In Their Wake

By Geoffrey M. Footner

THE FIRST KNOWN VESSEL built by Marcellus Mitchell Davis on Solomons Island was the bugeye Katie and Ella, delivered in the spring of 1883. The last vessel completed by M. M. Davis' son, Clarence, was the bugeye-yacht Ko-Asa, delivered in the fall of 1936 just prior to Clarence's death. Between these two dates, M. M. Davis & Son built scores of commercial craft and about fifty quality yachts. By the time the shipyard passed out of the Davis family in 1937, it had established a reputation that placed it on a level with the best wooden boat builders in America. Following the end of World War II, operating as M. M. Davis & Son, Inc., then later as Cruis-Along Boats, Inc., the firm became a pioneer in a new concept for the boating industry--reasonably priced stock cruisers for the American family, using assembly-line production methods, thus ushering in a revolution in pleasure boating.

Nobody knows the number of Cruis-Along's still in existence, but several of the boats built by the Davises are cutting across waves today leaving wakes which are in reality the continuing history of this famous shipyard. In the course of compiling the history of M. M. Davis & Son, a number of these vessels have been located. A few have been sailed back to Solomons by their current owners when they learned of the work in progress at the museum -- research for my book on the history of the Davis Shipyard that has gone on for more than two years. Through boating magazines, by visits to other maritime museums across the country, and by word of mouth this project has become known, bringing to the Calvert Marine Museum an astonishing amount of information, photographs, and visitors from as far as California. This valuable collection has been added to the material in the Davis Archives to become an important source of information about Chesapeake Bay work boats and about yacht building before the fiberglass era. The total collection, including many of the original hand tools used in woodworking, gives the museum a rich nucleus of regional material valuable for educational use by schools and scholars, and a source of pride to Solomons as a whole.

The most important part of the history of M. M. Davis & Son are the surviving boats. There are only a few of the earlier commercial craft around: one of the first bugeyes built by the Davis yard, the Willie H. White, and the last bugeye built, the Leroy Woodburn, are still in service today as converted-to-power oyster...(Continued on Page 6)
FOSSIL FACTS

By Sandy Roberts

Caudal Spines of the Miocene Stingrays

Tingrays were a common occurrence in the coastal waters of the Maryland Miocene. Most of these rays belonged to the Myliobatidae (Eagle) or Rhinopteridae (Cownose) families. We find their teeth and caudal spines in beachwash and matrix of Calvert Cliffs.

The spine of a stingray is a defensive weapon. It is a sharp, stiletto-shaped barb firmly anchored to the dorsal surface of the ray's whiplike tail, usually about a third of the distance from its base. If lost or broken, it will replace itself. Running along each side of the spine is a row of sawlike enamel teeth recurved backward toward the base of the tail. The spine is covered with a sheath of skin. The teeth can be seen only if this sheath has been worn away by abrasion or when it is pushed backward when a lashing tail thrusts the spine into a molester. Along the underside of the barb are two deep grooves containing strips of soft, spongy, grayish tissue. These are venom glands. The grooves are the major site of poison production, although lesser amounts are produced by the sheath and certain areas of skin near the spine. The entire poison-producing apparatus -- spine, sheath, and venom glands -- is called the "sting" or "stinger."

The fossil stingers found at Calvert Cliffs appear to differ little from those of living Myliobatidae. Usually brown or gray, they range in length from needle size to over six or more inches. It is rare to find a large spine intact, although spinal fragments are plentiful with the venom grooves still plainly visible. Spines found in the beachwash, eroded by sand and water, have often taken on the appearance of plastic. Those taken from the matrix of the cliffs have a more dull or woodlike texture, although the enamel of the sharp, recurved teeth is still bright and shining.

DIRECTOR'S RECEPTION

Some 150 of the museum's donors -- those who contributed $100 or more during the past year -- were invited to an evening program at the museum on November 15. Those attending were treated to a champagne reception in the museum's foyer, followed by an interesting talk by director Ralph Eshelman on the various art collections that have been acquired by the museum.

