calvert Cliffs. A number of other sources are also being approached for support for these exhibits.

It is the objective of the museum staff and board of governors to use the new building to produce the most effective exhibits possible for the interpretation of the museum’s three themes. Your support to this end will be most appreciated.

**PHOTOGRAPHS OF ST. MARY’S COUNTY ON EXHIBIT AT CMM**

An interesting exhibit of photographic documentation of a small community in St. Mary’s County will be on view in the programs room of CMM through July 31, 1988. Entitled “But Now When I Look Back,” this traveling exhibit uses photographs and dialogue to explore the black community in and around Ridge, a St. Mary’s County area south of St. Mary’s City. Members of this community were originally documented in 1940 by the Photographic Unit of the Farm Security Administration, a New Deal agency that preserved a vital record of how America looked in the 1930s. Many of the agency’s photographs were produced by photographers of recognized talent whose work has been praised over the years. The present exhibit, moreover, shows how the lives of community members and their descendants have changed in nearly fifty years.

The exhibit has been developed by the St. Mary’s County Documentation Project in the Division of Arts and Letters of St. Mary’s College of Maryland. Supported by grants from the Maryland Humanities Council, the Maryland State Arts Council, St. Mary’s College of Maryland, and local individuals and businesses, the exhibit offers in miniature a glimpse of a larger work in progress: the oral and written record of a rural region caught in the midst of extraordinary change. Earlier in the year the exhibit traveled from St. Mary’s County to Baltimore, Annapolis, and Prince George’s County. The exhibit in CMM will be open during normal museum hours (see Calendar in this issue).
SELECTED RECENT ACQUISITIONS

- Doris Johnson donated several old negatives and a photograph depicting activities at her family’s (Woodburn) fishing party business in Solomons. She also donated a 1937 volume of the United States Coast Pilot and two printer’s blocks used to print advertisements for Woodburn’s fishing parties.
- “Pepper” Langley donated three models of U.S. Navy airplanes. He built the models for testing at Patuxent Naval Air Station in the 1940s and 1950s.
- St. George’s Island Methodist Church donated a painting by Baltimore artist Otto Muhlenfeld.
- Matthew O’Neill donated a model and plans of the Revolutionary War era brig, Fair American.
- Daniel Barrett donated business records from Daniel Barrett & Sons, the family’s crab and oyster packinghouse which operated at Hellen Creek, Calvert County.
- Audrey Davenport donated an historic map, “Panorama of the Seat of War,” 1864, showing the Chesapeake region during the Civil War.

(Continued on page 5)

SKIPJACK MAGGIE LEE ON DISPLAY

Have you ever wished to see a Chesapeake Bay skipjack up close? This summer you can at CMM, where the Maggie Lee is on display in the boat basin.

The Maggie Lee was built in 1903 in Pocomoke City, Maryland, for the oyster dredging fleet. She is fifty-one feet long, with a beam of sixteen feet, a depth of nearly four feet, and a net eight register tons of cargo capacity. She carries a typical skipjack rig, with a sharp-headed mainsail laced to the boom and carried on wooden hoops at the mast. She has a single large jib.

Maggie Lee is one of the few surviving traditional Chesapeake Bay skipjacks and a member of the last commercial sailing fleet in the United States. She is on loan to the museum from her owner, Buddy Harrison of Tilghman Island.

Visitors to the museum may see the skipjack in the boat basin during regular museum hours, 10:00 a.m. to 5:00 p.m., Monday through Saturday, and noon to 5:00 p.m., Sunday.
C&P Telephone Company Contributes To CMM

The Calvert Marine Museum received in May a check for $1,750 from the Chesapeake and Potomac Telephone Company, one of a series of awards to support activities in the local community. This amount represents the first payment of a three-year $5,250 pledge to benefit the museum, particularly its programs to complete the new exhibition building. In expressing appreciation for this check, museum director Ralph Eshelman said: "This pledge from C&P is part of a continuing pattern of loyal support of the museum by C&P Telephone Company. The growth of the Calvert Marine Museum has been made possible only by a truly cooperative effort on the part of Calvert County, the federal and state governments, and businesses, foundations, and individuals." In addition to the first year's payment on the pledge, C&P renewed its $1,000 corporate membership in the Calvert Marine Society, Inc., thus providing further evidence of its loyal support to the museum's efforts to preserve and interpret the local heritage and natural history of the Patuxent River area.

