Over the past year, a small group at CMM has been quietly working through the legislative process toward achieving recognition for the museum’s work in paleontology. In the process, we received endorsements from other institutions across the state, pledging their support. We made a presentation to the Calvert County Board of County Commissioners explaining why we believed this designation was justified. Their response was enthusiastic and unanimous. This was the first of many meetings and presentations, both large and small, making the case for official designation. We received invaluable assistance from board member Marianne Harms, who was able to open many doors and gain access to the people who helped make this dream a reality.

A little serendipity helped too. A year ago Governor Larry Hogan came to a concert here and was given a private tour of the museum. He was fascinated by the fossils on exhibit and interested in our goal to achieve state designation. Steve Waugh, our state senator, Jerry Clark, our delegate — along with the Southern Maryland delegation, President of the Senate Mike Miller, and Speaker of the House Mike Busch were all supportive of our effort.

It has been a crash course in the state political process. Finally, during the legislative session, both the Senate and the House of Delegates unanimously approved naming the Calvert Marine Museum the State Paleontology Collections and Research Center. The Governor signed the bill into law on May 15.

Most people who live in Southern Maryland know that they find sharks teeth on the beach and that the teeth come from Calvert Cliffs. But many are not aware that Calvert Cliffs is world famous for its 8 to 18 million-year-old Miocene fossils, which have been studied for over one hundred years. It is one of the richest fossil deposits on the Atlantic Coastal Plain and the most important in the state of Maryland. Over 600 different species of animals and plants from the cliffs have been identified. The Calvert Marine Museum is the only institution in Maryland currently collecting, preserving, and studying this amazing treasure.

The museum has been building its fossil collection for almost 40 years. There

Continued on page 6
Rethinking the Campus

CMM has embarked on the process of developing a new site master plan. The goal is multifaceted: take a fresh look at the campus and how it is used, site the future paleontology center building, incorporate the new properties, and examine our street presence, signage, and way-finding.

After going through an exhaustive selection process, Design Collective, Inc. of Baltimore was chosen, www.designcollective.com. We are excited by their work, their philosophy, their approach, and their commitment to help us realize our mission and vision. Our goal is to make the outside of the museum as engaging, inviting, and inspiring as the inside. Brian Reetz, Principal-in-Charge; Emilie Carter, Project Manager & Landscape Architect; and Cecily Bedwell, Planning/Stakeholder Engagement, make up our design team.

The plan involves three phases. During the first phase, which took place in March, the team was engaged in data collection and analysis. They came onsite to learn all they could in order to “fully understand the physical, social, economic, political, environmental, and cultural context of the place.” After meeting with the senior management, taking many photographs and measurements, getting maps and plans of the site, and establishing an outline of goals, the team headed back to the office to begin work in preparation for Phase 2.

Phase 2 involves presenting plan alternatives, and working with a larger group to gather maximum input. In April, we held a “visioning” session, inviting staff, volunteers, board members, community representatives, business leaders, and county staff to be part of a working group. Design Collective shared what they had learned about our site and the challenges/constraints and opportunities they had identified. The challenges or constraints included: 1) lack of identifiable entrance; 2) the campus core is hidden, causing visitor confusion; 3) programming pressure on the site; and 4) the need for waterfront access. Opportunities identified included: 1) siting the new paleontology center; 2) improving waterfront access; and 3) expanding outdoor educational experiences.

We broke into three groups, each led by a consultant, to hash out these challenges and opportunities and provide feedback. This, along with input from interviews and a survey sent to staff, volunteers, board members, and Bugeye Society members, fed into Phase 3, which involved preparing concept alternatives.

In June, the working group reconvened for a design workshop where the design team presented three options. Each option sited the paleo center in a different location, explored different solutions to the entrance issues, and moved various activities and buildings around on the site. Each of three groups then got to work discussing the pros and cons of each option and, at the end of the hour, shared their thoughts. What was surprising was the level of agreement among the three groups. All chose the same location for the paleontology center, and all chose the same main entrance point. There were also some very interesting differences of opinion which made for lively discussion.

The design team is now working to hone all this into a single plan which will again be brought to us for evaluation and discussion. Once a plan is finalized, it will be presented to the Board of Directors, the Calvert County Board of County Commissioners, and all other interested parties. We expect to complete this process in September.

“Working with the Calvert Marine Museum on the site master plan has been an extremely rewarding and engaging process for Design Collective. The culmination of efforts to date has been inspiring and we are excited to be a part of this important transformation.”

Brian Reetz, Principal Design Collective, Inc.
In the years leading up to the American involvement in the Great War, Marcellus and Clarence Davis undertook a series of initiatives to place their shipyard in a position to win lucrative wartime contracts to build ships for the government. By building a larger shipyard, expanding its shipbuilding capabilities, and restructuring its finances into a stock corporation, the company was prepared to grow to meet the wartime demand for wooden vessels.

On April 2, 1917, the United States entered the World War on the side of the Allied Powers. Two weeks later, the United States Shipping Board (USSB) established the Emergency Fleet Corporation (EFC) to acquire, maintain, and operate a merchant fleet to help meet the needs of national defense and to support domestic and foreign commerce. In July, President Woodrow Wilson signed an executive order to delegate to the EFC his wartime power to acquire existing ships and build and maintain vessels and shipbuilding yards.