As members of the Calvert Marine Society know, the museum is dependent on support from members and other donors for many of the special programs in which the museum engages. Although many artifacts are donated to the museum, additional funds are important for purchasing related items, as well as for conserving the collections and obtaining basic research materials. Many of the items of art are examples of significant purchases. It is for this reason that additional financial support is so important. The November 15 reception, now planned as an annual affair, provided the director and the museum's board with a special opportunity to say "thanks" to its valued contributors.
YOU MAY HAVE heard of Solomons Island all your life and never known of the Solomons Island Ferry. That is, not in detail. You’ve heard of Solomons Island as a place to go fishing for the big ones.

To us Solomons Island was merely an incident on the way to Point Lookout. An incident until we took the ferry. On the map we saw the wide mouth of the Patuxent River. Maybe two miles. A dotted line at all. Only some gasoline storage tanks and a high wire fence. The engine-propelled, four-car craft encountered a few years ago on the York River. It seemed the natural thing, once we reached Solomons, to stay on the paved road until we reached its end and found the ferry man and the word “Ferry” brought a fleeting mental picture of -- at least the way across. There was a trail down the side of the embankment to the beach. We stared in indignant dismay. Well, over the embankment we went.

Stopping in a mess of weeds, we shouted for the ferryman. A husky, kindly man clambered over the embankment to the beach. We asked him to the ice house. We told him we were fishing around Millstone Point. He said yes, or anywhere else you want to go.

"Where's your boat?"
"There's the ferry."
"Where's your boat?"
"There's the ferry."

Our 7-year-old howled in despair. "It's a raft! It's a raft!"
We felt like an altogether different kind of howl. Raft it was. And the launch, maybe thirty feet overall, would tow the raft across the river.

The captain called his mate, in true nautical style addressing him with a “Mister.” I was directed to drive down on the sand to the water’s edge. With much serious discussion the captain and his mate placed two irregular planks. I eased the car up to these planks, seemingly with no more than an eighth of an inch to spare on each side. I wondered how they would haul me out of the sand if I slipped, and found myself aboard just as my nerves were about to give out.

We set the brakes on the car, put it in gear and chocked up each of the wheels, before and behind. A rope was passed to the stern of the launch and made fast; we all joined the captain and mate, and a cautious start was made. The car seemed for all the world about to topple off, all the way across. There were no rails, no stanchions. It was exactly a raft. No more. And it couldn’t have been less.

"Captain, haven't you ever thought of a real ferry boat?"
"What for? They been threatenin' me lately with a big ferry boat. Crazy. The most I ever picked up in a year was maybe $600. This year I won't do much more than four hundred. How's it goin' to pay a big boat? I been crossin' with my ferry for eighteen years. Ain't no need for a business, ever since they paved the roads. What's anybody want to cross here for anyway. Ain't nothing on the other side.”

"St. Mary's City."
The captain stared at me in amazement. “Ain’t nothin’ there!”

(Continued on Page 5)

YEAR-END APPEAL UPDATE

As of December 15, nearly 200 members have donated over $8,700 to the Year-End Appeal. Thank You! This amount is considerably ahead of the $5,700 at this same time in 1985, but short of the goal of doubling last year’s total of $8,000. We still hope to set a new record for the number of givers and the amount of gifts.

The museum has been able to bring you exhibits, do much-needed conservation work, and improve the collections over the past two years because of your generosity through year-end gifts. HELP US KEEP UP THE GOOD WORK!

