

Guide to the Manuscript Collections

of

The Chesapeake Bay Maritime Museum

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NOTE: Items marked with ** are not yet archived.

MS 1 Howard Irving Chapelle Papers, c. 1933-1973; 19 boxes

Chapelle (1901-1975), marine architect and historian, worked for several builders, went into business as a ship designer, and was appointed curator in the Smithsonian's Division of Transportation, National Museum of History and Technology. He wrote several books and many articles on the maritime history and architecture of the New England and Chesapeake Bay areas.

MS 2 Henry Clay Dodson Papers, 1880-1896; 2 boxes

The Dodson family was prominent in St. Michaels in the nineteenth century. Henry Clay Dodson (1840-1914) was postmaster, served in the MD Assembly and Senate, and as town commissioner. His business ventures included operating the steamer *Olive* from St. Michaels.

This collection includes both political and business records.

MS 3 B. Frank Sherman Papers, 1919-1958; 1 box

Sherman (1895-1958) worked for the Chesapeake Ferry System, (later the Claiborne-Annapolis Ferry Company), from 1919 until the 1950s. He was active in Talbot County civic and fraternal organizations, and the boards of St. Michaels Bank and Annapolis Bank and Trust Company.

MS 4 Ralph Houghton Wiley Papers, 1915-1979; 1 box

Wiley (1893-1981) owned the Oxford boatyard in Oxford, MD, from 1929 until the 1960s after working for the Worthington company supervising production of naval shells. He was well known for his custom yacht designs.

MS 5 Howard Irving Chapelle Photo Collection, c. 1910-1970 6 boxes, 3 scrapbooks, 1 oversize folder

These photographs were received as part of the Chapelle Papers, ms 1. The photos have no direct association with particular documents. Photographs are filed by boat type. See also ms 1.

MS 6 Resolution on the Death of J. Graham Johnson 1 item in oversize folder

A memorial resolution passed by the Chesapeake Bay Yacht Club upon the death of J. Graham Johnson in September 1931; handwritten in ink on paper. See also ms 26.

MS 7 James D. Harper Letter, May 20, 1920; 1 item

This letter was from W. R. Widmer and Company to James D. Harper acknowledging a consignment of wheat to the schooner *Anna Lloyd* and announcing its sale price at Baltimore.

MS 8 Edward Willey Papers, 1833-1889; 1 box

Willey (1814-1891), a boatbuilder on San Domingo Creek near St. Michaels from 1840 to 1882, was active in community organizations and businesses, and was elected Town Commissioner in 1848. These are Willey's personal and business papers.

MS 9 Thomas Beauchamp Taylor Papers, 1855-1880; 1 box

Taylor (1823-1901) went to work in 1849 for Lemuel Rush Bratton at his store in Barren Creek Springs. In 1850 he bought the store and ran it until 1890. He served as Wicomico County Commissioner in 1867 and Maryland State Legislator in 1883. This collection pertains to Taylor's store in Barren Creek Springs.

MS 10 Herman Hollerith, Jr. Photo Collection, 1890-1970; 5 boxes of prints, 1 of slides, 1 oversize folder, 13 motion picture reels, 5 drawers of negatives

Hollerith (1892-1976) of Georgetown, DC, a recreational yachtsman, documented the agricultural and boating life of the lower Chesapeake Bay. These photographs, taken by Hollerith, his father, and brothers, depict the agricultural equipment and setting of the Bay region, and local watercraft: workboats, buyboats, schooners, skipjacks, log canoes and steamboats.

MS 11 Robert G. Henry, Jr. Papers, 1944-1965; 3 boxes

Henry (1908-1970), a Talbot County native, designed yachts and was V.P. of Oxford boatyard until 1950. During World War II, the boatyard was engaged in naval construction, repair, and conversion. In 1950, Henry became director of the division of small craft design for the navy. The papers include business records, brochures, notes, correspondence, and boat plans. They deal mainly with naval craft.

MS 12 Edward Ney Dodson Account Books, 1911-1932; 4 vols; 1 box

The Dodson family was prominent in St. Michaels 19th century history. The family owned and operated the steamboat *Olive*, a drugstore, the *St. Michaels Comet*, and served as state senators and town commissioners. Edward Ney Dodson (b. 1865) was the son of Edward Napoleon Dodson, captain of the *Olive*. These ledgers refer to various business interests including Talbot Manufacturing Co., St. Michaels Packing Co., Richard S. Dodson, Thomas Kirby and Sons, and Dodson and Bailey Co. See also ms 2, ms 13, and ms 15.

MS 13 Edward Napoleon Dodson Diary, 1852; 1 item

This diary documents Edward Napoleon Dodson's (1829-1899) career on working sailboats between St. Michaels, Baltimore and Annapolis. He is best known as captain of the Dodson family's steamer *Olive* (1876-1891). See also ms 2, ms 12, and ms 15.

MS 14 John Roberts Sherwood Papers, 1863-1904; 1 folder

Sherwood (1843-1929) joined the navy during the Civil War as assistant engineer on the *Ceres*. Later he became an engineer for the Baltimore Steam Packet Company (Old Bay Line). He designed boats for the Company and eventually became its president. The papers in this collection pertain only to Sherwood's naval career.

MS 15 Edward Griffith Dodson Papers, 1965-1967; 1 box

Edward Griffith Dodson (b. 1884), lived at Norfolk, Virginia. Other family members were prominent in St. Michaels 19th century history including operating the steamer *Olive* between St. Michaels, Baltimore, and Annapolis. *Olive* was owned by the Dodson family from 1876 to 1891. These papers, notes from research by Edward Griffith Dodson on *Olive*, include information on John W. H. Porter, *Olive's* builder, and information on *Olive's* loss. See also mss 2, 12, 13.

MS 16 Albert E. Brown and Bros. Sail Loft Records, 1923-1974 7 boxes

Brown and Bros. Sail Loft, founded in 1870 by Captain John Stubbs, was located at Wenona on the southern tip of Deal Island. It was one of the region's leading sail makers until it closed in 1980.

The collection consists of correspondence, orders for sails, miscellaneous financial records and several sail plans for the oyster dredging fleet. Correspondence is organized by boat name if available, or by correspondent's name.

MS 17 John B. Harrison Papers, 1899-1939; 1 folder

Harrison (1865-1945) was one of the best known and well-respected boatbuilders in Talbot County. He kept a blacksmith shop, fished pound nets, and ventured into fish and seafood processing and tomato canning. These papers are photocopies of original correspondence, bills, and receipts.

MS 18 Ernest Tucker Papers, 1936-1979; 2 boxes

Tucker (1913-1981) was a boatbuilder and designer. He worked for Owens Yacht Company, Dundalk, Maryland, from 1942 to 1958, after which he began his own design business.

MS 19 Baltimore Steam Packet Company Records, 1867-1960 85 volumes; volume descriptions

The Baltimore Steam Packet Company (Old Bay Line) was incorporated in 1839 to transport passengers and freight over the Chesapeake Bay and its tributaries. In the 1890s it reached its peak prosperity. After World War I, it declined due to competition from automobiles and trucks and ended service on April 13, 1962. It was the oldest operating steamboat company in the United States. The collection includes general ledgers and journals from 1867 to 1942, with a gap from 1877 to 1890. Cash books, equipment depreciation registers, day books, payrolls, trial balance ledgers, and stock ledgers cover short periods between 1874 and 1960. The records are organized by type and chronologically.

MS 20 George D. Olds III Scrapbook, 1955-1961; 1 folder

Olds, of Easton, owned the Old Salt Seafood Company, and was a recreational yachtsman. This scrapbook contains photographs he took while cruising the Chesapeake Bay. Subjects include buyboats, fishing boats, seafood packing houses, clamming boats, and yachts.

MS 21 Tilghman Island Collection, 1906-1944; 2 folders

This comprises material found in the Jackson Pharmacy when the Museum acquired the building in 1985. The pharmacy and store were built between 1897 and 1899 on the main street of Tilghman near Wharf Road. The store closed in 1972. These materials include an account book, 1921-1923, of a fishing business, pages from the Riverdale Hotel ledger books, 1906-1908, tonging licenses, letterheads, and other items.

MS 22 Wm. H. Valliant and Bro. Company and Valliant Cash Store 5 boxes

The Valliant Company, started in 1895 in Bellevue, MD, was one of the largest seafood packers on the Eastern Shore. It was involved in vegetable canning, fertilizer, oyster shell lime, and slag production. It closed in 1949. The Valliant Cash Store was located near the packing plant. More than half the collection is check stubs. Most valuable are Account Books which cover the period 1924-1947. See also oral histories 19, 25, and 28.

MS 23 Roy W. Rafter Marine Police Collection, 1917-1968 2 boxes

Rafter was born in 1925 in Hagerstown, MD. He attended the U. of Maryland Law Enforcement Institute and joined the Maryland Marine Police in 1948, eventually becoming its Commander. The collection consists of photocopies of original correspondence, forms, licenses, and articles, and contains information on the Maryland Oyster Navy and its successor, the Marine Police, including several folders of photographs of police boats. The collection of newspaper articles on the activities of the marine police, most dating from the 1960s, is quite extensive. See also oral history tape #88.

MS 24 Captain Lambert Wickes Collection, 1650-1990; 1 box

A native of Kent County, MD, Wickes (c. 1742-1777) was a captain in the merchant marine, joined the Continental Navy on the outbreak of the Revolutionary War and was lost at sea with his ship in 1777. The Captain Lambert Wickes Foundation was formed in 1975 to honor his memory. In 1990 the foundation was absorbed by the Museum. The collection consists of the archives of the Wickes Foundation, which include newsclippings and programs that document their activities, research notes, articles concerning Wickes.