Additional Property Acquired for Future Museum Use

Taking advantage of an unusual opportunity to add to property adjacent to the present museum, the Calvert Marine Society, Inc., has purchased the residential property immediately north of the museum's North Annex on Patuxent Avenue, thus creating the potential for an additional half acre for the museum campus. Since such opportunities are rare, the Society's board felt that immediate action was prudent, even though the property will not be available for museum use for the next few years, since the residence must be leased out to help repay the cost of acquisition. This purchase has been possible through investments by the Calvert Bank and by several Society members.

Building Progress

The most significant and obvious activity at CMM this spring — as has been the case for the past eighteen months — has been the construction on the new exhibition building. By early spring the external structure of the building was complete, thus allowing a real appreciation of its size and shape. During the spring months the exterior has been completed for all practical purposes, with the installation of doors and windows, most of the siding, and roofing. Site work around the building has progressed, except for the final landscaping. Paving blocks have been installed in the parking lot and in front of the entrance of the building; lighting, landscaping, and fencing for the parking lot have been completed; and the fresh water marsh at the south end of the new building is beginning to display the plantings of appropriate vegetation. Visitors during the summer should find it easier to get around on museum grounds than in 1987.

Much work remains to be completed within the building. By mid-June, some ninety percent of the floor slab has been poured; most of the interior partitions on the upper levels have been framed and covered; most of the electrical wiring and plumbing is in place; and considerable work has been done on the heating/ventilation system. During the summer the remaining work will be completed on plumbing and electrical fixtures, the remaining interior walls, the heating/ventilation equipment, and room finishes. It is still hoped that the building will be ready for occupancy in mid-fall.

Members of the Calvert Marine Society and local residents of Solomons had an opportunity to see progress to date during the "shell party" held in the new building on Friday, June 24. They were impressed by what the designers and builders have created for the pleasure of future visitors.

Museum Director Honored

Director Ralph Eshelman has been elected to the vice presidency of the Council of American Maritime Museums at its annual meeting held at the Thousand Islands Shipyard Museum in Clayton, New York.
Will the Real Federalist Raise her Flag?

As announced in the spring issue of the Bugeye Times, the miniature ship Federalist sailed into Solomons as part of the celebration of the Bicentennial of the United States Constitution. Unexpected, however, was the fact that two different Federalists arrived, one on Monday, May 30, and the second on Wednesday, June 1. Both miniature ships called at the CMM boat basin.

The spring issue of the Bugeye Times reported the events of April 1788 in Baltimore during which a miniature ship named Federalist was paraded to celebrate Maryland's ratification of the U.S. Constitution. That ship was later sailed from Baltimore to Mount Vernon, possibly putting in at the mouth of the Patuxent, although this fact is not documented. In any event, the 1988 counterpart of the Federalist visited the port of Solomons on Wednesday, June 1, en route to Mount Vernon, under the auspices of The Maryland Federalist Foundation, Inc., a project of the Maryland Office for the Bicentennial of the U.S. Constitution.

Welcomed at CMM by local schoolchildren, and later at the Lighthouse Inn in Solomons by a group of prominent local citizens, the fifteen-foot Maryland Federalist was maneuvered by sail and paddle by a costumed Captain Joshua Barney and crew. Appropriate welcoming remarks were made by Maryland Comptroller Louis Goldstein, and presentations were made to the crew by four of the county commissioners of Calvert County. The vessel departed from Solomons later in the day to complete its journey to Mount Vernon.

The competing miniature vessel, dubbed the Virginia Federalist, is a project of a group on the Potomac River. Her brief visit to Solomons was not as formal, but it was reported that the two miniature ships met briefly at the mouth of the Patuxent on May 31 and engaged in an informal race.

Successful “Schooner Fare” Concert in May

Nearly six hundred CMS members and loyal fans from near and far made their way through the temporary construction to the CMM boat basin on Saturday evening, May 28, to enjoy over two hours of the excellent performance of the “Schooner Fare” group from “Down East” — Portland, Maine. This was the largest attendance of any concert since the Waterside Music Festival at CMM began in 1985 — and the attendance would have been even larger had the space not been limited by the current construction. Perfect weather prevailed for this first day of the Memorial Day weekend, adding to the pleasure of the evening.

