Twenty employees of M. M. Davis & Son, Inc., pooled their resources to purchase all stock and interest in their company in August 1954. Builders of the popular and moderately priced Cruis Along boats, the workers took great pride in manufacturing a quality product. Over half of the new employee stockholders had worked at the Solomons, Maryland, company since the prototype Cruis Along cruiser was developed and launched in 1945.

The new management team was dominated by veteran employees. Company president Bernard Lankford had been with Davis since 1942; J. Barnes Lusby, first vice-president, began working as an apprentice at the shipyard in 1915; secretary-treasurer Clara Brooks Condiff was hired as a bookkeeper in 1924; and Olin C. Joy, second vice-president, began working at the yard about 1934. Lankford, Lusby, Condiff, and Joy each held 250 shares of stock, or a one-twelfth interest in the corporation. John Bundschu, a relative newcomer to the firm in 1951, was the company’s financial manager and controlled 300 shares, or 10 percent of its stock. These five employees formed the new board of directors who would guide the company’s course.

For the 1955 model year, the company conservatively featured the same three popular models that were introduced in 1954. The Cruis Along Vacationer 22 and Express 26 were based on the firm’s innovative Super Hyplane hull. This hull, according to Boats magazine, “has a deep rounded forefoot so necessary for good performance in rough water combined with Vee bottom aft which insures efficiency, speed, and level running.” Cruis Along’s exclusive design incorporated a system of combined transverse and longitudinal framing that produced a long-lived, seaworthy hull. The designer of the Super Hyplane hull was naval architect and employee stockholder Eric J. Steinlein.

Each of the 1955 models was updated from 1954 to include new amenities. Like the 1954 model, the 1955 Vacationer 22 had a hull sheathed with 7/16-inch, five-ply marine plywood fastened to white oak frames with bronze screws. The Vacationer was touted as the first cruiser of its size to feature worm gear steering and a completely enclosed toilet. Fully equipped down to its fire extinguisher and life preserver cushions, her cabin could sleep four, while the self-bailing cockpit was perfect for sport fishing or a swim party. The Vacationer could speed to thirty-two miles per hour. The Express 26 featured 5/8-inch batten seamed mahogany planking that was secured to white oak frames with bronze screws.
MUSEUM LOSSES: TWO LONG-SERVING VOLUNTEERS AND A FORMER DEVELOPMENT DIRECTOR

Two of the museum’s longest-serving volunteers died in March within a week of each other: Dorothy “Dot” Ordwein and Ruth Showalter. Dot Ordwein’s relationship with CMM goes back to the days of the museum’s first one-room building on Solomons Island in the early 1970s, but her most active efforts were in the later 1970s after the museum moved into the old Solomons School. Here she worked with other volunteers to start and manage the first museum store; to begin the canoe club, the fossil club, and the woodcarvers club; to develop a discovery room; and to organize and assist with educational programs for both school-age children and adults. As the museum grew, she concentrated her efforts in the educational programs, but by the 1990s she directed her attention to training museum volunteers, serving as president of the Volunteer Council in 1993, and helping with volunteer orientation programs up until the early years of the new century service of over thirty years.

Her volunteer interests were not limited to CMM. After a career as a teacher, she was active in the local Retired Teachers Association, the Calvert Hospice, and Project Echo. Perhaps even more important to her was work with children through her church, locally and in youth camps in several places in Maryland. For all these activities Dot was named by the county and state in 1996 as one of “Maryland’s Most Beautiful People,” with honors in a ceremony in Annapolis. Again, in 2008, Dot was honored by the state when she was inducted into the Maryland Senior Citizens Hall of Fame.

Ruth Showalter began volunteering at CMM in the late 1970s, working with Dot Ordwein as a docent, a natural fit after her career in education in Calvert County. In the early 1990s, she volunteered in the estuarine biology department, performing weekly tests on the water in the Estuarium tanks and gathering data to assist Ken Kaumeyer in determining what maintenance needed to be performed. Most recently, she clipped newspapers for the development department and served at the information desk, assisting visitors as they entered the museum, answering their questions about the museum and the local area. Like Dot Ordwein, she volunteered her time with many other organizations — the Retired Teachers Association; Jefferson Patterson Park and Museum; as a trustee of the Calvert County library, she extended her work into the Maryland Library Association, serving as president of its trustee division at one time, and on a state committee of Citizens for Maryland Libraries; she also worked with the Calvert Hospice and Project Echo.