MS 25 Edward G. Brownlee Papers, 1934-1946; 1 box

Brownlee worked with Marion Brewington and others to record vanishing boats of the mid-Atlantic region. The parts of his collection pertaining to the Chesapeake Bay area were transferred to CBMM by the Philadelphia Maritime Museum. The collection consists of photographs, notes, and drawings of vessels.

MS 26 J. Graham and C. Lowndes Johnson Papers, 1926-1966 1 oversize box

C. Lowndes Johnson (1881-1971) and J. Graham Johnson (1883-1931) opened a shop in 1910 to repair, build, and design yachts. From 1926 until Graham's death in 1931, the two

raced Star Class yachts. Lowndes retired from racing in 1938 but continued to sail. The papers consist of newspaper clippings, regatta programs, and correspondence relating to Star Class racing on the Chesapeake Bay. The material is arranged chronologically. See also ms 6.

MS 27 Captain John R. Larrimore Papers c. 1940-c. 1980 1 box

Larrimore (1909-1983) began sailing skipjacks at age thirteen. His skipjack, *E.C. Collier*, is on the National Register of Historic Places and is a permanent exhibit at the CBMM. Larrimore was a farmer, a professional fishing guide, lectured on fishing at the Sport Fishing Clinic and was associate instructor of boat building at Chesapeake College, Wye Mills, MD. The papers include newspaper articles, correspondence, geneology notes, and agricultural and seafood account receipts documenting Larrimore's career on *E.C. Collier*. Photographs depict Larrimore, *E.C. Collier*, crew and guests.

MS 28 Marion Vernon Brewington Papers, c. 1930-c. 1959 4 boxes, 5 oversize folders

Brewington (1902-1974) crewed on several Chesapeake Bay vessels while young. During World War II, he served in the navy's Naval Records and Library. Later he worked with naval and maritime collections at several museums. A prolific writer, he produced many important works on Chesapeake Bay boats and history. This collection consists of correspondence, research notes, articles, clippings, photographs, ships plans, and draft manuscripts representing the scope and methods of Brewington's research. Most documents deal with 18th and 19th century shipbuilding and maritime commerce in the U.S., or with late-19th and early-20th century Bay vessels. The papers are organized by subject.

MS 29 Horsman / Shorter Family Collection; 1 box

George Howard Post researched his family's genealogy. While visiting the Museum he noticed that George Washington Horsman built the skipjack *E. C. Collier*. Horsman was related to Post's great-grandfather, also a George Washington Horsman (1850-c. 1917). The collection contains a narrative and copies of census material documenting the Horsman family's history from the arrival of Thomas Horsman in 1676-1677 in Dorchester County, MD. Townsend and Shorter family lines enter in the 1860s and 1870s. The collection represents a working-class, waterman's family. Included are 4 photographs, photo number 800. See also oral history tape #84.

MS 30 John G. Earle; five flat file folders with 245 ship plans, two boxes comprised of three scrapbooks, and one box comprised of vessel documents.

This collection is predominantly comprised of ships plans, including original designs and drafts made from existing ships by John G. Earle and his brother-in-law C. Lowndes Johnson. The collection also includes works by various naval architects and designers working throughout the early and middle twentieth century. In addition, the collection

includes three scrapbooks comprised of newspaper clippings and other references to the architectural history of the Eastern Shore of Maryland.

MS 31 Col. Jack W. Streeton Papers, 1953-1970; two folders

USAF Col. Streeton was an active yacht racer in the Chesapeake Bay and elsewhere. This collection includes programs, rules, schedules, and directories from the International Star Class Yacht Racing Association, North American Yacht Racing Union, Los Angeles Yacht Club, and United States International Sailing Association.

MS 32 Charles T. Precht Scrapbooks; c. 1970-1990; two oversize boxes

This collection consists of scrapbooks documenting Charles Precht's interest in Chesapeake Bay sailing and steam vessels, decoys, and Operation Sail, the tall ship festival of 1976. Mr. Precht (born c. 1925), a resident of Baltimore, collected newspaper clippings, photographs, and magazine articles relating to these topics, as well as other subjects of local interest. (See oral history #91 for further information.)

MS 33 Captain Jonathon Horney Papers, c. 1832-1853; one box

One of many small freight-hauling enterprises servicing the Chesapeake Bay, Captain Horney transported grain from the Leeds Creek area to Baltimore aboard the sloop *Jane*. He sold it to merchants there and brought back goods and cash for the farmers who consigned their grain to him. Horney's clients included members of several prominent local families. The collection consists of photocopies of original receipts for grain sales and purchases of goods, and a few accounts of individual clients.

MS 34 Frank A. Moorshead, Sr. Papers, 1909, 1934-1955; one box

Frank Moorshead, Sr., was Philadelphia lawyer who enjoyed sailing yachts on the Chesapeake Bay. He owned the *Kessie C. Price*, built in 1888 at Rock Creek, MD. This collection consists mainly of correspondence with bay area marine historians and yachtsmen regarding yachting trips, sailing conditions, yacht clubs, and boats. Also included are logs from several cruises and miscellaneous news clippings and notes.

MS 35 Coulbourne & Jewett Seafood Packing Company Records, 1933-1935; one folder

The Coulbourne & Jewett Seafood Packing Company operated at Navy Point in St. Michaels, packing and shipping crabs, crabmeat, and oysters. Frederick Jewett is credited with the idea of grading crabmeat according to type: backfin, claw, regular. The black-owned company operated from 1902 to 1964, and by the 1920s was the largest employer in St. Michaels. This collection consists of receipts for crabs and bait bought from watermen, correspondence and invoices, and labels.

MS 36 Terrence McMann Burrows Papers, c. 1950s-1962; two folders

Terrence Burrows, born December 14, 1896, lived at St. Michaels, Easton, and Royal Oak, MD. He wrote about his experiences on the water and memories in several narrative stories. This collection consists of several typewritten manuscripts, two pencil drawings, and Burrows's licenses to operate a radio and act as captain of steam and motor vessels.

MS 37 Joseph Coudon Papers, 1902-1934; one folder and photographs

Coudon, resident of Aikin, MD, and instructor at the McDonough School in Baltimore, also carved decoys and decorative sculpture. In 1902 and 1904 he received U. S. and Canadian patents for folding decoys and decoy-rigging devices. The collection includes four original patents, news clippings, advertisements, and photographs. The photographs are filed in photo storage.

MS 38 *Peggy Stewart* Project; one box

The *Peggy Stewart* was a brig built in Maryland in 1771. The owner was forced to burn the ship in Annapolis in 1774 for importing tea and paying the British tea tax contrary to his non-importation agreement. This event was similar to the "Boston Tea Party". A full-scale replica of the ship was proposed and researched in 1972 to be sponsored by the Chesapeake Bay Maritime Museum to represent Maryland in the 1976 Bicentennial celebration. No replica was built. The collection consists of correspondence between museum director Jim Holt and designer-researcher Melbourne Smith, research documents, and articles in the *Nautical Research Journal* and the Sun papers concerning the project.

MS 39 *Midas* Journal, March-October 1814; one folder

The schooner *Midas*, built in Baltimore in 1813, operated as an American privateer during the War of 1812. In 1814, under Captain Alexander Thompson, *Midas* raided Harbour Island, Bahamas, burning several houses, in retaliation for the burning of Washington by the British. As a result the *Midas*'s commission as a privateer was revoked. The collection consists of 25 typed pages from the text of the schooner's log covering the raid.

MS 40 Lieutenant John Trippe (USN) Letters; one folder

Lieutenant Trippe served in the war with the Barbary pirates in 1804 distinguishing himself in a gunboat battle. He continued in the U. S. Navy until his death in 1810. This collection consists of photocopies and transcripts of letters written between 1807 and 1811 pertaining to Trippe's career and his death. Letters included are from Charles Goldsborough, Clerk of the U. S. Navy, James Kemp, Episcopal bishop of Maryland, Congressman George Poindexter, and from Trippe to Paul Hamilton, Secretary of the Navy.

MS 41 James Adams Floating Theater Papers; 14 binders, one folder

C. Richard Gillespie authored *The James Adams Floating Theater* (Cornell Maritime Press, 1991) based on extensive research. The Floating Theater plied the East Coast and Chesapeake Bay from 1914 to 1941 putting on dramatic performances at many waterfront towns in Maryland and Virginia. The collection consists of Gillespie's research material for the book, including the manuscript, records of interviews, diaries, numerous news clippings, slides of the vessel, and her certificate of enrollment and license.

MS 42 1995 Collection of Regional Menus

Between 1993 and 1995 volunteers and staff of the museum collected menus from numerous restaurants, primarily seafood, around the Chesapeake Bay. The purpose of the collection was to document prices and availability of menu items at a particular time period. The collection contains the menus as well as a small number of brochures, embossed napkins, and matchbooks.

MS 43 Trumpy Collection**

MS 44 Fred L. Parks Oyster Ephemera Collection, 1888-1937; one box, nine folders

The collection is comprised mostly of letterheads, billheads, price lists, and other related business correspondence for a number of oyster and fruit packing companies. Most of the companies included in the collection are Baltimore based canneries, but Massachusetts, Virginia, and Connecticut companies are also represented. Miscellaneous items include period company envelopes, ad cards, postcards, company recipe books, and *The Celebrated Oysterhouse Cookbook* by Fred L. Parks. Parks, a local waterman from Tangier Island, VA, collected assorted oyster advertisements, correspondence, and other paper ephemera for over twenty years. During the 1930s, his grandfather moved from Tangier to Allentown, PA to sell seafood from pushcarts. Fred continued in the seafood business by attending culinary school and eventually running a seafood market as well as several oyster bars and restaurants of his own. At age 47, he retired from the seafood business and on 15 April 1995, his memorabilia collection was auctioned off by Howard B. Parzow in Mt. Airy, MD.