As work was nearing completion on the 130-foot steam-powered seagoing tug Progress and the last of the Northern Transportation Company barges, the Davis yard received two separate government contracts. On February 16, 1918, M. M. Davis & Son, Inc., was awarded Contract Number 166 by the EFC to build eight 133-foot oceangoing tugs with a contract price of $215,000 per vessel. In addition, on February 25, 1918, the Cantonment Division of the U.S. Army’s Quartermaster Corps awarded the shipyard a contract for fourteen 600-ton barges for use at Curtis Bay, Baltimore.

The first government tug begun by Davis, named Artisan, was built according to EFC design with its keel, keelsons, frames, and stem made of oak and her hull sheathed with yellow pine planking. Her keel was laid on April 8, 1918. On April 17, the keel for a second EFC tug was laid and, by the end of the year, all eight tugs were under construction. To ensure compliance with contract specifications, Capt. Leonard S. Tawes was appointed as the USSB’s resident inspector at the Davis yard and he served in that capacity throughout the tug building program.

The shipyard continued to expand and modernize its infrastructure while increasing its workforce to meet the wartime production demands. Additional land on Mill Creek was purchased in May of 1918, doubling the property size and increasing its water frontage. This provided much needed space for additional shipbuilding ways (a slipway or skid for building and launching boats) and facilitated the expansion of the corporation’s overall operations. A large diesel power plant and compressor were added that enabled workers to operate pneumatic boring machines and air hammers for driving bolts. Tracks for a railway system were laid to allow workers to transport heavy timbers around the yard using small railcars. In October of 1918, the Davis yard reported to the government that it had a total of 249 employees on its payroll, making it the largest employer in Calvert County.

To fulfill its contractual obligations, the shipyard continued to increase its workforce. In November of 1918, the shipyard

Continued on next page
placed advertisements in local newspapers: “Men Wanted TO BUILD WOODEN SHIPS FOR GOVERNMENT — BEST WAGES PAID.” The wages offered were generous for rural Calvert County. Depending on skill, carpenters earned from $0.70 per hour to $0.42 - ½ per hour while laborers earned $0.35 to $0.30 per hour. The work day was ten hours.

After launching the hull of the *Artisan* on October 12, 1918, the carpenters completed its superstructure before the tug was towed to Baltimore to have its steam engine, boilers, fittings, and machinery installed. The steam propulsion system, consisting of a 1,000-horsepower, triple-expansion steam engine with two 600-horsepower, coal-fired, Scotch-marine boilers, was manufactured by Bay State Iron Works Corporation at Erie, Pennsylvania. The machinery and auxiliary equipment were installed at the Baltimore shipyard of H. E. Crook Company, Inc. At 133 feet in length with a 29-foot beam and a 12-foot draft, this seagoing tug was massive. Its single propeller, measuring eleven-feet, six-inches in diameter, was designed to drive the tug at twelve knots.

On November 11, 1918, only a month after the *Artisan* was launched, the Armistice ending the World War was signed. But peace did not have an immediate impact on shipbuilding activities. Construction of EFC contracted vessels was continued across the nation to replace lost shipping tonnage and rebuild the Allies’ diminished merchant marine fleets which had suffered tremendous losses during the war.

The productivity of the shipyard was reported in *International Marine Engineering* that stated the Davis yard had already launched seventeen vessels in 1918 and had six shipbuilding ways with eight more vessels under construction. (It is presumed that the seventeen vessels included the barge *Northern No. 11*, the tugs *Progress* and *Artisan*, and the fourteen U.S. Army lighters.) The publication also reported on an EFC contract to build an additional twelve seagoing tugs that had been awarded to the yard several months earlier.

On February 27, 1919, the *Artisan* made a successful ten-hour test run in the Chesapeake Bay to try out her new engine. On March 25, officials of the EFC and the Board of the U.S. Steamboat Inspectors conducted another trial. The vessel made up to 14 knots and performed to contract specifications. The *Artisan* was delivered to the EFC on April 1, 1919, nearly six months after being launched. Meanwhile, three more Davis-built tugs had been launched and two were already at H. E. Crook being fitted with engines and machinery.

After the war, the EFC began suspending and canceling contracts for new vessel construction. These cancellations included the second contract for the additional twelve tugs scheduled to be built at the Davis yard. The EFC also began liquidating its surplus vessels. A notice placed in newspapers by the USSB in April of 1919 requested the submission of sealed bids for several tugboats, including the Davis-built tug *Craftsman*.

In August of 1919, *The Sun* reported that the tug *Guardsman*, the fourth EFC tugboat launched by Davis, was preparing for its sea trials in the bay. The article reported
that the tugs Artisan, Craftsman, Woodman, and Guardsman had been completed and the Custodian, Marksman, Workman, and Watchman were nearing completion at the Davis yard. Over the course of the EFC contract, the cost per ship had increased by $6,100, bringing the price per tug to $221,100. The Custodian, launched on April 19, 1919, was delivered to the EFC on September 9, 1919. On September 24, Guardsman and Custodian left Baltimore under tow to be delivered to the EFC fleet in New York.

The contract for the last three EFC tugs, including the Marksman, Workman, and Watchman, was suspended while their hulls were still under construction. The Nautical Gazette reported that on August 8, 1919, the Watchman, the eighth and last of the EFC contracted tugs, was launched at the Davis yard. In a 1930 letter, Clarence Davis stated that after the contract was suspended, the last three hulls “were turned over to the government when they were about 85% completed.” He did not see the hulls after they were delivered to the government and did not know what became of them. Only five of the EFC seagoing tugs built by Davis were fully completed and placed in commission.