Former Director of Development

In May the museum learned of the death of Patricia “Tricia” Tower Kummerow, the museum’s development director from June 1990 to May 1994. Before and after her service at CMM, Tricia was active in development work in a number of charities, museums, and educational institutions in Maryland. While at the museum she was instrumental in the initial organization of the Volunteer Council.

Late News: SHERRY REID HONORED

In a ceremony in Prince Frederick on June 16, 2009, Sherry was named by the County Commissioners as the Calvert County Employee of the Month for May 2009, recognizing her work as CMM’s volunteer/events coordinator. The award noted Sherry’s significant efforts in planning many of the museum’s events and in the success of her work with a large corps of volunteers. Congratulations, Sherry.

From the left: County Commissioners Jerry Clark and Susan Shaw, Sherry Reid, Commissioner Barbara Stinnett, and President Wilson Parran.
MEMBERSHIP AND DEVELOPMENT

ROCK THE NIGHT AWAY WITH STYX & 38 Special – July 7

Cumberland and Erly, LLC, and Prince Frederick Chrysler/Jeep/Dodge welcome rockers Styx and 38 Special on Tuesday, July 7 at the Calvert Marine Museum. Gates open at 5:30 p.m. Showtime is at 7:00 p.m. Tickets are $50 for premium seats and $40 for reserved; additional service fees apply.

Styx was one of the biggest album rock bands of the late 70s, capable of producing monster hits with their stadium rock, power ballads, and albums. More than any other art-rock band, Styx was able to cross over into the pop charts, scoring hits with “Babe,” “Lady,” “Come Sail Away,” “Too Much Time On My Hands,” “Renegade,” and “Don’t Let it End.” Styx is the first band to have four consecutive albums certified multi-platinum by the Recording Industry Association of America and will be playing for 90 minutes at the show.

38 Special was formed in 1977 and is still together more than 25 years later. Best known for their hits “Hold on Loosely,” “If I’d Been the One,” and “Caught up in You,” the band still has fans loyal to their distinctively Southern brand of rock ‘n’ roll. Formed by Donnie Van Zant, whose brother Ronnie was a founder of Lynyrd Skynyrd, 38 Special pumped out what a Rolling Stone writer called “the prototype of country-fried, down home, Southern style, rock ‘n’ roll.” With gold and platinum albums, top-ten hits, and sold-out stadium tours, 38 Special will also play for 90 minutes on the Calvert Marine Museum pavilion stage.

Opening for these two legends is 18-year-old guitar prodigy, Tyler Dow Bryant. His sound is featured in an upcoming film called “Rock Prophecies” alongside legends such as Santana, Def Leppard, and ZZ Top.

STEVE MILLER BAND HEADS TO CMM

Get ready to rock on Friday, August 21 as the Steve Miller Band hits the stage in Solomons. Known for classics such as Fly Like an Eagle, Take the Money and Run, The Joker, and Jet Airliner, The Steve Miller Band has sold a cumulative 25 million records in its 40 years as a mainstay in rock music. With its fresh and vibrant style of rock, blues, jazz and pop, the band attracts a multi-generational following.

Tickets are $55 for premium seats and $45 for reserved seats; service charges are additional. Tickets go on sale to members June 23 at 10:00 a.m. Please use the following members’ passcode: joker. Public sales begin June 30 at 10:00 a.m.


SHOP ONLINE AT THE MUSEUM STORE

After July 1, there will be limited shopping online for items featured in the Museum Store. After going to www.calvertmarinemuseum.com, there will be a place to click on Museum Store, where there will be photos of items available, along with prices and shipping information. Purchasing items will be similar to that found in most websites for secure charging.