“Schooner Fare” — consisting of performers Steve and Chuck Romanoff and Tom Rowe — is well-known to audiences in the Baltimore and Washington area, where they have appeared on many occasions. To judge from the success of this year’s concert, it can be expected that this group will return to CMM at Waterside Music Festivals in the future.

Staff Changes

Mrs. Deann Lesemann, who has served as membership secretary of the Calvert Marine Society, Inc., for the past fourteen months, has resigned to enjoy cruising the Caribbean with her husband aboard their sailing yacht. Deann has handled most effectively the Society’s membership records, as well as other duties necessary to the operation of the Society. She will be missed — and envied — as she enjoys cruising. Her place in the membership office has been taken by Mrs. Rita Adams, a new resident of Calvert County, into which she has just moved after many years in Montgomery County. She is well qualified by previous office experience to manage the affairs of the Society’s membership. Members will have an opportunity to meet Mrs. Adams during the membership picnic in August (see the Calendar for details).

Several new interpreters have been added to the museum staff for the summer months. These staff members will greet visitors at the Fossil Preparation Laboratory, the Drum Point Lighthouse, and the J.C. Lore & Sons Oyster House exhibits, and will also be stationed at the boat basin and small craft exhibit as schedules permit. When you visit CMM this summer you will meet new interpreters Jennifer Hale, Ann Kuhlthau, and Sue Zacharias who join with other interpreters Robert Gatton, Jean Hooper, and Laura Younger.

ACQUISITIONS (Cont. from page 3)

- Pauline Birckhead Dean donated a one-gallon oyster can from H.M. Woodburn & Son of Solomons.
- Edward Daniels donated the old time clock used for years at the M.M. Davis shipyard in Solomons. The clock, which is approximately 4 feet tall, still works and will be a fine addition to the new maritime history exhibit.
- The Kendall Whaling Museum in Sharon, Mass., donated two publications from Marion V. and Dorothy E.R. Brewington’s private press and photocopies of other materials from the Brewington press.
- St. Mary’s City Commission has lent the museum a vertical tobacco prize on a long-term basis. This prize will be assembled in the new maritime history exhibit to illustrate the process of press-
THE FIRST AERIAL PHOTOGRAPH OF SOLOMONS?

By Major Merle T. Cole

A photograph in the collections of the Calvert Marine Museum — identified as P-3112 — is believed to be the first aerial photograph ever taken of Solomons Island, Maryland. It is a low oblique view taken from southeast of Sandy Point, the southernmost tip of Solomons Island. Research indicates that the exposure — dated 18 October 1923 — was made by a naval aviator during a period when seaplanes were training in the Patuxent River area. Not only is the photograph of interest in itself, the circumstances under which it was probably taken provide an interesting bit of history on the use of the Patuxent River by the U.S. Navy between the two world wars — a period prior to the establishment in World War II of naval land facilities on Cedar Point in St. Mary's County, and at Point Patience and the Dowell peninsula in Calvert County.

The first clue to the origin of this photograph is that it carries National Archives and Records Administration (NARA) identification number 80-G-463428. Record Group 80-G is NARA's AZ classification. She was commissioned as AV-1 (heavier-than-air aircraft tender) on 28 April 1920 at Hog Island (Philadelphia). Shortly thereafter, the ship was converted at Hoboken, New Jersey, “to a unique type of auxiliary vessel — a 'lighter-than-air aircraft tender.'” On 20 July 1920, the Wright was designated AZ-1, the only naval vessel ever to hold the AZ classification. She was commissioned on 16 December 1921.

After additional yard work, the Wright reported to Key West on 11 March 1922 for duty with Scouting Plane Squadron 1. During 1922 she saw service in Guantánamo Bay, Cuba, then Key West, Florida, and for the next several months conducted operations along the East Coast, eventually tending seaplanes “engaged in formation bombing exercises on stationary and towed targets.”