**POSTWAR ERA**

The shipyard stayed busy after the government contracts ended. In October of 1919, a local newspaper reported the yard was completing a 600-yard mud scow for Sanford & Brooks Company; rebuilding the steamer O. M. Clark; building a 17,000-ton seagoing barge for itself; constructing a new marine railway with a deadweight capacity of approximately 500-tons; and installing a modern machine shop. In addition, Davis also landed a contract to build a series of ten 1,000-ton pontoons for a drydock for the Fore River plant of the Bethlehem Shipbuilding Corporation. A 1920 article states that M. M. Davis & Son, Inc., had set an Atlantic Coast record for wooden shipbuilding. Between January 1, 1918, and November 1, 1920, it built, launched, and delivered 35 boats, averaging one launching each month.

Under the term of its Articles of Incorporation, the five-year span of M. M. Davis & Son, Inc., was scheduled to expire in 1921. On December 31, 1920, its Board of Directors approved a plan to liquidate and dissolve the corporation. On January 1, 1921, a new partnership agreement to take over the business conducted by the corporation was established between Marcellus and Clarence Davis under the name M. M. Davis & Son. In March of 1922, a deed between the corporation and the partnership formalized the transfer of machinery and other physical property pertaining to the shipyard and specified other assets belonging to the corporation. The corporation retained ownership of some equipment, machinery, and the recently completed seagoing barge.

In the years following the war, the U.S. Shipping Board’s EFC continued disposing of its surplus ships. As of August 1, 1920, only two of the Davis-built tugs, Custodian and Guardsman, were still listed in its register of ships. Rated at 1,000-horsepower, they had the most powerful engines of the 40 tugs in its fleet. A depression in the shipping business began in the early 1920s and from July 1, 1920, to June 30, 1921, the USSB disposed of 37 tugs and 41 uncompleted wooden hulls. The Custodian and Guardsman were sold and delivered to private purchasers by November of 1921. The following year, the EFC advertised the competitive sales of notes and securities it still held on several ships, including the Davis-built tugs Craftsman, Artisan, Woodman, and Guardsman.
Already expanding its shipbuilding capabilities prior to the U.S. involvement in the World War, the Davis shipyard succeeded in growing its business by capitalizing on lucrative government contracts during the war. Its prewar initiatives placed it in a strategic position to engage in the home front war effort. During this period, the shipyard employed hundreds of workmen at good wages and bolstered the local economy. The workmen gained training and experience in shipyard construction, providing them an alternative to the traditional opportunities available in agriculture and the seafood industry.

The success of the Davis shipyard in the years during and following the World War was summed up by Clarence E. Davis in a 1925 letter:

_In our business, ten years ago, we thought that $30,000.00 was a good year, the year 1918, we did one-million and a half, of course, that was during the war but our business now runs from $100,000.00 to $150,000.00 per year._

In the decade following the war, the Davis yard continued to prosper, albeit at a smaller scale than during the war effort. In addition to performing repair work, the yard continued to construct commercial craft, was awarded small government contracts to build vessels for the U.S. Coast Guard, U.S. Shipping Board, and U.S. Navy, and began building the custom designed yachts that would make M. M. Davis & Son a world renowned shipbuilder. The growth of the shipyard in the prewar and wartime era set the stage for its future success.

The museum’s paleontologists research and publish on the diversity of fossils from Calvert Cliffs and beyond. These detailed scientific studies document the history of life and share the excitement of new discoveries with paleontologists around the world. CMM Curator of Paleontology Dr. Stephen Godfrey is editing the first book of a two volume set on the fossils of Calvert Cliffs, which will be distributed by Smithsonian Institution Scholarly Press later this year.

In addition to working within the professional paleontological community, the Calvert Marine Museum shares its resources with the public through dynamic exhibits, public Fossil Field programs, an annual lecture series, _The Ephora_ (a quarterly newsletter with a focus on fossils: http://www.calvertnminuteuseum.com/204/The-Ephora-Newsletter), and the Fossil Club — made up of avid avocational collectors who regularly make contributions to our collection.

Within the next five years, the museum plans to construct a new paleontology center. The facility will include receiving areas for large fossils, fossil preparation areas, collections storage, the Ralph E. Eshelman Paleontology Library, office space for paleontology staff, and conference space. We believe that the state designation will significantly improve our ability to raise the dollars necessary to match state and local funds for this project.
Jellies: A New Look at an Old Nemesis

By Perry Hampton, Curator of Estuarine Biology

As the summer season approaches, many of us begin to think about taking advantage of the recreational activities such as boating, paddle boarding, kayaking, or simply swimming and wading at a beach. Those last two may be a little less inviting because of the prospect of encountering the dreaded jellyfish.

While the idea of sharing the water at the beach with jellyfish is an unpleasant one, we have found that they are one of the most popular exhibits at the museum. (Jellyfish are not really fish at all, so biologists call them sea jellies, or just jellies.) The jellies displayed in our exhibit have an ethereal beauty that many people find calming and peaceful to watch.

To most people even a few jellies are too many when we want to swim. For the purposes of keeping a display of them, however, we can’t always count on going out to the rivers or bay and finding the types we want in sufficient numbers. For that reason our staff Aquarists breed one species, the moon jelly, so we will always have some for the exhibit. Moon jellies are one of the most common nearshore jellies and are found world-wide from sub-polar to tropical waters. Milky white in color, with visible internal organs, they have the appearance of a full moon — hence the name. Adults can reach up to 16 inches in diameter. While they do possess stinging cells called nematocysts, which are used to capture their prey, they are not particularly powerful stingers. Moon jellies’ diet consists of tiny planktonic organisms such as fish larvae, copepods, and other tiny creatures. In order to grow and keep jellies at the museum, our staff also has to maintain a culture of plankton as a food source for them. Aquarist Lori Mason, who is responsible for this area, says, “Most people have no idea how much time and effort goes into keeping jellies in an aquarium. Between culturing the jellies and their food, we’re almost creating our own mini-ecosystem.”