Give as generously as you can to this “special fund” that helps keep the museum a center of enrichment and enjoyment. February 15 is the deadline. Once again the Year-End Givers Roster will be put in the spring issue. Join those who have already given and help CMM reach a new Year-End Goal.
CMM NEWS NOTES

Construction Progress

It has been a frustrating fall for those watching for progress in the construction of the new exhibition building. After award of the contract and groundbreaking during the summer months, it was expected that work on the building would begin early in the fall. Although some work did begin on the stormwater drainage system, work on the foundations was delayed when a problem developed. This problem was resolved during meetings in December, so work should proceed in the next few months - weather permitting. This delay should not affect particularly the final completion of the building, since it will be necessary in any event to obtain further funding in 1987 and to contract for interior construction. Members will be kept informed of progress in future issues.

New Woodworking Shop Completed

One positive building event during the fall was the virtual completion of the new woodworking, modelmaking, carving, and paint shop to the east of the present museum building. The shop will house the activities that were previously located in the basement shop area, which, although of interest to visitors, presented some hazard to the building. The new shops will provide more space and will still allow viewing by visitors of the work of the carving and modelmaking shops. Two museum clubs will also meet in this space. Funds for this renovation came from several sources: Calvert Marine Society Funds, the memorial fund for George "Rip" Van Winkle, a grant from the Maryland Department of Natural Resources, and a significant donation of woodworking tools by Black and Decker. Most of the construction work was performed by the museum staff.

Waterside Music Festival

Because of the uncertainties of museum construction in 1987, it has been decided not to hold any of the Waterside Music Festival concerts this year. A special event is planned for early May which will be announced in the spring issue.

Fossil Preparation Laboratory

The space vacated by the move of the woodworking shop in the museum basement will be used in the future for a laboratory for the preparation of fossils, allowing visitors to the museum to observe this interesting work. Although this activity will not be staffed on a regular basis, there will be times when such work is underway. During weekends in January, for example, Eric Vogt, a freshman at Oberlin College and son of the museum’s research associate Peter Vogt, will be working there. Members with an interest in fossils may wish to stop by on those weekends. (It might be well to call the museum during the preceding week to confirm.)

Museum Modelmaker and Carver Honored

Jamy Langley, the museum's modelmaker and woodcarver, was invited recently by officials of the U. S. Postal Service to participate in a ceremony at the new Washington, D. C., main Post Office recognizing the 100th anniversary of organized stamp collecting with the issue of stamps depicting folk arts of various kinds, including woodcarving. Jimmy demonstrated his carving skills at the ceremony. Following in the footsteps of his well-known father, LeRoy "Pepper" Langley, Jimmy's work at the museum is often watched by visitors and has become part of several museum exhibits.
The past three months have seen several important activities involving the museum's volunteers. As reported in the fall Bugeye Times, Layne Bergin has taken on the duties of our new coordinator of volunteers. One of the first events in which she was involved was a day-long training session held at the museum on October 1. Some thirty of the museum's volunteers learned more about the museum and staff responsibilities from the day's training.

Layne has spent a number of hours in October and November reviewing the work of the volunteers. In November she wrote all volunteers about their participation, specifically requesting information by January 2 on hours worked during the present year and explaining why the records of hours are so important to the museum in obtaining grants. She also advised volunteers that "actives" are now being defined as those contributing a minimum of twenty-four hours annually, including time spent at training sessions and seminars. Such a small commitment to the museum brings rewards of personal satisfaction in an interesting assignment as well as specific privileges of the annual volunteer dinner, seminars, and museum shop discounts.

Despite the attractions of volunteering service to the Calvert Marine Museum, the need for additional volunteers is clear. Appeals have been made through the local newspapers for more volunteers, especially for service on weekends. Readers who may be interested in a challenging volunteer assignment should call Layne Bergin at the museum.

Invitations will be sent out shortly for the annual volunteer dinner, to be held this year on January 21. This is an opportunity for volunteers to meet each other socially and museum officials and Board of Governors to recognize the service rendered by volunteers during the preceding year.

So if you have some free time and are interested in helping in the museum, consider serving as a volunteer. We look forward to seeing an even greater number of volunteers honored at the annual dinner in 1988!