For further information, see *oral history files*: Tape numbers 14, 19, 25, 28, 34, 71, and 82; *vertical files*: Seafood Packing, Seafood Industry, and Oyster Harvesting; R. Lee Burton's, *Canneries of the Eastern Shore*, John M. Kochiss's, *Oystering from New York to Boston*, and Robert H. Robinson's, *The Illustrious Oyster Illustrated: A Gallery of Art & Photographs of the Roystering Oyster*.

MS 45 Talbot County Oyster Ground Surveys and Abandonments (1881-1905); 1 Box, 9 Folders

The collection is comprised of 76 oyster ground surveys and abandonments for Talbot County, Maryland. All 76 of these land, or deed, records were originally housed in the Land Record books of Talbot County, Maryland. Four of the deeds deal specifically with the abandonment of a specified oyster ground. The remaining 72 are surveys of oyster

ground, with a select few being both surveys and abandonments. Although the records cover a 25 year period, most of the records were concentrated in certain years, such as 1882, the 1890s, 1901, and 1903. Nevertheless, the oyster ground surveys offer examples of many different Talbot County families, surveyors, clerks, Justices of Peace, bodies of water, and maps.

The collection of oyster surveys and abandonments was salvaged by the donor, Ronald Leshner, from a storage room of the Talbot County Land Records prior to their disposal in 1995. Mr. Leshner donated the collection to the Chesapeake Bay Maritime Museum in September 1995.

MS 46 Cambridge, Maryland, Custom House Enrollment and License Certificates (1923 - 1958); one box

The collection is comprised of 377 vessel enrollment records for Cambridge, MD, dating between 1923 and 1958. Although it is unclear who saved the Cambridge enrollment records, they were donated to the Chesapeake Bay Maritime Museum by Mr. Russ Rippell in 1993. The collection includes records of Chesapeake Bay vessels, 1920s-1950s; Maryland Custom House Records; Vessel Enrollment Records; Cambridge, MD.

MS 47 Joseph N. Valliant *Waterman's Gazette* and Photo Collection; one box, 14 folders

: Joseph N. Valliant belonged to the Maryland Watermen's Association. He sat on the board of voting members and occupied the position of publication manager for the association's monthly newspaper, the *Waterman's Gazette*. His duties included editing the paper for a number of years 1973-1989 (Andrea Watters became editor in 1989), writing articles, and producing photographs for the newspaper. In December 1995, Joseph Valliant donated his collection of *Waterman's Gazette* and associated materials and photographs to the Chesapeake Bay Maritime Museum.

The bulk of the Valliant collection is comprised of the *Waterman's Gazette* 1974-1991, a monthly newspaper published by the Maryland Watermen's Association, a non-profit trade association based in Annapolis, Maryland. The paper is dedicated to the interests of Maryland's watermen, and covers a variety of topics concerning the Chesapeake Bay seafood industry and the men and women who derive their livelihood from working Maryland's waters. Additional materials include *Waterman's Gazette* publication material (including a large photograph collection), articles written by Joseph Valliant for *Waterman's Gazette*, Maryland Watermen's Association correspondence and newspaper articles, miscellaneous newspaper articles related to watermen, and manuscript material related to the Pasadena Inn which is located in Royal Oak (Talbot County), Maryland.

MS 48 Ephraim Price Collection; one box, 11 folders

The bulk of the Womack collection is comprised of receipts and bills from Maryland Merchants to Captain Ephraim Price of Dorchester County, MD, Capt. R.K Forrest, and miscellaneous Maryland vessel captains. A wide variety of Baltimore, Salisbury, and

Crisfield companies are represented in the collection. Also included are numerous county and state tax bills, vessel measurement certificates, oyster harvesting licenses, an orphan court document, an estate settlement, a marriage license, and miscellaneous correspondence. The records cover the years 1843 to 1891.

Winslow Womack, who originally obtained the records from Tony Severn, donated the collection to the Chesapeake Bay Maritime Museum in April 1996.

Subjects included in the collection: Maryland Ship Chandlers, Marine Railways, Clothing Companies, Drug & Medicine Companies, Groceries, Ship Carpenters; Maryland County and State Tax Records; Maryland Orphan Records; Maryland Vessel Measurement Records; Maryland Marriage Records; Seafood Industry--Chesapeake Bay; Oyster Industry--Chesapeake Bay; Baltimore--History; Crisfield, MD--History; Salisbury, MD--History, Long Island Co., MD--History; Dorchester Co., MD--History; Deals Island, MD--History; Hollands Island, MD--History

MS 49 Gardner Lamson Collection; 2 Boxes, 3 Folders

Most of the Lamson collection is comprised of 326 issues of the *Atlantic Fisherman* (*National Fisherman* after June 1954), located in the museum library's periodical section. The *Atlantic Fisherman's* geographical coverage included the Atlantic Coast and Gulf of Mexico prior to 1954, and the Pacific coast after 1954 when the name was changed to *National Fisherman*. The magazine's focus includes the production, processing, packaging, and distribution of fish and shellfish products, as well as boats, engines, and equipment utilized in these industries. The collection also includes issues of *Seafood Buyer*, a small publication dedicated to the merchandising of seafood, three issues of *Atlantic Fisherman's Almanac*, containing tides and other information related to the fishing industry, The Fishing Industry, a publication on Chesapeake Bay fishing, and articles, correspondence, menus, and photographs.

Lamson, field editor of *Atlantic Fisherman* and manager of Lamson Publishing Company of Goffstown, NH, donated his manuscript collection and *Atlantic Fisherman* magazines to the Museum in January 1994.

MS 50 Dr. George Krantz Fisheries Management Collection 24 boxes

Dr. Krantz, a Ph.D. in biology, spent most of his career studying fish diseases at various institutions. Prior to retiring, he was Director, State of Maryland Cooperative Shellfish Aquaculture and Technology Laboratory, Crisfield (1982-87) and Director, Cooperative Oxford (MD) Laboratory, Department of Natural Resources (1987-1996).

The collection consists of extensive scientific data and reports compiled by Dr. Krantz in the latter two capacities. Much of the material focuses on the population decline of the American oyster due to the diseases MSX and Dermo.

MS 51 Downes Curtis Manuscript Collection; 11 boxes

For many years Curtis owned and operated a sail loft in Oxford, MD. With his brother Albert he made sails for skipjacks and bugeyes, and numerous private yachts. This collection is divided among the following categories: business records such as bills and invoices; sail plans and specifications; plans and specifications for marine accessories other than sails; miscellaneous material such as personal papers, names and addresses not directly associated with particular marine items; and unused stationery.

In cataloging material dealing with sails and other marine accessories, precedence was given to boat names where both a boat name and a personal name were given on a single plan or specification. If no boat name appeared, the document has been filed alphabetically by personal name. In some cases, where the amount of material is relatively small, it has been filed alphabetically by boat and personal names intermingled in one folder.

MS 52 Captain Leonard S. Tawes Collection; 7 books, 1 folder

Captain Tawes, born in Accomack County, Virginia, on October 2, 1853, died in Crisfield, Maryland, on December 6, 1932. He went to sea at an early age, worked his way up to master of sailing vessels, and continued actively to captain sailing vessels until 1922 when he retired from the sea to devote himself to oyster farming in the area around Crisfield. In retirement, using logs and other records, Tawes composed a series of journals covering his life and recounting his maritime experiences. The journals, edited by Robert H. Burgess, called Coasting Captain, were published as a book by The Mariners Museum in 1967. This is an excellent companion to the manuscript collection and clarifies many of the entries in the manuscripts.

In 1884 Tawes took command of, and part ownership in the three-masted schooner City of Baltimore, built by Goss, Sawyer & Packard of Bath, Maine, and launched on February 2, 1884. Tawes captained the City of Baltimore until 1904 when she was sold. Most material in the collection relates to this period.

The collection consists of booklets, ledgers, and one folder containing various documents found in the ledgers when they were accessioned. The booklets and ledgers contain ship's expenses (crew wages, food, port fees, repairs, etc.); Tawes's earnings and investments; receipts; and ports visited on each voyage.

MS 53 Thomas Sewell Scrapbook

Sewell was a local historian during the late 1800s and early 1900s. Among his activities was the production of postcards depicting scenes of Talbot County. At sometime, probably between 1900 and 1915, he compiled a scrapbook of clippings about Maryland history. The copy in the Museum's possession is a xerox of the original. The scrapbook contains many clippings, mostly from the Baltimore American, mostly undated but probably from the early 1900s. The clippings cover: Wye House; Sardis Chapel; the Battle of Baltimore; St. Marys City; Maryland governors; Tench Tilghman; various churches in Easton and St. Michaels. Much of the scrapbook contains clippings of

"Sidelights on Maryland History," a compendium of histories of various colonial families, origins of the Maryland flag, colonial Maryland coinage, etc. that was originally published in a Baltimore newspaper. Most of this material deals with the colonial period. It has also been reprinted in book form; a copy of the book is in the rare book room. The latter part of the scrapbook contains copies of some of Sewell's postcards, and a series of recipes.

MS 54 Thomas C. Gillmer Collection

Gillmer, born in 1911 at Warren, Ohio, became interested in ships at an early age. He entered the U.S. Naval Academy and graduated in 1935. During the late 1930s he served on light cruisers in the Pacific and Mediterranean. During World War II he was an instructor in naval construction, damage control, and marine engineering at the Naval Academy, eventually becoming chairman of the naval engineering department. His 1952 book, Naval Construction and Ship Stability, is still in use in the naval architecture program at the Academy. He retired from active teaching at the Academy in 1967 and began to devote full time to the design of yachts and ship replicas. His first successful yacht design was the 1946 Blue Moon. Subsequent designs were the Southern Cross and Seawind series. He designed Pride of Baltimore I (1976-77), the pungy Lady Maryland (1979), and Pride of Baltimore II (1988). Most recently he prepared a study of the USS Constitution for her overhaul by the navy.