For all outdoor CMM concerts, tickets can be purchased at www.calvertmarinemuseum.com or by calling 1-800-787-9454. There are no refunds or exchanges permitted. Food and drink are available on the grounds; no outside food or drink is permitted. For additional information, please call 410-326-2042, ext. 16, 17, or 18, or visit the website.
If you have stopped by the museum recently, or driven over the Thomas Johnson Bridge toward Solomons, you will have noticed a new red roof on our property. The Corbin Nature Pavilion, located in the south field, was completed in May and is an exciting addition to our facility. The story of this beautiful structure is as compelling as its setting.

Last spring, the museum received a generous donation from the Corbin family of Mitchellville, Maryland. The Corbin’s were stationed at Patuxent River Naval Air Station more than fifty years ago and fondly remembered their weekends in Solomons and their visits to the museum. When Mr. Edwin Corbin Sr. died, the family decided to donate a gift in his and his wife’s memory. Mrs. Elizabeth Corbin, who is very much still with us at 93, was able to be at the dedication to see the results of their generosity.

The need for an “outdoor classroom” is outlined in our recently completed master plan. The Corbin gift got us moving from dream to reality, and as often happens, the vision kept evolving, quickly outgrowing the original gift. Vanessa Gill, our energetic development director, was undeterred and set to work to find the necessary funds and donated services to make the vision a reality. Meanwhile, Jim Langley, curator for exhibits, developed a design for the pavilion inspired by the Cedar Point Lighthouse.

We brought on Patuxent Architects to formalize the design, and Keith Ulrich of COA, Inc., who donated the site plan. Our good neighbor and former board member, Richard Fischer, stepped up with another generous gift toward construction, and W. M. Davis Builders agreed to handle the construction at a discounted cost. Chaney Enterprises agreed to provide a demonstration walkway out of pervious concrete — a new environmentally friendly product — and Z Con donated the installation of the walk. The county agreed to take care of the electrical work free of charge.

The site required a bio-retention pond to catch stormwater runoff. In keeping with our goal to be good stewards of the land, we decided to turn this into an opportunity for a rain garden. Master Gardener and CMM volunteer Peg Dann, with help from husband Jon, designed the rain garden and recruited a team of volunteers to plant it with native plants and to maintain it.

The Corbin Nature Pavilion will be used for educational programs, family programs, and museum events. It is a wonderful addition to our campus and a very special place that will allow us to expand our programming and offer new opportunities to the community. (Sherrod Sturrock)
Presented by the Calvert Marine Museum

SHARKFEST!

Saturday, July 11
10 am to 5 pm

featuring
Live Shark Touch Tank,
Fabulous Fossils,
Face Painting, Food,
Movies, Crafts,
Activities for all ages!

For information call 410-326-2042, ext. 41
www.calvertmarinemuseum.com

All activities free to members
A Successful Solomons Maritime Festival

This year’s festival on May 2, with the antique engine show continuing on May 3, attracted over 1,000 visitors. Activities offered something for everyone: free boat rides, quilting demonstrations, traditional music by local groups, toy boat building, Chesapeake Bay retriever demonstrations, antique boats and engines, and traditional food demonstrations.

Visitors enjoyed boat rides on the Wm. B. Tennison, and learned to row in the museum’s boat basin. The antique tugboat, John Arthur, was tied up next to the lighthouse for visitors to board, and the John Smith shallop was in the water for viewing. CMM photo by Bob Hall

The ever-popular toy boat model building drew visitors to the expanded tent area near the boat basin. CMM photo by Bob Hall

The Smith Island Crab Skiff Association brought a skiff to display. CMM photo by Bob Hall

A quilting display in the museum lobby. CMM photo by Bob Hall

The newly opened Corbin Nature Pavilion served as an ideal location for performing groups, among them the Mackjestic Choir shown here. CMM photo by Bob Hall

One of the many displays of antique engines, both outboard and inboard. CMM photo by Bob Hall
Other Spring Activities . . .