Ellen Zahniser
Ends Term as Board Chairman

At the end of 1986 Ellen W. Zahniser completed her third year as the chairman of the museum's Board of Governors, having seen the museum through a critical period as it raised the funds to meet the Challenge Grant of the National Endowment for the Humanities, obtained startup funding for the new exhibition building, and generally moved the museum into a new period of service and development. Her strong guidance and active leadership have been recognized by museum staff and members of the Board of Governors. During the December dinner meeting of the board, Mrs. Zahniser's contributions were recognized by comments from county commissioner John Gott and museum director Ralph Eshelman, and board members presented her with an antique oyster plate in recognition of her service. Also recognized at the December dinner were board members Garner "Pete" Grover, John C. Smith, and Dr. Lloyd W. Hazleton, all completing service on the board.

THE WISE FERRYMAN OF SOLOMONS (Continued)

"First settlement in Maryland."
"Well, even if you do want to be goin' to see such places, why you got to waste time on this ferry? You can go around from Ballmer through Upper Marlboro and Leonardtown, six miles farther, and save this hour monkeyin' with the ferry. Besides, I'm goin' to charge you $3 for your car and a quarter each for passengers."
"The storekeeper at Sunderland said he thought you charged a dollar."
"Scorn. "What's he know about it? Probab'ly never been to Solomons in his life. A right, I won't charge you for the little boy. But it still makes three and a half. Now you take my advice and come back by way of the road through Leonardtown. You can make the extra six miles in six minutes with that thing, instead of takin' a hour on the ferry and payin' me three and a half."
"Suppose you were on the other side of the river when we came looking for you?"

"Then the feller in the ice house would 'a called me up on the telephone."
"Then there's a cable across the river?"
"No. You'da had to phone up to Washington and then back on the other side of the Patuxent, but they only charge 20 cents."
"Our 7-year-old wanted to know why some of the paint on the launch was white and some dark white. The captain seemed to appreciate an opportunity to explain that just such parties as ours always came along and interrupted his painting.

The mate thought there would be a storm and the captain hoped it would ride around us. I glanced back at the raft, noted the distance still to be covered and the low speed of our ferry, and indorsed the hope.

The captain then cut us up while he entertained small Dave by telling him stories about the lighthouse and explaining the steamboats tied up here and there in the expansive entrance to the Patuxent. By and by the motor was cut off as we approached the sandy beach of the south shore. The launch was made fast to a narrow pier and the captain and his mate made their way aboard the raft.

Laboriously they poled it in, instructed me to back up our car so they could run the raft in close and beach it as I drove a few feet forward again. On this side of the river the sand was softer and an extra set of wood planks was used to take up where the first set left off. The descent from the raft was, therefore, more adventurous than the embarkation.

Altogether, we had consumed the hour that the captain had warned us would be lost. He accepted payment casually, directed us to the St. Mary's City road and gave us a last piece of advice that on our return we do not make the right turn at Great Mills, but go right on through and return to "Ballmer" by way of Leonardtown and save an hour and $3.50.

On return to Baltimore we were again told that the ferry fare is regularly a dollar!
dredgers on the Delaware Bay, renamed North State and J. Hammitt Lake, respectively. One or both of them should be brought home to Solomons before they become derelicts. With them in Delaware is the Davis-built C. W. Hand (now named Rose M. Gaskill), one of the first motorized oyster dredgers built. It is believed that all of the trawlers built for the menhaden fleet are gone. There is one commercial tug left -- the Luna, built at the yard in 1930. She is a very important survivor, as she was designed by John G. Alden and was the first diesel-electric tug ever. Her home port was always Boston, and in recent years she has been the home of a number of devoted fans, none of whom has the money necessary to restore her. Also still in service is a converted, sixty-five foot freighter built in 1943 for the U. S. Army Transportation Corps and given the number T-97. Renamed Laura B, she has been in freight and passenger service in New England waters, currently operating as a passenger/mail boat between Port Clyde, Maine and Monhegan Island. Three more of these Army freighters built in 1942 and 1943 were still in commercial service as fishing vessels as late as 1980 and are presumed still active: the Howard of Miami, Jameson, of New Haven, and Vega of Gulfport, Mississippi.