One thing museum visitors may notice is that the jelly tank has a different appearance. You will not see a gravel or sand bottom. Most jellies are mid-water dwellers with very soft bodies that would be easily damaged by contact with abrasives like sand or gravel. Also, for that reason, our jelly tank is constructed entirely of extraordinarily smooth fiberglass and acrylic with no sharp edges or corners. The tank is cylindrical and its design is known in the aquarium world as a “kreisel;” the German word for carousel. This is an apt description because the tank is built so that, with the aid of gentle water currents, the jellies slowly and continuously circle the tank. The velocity of the water flow is critical to the survival of the jellies. There must be enough to keep the jellies and their planktonic food moving around, but not so much that they get tumbled around by the flow. Aside from those concerns, keeping jellies is much the same as keeping any other aquatic organism. Excellent water quality is critical for maintaining jellies, so our aquarists keep a close eye on things like ammonia levels (a potentially toxic waste product produced normally by the jellies’ metabolism), pH (acid/base balance of the water), temperature, and other parameters.

In the ocean and bay, jelly populations can fluctuate wildly and are influenced by a great many factors including the salinity, prevailing winds, currents, water temperature, oxygen levels, and the presence or absence of jelly predators. In addition to making life uncomfortable for swimmers, abnormally large numbers of jellies (called a “bloom”) can have an adverse impact on fisheries since all those jellies consume a lot of larval fish. Some scientists think that climate change may cause more jelly blooms to occur in some areas as warmer water seems to favor jelly growth and reproduction.

By Perry Hampton, Curator of Estuarine Biology

A New Look at an Old Nemesis

As the summer season approaches, many of us begin to think about taking advantage of the recreational activities such as boating, paddle boarding, kayaking, or simply swimming and wading at a beach. Those last two may be a little less inviting because of the prospect of encountering the dreaded jellyfish.

While the idea of sharing the water at the beach with jellyfish is an unpleasant one, we have found that they are one of the most popular exhibits at the museum. (Jellyfish are not really fish at all, so biologists call them sea jellies, or just jellies.) The jellies displayed in our exhibit have an ethereal beauty that many people find calming and peaceful to watch.

To most people even a few jellies are too many when we want to swim. For the purposes of keeping a display of them, however, we can’t always count on going out to the rivers or bay and finding the types we want in sufficient numbers. For that reason our staff Aquarists breed one species, the moon jelly, so we will always have some for the exhibit. Moon jellies are one of the most common nearshore jellies and are found world-wide from sub-polar to tropical waters. Milky white in color, with visible internal organs, they have the appearance of a full moon — hence the name. Adults can reach up to 16 inches in diameter. While they do possess stinging cells called nematocysts, which are used to capture their prey, they are not particularly powerful stingers. Moon jellies’ diet consists of tiny planktonic organisms such as fish larvae, copepods, and other tiny creatures. In order to grow and keep jellies at the museum, our staff also has to maintain a culture of plankton as a food source for them. Aquarist Lori Mason, who is responsible for this area, says, “Most people have no idea how much time and effort goes into keeping jellies in an aquarium. Between culturing the jellies and their food, we’re almost creating our own mini-ecosystem.”

One thing museum visitors may notice is that the jelly tank has a different appearance. You will not see a gravel or sand bottom. Most jellies are mid-water dwellers with very soft bodies that would be easily damaged by contact with abrasives like sand or gravel. Also, for that reason, our jelly tank is constructed entirely of extraordinarily smooth fiberglass and acrylic with no sharp edges or corners. The tank is cylindrical and its design is known in the aquarium world as a “kreisel;” the German word for carousel. This is an apt description because the tank is built so that, with the aid of gentle water currents, the jellies slowly and continuously circle the tank. The velocity of the water flow is critical to the survival of the jellies. There must be enough to keep the jellies and their planktonic food moving around, but not so much that they get tumbled around by the flow. Aside from those concerns, keeping jellies is much the same as keeping any other aquatic organism. Excellent water quality is critical for maintaining jellies, so our aquarists keep a close eye on things like ammonia levels (a potentially toxic waste product produced normally by the jellies’ metabolism), pH (acid/base balance of the water), temperature, and other parameters.

In the ocean and bay, jelly populations can fluctuate wildly and are influenced by a great many factors including the salinity, prevailing winds, currents, water temperature, oxygen levels, and the presence or absence of jelly predators. In addition to making life uncomfortable for swimmers, abnormally large numbers of jellies (called a “bloom”) can have an adverse impact on fisheries since all those jellies consume a lot of larval fish. Some scientists think that climate change may cause more jelly blooms to occur in some areas as warmer water seems to favor jelly growth and reproduction.

**Some Common Jellyfish in the Chesapeake Bay Area:**

- **Moon jelly** – one of the world’s most common jellies in nearshore waters.
- **Atlantic sea nettle** – long, tentacles capture small prey items for food, but also cause discomfort to humans.

**Comb jellies (Ctenophores)** – Although they are gelatinous creatures they are not true jellies and do not sting. The beautiful rainbow colors are due to refraction of light in the transparent muscles that they use to move through the water.

**How to Protect Yourself from Jelly Stings**

Winds and tides can sometime bring larger than normal numbers of jellies into beach areas. It helps to check with the authorities at that location to see what conditions are like before heading out. Don’t touch “dead” jellies washed up on the beach. Even these often still have functional stinging cells and can hurt you.