The collection consists of six papers: "Signposts Towards the Origin of Ship Design," prepared for the 5th Naval History Symposium, Annapolis, 1 October 1981; "Evolving Ship Design Technology As Revealed in Wrecks of Post Medieval Ships" for the 3rd International Symposium of Boat and Ship Archeology, Stockholm, 1982; "Authentic Replica Ships: Theory and Practice" for the International Symposium on Ship Construction in Antiquity, Delphi, Greece, August 1987; "The Importance of Skeleton First Ship Construction to the Development of Rational Ship Design" for the International Symposium on Ship and Boat Archeology, Amsterdam 1988; "The Second Pride of Baltimore, Her Design and Construction" for the 9th Sailing Yacht Symposium, Annapolis 1989; and "USS Constitution: An Assessment for Her Future" for the Naval History Symposium, Annapolis 1993.

MS 55 Captain Albert T. Sterling Collection

Sterling (c. 1870-c.1930) of Crisfield, MD, was master of the schooner Tony Faust, at least during 1911-1914. Donor Kenneth Whittington believes Sterling acquired Faust around the turn of the century. Built in Pocomoke City in 1884, she was 71 feet long, and of 47.7 gross tonnage. From 1905 to 1921 her homeport was Crisfield. During this period she was probably owned by Sterling and carried freight between Baltimore and the lower Eastern Shore. In 1922 her homeport was Philadelphia and by 1924 a gas screw engine had been installed. By 1925 her owner was William P. Riggen and her homeport was Port North, NJ. In 1963 she disappeared from the official records.

The collection consists of an envelope canceled at Baltimore 3 April 1912; a fire insurance policy issued 1 April 1912; a bill of 12 December 1911 issued to "Sch Tony Faust" for repairing "Sail on Board" and "Jib in Shop & Mainsail on Brd"; three invoices to Sterling from a grocer and ship chandler, dated in 1913; and three invoices from a dealer in "Dry Goods, Notions, Clothing, Boots, Shoes, Groceries" dated in 1914.

MS 56 Baltimore Steam Packet Company Engine & Boiler Construction

This collection comprises five documents related to the construction of engines and boilers for the Baltimore Steam and Packet Company, Old Bay Line. The earlier documents consist of two letters from Charles Reeder (engine builder) to the Baltimore Steam Packet Company and a contract for the construction of a low pressure walking beam engine for the steamboat *Louisiana*, which was launched in 1854 and was the largest wooden hull ever built for that company. *Louisiana* is also remembered as one of the most richly appointed of the early bay steamboats. There are two additional documents from the Baltimore Steam Packet Company, requesting the construction of boilers for the steamboat *Adelaide* which was bought by the Baltimore Steam Packet Company in 1859. The library also has a large collection of financial records from the Old Bay Line, and Old Bay Line memorabilia figures prominently in the Museum's steamboat exhibit. An article on Charles Reeder appeared in the Museum's magazine, the *Weather Gauge*.

The documents were given in 1998 by Mr. Roger Pfost.

MS 57 H. Graham Wood Collection; 1 Box

These manuscripts are part of a collection of artifacts, photographs and books given by the estate of steamboat historian H. Graham Wood in 1998. They consist of articles by Mr. Wood and articles by other authors with notes and corrections by Wood. There are also documents about the last trip of the *Victor Lynn*, the night boat to the Wicomico River on the Eastern Shore.

Graham Wood was born in Baltimore in 1911. He is a recognized authority on steamboats and was the co-author of *Steamboats out of Baltimore* (Tidewater Publishers, 1968). He spent much of his youth aboard Chesapeake Bay steamboats with his father, a lumber merchant. After graduating from the University of Maryland School of Law he was employed as trust officer and Senior Vice President for the First National Bank of Maryland. During WW II he served as an army major in the counterintelligence corps. His duties included searching for German submarines in the Chesapeake. Mr. Wood served as treasurer of the Steamboat Historical Society of America and was a member of the Maritime Committee at the Maryland Historical Society. He died in 1998.

MS 58 Jeremiah Valliant Collection

Jeremiah Valliant, born in Oxford in 1909, graduated from Oxford High School in 1927, then attended Stryer Business college in Baltimore. After serving four years in the Coast

Guard years, he became a partner in the International Harvester Truck dealership, Quillin-Valliant. In Salisbury he was a member of the Chamber of Commerce, the City Council and served as Mayor in 1959. Valliant was exposed to the ways of the Chesapeake Bay and the seafood industry from an early age and was personally and actively involved in its survival. In 1958 he was asked to chair the Chesapeake Bay Seafood Survey Committee. He went on to reorganize the Tidewater Fisheries Commission as its Vice-Chair and acting Chair. In 1962 he was appointed to chair the Potomac River Fisheries Commission. He was a charter member of the United States Power Squadron and an active member of the community in Oxford and in Talbot County. He died in 1994.

This collection is composed of documents relating to Valliant's activities from 1958, starting with the Chesapeake Bay Seafood Commission and ending in 1993 with drafts of a paper called Oyster Rehabilitation. This paper is partly a description of Valliant's life on the Eastern Shore and partly an account of the seafood industry, particularly the oyster industry. This collection was given in 1998 by Mrs. Jeremiah Valliant .

MS 59 Captain Irvin S. Wheatley Ship's Papers; 7 boxes

A large number of documents were donated to the museum by Karen Potter a descendent of the Wheatleys through her paternal grandmother's family. The papers consist of bills, receipts, invoices, and business and personal papers, mostly related to the activities of the two-masted trading schooner *Edward L. Martin* during the last two decades of the 19th century.

Captain Irvin S. Wheatley was born in January 1860 in Galestown, Dorchester County, Maryland, about twelve miles from Seaford, Delaware. He was captain of the schooner *Hattie C. Wheatley* for some time before becoming captain of the *Martin* from about 1885 until 1894. He owned shares in the *Martin* varying from one-third to one-eighth at different times during those years. Subsequently he was captain of the schooner *John Q. Ferguson* from January 1895 until December 1896. From personal letters (Box 7), it appears that while Irvin Wheatley was busy as captain of various ships, his brother Luther managed a farm Irvin owned near Galestown. Irvin Wheatley apparently retired from the sea about 1897 and also took up farming. In 1930 both Irvin and his wife, Effie, still resided near Galestown.

The schooner *Edward L. Martin*, official No. was 135629, was built in Sussex County, Delaware in 1882. She was of 84.95 gross, and 80.70 net tonnage. Her dimensions in feet were 87.2 length, 23.6 breadth, and 6.8 depth. About 1942, after running through numerous owners, she was bought by John B. Conway, converted to power, renamed Honey B, and put into the "dude" boat trade. In 1953 she was bought by Hugh B. Emmons and was destroyed the same year by fire near Oxford, Maryland.

The core of this collection is an extremely comprehensive set of commercial shipping documents covering the period from 1885 to 1894. These include shipping instructions

from the consignee of cargo, charter parties (contracts between shippers and vessel owners, shipping articles (agreements between ship owners and crews), and numerous other papers relating to the shipping business. Of special interest in this collection are the papers related to two trips made by the *Edward L. Martin* to the Bahamas to pick up loads of pineapples. These papers include instructions, charter parties, articles, as well as the many customs forms, clearances, quarantine receipts, and health certificates required at U. S. ports and from Bahamian authorities. (At the time the Bahamas were part of the British West Indies.)

MS 60 Louis J. Feuchter Collection

This collection contains documents and drawings and photographs with notes, produced or collected by Louis Feuchter from 1896 until his death in 1957. The earliest items consist of, manuscripts in an exercise book, pencil drawings and designs from his first year at The Maryland Institute, and flower studies made while employed with Samuel Kirk and Son. By 1909 there are letters, publications with notations, and pencil drawings, postcards and photographs of his trips to New York, Washington, Annapolis and the Eastern Shore. There are photographs, letters and drawings from the late 1920's documenting his boat, and by the early 1930's he produced notes for scenes and boats he saw during trips to the Eastern Shore and areas south of Baltimore where he sailed his boat. Correspondence with Robert H. Burgess started in 1947 and there are notes on paintings, colors and boat types produced for the oil paintings commissioned by The Mariners' Museum. Many notes are written on scraps of paper and the backs of envelopes and documents. A number of items in this collection are signed or initialed by the artist. Before and including 1910 he uses Louis Feuchter and then drops the umlaut from his signature. A collection of newspaper articles written by Robert H. Burgess during the late 1940's and early 1950's describes the oil painting produced for The Mariners' Museum and there are a few documents about Louis Feuchter collected by his brother Walter Feuchter.

MS 61 Jane Foster Tucker Collection

Jane Foster Tucker was born in Sparks, MD and attended Goucher College and George Washington University. She married Ernest Tucker, Jr., boat designer and sailor, and moved to Oxford in 1962. She has been active in county organizations such as the Oxford Museum, Oxford Library, Chesapeake Bay Maritime Museum, Historical Society of Talbot County, Easton Memorial Hospital, and other local groups. She received the National Society, Daughters of the American Revolution, Community Service Award by the General Perry Benson Chapter in 1996 and the county and state award for the "Maryland You Are Beautiful" program in 1993 and the county award again in 2001. Jane Tucker authored and published, *Port of Entry, Oxford Maryland; Perdita; Half Pint; The Oxford Library; Jeremiah Banning, Mariner and Patriot and W. Barry Wood, MD, A Personal Glimpse.*

The collection includes documents housed in a scrapbook and consists of letters, photocopies of documents, transcriptions of some of these documents, publications,

newspaper articles and other assorted items. Most of these documents are related to and are supporting information for the publication *A Port of Entry, Oxford, Maryland*.