On May 16 the museum hosted “Quick Draw” as part of Solomons -- Paint the Town. Artists were encouraged to use museum scenery as inspiration for their art. Here one of the participants is shown creating a scene from Back Creek across from the Drum Point Lighthouse. The artwork was judged by Bill Schmidt, and the winners were: first place, Jackie Clark for her painting of the Wm. B. Tennison; second place, David Diaz and his Drum Point Lighthouse; and third place, Craig Amaral for his depiction of the anchor. CMM photo by Sherrod Sturrock

A new floating dock, ten by twenty feet, was built by CMM boatwright George Surgent and volunteers of the Patuxent Small Craft Guild, with materials paid for by the guild and the Solomons Island Model Boat Club. Spring Cove Marina generously allowed use of its boatyard, and also launched the dock with the travel lift at no cost. Added to our existing floating dock, it will be used for launching canoes, for model boat launching, for tying up boats from the museum collections, and for a variety of special events, either inside or outside of the boat basin. At work on the new floating dock are (left to right): Al Suydam, George Surgent, Jon Dann, and Butch Garren. CMM photo by Richard Dodds

Museum staff and volunteers actively participated in a Relay for Life event held in Solomons on June 19. The CMM Team raised over $5,000 for the American Cancer Society. Sherry Reid, CMM volunteer/events coordinator, with the Relay table at the First Free Friday event on June 5. CMM photo by Sherrod Sturrock

Friends at CMM gathered on April 27 to bid a fond farewell to two of our very active and long-standing volunteers, Annie Michnowicz and Richard Rogers, leaving Solomons for Florida. CMM photo by Bob Hall

The museum volunteers’ annual trip this spring was to Historic St. Mary’s City. Here, the group is told about the work of restoring the chapel. CMM photo by Bob Hall

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Another successful concert was that on May 24 with Hank Williams Jr. CMM photo by Bob Hall

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screws to produce a sturdy, dependable hull. Completely equipped, the Express model offered more amenities and space than her little sister. Her luxurious cabin featured four berths, completely enclosed marine toilet and lavatory, four hanging clothes lockers, full-length mirror, galley, and much more as standard equipment. The spacious self-bailing cockpit made the boat perfect for cruising, swimming, or fishing, and the standard model had a flying bridge. She could cruise at twenty-seven miles per hour.

Rounding out the 1955 Cruis Along fleet was the nineteen-foot Buccaneer model. An open boat, her sturdy clinker-built hull was made of 7/16-inch, five-ply marine plywood planking fastened with bronze screws to white oak frames spaced on eight-inch centers. The performance of the 1955 Buccaneer was improved by the addition of a cavitation plate that increased maneuverability and propeller efficiency during sharp turns. Designed for speed and safety, the Buccaneer could cruise at thirty-three miles per hour and handle all weather conditions.

Marketed as a fishing and general utility boat, she featured a stern tiller steering position for trolling in addition to her forward steering wheel.

The Davis yard constructed 100 Buccaneers, 150 Vacationers, and fifty Express cruisers during late 1954 and early 1955. Sales were strong for the 1955 models and all but one of the boats was sold by the end of the season. The firm’s sales ending September 30, 1955, amounted to $1,205,087.

Based on consumer demand and the strength of the 1955 sales, the Davis company expanded the Cruis Along fleet by offering eight models to appeal to “every kind of boating budget,” publicized in a new twenty-four-page brochure. The Buccaneer and Vacationer 22 were both updated in 1956. The Express 27 grew by a foot in length, had improved amenities, and was available with single or twin inboard engines. Joining the Cruis Along fleet were five new models, all based on the twenty-two-foot Super Hyplane hull.

The Angler 22 was designed for rough weather sport fishing and featured a shelter cabin, with hard top, that contained two quarter-berths and plenty of stowage. Designed for family day cruising, the Angler’s sister, the Sportster 22, was a fast, open boat. Featuring the same accommodations as the Angler, the Sportster also had a ventilating windshield and marine toilet as standard equipment. Depending on the inboard engine installation, either model could speed up to thirty-two miles per hour.