The Clarence Davis story is an uncomplicated tale of one man's drive to become the best yacht builder in America. It is apparent that he came close in those critical ten years of 1927 to 1936. He built about fifty yachts, and most were from the drawing boards of the three best designers of the period: John G. Alden, Philip L. Rhodes, and Olin Stephens. Their original owners were the pros of the yachting world. Yet there is another way to measure the quality of the work of M. M. Davis & Son under Clarence Davis: that is, the time and money that the current owners are willing to spend to keep the survivors in mint condition. Davis-built yachts are tenderly cared for today.

Yachts built by Clarence Davis between 1927 and 1937 are of special interest to those who work on, sail on, or simply admire wooden boats. Seven of these have been located -- a seventh of his total production. An additional three custom yachts built after Clarence's death bring the total to at least ten. It is quite probable that others, never documented with the Coast Guard, may be in use today, but with Lloyd's Register of American Yachts no longer published, locating them is practically impossible.

The yawl Seawitch is owned by Captain and Mrs. Jack D. Strickland who operated a small charter service at St. Thomas in the Virgin Islands with Seawitch and another yacht. They reported that the Davis-built yacht was in great shape until November 1984 when a hurricane passed over St. Thomas harbor. At the time of the storm a cruise ship was standing in the harbor and her engines were unable to hold her on course in the restricted waters. She hit Seawitch, demasting and badly damaging the fifty-nine year old vessel. The Stricklands were eventually to collect damages from the cruise company and then they took Seawitch to Puerto Rico for repairs, from where he wrote in February 1986:

"After collection we decided to come here and fix up the boats. Seawitch is here, anchored out and I intend to repair her. She is for sale and I will sell her if I can, but only to somebody who could be trusted to do her justice. If she does not sell then I will want to get her up to Solomons where I think the market would be better. If I was rich, I would donate her to the museum."

While Seawitch is not as well known as Manitou, High Tide, White Cloud, or Narada, at Solomons she is a historic craft. Designed by Philip Rhodes and built by Davis in 1927, she was the pivotal yacht in both men's careers.

M. M. Davis & Son delivered the cutter Windward in the spring of 1928 to Aubrey King of Gibson Island, her home port until 1985 when her then owner, John Lee Chapman, Jr., sold her. A year later she turned up at Port Tobacco Seaport, an educational foundation which helps fund itself by receiving donations of old wooden boats which are then reconditioned and offered for sale. Dr. Raymond Hartjen, director of the foundation, has been in touch with the museum to learn the background of this Rhodes-designed yacht. Her hull is intact, her spars and rigging are original, but her teak deck was fiberglassed to control leaks. She is rough but fairly sound.

The beautiful Rhodes-designed bugeye-yacht Orithia was built in 1930 for a young man from New York, Haliburton Fales, who had watched the building of an earlier bugeye-yacht at the Davis Shipyard in 1928 and was so favorably impressed that he went to Clarence Davis and asked him to build a similar boat. Fales would be pleased to know that Orithia, now named Pandora III, departed Hermosa Beach, California, on March 25, 1986, with her owner, Douglas Christopher, and an adventurous crew for the America's Cup Races at Perth. Before his departure Christopher wrote: "The boat is the queen of the harbor. She is in excellent condition. More in two weeks!" There has been no word since, so it is presumed that Pandora III has crossed the Pacific Ocean safely.