Consider wearing protective clothing. Even a thin layer of material is enough to stop stinging cells from penetrating to your skin. If you must go in the water when jellies are present, think about wearing a thin wetsuit. In addition to protecting you from jellies, it has the added benefit of keeping you warm. Long sleeves or even pantyhose work too, if you don’t mind looking funny wearing them!
Paleo Collections Update

Meg Jaws Come to CMM

Thanks to the generosity of Tidewater Dental, we now have a spectacular set of reconstructed jaws of the extinct megatooth shark *Carcharodon megalodon* (aka Megalodon). The fiberglass jaws are over five feet wide with 135 authentic fossil teeth in three imposing rows. For 20 years, CMM Curator of Paleontology, Dr. Stephen Godfrey, has secretly coveted jaws like this, but the opportunity never seemed to present itself until very recently.

Stephen tasked CMM Paleontology Collections Manager, John Nance, with seeing if he could locate a set of jaws. In short order, John found a set that had just come on the market. The owner had purchased the jaws from the late Vito Bertucci, aka Megalodon Man, in 1999 and was looking to sell. Mr. Bertucci both collected the teeth and created/assembled the jaws. Very few of these jaws are on display for the public, and we are honored to own one of them.

Desiring to own something so unique and being able to actually acquire such an artifact are two different challenges. Pam Patterson, Director of Philanthropy, reached out to our good neighbor and supporter, Tidewater Dental, with what proved to be an irresistible offer. We are proud to partner with Tidewater Dental to bring the Bertucci jaws to our visitors.

Recent Fossil Finds

We recently added two important fossils to our permanent collection: a nearly complete 15 million-year-old peccary jaw and a complete 10 million-year-old femur, both found by Paleontology Collections Manager John Nance.

The peccary jaw, found along the central part of Calvert Cliffs represents the most complete jaw in our collection. Peccaries are pig-like animals that live in the Southwest United States and Central and South America. During the Miocene epoch they were by far the most common land mammal roaming the eastern United States.

The horse femur represents the most complete and largest land mammal limb bone in the collection. It was from a horse that was about the size of a modern pony. Horses actually evolved in North America before going extinct here and they weren’t reintroduced until settlers came to the United States from Europe many centuries ago.

Even though Calvert Cliffs is primarily marine, land mammal remains are occasionally found. The most likely explanation for how they got there is through a process called ‘bloat and float.’ When an animal dies it bloats. If it dies in or near a river that leads to the sea it can be carried by currents out to the ocean where it will eventually have the chance of becoming a fossil.
The Education Department is firing on all cylinders, with summer always the busiest time of year for our staff. This year brings summer camps of the weeklong and individual day variety, history cruises, lighthouse adventure cruises, public sails on the skipjack Dee of St. Mary’s, fossil field programs at Cove Point, our popular weeklong Road Scholar Elderhostel programs, and the daily operation of the Cove Point Lighthouse and Lore Oyster House. To assist with the heavy workload, we have a new summer intern and two new boat basin attendants who are working hard to facilitate use of the rowboats and pedal boats every weekend. The team is also hard at work preparing for Sharkfest, the museum’s largest summer event, which will be held on Saturday, July 14.

The second phase of the Exhibition Hall renovation project, the new second floor education center, remains on track for construction in early 2019. The project will add a significant amount of new and renovated classroom and office space for education.

Looking ahead to autumn, we are delighted to share the news that Washington Gas has once again provided significant seed money for our Fossil Fuel Fund. For most schools, transportation is the single largest cost associated with coming to the museum. Washington Gas, a strong supporter of education, has stepped in to help offset or reduce those costs through its support of the Fossil Fuel Fund. The museum uses this fund to provide a transportation subsidy to qualifying schools, thereby providing many additional students with an opportunity to experience the museum and its many dynamic educational programs.

**GEOFFREY M. FOOTNER Remembered**

Longtime museum friend Geoffrey Marsh Footner of Fells Point died April 5 at the age of 94. He was a noted maritime historian and author. Footner was born in Baltimore and raised at Charles Gift overlooking the Patuxent River.

After pursuing a successful career in the shipping industry, Mr. Footner spent the remainder of his life researching and writing about the Chesapeake Bay. His first book, published by the Calvert Marine Museum Press in 1991, was *The Last Generation: A History of a Chesapeake Shipbuilding Family — M. M. Davis and Son*. It tells the story of five generations of Davis family who built bateyes, sloops, tugs, trawlers, and yachts. His other books include *Tidewater Triumph: The Development and Worldwide Success of the Chesapeake Bay Pilot Schooner, USS Constellation: From Frigate to Sloop of War*, and *A Bungled Affair: Britain’s War on the United States, the final Years, 1814-1815*.