Keeping the consumer’s pocketbook in mind, three models designed for outboard motor enthusiasts were introduced in 1956. The Seafarer 22 was a completely equipped family outboard cruiser offering the same amenities as the Vacationer 22. Her sister, the Troller 22, was an outboard cruiser version of the Angler 22, while the Rover 22 was an open outboard version of the Sportster 22. These were the first outboard models introduced by Cruis Along since their short-lived experiment with the Converter 21 model in 1949.

In April 1956, the Davis company announced that Raymond V. Nelson had become its National Director of Sales, operating out of its sales office in New York. The company also reported
that its eight 1956 models had accounted for a doubling of its production over 1955, the work of from 125 to 150 workers. An analytical report prepared by Dun & Bradstreet, Inc., documented the productivity and sales of Cruis Along models by the Davis yard in 1956. During the previous fiscal year, the report states, ...the company built 50 Buccaneers, 150 Vacationers, 50 Anglers, 50 Sportsters, 60 Express and an unknown quantity of Trollers and Rovers and Seafarers. Due to cool weather sales dropped below expectations and as a result 20 Sportsters, 20 Vacationers, 10 Express and 4 Anglers were not sold.

The report further states that the remaining inventory would be changed to conform to the 1957 model line at a modest cost. Despite a doubling in production, the 1956 sales were about $25,000 less than those realized in the previous season due to the unsold inventory.

A September 30, 1956, list of stockholders shows some changes since the employees purchased the company. Three of the original stockholders, including naval architect Eric Steinlein, had sold their interests in the company. The four new stockholders included former company president Gates Harpel with 325 shares, the new director of sales Raymond Nelson with 260 shares, local bank manager Halvor Hellen with 111 shares, and Eugene Lankford, local machine shop owner and brother of company president Bernard Lankford, with 60 shares. The stockholders voted later in the year to increase the capitalization of the company by doubling the number of capital stock shares offered by the corporation.

Popularity and name recognition of the cruisers was bolstered in late 1956 when two 1957 Cruis Along models made their television debut. They were featured in two consecutive episodes of the popular “I Love Lucy” television show starring Lucille Ball and Desi Arnaz. The Express 27 appeared in Episode 160, “Deep Sea Fishing,” nationally broadcast on November 19, 1956. A week later, the Angler 22 model was featured in Episode 161, “Desert Island.”

For the 1957 model year, Cruis Along retained its proven inboard boats, dropped its three outboard models, and added another large inboard cruiser to its product line. Regarding the inboard Cruis Alongs, the Boston Sunday Globe reported in 1957:  “Each model is built from a logical concept that a given hull has one design and that no hull can be adapted for both inboard or outboard powers.” It may be inferred that the Super Hyplane hull, originally designed for inboard power, did not perform as well with outboard propulsion. The Express 27, Vacationer 22, Angler 22, Sportster 22, and Buccaneer models, proven to be popular the previous year, were all updated with improvements in 1957.

The new Cruis Along model for 1957, the Bimini 27, was designed with fishing and serious cruising in mind. Her fast and seaworthy mahogany-planked Super Hyplane hull, like the Express, could be powered by single or twin inboard engines, and her 112-gallon capacity fuel tank allowed long range cruising. The thirteen-and-one-half foot flush deck in her self-bailing cockpit was ideal for fishing parties or family cruising. Her cabin featured full headroom, two permanent berths, complete galley, and lavatory.

Sad news reached the employees of Davis in February 1957 when they learned of the death of their former employer, George H. Townsend, at age 73. Townsend had purchased the shipyard from the Davis family in 1937, and during his seventeen years of ownership he expanded its facilities, increased its workforce, introduced production line manufacturing
techniques, and launched the popular Cruis Along line of family cruisers. Due to declining health, Townsend had sold the company to his employees just two and a half years before his death.

In May 1957, Raymond Nelson was elected president of M. M. Davis & Son, Inc., and outgoing president Bernard Lankford became chairman of its Board of Directors. The board was expanded from five to seven members and former company president Gates Harpel rejoined the corporation as a board member. The stockholders also decided to capitalize on the well-known Cruis Along trademark and voted to rename the company Cruis Along Boats, Inc. The season’s sales rebounded in 1957, amounting to $1,518,095.