MS 62 Maryland Crabmeat Company/Milbourne Oyster Company

The Milbourne Oyster Company was established in the early 1900s by Gordon E. Milbourne and his brother Woodland Milbourne at Crisfield, MD. Other Milbourne brothers were associated with this company at various sites in Somerset County and Virginia. The company was operated by Ira R. Howard and J. Loren Sterling as a partnership from 1946 until it closed in 1985.

The Maryland Crabmeat Company was started by Ira R. Howard and J. Loren Sterling, partners in the Milbourne Oyster Company, with William B. Maddox in 1957. The Maryland Crabmeat Company was one of the largest seafood companies in Crisfield. It was owned and operated by the Howard family until its closing in the summer of 1999. Ira Howard's son Charles and his wife started at the plant in 1969. Charles Howard's son Tim began working full-time for the company in 1978.

This collection consists of documentation from the Milbourne Oyster Company and the Maryland Crabmeat Company. The Milbourne documents came from a plant in Stockton, MD. The material dates from 1939 to 1946 and is contained in one archival box. The documents are arranged as follows: orders and statements for oysters, clams and crabs; receipts, statements and bills from local supply companies; tax receipts; license information and a list of checks paid out.

Maryland Crabmeat Company documents dates from 1981 to 1992 and are contained in 11 banker boxes. The documents are arranged as follows: sales and inventory of products, bills of lading, taxes and income statements, suppliers and vendors, accounting records and payroll.

MS 63 Account Journal: Schooner *Kinkora*, c. 1934-40; and Bugeyes *Blue Wing* and *Sarah Wingate*.

This collection consists mainly of an account journal and documents related to the ram schooner *Kinkora* of which Charles J. Hopkins was captain, and the bugeyes *Blue Wing* and *Sarah W. Wingate* which he owned.

Hopkins was born in March 1878 in the Mt. Vernon District of Somerset County, MD, the son of John S. and Julia A. Hopkins. He died on 19 August 1957 at age 79 leaving a small estate which included a 26-foot workboat and 16 acres of oyster grounds in the Wicomico River..

Kinkora, Official No. 126732, was built by J. M. C. Moore in 1891 at Sharptown, MD. Her original gross and net tonnages were 215.50 and 204.73 respectively; her dimensions in feet were 125.2 length, 23.8 breadth, and 8.9 depth. By 1925 the vessel's owner was Johnson & Winsatt, 13th and Water Streets, SW, Washington, DC, and her homeport

remained Washington. In 1928 her name was changed to *Kinkora*. By 1930 her dimensions had changed slightly to 229 net and gross tonnage, and 126.0 length, 24.1 breadth, and 8.4 depth. Her owner remained the same and, from the account journal it appears that Hopkins was her captain. Hopkins commanded *Kinkora* until 1937. In 1943 the vessel was sold to a buyer in the Dominican Republic and renamed *Cuidad Trujillo*.

Bugeye *Sarah W. Wingate*, official No. 116787, was built by Joseph Brooks in Madison, MD, in 1897. Her gross and net tonnages were 34; her dimensions in feet were 70.8 length, 19.4 breadth, and 5.2 depth. Her homeport throughout her lifetime was Baltimore. By 1925 she was solely owned by Hopkins who owned her until 11 April 1935, when she was sold.

Bugeye *Blue Wing*, official No. 3596, was built in Solomons, MD, in 1893 by M. M. Davis. She was of 19 net and gross tonnage. In feet she was of 62.0 length, 18.0 breadth, and 4.6 depth. From 1937 until 1944 she was owned by Hopkins and her homeport was Crisfield.

MS 64 William Bodenstein Collection

Dr. Bodenstein, who died in 1996, was an amateur historian who specialized in Chesapeake Bay steamboats, Eastern Shore railroads, and the general history of the Eastern Shore. He was a volunteer at the Historical Society of Talbot County. An amateur photographer, he contributed photographs and historical information to Elizabeth Hughes's *Historic St. Michaels, An Architectural History* (Historic St. Michaels-Bay Hundred, Inc.; 1996) which is dedicated to Dr. Bodenstein. He was also a contributor to the *Maryland Historical Magazine* (see Bodenstein, "St. Michaels, Maryland: An 18th Century Speculative Development", *MHM*, Vol. 80, No. 3, Fall 1985, pp. 228-239). The collection was donated by Dr. Bodenstein's wife, Otelia, a long-time volunteer at the Chesapeake Bay Maritime Museum.

This collection consists of index notes for various Talbot County newspapers covering the 18th and 19th centuries. The collection also contains a number of clippings from newspapers, copies of articles focusing on steamboats, and various other memorabilia.

MS 65 Joseph Robinson Research Notes for British Invasion of Chesapeake, 1777

In 1981 Tidewater Publishers of Centreville, MD, published a major work, *Chesapeake Bay in the American Revolution*, a project funded by the Maryland Bicentennial Commission, and directed and edited by Admiral Ernest McNeill Eller, former Director of Naval History, U.S. Navy. Washington College, Chestertown, MD, became the headquarters for the project. The book consists of 14 chapters, each prepared by a different historian, covering a wide range of subjects dealing primarily with naval aspects of the revolution. Important to this collection are chapter 6 by Myron J. Smith, Jr. (Dir. Of Libraries, Assoc. Prof. of History, Salem College, WV), and John Earle (naval architect and marine engineer), which dealt with the Maryland State Navy; and chapter 10, by Joseph A. Robinson (1909-1998) (Research Fellow & Instructor, English History,

U. of PA), which discussed the British invasion of the Chesapeake. In preparing these chapters, a lot of historical material was collected by Robinson and Earle.

Material in the collection covers the project from its initial stages through the research for the two chapters to the preparation and publication of the book. The Robinson and Earle material also includes comments and suggestions for other chapters in the book, especially chapter 3, by Arthur Pierce Middleton (former Dir. of Research, Colonial Williamsburg), on ships and shipbuilding in the bay and its rivers. The collection contains numerous letters between Robinson, Eller, and Earle concerning research and editing the chapters. Earle in particular made many recommendations for additions and improvements in the text of each chapter, most of which were accepted by the editor and included in the final draft.

MS 66 HABS/HAER Material for Skipjack Kathryn

The Chesapeake Bay Maritime Museum cosponsored a Recording Project in 1994 on the two sail bateau or skipjack *Kathryn* with support from the State of Maryland and the Council of American Maritime Museums. The vessel was named a National Historical Landmark in 1994 after having been nominated to the National Register of Historic Places in 1985. Built in 1901, she was, at the time of research, one of the 19 surviving, working skipjacks built before 1912. Her unusual design includes a V-bottom construction with fore and aft planking and a rounded chine whereas a more common skipjack design used cross-planking and a hard chine. Her most recent owner still used her for oyster dredging and racing.

The recording project included detailed measurements of the vessel and its components resulting in a set of lines drawings consisting of eight pages and numerous photographs of key parts of the vessel and its functions. In addition a full historical report on the vessel was undertaken by two CBMM employees. The final report, identified as HAER No. MD- 117 was completed in 1994.

MS 67 Fluharty Collection of Tilghman Packing Company Material

The Tilghman Packing Company, located on Avalon Island off of Tilghman Island, was founded in 1897 by brothers J. Camper and S. Taylor Harrison for the purpose of packing seafood including oysters and other eastern shore items. In 1908 another brother, Oswald N. Harrison, was placed in charge of the canning industry, which had been added in order to diversify the company holdings. The two parts of the company would merge after the deaths of the two original founders. The company would go on to make strides in the packing and canning industry, and also within the frozen food industry. It closed its doors in 1975. Avalon Island is now home to the Tilghman Island Yacht club.

This collection includes scattered items from the company's history, including packaging labels and magazine articles.

MS 68 L. R. Carman Collection - Sandy Point Lighthouse

Lewis R. Carman (13 October 1907-13 July 1968) of Crisfield, Maryland, spent nearly ten years as a member of the U.S. Lighthouse Service and the U.S. Coast Guard. He first served as substitute keeper in May 1936 at the Holland Island Bar Light Station, a screw pile structure located at the entrance from the Chesapeake Bay to Kedges Strait and Tangier Sound. He received his permanent appointment in June. He served at Holland Island until 1938 when he moved to the Smith Point lighthouse just south of the mouth of the Potomac River. In 1939 he transferred to the Bloody Point lighthouse near the confluence of the Chesapeake and Eastern bays. In 1940 he again transferred, this time to the Sandy Point lighthouse on the western side of the bay just north of the Chesapeake Bay Bridge. From 1942-1945 he served in the military arm of the Coast Guard and in 1947 he resigned from the Coast Guard.

The collection consists of a memoir by Lewis Carman which largely covers his experience at the Holland Island Bar Light Station as well as a book recording inspections made at the Sandy Point light. A number of clippings collected by Carman complete the collection.

MS 69 Cruising Sailors of St. Michaels

The name "Cruising Sailors of St. Michaels" (CSSM) was first used in a letter of 14 February 1971 written to 15 boat owners. They were invited to meet at the home of Jean and Bud Cochran (now the Town Dock Restaurant), to discuss plans for sailing as a group and possibly "calling ourselves the Cruising Sailors of St. Michaels but with no formality..."

The history of the Cruising Sailors of St. Michaels is summarized in a typescript compiled by Fred L. Tompkins. It documents the annual meetings and dinners, the establishment of awards, announcements, membership, and cruises from 1971 to 1999. Photocopies of the club's papers are in chronological order and are arranged by document type. The collection has been updated to include the period from 2000 through 2004.

MS 70 Joanne S. Scott Poems and Skipjack Sketches

Joanne S. Scott is an artist who lives in Chestertown, Maryland, and has a studio on Monhegan Island, Maine. She works in oil and other mediums. About 1963 she and her husband David Q. Scott (1928-1979) purchased the skipjack *Rew Bothers* which they sailed on the bay for a number of years until it was stolen by drunks from a dock in Annapolis and sailed down the bay until it sank as a result of leakage. The collection consists of two poems by Joanne S. Scott, and three original sketches of skipjacks by David Scott, as well as four xerox copies of sketches by Mr. Scott.