A friend of Footner, former CMM director Ralph E. Eshelman, is quoted in the *Baltimore Sun* as saying he was “a character, and everyone whoever met Geoffrey felt that way... He was a guy who did what he wanted to, and didn’t care what other people thought...I couldn’t get enough of him. He was unique.” Eshelman said Footner helped bring 35 watercolors and oils paintings by Baltimore marine artist Louis J. Feuchter to the museum in the 1980s. He was also instrumental in helping the museum acquire a collection of A. Aubrey Bodine photographic prints from the family. “He was a behind-the-scenes guy who never wanted any recognition. He was just a businessman who had a big heart. All he wanted to do was protect and save the maritime history of the Chesapeake Bay.”
Students visiting from Bosnia assisted the Patuxent Small Craft Guild with applying canvas filler to the 25' Old Town camp canoe in June. (Photo by George Surgent)

Ruff-Roofers continued the process of resurfacing the Exhibition Hall roof during the spring. (Photo by Rob Hurry)

Al Petteway performs in the final Maritime Performance of the season in April (Photo by Sherrod Sturrock)

The Kalmar Nyckel during a public sail in the Patuxent River in June. (Photo by Rob Hurry)

The Chesapeake Beach Railway Museum Model Railroad Club (Bob Fulton, Larry Brown, Mike Sweeney, George Leah) participated in the spring Special Needs Night. (Photo by Sherrod Sturrock)

The children's activities table was popular during OtterMania in April. (Photo by Jeff Murray)

Historian Ralph Eshelman presented “Boats, Roads, Trains, and Planes: A Look Back in Calvert County,” as part of At the Water’s Edge Lecture Series in April. (Photo by Rob Hurry)

Bernie Fowler at the 31st annual Patuxent Wade-in at Jefferson Patterson Park and Museum in June. (Photo by Karyn Molines)

Al Petteway performs in the final Maritime Performance of the season in April (Photo by Sherrod Sturrock)
**First Free Friday**

Annapolis Bluegrass Coalition entertains visitors at April’s First Free Friday. (Photo by Rob Hurry)

Judy Angelheart and Dimitrios Papadakis volunteer at the Discovery Room touch tank at First Free Friday. (Photo by Rob Hurry)

**Boats**

The Dee of St. Mary’s was hauled for maintenance work at Washburn’s Marina. (Photo by Glenn Thompson)

Dee of St. Mary’s shows off her new mainsail during sail training exercise. (Photo by Glenn Thompson)

Captain Frank Arbusto and Mate John Fulchiron adjust rigging to prepare for Dee of St. Mary’s haul out in April. (Photo by Rob Hurry)

**Dino Exhibit**

Sail training exercise aboard Dee of St. Mary’s. (Photo by Glenn Thompson)

Visitors enjoyed the opening reception for the Dinosaurs of Maryland exhibit in April. (Photo by Rob Hurry)

Assistant Curator of Paleontology Donald Morgan shows fossils to young visitors in the Dinosaurs of Maryland exhibit. (Photo by Rob Hurry)
Solomons Maritime Festival
AND ANTIQUE BOAT & MARINE ENGINE SHOW

Activities along the floating dock in the boat basin. (Photo by Doug Hood)

Young visitors examine a horseshoe crab at the Solomons Island Heritage Tours display. (Photo by Doug Hood)

Retriever demonstration. (Photo by Doug Hood)

Boat basin activities. (Photo by Rob Hurry)

The waterfront alive with activity. (Photo by Rob Hurry)

Mount Zion Male Chorus singing gospel music at the Corbin Pavilion. (Photo by Rob Hurry)

Toy boat building. (Photo by Rob Hurry)

J. B. Costagnos helps Ken Kaumeyer start his World War II Japanese outboard motor during the Antique Boat and Marine Engine Show. (Photo by Rob Hurry)
**Staff UPDATE**

**INTERNS:**

Shannon Pumputis, a resident of Westminster, is excited to be the Exhibits Department Intern this summer. She is a senior at St. Mary’s College of Maryland where she is earning a double major in environmental studies and studio art. During her internship with the exhibits team, she is looking forward to opportunities to conduct research and learn more about the local ecosystem while gaining experience in scientific illustration.

Hannah Vallandingham has joined our Administration Department this summer as the Business Intern. A native of St. Mary’s County, she is currently a sophomore pursuing a degree in accounting at Queens University of Charlotte at Charlotte, North Carolina. Her ultimate goal and dream job is to be a Forensic Accountant for the FBI.

Amanda Bland is the Estuarine Biology Department Intern for the summer. She is a senior at Washington College in Chestertown studying environmental studies with a concentration in Chesapeake Regional Studies. She grew up on Solomons Island spending her free time outdoors hiking, fishing, crabbing and boating and also works part-time as a mate on a local fishing charter boat. Amanda says that childhood exposure to nature helped to shape her respect for the environment and inspired her to pursue a degree in the field. She is thrilled to be interning at CMM, learning from the aquarists, and having the opportunity to apply firsthand the concepts and systems learned through her studies.

Sarah McCoy, a Calvert County native, is the Education Intern this summer. She is a 2017 graduate of St. Mary’s College of Maryland with bachelor’s degree in history and a minor in anthropology. Sarah completed the Historic St. Mary’s City Archaeology Field School in 2016 and worked as the field assistant for the 2017 field school. Currently, she is enrolled at George Mason University’s graduate program for anthropology with a focus on bioarchaeology. “I’m excited to intern this summer and broaden my knowledge of the region I call home and further my learning about biology, history, and environmental science!”

Alexandra Garnand is a senior marine science/oceanography and geology dual major at Kutztown University in Pennsylvania. So far, during this internship, she has enjoyed going out in the field and finding a bone that defies identification, working on creating an exhibit for the museum, as well as seeing behind the scenes of the local Nuclear Power Plant and the Smithsonian.

Addison Siemon is a student at East Carolina University, with a great interest in both paleontology and archaeology. He is an anthropology and religious studies double major. During his internship, he is working on developing a photographic archive of the fossil collection. Addison enjoys both fieldwork and research, for which there is plenty of opportunity day to day at the museum.

Leah Shteynman is a rising junior at Lafayette College majoring in geology. She is from River Edge, New Jersey. So far, at CMM, she has enjoyed preparing fossils as well as learning about fossil sperm whales from their teeth.