Cruis Along Boats modified its model line in 1958 by eliminating the Sportster 22 and introducing a thirty-one-foot model, the largest cabin cruiser that it had offered to date. The Express 27, Bimini 27, Vacationer 22, Angler 22, and Buccaneer models were also offered in 1958 with some improvements.

The new Cruis Along Custom 31 cruiser model for 1958 was introduced to the boating public in the August 1957 issue of The Rudder magazine that featured it on its cover and in its design section. She was also featured in the design section of Boats magazine. Her mahogany-planked Super Hyplane hull had an eleven-foot beam and could sleep six in her two cabins. Her main cabin had a completely equipped galley and full sized lavatory. Its settee converted to upper and lower berths and the dinette converted to a double bed. The forward cabin had two full-length berths and could be closed off from the main cabin for privacy. An optional second toilet could be installed in the forward cabin for added comfort. The Custom’s standard power was two 135-horsepower inboard engines and she carried a 112-gallon fuel tank and a forty-gallon-capacity water tank. With optional power up to 215-horsepower, the Custom 31 could speed to thirty miles per hour.

Since becoming an employee-owned company in 1954, Cruis Along Boats, Inc., had expanded and modernized its manufacturing facilities and increased its workforce. By 1958, the firm employed 160 workers during its peak production period. The only manufacturer in Calvert County, the company payroll ranged from $7,000 to $10,000 a week with an average hourly wage of $1.70. The company’s rate of growth over the four years of employee ownership exceeded 300 percent, and the popularity of its models had spread from coast to coast and to many foreign markets. By early 1958, the company had produced and delivered over 2,700 hulls since beginning stock boat building in 1946.

The reputation of Cruis Along Boats, Inc. attracted the attention of Frederick L. Hewitt Jr., director of the Overlakes Corporation of New York and president of the Century Boat Company of Manistee, Michigan. Hewitt wanted to expand Century’s product line to include large cruisers. Renowned as a leading manufacturer of high-speed runabouts, Century lacked the facilities to build larger cabin cruisers. In 1958, after scouting several prospective yards, Hewitt selected Cruis Along Boats, Inc., as the best candidate for becoming the Overlakes Corporation’s new subsidiary.

In July 1958, the New York World Telegram and Sun newspaper reported that the merger of Cruis Along Boats and the Century Boat Company had taken place. The Calvert Independent newspaper stated that Cruis Along stockholders viewed this merger as an opportunity to increase their company’s marketing and distribution network while continuing the expansion and modernization of its manufacturing facilities that began in 1954. The employee stockholders of Cruis Along Boats, Inc., transferred their shares of company stock for Overlakes Corporation stock. According to the news articles, the companies complemented one another and would continue to operate independently with Raymond Nelson as president of Cruis Along Boats, Inc.

Continued on page 11
CMM REPRINTS THE PATUXENT “GHOST FLEET” 1927-1941

The museum in 1986 published Merle T. Cole’s *The Patuxent “Ghost Fleet” 1927 – 1941*, but the book has long been out of print. This is a little-known story of why four large ships were moored in the Patuxent south of Point Patience, how they became almost a permanent feature of the local landscape, and what was their ultimate fate. Mothballed in the face of a widespread shipping depression, these ex-German liner ships, once the pride of its merchant marine and seized during World War I, were: Monticello (former Kaiser Wilhelm II), Mount Vernon (former Kronprinzessin Cecilie), America (former Amerika), and the George Washington. They were an important source of local employment during the Great Depression, and became a tourist attraction. In 1935, a motion picture was filmed on board the vessels, and in 1937 they served as a backdrop to a murder-romance novel by local author, Hulbert Footner, named *The Dark Ships*.

This seventy-page study has been updated and is available for $19.95 from the Calvert Marine Museum store. To purchase your copy, please call the store at 410-326-2750 or email baughmmp@co.cal.md.us. Membership discounts apply.