The Wright's first visit to the Solomons area was on 11 September 1922 when she joined converted minesweepers USS Teal (AM-23) and Sandpiper (AM-51), and thirteen F-5Ls of Scouting Plane Squadron 1. Starting three days later, the flying boats practiced bombing targets towed by Teal — “miniature” bombs dropped from 1,000 feet (and presumably) full size bombs from 3,800 feet. Also included in the exercise was bombing of stationary targets from 5,000 feet. Bombing practice concluded on 22 September, at which time the Wright departed for Hampton Roads.

After cruising the eastern seaboard, Wright departed for the Caribbean in January 1923. There she supported Scouting Plane Squadron 1 in fleet training exercises. An official navy history summarizes the “next two years” (1923-24) of the ship's life as “spent...off the eastern seaboard...operating out of Hampton Roads and Newport in waters that ranged from the Virginia Capes to the Virgin Islands.”

While this information supports speculation that Wright was in the Patuxent during the period the aerial photograph was taken, it is otherwise not very useful. It is noteworthy, however, that Wright was redesignated AV-1 (heavier-than-air aircraft tender) on 11 November 1923. In early 1925 she departed for Pacific waters. Her subsequent history is not concerned with the Patuxent area.

More details on the activities of the Wright in 1923 are provided from her logbook. At that time the Wright was flagship for Commander, Aircraft Squadrons, Scouting Fleet — in October 1923, Captain Walter R. Gherardi. The tender herself was commanded by Commander L.R. Leahy, and assigned to tend Scouting Plane Squadron 1. The squadron, led by Lieutenant Com-
Photograph

(Continued)

the harbor on Thursday the eleventh. The ship’s log noted that fifteen gallons of oysters were received from H.M. Woodburn and Company that day “for use of general Mess...” The F-5L crews carried out camera gun practice over the harbor on Friday morning, then settled in for another quiet weekend.

The seaplanes were at it again Monday morning, and were “holding individual machine gun practice” in the afternoon. USS Cormorant (AM-40) anchored in the Patuxent the next morning, and its commander paid an official visit. This Tuesday was a relatively quiet day, but air activity picked up again on Wednesday and continued through Saturday. On 18 October — the day the aerial photograph of Solomons (80-G-463428) was taken — the log records twenty-two separate takeoffs and landings between 0814 and 1600, but unfortunately makes no mention of a photographic mission. Wright’s mess received “from J.C. Lore and Son 250 lbs. fish, H.M. Woodburn Co. 15 gals. oysters” that day. Friday was quiet, with Cormorant noted as having “stood down the river and anchored off Solomons” at 1650. Saturday was unusually busy. Of particular note is that F-5L number 3 took off at 1528, “commenced bombing with live bombs” at 1723, and was back on the Patuxent four minutes later. The week, and the period of intensive training, ended quietly.

F-5L number 3 made an flight over the harbor Monday morning to test her engines, and Cormorant stood out at 1120. Otherwise, the day was uneventful. Tuesday morning dawned with twelve F-5Ls and one DT seaplane moored close inshore. F-5Ls number 9 and 12 “went adrift due to heavy wind” before 0400. At 0620, number 9 “got clear of the beach and proceeded to Solomons Island and moored to a mooring buoy,” but number 12 remained aground until the early afternoon. While Wright began making preparations to depart, Sandpiper stood in and dropped anchor at 2230. On Wednesday, 24 October 1923, the F-5Ls took off for Hampton Roads, and the DT seaplane was hoisted aboard Wright. She left the Patuxent at noon and headed down the Chesapeake Bay on her way to Charleston, South Carolina.

While Wright’s log thus does not specifically document the taking of the aerial photograph of Solomons Island, it does clarify the circumstances under which the photograph was probably taken.

* * *

Information for this article was developed from the logbooks of the USS Wright retained in the U.S. National Archives and Records Administration, Record Group 24. Descriptions of the flying boats and various vessels can be found in volumes IV-V of the Dictionary of American Naval Fighting Ships prepared by the Navy Department’s Naval Historical Division and published by the Government Printing Office. A fully footnoted paper on this incident is in the files of the Calvert Marine Museum.