**FAREWELL:**

In August, the Estuarine Biology Department will lose one of its members when Aquarist Laura Rink, along with her wife Corinne, departs to head back to Southern California. After two years at CMM, Laura and Corinne decided that they wanted to be closer to their families in Santa Barbara and San Diego. Laura has been an indispensable member of the museum’s aquarist team, providing excellent care for many of the animals in the museum’s living collection, including the rays and skates in the ever popular touch exhibit and of course, everyone’s favorites, the North American river otters. Laura will be remembered for her warmth, friendliness, and wry sense of humor.

Corinne Rink is a vibrant part of the Education Department and also works as a back-up admission clerk. During her tenure, she has helped mold the Sea Squirts program into a fun educational experience for our youngest visitors and their parents, so much so that public demand for this program has increased significantly. Each week she uses books and toys from the Museum Store to support her program in a way that engages the parents and children. According to Maureen Baughman, “Now instead of the mothers leaving after the program, we always have a handful of them come into the store to purchase something related to the program. She has made that program very special!”

We will miss both of them, professionally and personally, and wish Corinne and Laura the very best in all of their endeavors.

**WELCOME:**

We are pleased to welcome Nelson Neme as the new custodian. Nelson comes to us from the Southern Community Center where he was a custodian. A native of Columbia, he has been in America for 16 years and lives in St. Mary’s County near his son and daughter and three grandchildren. In his spare time, Nelson creates beautifully carved lamps from PVC pipe. When asked what he likes about working at the museum, he said he loves being busy, he appreciates having a translator handy (Dawn Wood, our accountant, is fluent in Spanish), and the good people. 🤘
Volunteer Spotlight

By Sherry Reid, Volunteer and Events Coordinator

On Saturday, May 5, the Solomons Maritime Festival and Antique Boat & Marine Engine show was held at CMM. With over 1,200 visitors in attendance, it took a lot of volunteers and staff to make it a great experience for our guests. Thanks to all of the folks that helped to make it happen.

On Friday, June 1, the first concert in a series of three, was held at CMM. A big thank you goes out to all of the volunteers that helped to make it a huge success — we couldn’t do it without you.

On Friday, June 15, the Volunteer Council held the 2018 Scholarship Awards Ceremony. The council honored the five students that won and each was awarded with a $750 scholarship to be used for their continuing education expenses. Congratulations to Aimee Beardmore, Marisa Brock, Alyssa Brookhart, Whitney Jefferson, and Meghan Music for receiving the scholarships and thank you for being part of the CMM volunteer family.

CMM Mourns the Loss of a Member of the Volunteer Family

One of our stalwart volunteers, Leonard “Len” Addiss, passed away on Wednesday, June 13, 2018. Len began volunteering at CMM in 1995 and continued to volunteer for the next 23 years. He logged over 3,300 volunteer hours during his time with CMM. Len was at the museum faithfully every Wednesday as the docent leading tours of the Drum Point Lighthouse. He delighted in meeting and talking with visitors from around the world, and training new volunteers to serve as docents for the lighthouse. Len was so invested in the museum and felt very proprietary about it, developing a reputation for telling the director what needed to be done to make it safer or a better experience for the visitors. And he was invariably right.

Len was a member of the Solomons Island Model Boat Club (SIMBC) for many, many years. He served SIMBC in many capacities including being the Commodore, Treasurer, and the Fleet Captain. He worked hard to keep the fleet of model boats in working order and was a skilled sailor in his own right, competing in many model boat regattas. In recent years, Len also served as SIMBC’s liaison to the Volunteer Council.

Len had a gruff exterior with a heart of pure gold. He was loyal, determined, committed, and completely dedicated to his wife Janet, who volunteers with equal enthusiasm. Len was always willing to share his time, talent, knowledge, and experience with anyone in need, and his efforts reached well beyond the museum. He made the museum a better place, and will be missed by all who had the privilege of knowing such a remarkable man.

Sails and Cruises

Boats are back in the Water. It’s Cruisin’ Time Again!

For full schedule, details, and fees, check the website. Reservations required.

http://www.calvertmarinemuseum.com/227/Cruises

Dee of St. Mary’s Public Sails
- Saturdays, July 28, August 25, September 29
- Sundays, July 8, August 12, September 16, October 14

Sunset Supper History Cruise
- Saturdays, August 4, September 1

Lighthouse Adventure Cruise
- Southern Bay: Saturday, August 11
- Northern Bay: Saturdays, July 28, September 8

http://www.calvertmarinemuseum.com/227/Cruises
Membership UPDATE

By Lisa Howard, Membership & Development Associate

Members’ Trip to Baltimore Aquarium/Inner Harbor Planned for September 15, 2018!

Join us as we visit one of Inner Harbor’s most popular attractions, the National Aquarium! The Aquarium features an incredible 20,000 animals in award-winning habitats. Explore a tropical rainforest, the animals of the Australian Outback, an Atlantic coral reef, hundreds of jellyfish, 4D immersion films and their newest exhibit the “Living Seashore.” Watch your inbox this July for more information on this magnificent trip that is sure to sell out quickly.

Members’ Trip to Longwood Gardens Planned for December 1, 2018!

Celebrate the start of the holidays with CMM! Poinsettias, magnificent trees, and fragrant flowers transform the Longwood Gardens Conservatory into a holiday wonderland. Outside, colorful fountains dance to festive music, strolling carolers herald the season with song, and a wonderland of a half-million twinkling lights await. Watch your inbox this July for more information on this magnificent trip that is sure to sell out quickly.