Lord Jim, a John Alden-designed schooner, has had more than nine lives. Built in 1930, her first owner almost lost her in a hurricane the first year. A later owner did hole her on the rocks. Refloated and named Jaguar, she became a fishing schooner on the North Atlantic for ten hard years. She was restored to yacht condition once more in Newport. Then in 1985, Lord Jim once again, she was registered under the Canadian flag. Last summer she was reported seen by museum member John Paradis at Prince Rupert, British Columbia, but no contact has been made with her present owner.

Kiboko, a Sparkman and Stephens-designed auxiliary ketch built in 1934, has had a hard career too. After service in the Coast Guard in World War II, she was sold into commercial service, converted (Continued on Page 7)
from sail, and operated as a passenger and freight boat in New England for thirty years. After almost being lost, she was rescued, renamed Arthur C. Nielsen, and restored by Buzz and Diane Hamilton who brought her back to Solomons last June. A photograph taken during her visit appeared in the fall 1986 issue of the Bugeye Times.

*White Cloud*, another Sparkman and Stephens-designed cutter-yacht, has been in California for forty years. Stephen David, her current owner, is determined to return her to mint condition, working toward completion of restoration work by next year in time for the fiftieth anniversary celebration of the opening of the Golden Gate bridge. *White Cloud* will also be fifty and will be the lead vessel in a parade of Tall Ships. During a recent inspection tour of the yacht, David outlined the progress of his work which started at the keel and has progressed upward from the bilges. He is a fine craftsman, and it is his nature to do all of the work himself as he brings his cutter back to life. He has promised to sail *White Cloud* into Solomons some day.

The Davis yacht most familiar to Solomons Islanders is *Manitou*. She is berthed at Piney Point on St. George Creek in St. Mary's County, at the Harry Lundeberg School of Seamanship. *Manitou* is the most famous yacht built by M. M. Davis & Son, known to the yachting world for her fine racing record. She won the Mackinac Race in 1938 and went on winning races on Lake Michigan for eighteen years. On the East Coast, as a member of the Coast Guard Academy fleet, *Manitou* continued to be a contender, even winning a race now and then among newer boats and the sharpest sailors. In 1962, President John F. Kennedy chose *Manitou* for his personal use. He wanted an unpretentious ocean racer that he could handle and feel once again the wet, cold fear of a good sail. He called her a "sweet boat." Today, *Manitou* is the centerpiece at the Paul Hall Maritime Museum at the Lundeberg School. But these are hard times for the American merchant marine service and its unions. If the Davis Collection were funded, it would be in a position to assist the school if ever the call came.

After owning M. M. Davis & Son for about a year, new owner George Townsend realized in 1938 that no new work was coming to the yard, so he asked Olin Stephens to design *Crusader*, a motor sailer about forty-one feet overall. Six were built that year, of which at least two are still sailing. *Cygnet*, now named *Antares*, has been sailed on the Great Lakes for many years. Her present owner is W. D. Grow of Rensselaer, Indiana. *Down Wind* is now home to Captain Thomas C. Dash and his family in Annapolis harbor. Dash is a professional sailor. Last year, during vacation, the family sailed *Down Wind* to the museum dock for a visit. Like most of the owners of Davis-built yachts, the family was interested in gaining a greater knowledge of the Davis firm.

The last custom yacht built at M. M. Davis & Son, Inc., was the motor cruiser *Jupiter*. She was delivered in 1948, based on a design by Barnes Lusby, modified from the "T" series built for the Army Transportation Corps during the war (see *Laura B* above). Today, this sturdy yacht is named *Double Eagle* and is berthed at Marina Del Rey, California. Al W. Bayer, her owner, has been very generous with his money and today his yacht is the perfect pleasure boat with every possible luxurious appointment and appliance at his finger tips. On her sole are spread beautiful oriental rugs; her table is set with fine bone china and antique silver. Bayer's guests -- who may be an admiral or general, royalty from the Middle East, a cinema star, or even the President of the United States -- sip wine from her cellar. For Al Bayer the *Double Eagle* is an office, a second home, and his ark when the day arrives for her to slip her lines and sail off into the sunset.