Major Merle T. Cole is a research associate (military history) with the Calvert Marine Museum. Four of his earlier studies on the Solomons area are available in the museum store: Cradle of Invasion: A History of the U.S. Naval Amphibious Training Base (1984, $2.50); The Patuxent “Ghost Fleet” (1986, $4.25); “Solomons Mines”: A History of the U.S. Naval Mine Warfare Test Station (1987, $4.25); and “Tankers in the Patuxent” (1987, $1.25). A fifth study, on the testing of the dry dock Dewey at Solomons, is currently in preparation and will be available soon.

Major Cole has recently written a monograph entitled Free State Green Berets which tells the story of Special Forces units in the Maryland Army National Guard over the past quarter century. Copies may be purchased for $5.50 directly from Major Cole at 1654 New Windsor Court, Crofton, Maryland 21114.

Working the Water

The Commercial Fisheries of Maryland’s Patuxent River

Paula J. Johnson, Editor

The museum’s new publication, Working the Water: The Commercial Fisheries of Maryland’s Patuxent River, is now available in the museum store. The book, co-published with the University Press of Virginia, Charlottesville, contains essays and a descriptive catalog of artifacts from the museum’s vast collection of fisheries gear and equipment. Illustrated with over 200 black and white photographs, Working the Water celebrates the history and tradition of the Patuxent River’s once-bountiful seafood industries.
VOLUNTEER SPOTLIGHT
Margaret Saville, Docent

Late spring at the Calvert Marine Museum is characterized by a flood tide of student groups on their end-of-year field trips. One of the hard-working persons responsible for the enlightenment and occasional towing in of these young visitors is museum docent Margaret Saville.

With a masters degree in biology and thirty-two years of experience as teacher, assistant principal, and guidance counselor, Peggy retired as director of guidance in 1986 from a Fairfax County school. Moving to Calvert County the same summer, Peggy built a home in Scientists Cliffs, the same community where she and her family had spent their summers since 1941.

With a leisurely retirement to look forward to, how did she end up volunteering? "They cornered me," laughs Peggy, speaking of fellow docents and neighbors, Eleanor Prince and Ruth Showalter. After telling her of the museum and the school docent program, Peggy was told, "Get the heck down here — we need volunteers and you’re it.” After being recruited to help with school tours, Peggy quickly learned the ropes and even volunteered this spring with reservations prior to the arrival of the museum’s new curator of education. As of May, Peggy had already put in over sixty hours as a docent, including training sessions and scheduling work, plus an additional seventy-eight hours in the museum store!

Peggy admits that docenting was “a little scary” at first, but now she enjoys her work with the children. “I love teaching, but I don’t like grading papers and filling out reports,” says Peg. “This way, I just get to teach and all the bad parts are gone.”

We welcome anyone interested in the docent program and in being trained for the learning center and discovery room in the new building. Questions may be directed to Layne Bergin, volunteer/events coordinator, or to educational curator, Craig DeTample.

BOAT TRAILER NEEDED

A small boat trailer is needed to move small craft around the museum and to and from festivals, boat shows, etc. Anyone willing to donate such a trailer is requested to call the museum. We can pick up.

HALF MODELS NOW ON SALE IN MUSEUM STORE

The museum store has for sale several half models of bugeyes carved by museum master carver James LeRoy “Pepper” Langley. The first series consists of the Lizzie J. Cox model, one of which is made of Douglas fir, the same wood as is used in the new exhibition building. Other examples are carved in sugar pine. These half models are mounted on mahogany, thirty-two by eight inches. Smaller units will be available in the near future.

RICHMOND TAKES VOLUNTEERS BY STORM!

The skies opened and hail pelted the motor coach as it left Virginia’s capital on Saturday, May 21. But it was not until after a full day had been enjoyed by all on the CMM Volunteer Trip to Richmond.

Twenty-eight participants, including staff and volunteers invited from other county organizations, took part in a flag-filled city tour, with a stop at the Capitol, followed by a luncheon cruise aboard the James River paddlewheeler Annabel Lee, then films and moving dinosaur exhibits at the Virginia Science Museum. The day was topped off with ice cream parlor treats at the 1895 Jefferson Sheraton Hotel before heading home. Door prizes, generously donated by merchants from our area, made the trip complete.

A day trip is held each spring in recognition of National Volunteer Week and to provide a social and educational volunteer opportunity. Join us next year — be a volunteer at CMM!