MS 71 Joseph Liener Papers

Joseph Liener (Sept 1909-Jan 2002), a long-time, dedicated volunteer at the Chesapeake Bay Maritime Museum, was born in Salem, NJ. As a young man he worked as an apprentice to several Salem house builders, becoming so proficient as to be entrusted

with all their cabinet work. His life-long interest in wooden boats led to employment before World War II as a civilian at the Philadelphia Navy Yard, where he ultimately supervised construction of all wooden boats built at the navy yard including mine sweepers, motor launches, yard boats, captain's gigs, and Naval Academy sloops.

In 1942, as a Petty Officer First Class, Liener was assigned to the South Pacific where he supervised the repair of damaged landing craft and assault ships. As the war ended he was stationed at Eniwetok where early atomic bombs were tested. After the war he returned to the small craft shop at the Philadelphia Navy Yard until his retirement in 1969.

As a volunteer at the museum Liener was instrumental in conservation, restoration, and documentation of vessels in the small boat collection. The museum's catalog of that collection, *A Heritage in Wood*, is dedicated to Liener. His lines drawings of historic craft are in the ships plans collection. During this period Liener met James Michener, gave him information about the bay and the watermen, and commented on a draft of Michener's book, *Chesapeake* (see Box 7, folder 10).

Much of this collection consists of personal correspondence Liener received from friends and contacts, but many letters are from individuals asking for information about all kinds of vessels, especially catboats. Among his correspondents, besides Michener, were naval architects Lowndes Johnson and Edward Brownlee, author John Leavens, editor of *The Catboat Book*, and Dave Dillon of the Wooden Boat School and co-author of *Boats-A Manual for Their Documentation*.

MS 72 Lester R. Trott Collection; 1 Box, 10 Folders

The bulk of the Trott collection is divided among two categories: advertisements and correspondence relating to the companies that he advertised for while running an ad business in Annapolis in the late 1940s to early 1950s, and articles and internal correspondence for Chesapeake Appreciation, Inc., the group in charge of Chesapeake Appreciation Days (CAD). Trott worked with the CAD in the late 1970s when employed by the state Department of Economic and Community Development. Additional materials in the collection include miscellaneous papers from his stint as an advertising man for *The Skipper* magazine, papers collected while active with the Annapolis Power Squadron, and one document from his brief career as a yacht broker.

MS 73 Collection of letters, documents, and legal papers relating to the schooners *Hunter* and *Fly*; 1 Box, 5 Folders

The majority of this collection is composed of correspondence between various parties. Included are letters written to Henry Stouffer, a co-owner of the schooners *Hunter* and *Fly* from supercargo and co-owner Andrew Wallace; letters between John Stouffer, the son of Henry Stouffer, and James H. Causten, an insurance broker; as well as several miscellaneous letters. Also included are bills of lading, current account and insurance

information, yearly financial transactions, and goods purchased all relating to the aforementioned schooners. Three original manuscripts were typescript by an unknown source and are undated, yet they too appear in the collection together with their originals. There are also two typescripts that do not have manuscripts included in the collection. This collection spans the years 1798 to 1900.

MS 74 The Tilghman Packing Company/Avalon Island Collection; 1 Box, 11 Folders

The Tilghman Packing Company was opened in 1897 by two brothers, S. Taylor Harrison and J. Camper Harrison. The construction and operation of the company helped to create Avalon Island, a small parcel of land made entirely from oyster shells. In 1905, the Tilghman Packing Company was officially located on Avalon Island and by 1934 George T. Harrison, the cousin of the abovementioned founders became president of the company for nearly thirty years. The company packed all of Vita Foods fish products for decades and these business proceedings resulted in a strong business relationship between George Harrison and Vita president, Mr. Heller. In 1944, like many other production companies, the Tilghman Packing Company was supporting the war effort through high production of food stuffs. The company was given the "A Award" by the War Food Administration for their continued excellence throughout the war.

By 1962, the Tilghman Packing Company was sold by the Harrison family to Richard "Dick" Knapp. In 1968, the packing company was dissolved by Duffy-Mott Inc, becoming the Tilghman Packing Division. The company was officially liquidated by 1975; and by 1976 Duffy-Mott Inc. finally sold Avalon Island which would eventually become Tilghman-On-Chesapeake, a waterfront community and marina.

In 2000, Margaret Enloe Vivian wrote her Masters of Arts thesis about the Tilghman Packing Company and the transition of Avalon Island from one of production to one of leisure and recreation. The above information is taken from her thesis, which is catalogued in this collection in its entirety as well as in a condensed article entitled: "Tilghman Packing Company and the Transformation of Landscape on Avalon Island," that was published in the spring 2000 edition of the Chesapeake Bay Maritime Museum's former publication *The Weather Gauge*.

MS 75 Harold B. Kennerly, Jr. Collection; 1 Box, 7 Folders

The bulk of the Kennerly collection is comprised of correspondence concerning efforts to fight a proposed tariff on imported tuna in the early 1950s. Chiefly, they concern the H. B. Kennerly & Son packing company and House of Representatives Bill 5693, which sought to put a 3 cent per pound tax on imported tuna. Kennerly, as head of the Tuna Canners Association, corresponded heavily with members of Congress in 1951 and 1952 against the bill. Following this he opposed restrictions on imported groundfish fillets, and worked for scientific study of the tuna fish. Additional materials in the collection include newspaper and magazine articles about Bill 5693 and H. B. Kennerly & Son, and documents from both H. B. Kennerly & Son and its predecessor, Roaring Point Oyster

Company. The collection also includes two miscellaneous items from local Nanticoke history: an article about a steamboat line, and a daybook from a construction company.

MS 76 Elmer Burrows Statements; Small Manuscript Collections Box, 1 Folder

The statements are comprised of five pages of handwritten text clarified and expanded from three pages of interview notes from a conversation on March 16, 1965 between Terrence Burrows (age 68) and his uncle Elmer Burrows (age 89). Pages are stapled together and include a piece of notepaper from the Sheraton-Belvedere in Baltimore. Material was found in the vertical file and was originally given to the museum by Terrance Burrows, who transcribed them. Subjects include steamboats that ran to St. Michaels, boatbuilding and boatbuilders in St. Michaels, vessels owned at St. Michaels and some of their stories, harvesting oysters in the pre-motor days, working in the shipyards, and a list of some of the last vessels built by Thomas Kirby.

MS 77 John G. Earle Papers; 3 Boxes, 189 Folders

The collection is a vertical file of notes, ship plans, letters, drawings, articles, and photographs assembled by John Earle on varied Chesapeake maritime research topics, and individuals with whom he corresponded. Arranged alphabetically in three large boxes, two are of nautical subjects, and the other, people. Individuals are listed by last name, and vessels by name or type. Chronologically, the collection includes correspondence from the 1910s to the 1980s (not all involving Earle), but including original printed material, the collection dates from 1894 to 1991. Topics that contained no original research by Earle were removed to the library vertical file. Photographs in the collection have been removed to the library photo archive, and are listed under accession number 1176. Photocopies of originals remain in the folders listed below.

Born in Easton, Maryland on March 14, 1901, John Goldsborough Earle expressed a love for and an interest in the vessels of the Chesapeake Bay early in life. This interest ultimately shaped his professional life. Earle received a degree in naval architecture and mechanical engineering from Lehigh University in 1926. After working for the Baldwin Locomotive Works in Philadelphia, from 1943-1946 he served as the special assistant to the chief engineer at the U.S. Maritime Commission in Washington, D.C. Earle then moved to Moylan, Pennsylvania, to work for the New York-based Nordberg Manufacturing Company. During this time Earle pursued the application of the diesel engine to the maritime environment, ultimately serving on the Ships' Machinery Committee of the Society of Naval Architects and Marine Engineers. Earle retired in 1966, served on the Board of Governors for the Chesapeake Bay Maritime Museum, and returned to Easton in 1979. A thorough and exhaustive researcher, Earle never ceased in his quest to study and document the indigenous water craft of the Chesapeake Bay. Earle's scholarship put him in contact with many of the twentieth century's foremost maritime historians, including Howard I. Chapelle and Robert H. Burgess, and his work was particularly valuable to Marion V. Brewington in his study of Chesapeake Bay log canoes and bugeyes. Earle also contributed works to *Yachting* and *Chesapeake Bay* magazines. Prior to his death on May 21, 1992, Earle was presented with the Historic

Preservation Award by the Historic District Commission of Talbot County for his lifelong dedication and devotion to the preservation of the Chesapeake Bay's maritime heritage.

MS 78 Joann King Papers on Howard I. Chappelle; 1 Box, 16 Folders

This collection is composed of Joann King's personal research notes as she prepared her doctoral dissertation about the life and work of Howard I. Chappelle. Correspondence between Chappelle and various individuals regarding ship building, his publications, his work at the Smithsonian Institution, as well as personal matters are included. Also included are letters between King and Chappelle's wife, Zayma and stepdaughter, Anne, as well as correspondence with many other individuals seeking specific biographical information about him. Chappelle's publications, book reviews written about his works, various newspaper and magazine articles discussing his work, thorough information regarding the Historic American Merchant Marine Survey (HAMMS), and other miscellaneous research materials used for King's dissertation are also found in this collection.