Al Bayer has recently alerted the museum to the existence in California of another converted Army "T" boat, now named *Beryl* and fitted out as a luxury yacht. Her present owner, however, is not known. As research proceeds, the impressive, durable quality of Davis-built vessels becomes ever clearer.

To bring a bugeye back to Solomons, to add a Davis yacht or two to the museum's collection -- these seem to be impossible dreams. Since *Seawitch* and *Windward* could be purchased, either yacht could be at the top of the museum's wish list. Adding boats to the Davis Collection would be expensive and the upkeep costs continuous, yet other museums have acquired fleets and have built the supporting facilities for their maintenance, successfully attracting foundation funds and grants to support a floating fleet which would strengthen the museum's programs. As Solomons becomes one of the great yachting centers of the East Coast, to bring such dreams into reality is to build a bridge between yesterday and tomorrow.
CMM CLUB CORNER

One of the most important activities for the museum's clubs occurs during the October weekend for Patuxent River Appreciation Days. On this occasion several of the clubs have exhibits and tables at which the work of the club is displayed and questions from the public are answered. This is especially true for the Fossil Club, the Solomons Island Model Boat Club, the Southern Maryland Shipcarvers' Guild, and the Patuxent Small Craft Guild. October 11 and 12, 1986, were busy days for all of these clubs.

The Patuxent Small Craft Guild was especially active with displays and actual work-in-progress at the museum's Small Craft Skills Shed. In order to help support the costly work of restoring and building small craft for the museum's collections, the Guild annually sponsors a raffle. The winner this year of a sixteen-foot workboat was Raymond Bradshaw of Silver Spring.

Steve Eichfeld, who did an outstanding job of heading the Canoe Club for the past several years, has resigned. Anyone interested in taking over the coordination of this club should call Layne Bergin on 326-2042. Many thanks to Steve for a job well done. In the planning stage for next year is a Grand Canyon Float Trip in August 1987. Members or potential members of the club may call Jeanette Couch on 326-2651 for further details.

HOLIDAY ACKNOWLEDGMENTS

Thanks to the efforts of friends and museum staff, the holiday at CMM was most pleasant. The staff who organized this event for museum members would like to express their gratitude to those who donated refreshments, who helped with the decorations, who assisted with the hayride, who provided music, and who helped assure that the event moved smoothly.

Anna Weems Ewalt and Mr. and Mrs. Phillip Lines decorated the Drum Point Lighthouse, Mrs. Linda McGilvery decorated the tree in the museum lobby, and Mrs. Ellen Zahniser decorated the front doors of the museum and the shop.

Special thanks are due to corporate partner Bellaire Nursery for donating the tree for the lobby.

NEW MUSEUM PUBLICATION: FOSSILS OF CALVERT CLIFFS

The museum has just published the second edition of its best-selling booklet Fossils of Calvert Cliffs, written by Calvert County resident Wallace L. Ashby who has had a lifelong interest in fossils. No popular publication had been written prior to Fossils of Calvert Cliffs, which was first published by the Calvert Marine Museum Press in 1979, with additional printings in 1980, 1982, and 1985. This updated and greatly expanded second edition is sure to be even more popular. The booklet is filled with accurate and superbly executed life-size drawings by Mary A. Parrish of the more common fossils known from the Calvert Cliffs. Never-before-published, historical photographs of fossil collecting along the cliffs at the turn of the century also enhance the publication. If you ever wanted to learn more about the fossils and geology of Maryland's unique Calvert Cliffs, this is the publication that fills that need.

The booklet has twenty-one pages and seven photographs, including a color cover photograph, five maps, and seventy-eight fossil illustrations. Copies may be purchased in person or by mail from the Calvert Marine Museum Store. The price is $4.25 plus $.22 Maryland sales tax. For mail orders, add $1.00 for postage and handling.