THE MUSEUM AWARDS – HOLLYWOOD COMES TO SOLOMONS

(Continued from page 12)

Christa Conant, Jon Dann, Peg Dann, Brad Dawnarowicz, Linda Densmore, Sylvia Dry, Doris Federline, Karl Garland, Butch Garren, Karen Garren, Rita Gerred, Ed Gies, Bob Hall, Bruce Hargreaves, Anne Harrison, Dan Heflebower, Mary Heflebower, Peggy Hovermale, Dick Hu, Ray Inaba, Chuck Kohls, Mary Krauss, Bill Lake, Al Lavish, Zelma Margelos, Linda McCullagh, Jean McDougall, Ilse Metz, Shirley Mihursky, Rose Nelson, Gale Parks, Robert Pfeiffer, Bob Platt, Pam Platt, Art Poffenbarger, Carlos Ralon, Sandy Roberts, Richard Rogers, Al Rondina, Ellis “Ski” Seidenstricker, Joe Showalter, Ruth Showalter, Ian Sommerville, Ned Sprague, Margaret Stamper, Al Suydam, Kathryn Swift, Teddy Watts, Elhona Wease, Jim Wilson, Sandy Younger, and Tom Younger. Volunteers reaching significant milestones were: 1,000 hours — Harry Childers, Jon Dann, Peggy Hovermale, Rose Nelson, and Kathleen Young; 2,000 hours — Bob Platt, “Ski” Seidenstricker, and Al Suydam; 4,000 hours — Pam Platt and Sandy Younger; 5,000 hours — Tom Younger; 6,000 hours — Zelma Margelos; 7,000 hours — Ruth Showalter; 11,000 hours — Bill Lake; and 22,000 hours — Paul Berry.

The Group Achievement Award for 2008 went to “The Fossil Quarry at Calvert Cliffs Group” of Dick Hu, Ray Bacorn, and Bruce Hargreaves. Climaxing the ceremony was the Volunteer of the Year 2008 award and winners of the “Golden Otter,” Austin “Bob” Platt and Pam Platt. Their award was presented by the museum’s own “Otter.”
**THE MUSEUM AWARDS**
**HOLLYWOOD COMES TO SOLOMONS**

The staff of the museum honored the CMM volunteers at the annual recognition event on April 23, complete with red carpet, the flash of the photographer greeting arriving “stars,” presenters in tux and black dress, the “envelopes,” and even a “Golden Otter” trophy for the shelf. Gathered in the auditorium, some 150 museum volunteers were greeted by director Doug Alves, in tux, and business manager Lea Ann Smiley, in the traditional black cocktail dress, and CMM’s John Nance in the otter costume, in a production event managed by volunteer coordinator Sherry Reid. It was an event worthy of Hollywood, complete with a celebratory buffet to end the evening.

The statistics of volunteer support for calendar year 2008 were equally impressive: over 23,000 hours with a dollar value of over $400,000. These figures were reported by the director, and their importance to Calvert County was emphasized in brief remarks by county commissioner Jerry Clark, who is also a member of the museum’s Board of Governors. Each department director described the importance of volunteers in supporting the work of the department, and then the volunteer awards were presented.

The following were recognized for service exceeding one hundred hours in 2008:
- Janet Addiss
- Len Addiss
- Paul Berry
- Bill Boxwell
- Debbie Carlson
- Harry Childers
- Ned Clarke
- Kay Collins

(Continued on page 11)

**NEWSLETTER GOES ELECTRONIC**

Because of budgetary considerations, this is the final traditional paper edition of the Bugeye Times. After thirty-three years of continuous publication (twenty-five under the editorship of Paul Berry), our newsletter is heading for the internet. In the future the newsletter will be e-mailed to members and made available online as part of the museum’s website (www.calvertmarinemuseum.com). While the medium will change, the Bugeye Times will continue to bring you the in-depth articles, information about museum activities, photographs, and upcoming events that you have come to depend on. Going electronic will allow the museum calendar to be updated weekly, and we will continue to distribute a quarterly paper calendar to various locations in the county and state. The quarterly calendar will also be available in the museum and to members by mail upon specific request. So check your inbox next quarter for the new Bugeye Times.