Howard I. Chappelle (1901-1975) was born in Massachusetts and briefly attended the Webb Institute of Naval Architecture, but received no more professional training or education. In the 1930s he started his own business of designing small craft including fishing boats and yachts. Chappelle became the New England regional director of the Historic American Merchant Marine Survey (HAMMS), a Works Progress Administration program designed to record vital information and plans of historic ships throughout the United States. During World War II, he was a Captain in the U.S. Army and worked in the Office of the Chief of Transportation. In 1950 he received a Guggenheim Fellowship to study American Naval Architecture at the National Maritime Museum in Greenwich, England. In the mid 1950s, Chappelle lived briefly in Turkey and worked for the Food and Agriculture Organization of the United Nations as a consultant on fishing boat design. In 1957, he began work at the Smithsonian Institution as Curator of Transportation. He retired from the Smithsonian in 1971, but continued to write, design ships, and receive mail from boat builders seeking his professional opinion. Throughout his career, Chappelle published a dozen books and numerous articles regarding boat building, and histories and in-depth information regarding certain craft. Wife, Alice Zayma Chappelle (now deceased), and stepdaughter Anne Appleton survived him.

In 1983, Joann King, a PhD candidate at the George Washington University contacted Zayma Chappelle, informing her that she would be writing her dissertation about the life and work of her late husband, Howard I. Chappelle. The above biographical information about Chappelle is directly taken from King's research materials that she donated to the Chesapeake Bay Maritime Museum in May 2002.

For material collected directly from Howard I. Chappelle, see the Howard I. Chappelle manuscript collection (MS 1).

MS 79 The Owens Yacht Company Collection; 1 Box, 26 Folders

This collection is composed of advertisements, catalogs for both parts and accessories for Owens vessels, newspaper articles and other published material relating to the Owens business or family and images and photographs related to the company. Also included are numerous plans for boats, data regarding distribution and equipment as well as brochures and booklets that contain pertinent information for potential sellers of Owens boats. Many large boat plans have also been donated to the museum by the Owens brothers and former employees of the Owens Yacht Company. Detailed information regarding Concorde Yachts (successor to the Owens Yacht Division of Brunswick Corp.) including owners' manuals and test data and several folders containing information about the Owens Men's Club also are included in the collection.

In 1925, Charlie Owens started a boat building business after resigning from his job at Westinghouse and prepared to move his family to Annapolis to pursue this new endeavor. His wife, Mary, died in 1918 of influenza and he was left to raise his five children: Charles Jr., Norman, John, William, and Molly. Charles and his children began to build boats for the United States Naval Academy to use for training purposes. Business prospered despite the Depression. However, Charlie Owens died suddenly in 1933 at age fifty-eight, leaving the business to his five children. Three of the children took on the bulk of the responsibility and distributed the work among them: Charlie became marketing manager, Norman the designer, and Jack the treasurer of the Owens Yacht Company (William had no interest in the boating industry and instead became an ophthalmologist). They opened a factory in East Baltimore in 1936 to be able to meet the needs of their growing clientele.

Once World War II began, the Owens Company began to produce boats for the United States military. After Pearl Harbor they began design of a LVCP (landing craft vehicle personnel). Owens boats were used in 1944 during the D-Day invasion and by the end of the war they had built 1160 LCVP landing craft and 336 other boats. After the war, the company resumed building pleasure boats and soon became second in the nation in their production. In 1961, Charles retired after he and his brothers sold the Owens Yacht Company to the Brunswick Corporation. Brunswick began to produce Concorde Yachts, but sold to Maurice L. Test of Florida the Concorde Yacht Division of the corporation. The Owens name was retained until financial difficulties forced the company to close. In 1972, the IRS foreclosed on Test after discovering he had not filed income taxes. The IRS held an auction to sell all materials, machinery, parts, etc. and all facets of the Owens Yacht Company were officially closed.

The Owens Yacht Marquee Club is an Owens association, and some of the collected materials pertain to the club's activities and communications.

Information for this background information regarding the Owens Yacht Company was taken directly from the contents of Folder 1 of the collection and Jack Owens' "Owens Brothers-Pioneer Boat Builders" piece that is found in the library vertical file.

MS 80 Potomac River Sailing Association Papers, 1964-1974; 1 Box, 6 Folders

The Potomac River Sailing Association collection is comprised of rosters of participants, the association's constitution and amended by-laws, lists of officers and committee chairmen, the association's publications, advertisements for specific sailing vessels, and miscellaneous information regarding safety, specifications for types of boats entered in the races, and official protest forms. The collection spans from 1964-1974.

The Potomac River Sailing Association (PRSA) was initially founded in order to bring small boat sailing to the Potomac. The PRSA's first Spring Series Race was in 1934 and it now hosts 150 races a year. For more information visit its website at <http://www.members.tripod.com/prsaweb/>.

MS 81 Wil Laaksonen Papers Relating to USCG Examinations; 1 large folder

Wilfred Henry Laaksonen was born in Michigan in 1936 and grew up on the shores of Lake Michigan. He served on active duty in the US Navy aboard ships in the Pacific during the Korean and Vietnam wars. His expertise was in navigation, radar, and communications. Upon retirement in 1971 he came to Norfolk, VA, and soon became a charter boat captain. Much of the chartering was for offshore fishing. At one time he owned a Bronza Parks-built boat, the *Fish N Fin*.

While taking the Coast Guard examinations for a captain's license, which he passed with a nearly perfect score thanks to his navy experience, he observed that other candidates had a great deal of trouble with the Coast Guard examinations. As a result, and based on his navy experience, he decided that he could help aspiring captains to more easily learn the materials needed to pass the tests.

Laaksonen used a series of large, and a few smaller, cardboard visual aids to help teach those who wished to become certified as captains. Laaksonen estimates that about 2000 people received licenses based on his instruction, which was given individually and in groups on Tangier and Smith Islands as well as elsewhere.

MS 82 Baltimore Steam Packet Company Collection (1920-1946); 2 Boxes, 25 Folders

See also **MS 19** - Baltimore Steam Packet Company Records (1867-1962)

This collection consists of sets of letters and telegrams bound in folders by topic, and stamped on the outside with a catalog number. The material spans the period from 1920 through 1946 and deals with the everyday operations of a large ferry service including accidents, repairs, buying and selling equipment and property, complying with government regulations, handling employee requests for raises and passes, and two attempts at being bought out. Additionally, the Great Depression hit the company hard with a loss in freight traffic and mounting maintenance expenses are evident throughout

the collection. Most of the material is internal correspondence from both within the Baltimore Steam Packet Company and the Seaboard Air Line Railway Company, its principal owner. The collection is organized chronologically and retains the company's numbering system and folder labels, though not in their original sequence.

Background Information (From MS 19): At its end in 1962, the Baltimore Steam Packet Company (Old Bay Line) was the oldest steamboat company operating in the United States. The company was incorporated in December 1839 "for the purpose of employing one or more steamboats to navigate the Chesapeake Bay and its tributary streams for the conveyance of passengers and the transportation of merchandise and other articles." It started with four vessels purchased secondhand running between Baltimore and Portsmouth. In 1841 the company built the ill-fated *Medora* which blew up and sank on its trial passage. In 1851, to meet competition, OBL bought the majority of stock in the reorganized Seaboard and Roanoke Railroad. The same year the Richmond, Fredericksburg and Potomac Railroad purchased a controlling interest in OBL. In the ante-bellum period OBL ran a fleet of new steamboats "Second to none." During the Civil War the company maintained a service between Baltimore and Old Point Comfort.

After the Civil War freight became increasingly important. The company started employing freight-only boats. New iron-hulled steamboats with screw propulsion began to replace wooden sidewheelers. In the 1870s the company purchased a controlling interest in the Powhatan Line to meet competition on the York River. Previously, the Leary Line was bought out in 1867.

Disasters befell some of the boats: the burning of the *New Jersey* in 1870; the *Louisiana* rammed and sunk in 1874; the *Virginia* collision in 1890 and fire in 1919. In 1898 a fire destroyed buildings and freight in Baltimore in addition to early records of the line. Fire caused damage in 1904 and again in 1911.

The 1890s were the heyday of OBL, as it was for many steamboat companies. However, in 1900 Seaboard Air Line Railway acquired the entire capital stock of OBL. The company continued to prosper and in 1910 Sunday sailings were added due to the increasing amount of perishable food movements. On January 1, 1918 the U.S. Government took over management of all railroad and steamboat lines and combined the operation of the Old Bay Line and Chesapeake Steamship Co. under the direction of Kay Compton, president of the latter line. This control lasted until March 1, 1920. Each line kept separate books and accounts.

During the remainder of the twentieth century the company's future continued to decline as passenger and freight business was taken over by the automobile and truck. In 1941 OBL absorbed the Chesapeake Steamship Co., acquiring the steamers *City of Norfolk*, *City of Richmond*, and *Yorktown*. But that same year the War Shipping Administration requisitioned the *State of Maryland*, *State of Virginia*, and, in 1942, the *Yorktown* and *President Warfield*. *President Warfield* and *Yorktown* sailed in convoy to England on September 21, 1942. In 1947 the *Warfield* was used to run Jewish immigrants to Palestine as the *Exodus 1947*.

By 1957 the Washington - Norfolk route was discontinued and the company was operating the steamers *City of Richmond*, *City of Norfolk*, and *District of Columbia*. During this time the company faced a number of strikes and the loss of some leased pier facilities. On April 13, 1962 the last sailing took place and the OBL closed its doors.

MS 83 Journals of USN Midshipmen Philander Jones and E. Greenleaf Parrott

Two journals kept by midshipmen of the U. S. Navy were bequeathed to the museum by Peter Black (1918-2002), a naval officer during World War II, a former member of the museum's board, yachtsman, artist, and advisor to the cabinets of Presidents Truman and Eisenhower.