Renew Your Membership Today!

Museum members receive many benefits. Consider upgrading your membership when you renew to provide even more support for the museum. Thank you for your continued support of our work.

Almost all of the museum’s communication with members is done through email. Please make sure your current email address is on file with the Membership office. Please call Lisa Howard at 410-326-2042 x16 to update your email address today!

Promotions UPDATE

By Vanessa Gill, Director of Promotions

Bugeye Ball 2018 – A Magical Night in the Museum

It was truly a Magical Night when 300 guests joined together to support the 2018 Bugeye Ball on Saturday, April 21.

The museum was transformed inside and out by Lightning Action, who used their lighting magic to give the exhibits and lobby a dramatic and elegant look. Guests tried their luck at the gaming tables along the waterfront, danced to the live music from the Klaxton Brown Band, and tantalized their taste buds with delicacies by Ken’s Creative Kitchen.

The Bugeye Ball Committee is made up of Board members and included co-chairs Dixie Miller and Ken Upton of Ken’s Creative Kitchen. (Photo by Auggie Selckmann)

To add to the excitement of the night, Jake Owen pulled fans out of the crowd to join him on stage to hang out as he wrapped up the show. Who would have thought such a little town could be so much fun!

Nights like this couldn’t happen without the generous support of many sponsors and supporters of the museum, including: Prince Frederick Ford, PNC, Tidewater Dental, Coors Light, Quality Built Homes, Sunshine’s Catering, DirectMail.com, Roy Rogers, Holiday Inn, Isaac’s Restaurant, Comcast, WKIK 102.9, Atlantic Broadband, O’Brien Realty, Equity Resources Inc., World Gym, Bay Weekly, Quick Connections, CAI, the Glascock Family, the Calvert County Sheriff’s Department, and the Calvert County Board of County Commissioners.

Summer Means Music!

Live music marked the start of the summer when country music stars Chris Janson and Jake Owen hit the stage on Friday, June 1. These fun-loving performers had the crowd dancing and singing well into the night with hits like “Buy Me a Boat,” “Beachin,” and “Barefoot Blue Jean Night.”

Gates opened early to introduce the museum’s new beer garden, where food vendors, bars featuring specialty drinks, corn hole, and a live performance from local country singer Robbie Boothe were enjoyed by an enthusiastic crowd. The new layout gave the event a more festive feel with café lights (provided by SMECO), picnic tables, and lots of local friends having a great time.

To add to the excitement of the night, Jake Owen pulled fans out of the crowd to join him on stage to hang out as he wrapped up the show. Who would have thought such a little town could be so much fun!

Nights like this couldn’t happen without the generous support of many sponsors and supporters of the museum, including: Prince Frederick Ford, PNC, Tidewater Dental, Coors Light, Quality Built Homes, Sunshine’s Catering, DirectMail.com, Roy Rogers, Holiday Inn, Isaac’s Restaurant, Comcast, WKIK 102.9, Atlantic Broadband, O’Brien Realty, Equity Resources Inc., World Gym, Bay Weekly, Quick Connections, CAI, the Glascock Family, the Calvert County Sheriff’s Department, and the Calvert County Board of County Commissioners.
**Philanthropy**

**Plan for Your Future Like You Plan for Vacation**

Planning for a vacation requires selecting a destination, making reservations, and packing your bags. There is another area of life that requires good planning — your estate plan. A good estate plan can ensure you are prepared for the future, so you have what you need when you need it.

One of the great benefits of a vacation is the sense that you can rest and relax. This is especially true when you’ve put everything in place before you head to the beach. The reverse can also be true: when you’ve left your desk a mess and deadlines unmet, it’s hard to rest easy. Similarly, creating an estate plan that achieves charitable and financial goals is a way to achieve peace of mind. When including a gift to the Marine Museum in your estate plan you can continue to use your assets during your life, and you live every day knowing that you have done something great for an institution you care about.

If you don’t have a will, or it has been some time since you updated your will, now is the perfect time to review your plan. As you consider your plan, remember that a will is not solely about what you own. It is a way to help the people and causes that matter to you and to leave a lasting legacy.

We can help you achieve the kind of peace of mind that comes from a well-designed estate plan. We have a variety of resources to help you work through some of the more common questions and concerns related to estate planning.

We have a free, no-obligation estate planning guide that we would be happy to provide you. For more information visit our website calvertmarinemuseum.giftlegacy.com or contact Pam Paterson at 410.326.2042, ext. 13 or pamela.paterson@calvertcountymd.gov if we can assist you.

---

**Discover Your Museum Store!**

**The Backroom**

Stop by the Museum Store on any given day and one of our assistant managers may pull you into whatever project they are working on at that moment. Perhaps you will be asked to play a supporting role in one of our social media videos or to try on a garment we are considering stocking in the store. You could be included in a customer service training session or asked to help neatly store a few hundred plush river otters. Days in the store are definitely “like a box of chocolates!”

Although each of our three assistant managers came to the museum from entirely different fields — a bake shop, an optical shop, and a grocery store — they all have one thing in common: their skill at helping people. These ladies love what they do and it shows! Whether you are looking for a book for an infant, a hostess gift, a souvenir, a birthday gift, or a special occasion piece of jewelry for yourself — you can depend on them to offer expert assistance.

Asked why they like to work in the Museum Store, all three assistant managers unanimously answered that interacting with our visitors and adding a little fun to their days is the best part of their day, too. They are quick to smile and laugh and love to share in our visitors’ adventures!

The store is ready for a summer full of fun thanks to our three assistant managers — stop by and join them!