Pursuant to naval regulations, the two journals were kept by Midshipmen Philander A. J. P. Jones and E. Greenleaf Parrott. Jones became a midshipman on 16 January 1809. In 1814 he served under Commodore Isaac Chauncey at Sacketts Harbor on Lake Ontario. He was promoted to lieutenant on 24 July 1813. In 1818, he was charged with cutting off the mane and tail of a senior officer's horse and suspended for a year. In 1820, while assigned to the frigate *Constitution* which was in ordinary at Boston Navy Yard where Isaac Hull was the commandant, Hull had him court-martialed for, among other things, lying about the theft of a horsewhip, and he was cashiered from the navy effective 18 August 1820.

Enoch Greenleaf Parrott (27 November 1815-10 May 1879) was born in Portsmouth, NH. He entered the navy as a midshipman 10 December 1831. After service off the African and South American coasts, the Mexican station, during the Civil War, at Charleston, and in the Asiatic Squadron, he retired in 1874 as a rear admiral.

Philander Jones's journal covers the period from April through 1 September 1811 when Jones served aboard the USN Brig *Argus*. During that period Jones served with Lieutenants William Shubrick (1790-1874), later first chairman of the Light House Board, and rear admiral, and Jesse D. Elliot (1782-1845), who later served in the Battle of Lake Erie and as commandant of the Boston and Philadelphia navy yards. Parrott's journal runs from February through December 1832 while he served on board the USN Schooner *Boxer*.

MS 84 Hooper Strait Lighthouse Research Notes

In 2000 the Museum published a history of the Hooper Strait Light Station from its inception in 1827 through its acquisition by the Museum in 1967. The history, *Beacons of Hooper Strait* (St. Michaels: CBMM 2000), was prepared by Norman H. Plummer based on extensive research at the National Archives, the Dorchester County courthouse, and the National Personnel Records Center in St. Louis, Missouri.

The collection contains Plummer's research notes largely taken at the National Archives from Record Group (RG) 26. RG 26 includes most of the federal government's records

pertaining to light vessels, lighthouses, buoys and other fixed navigation aids, and tenders operated by the lighthouse services. These services included the Fifth Auditor of the Treasury and Acting Commissioner of Revenue, 1820-1852 (Stephen Pleasonton); the Light House Board, 1852-1903; the Light House Service, 1903-1910; the Bureau of Lighthouses within the Department of Commerce, 1910-1939; the US Coast Guard, 1939-present. In addition to the handwritten research notes, the collection includes a number of photocopies of letters between the keepers of Hooper Straits Lighthouse (HSLH) and the Superintendent of Lights at Baltimore; between the superintendent and the Light House Board; deeds for the lighthouse site; reports of inspection by the superintendent; logs of the HSLH.

MS 85 HABS/HAER *E. C. Collier* Report

The Chesapeake Bay Maritime Museum acquired the skipjack or two-sail bateau *E. C. Collier* in November 1988. The vessel was donated to the museum by her previous owners, Paula L. and John R. Cummings. At that time the *E. C. Collier*, built at Deale Island, MD, in 1910, was one of 35 surviving skipjacks and one of only 19 working skipjacks to have been built before 1912. As a traditional working sailing vessel unique to the Chesapeake Bay, she was considered appropriate for documentation by the Department of the Interior's Historic American Building Survey/Historic American Engineering Record (HABS/HAER). This process began in January 1989 when the vessel was inspected by Richard K. Anderson, Jr., Staff Architect of HABS/HAER, and found to be an appropriate subject for HAER Level II documentation. By May 1989 funding for the project had been secured through the Maryland Historical Trust and by July the project was underway by two HAER employees and one CBMM individual from its boat shop.

The documentation project included detailed measurements of the vessel and its components resulting in a set of lines drawings consisting of eight pages and numerous photographs of key parts of the vessel and its equipment. In addition, a full historical report on the vessel was undertaken. The final report (identified as HAER No. MD 77) was completed by April 1990. In the fall of that year a copy was deposited in the Library of Congress which houses all the HABS/HAER reports.

MS 86 Captain Richards T. Miller Collection

Richards Thorn Miller was born January 31, 1918. He attended the Webb Institute of Naval Architecture, graduating in 1940 with a BS degree in Naval Architecture and Marine Engineering. He received his Professional degree of Naval Engineer from the Massachusetts Institute of Technology in 1951. He served in the US Navy from 1941 until 1968 when he retired with the rank of Captain. He worked in both the design and engineering departments. After retiring from the Navy he went on to work with the Oceanic division of Westinghouse Electrical Corporation as an engineering manager and an advisory engineer. He also served as a consultant to other firms.

Captain Miller co-authored *Sailing Yacht Design* in 1965 with R. G. Henry, Jr. In 1968 he entered the Legion of Merit of the US Navy for ship design work. In 1974 he co-founded the Chesapeake Bay Sailing Yacht Symposia.

This manuscript collection houses a gathering of work related to Captain Miller's career. It holds notes and workbooks for various ships or jobs and also plans and lines for those ships and others. It also has assorted drafts of papers and lectures he wrote and delivered throughout his career. There are articles he published along with the comments he received for them. The collection also provides the correspondences he kept with clients, buyers, employers, and friends; there are both personal and business exchanges.

MS 87 H. M. Rowe Company Oyster Packer - Account Books & Ledgers

In 2001 the museum purchased four large, leatherbound books consisting of volumes labeled "Ledger", "Journal", "Cash", and "H. M. Rowe & Co." The latter contained no readable entries. The Journal contained entries from 1 March 1882 through 31 August 1885; Cash had entries from 1 September 1885 through 16 July 1887; and the Ledger covered the period from 1884 through July 1887.

Wood's Baltimore City Directory, 1874 (Baltimore: John W. Woods), at p. 492, lists "Rowe, H. M. & Co (H. M. & W. H. Rowe) oyster packers, 68 Boston". Also, H. M. Rowe is listed at "393 e Pratt", and Wm. H. Rowe is listed at "395 e Pratt". Finally, James B. Rowe, bookkeeper, is listed at "393 e Pratt". From this it is evident that the Rowe company was in the oyster packing business as early as 1874. Information contained in the three volumes suggests that the company ended its business in July 1887. Polk's Baltimore City Directory, 1902, has no listing for the company.

In 1882 Joseph W. Brooks (1832-1915) built a schooner named H. M Rowe at his yard in Dorchester County, MD. (See Pete Leshner, "The Industrious Shipbuilder: Joseph W. Brooks" (The Weather Gauge, v. 36, No. 1, Spring 2001, pp. 3-11 and 33). A photo at p. 7 shows the Rowe with her homeport as Deals Island. The vessel's first owner was Caleb J. Moore whose connection with the Rowes is not known. As shown below, however, the Rowe Company purchased oysters from the vessel over several years.

The Journal and Cash volumes reflect receipts and disbursements over a five-year period. Many of the disbursements were small amounts to the three Rowes; many others were to named recipients or for such expenses as stamps, labels, etc.

MS 88 Willard Thomas Collection - Oyster Navy Schooner *Frolic*

Willard Thomas is a great-nephew of John W. Jones (1868-1933) of Queen Anne's County. Jones's son, Herbert Pinckey Jones married Mr. Thomas's aunt, Evelyn Thomas.

John Jones was a Deputy Commander of the Maryland State Fishery Force, once known as the Oyster Navy. The Fishery Force was charged with enforcing Maryland laws and regulations dealing with harvesting oysters in Maryland's part of the Chesapeake Bay.

The Force consisted of a number of schooners, each of which, captained by a deputy commander, was assigned to patrol a specific area of the bay. Jones was the captain of the Fishery Force schooner *Frolic* [see Photo File 637.003 (1909)] from 1904 to 1908, and from 1920 to 1930 he commanded the Force's powerboat *Talbot* [see Photo Files 372.008 & 372.009 (no date)]. *Frolic*, a 62 foot schooner built by Brusstar & Co., of Baltimore in 1884, was assigned to patrol the Second District which included Eastern Bay, and the Miles and Wye Rivers.

The principal item in the collection is a logbook kept by Captain Jones while he commanded *Frolic* between September 1904 and September 1908. This logbook is significant because it is possibly the only one to have survived from the period that the schooners were active in patrolling the bay. In addition to the logbook, the collection includes various documents related to *Frolic's* patrol such as communications from the Fishery Force commander, Thomas C. B. Howard, receipts for fines collected for violations of the oyster laws, and receipts for taxes paid to the Fishery Force for oysters taken out of state. Other items in the collection, related to the Fishery Force, are a photo of a yacht, an account book kept by waterman Harry Booker (1897-1977), and invoices for purchases for the schooner *Lanclott*.

MS 89 Fred Hecklinger Papers

Fred Hecklinger grew up on and around the Chesapeake Bay during the 1950s. Though he was once a traveling salesman on the Eastern Shore, selling marine hardware, he is now living in Annapolis and known as the Historian for the Eastport Yacht Club. The latter part of his career has been spent as a marine surveyor. He has been participating in the Wednesday Night Races at Annapolis for decades, since their birth in the Sixties. In his sailing he has crewed for well known skipper Clinton Crane. He also helped to organize the Chesapeake Appreciation Days, skipjack races beginning in 1965.

This manuscript collection includes the contents of four binders kept up by Fred Hecklinger. There are newspaper clippings regarding the standings of boat races in which he participated, clippings and pictures of yacht and other boat designs.

MS 90 Captain Leonard Edmund Penso Collection

Leonard Penso (6 Nov. 1912-24 Feb. 1992) was a dedicated sailor. He was born and grew up on Long Island, NY, and graduated from the Coopers Union Institute of Technology with a degree in naval architecture. He served as an officer in the U.S. Coast Guard during World War II, was a lieutenant by 1945, and retired in 1970 as a captain. In 1969 he was Captain of the Port of Baltimore and was awarded the key to the city by then Mayor Theodore R. McKeldin. Penso married Dorothy Louise Walker in 1942, and the couple had four children including Martha Penso who donated the collection to the CBMM.

For many years he was a key member of the Potomac River Sailing Association (PRSA). In 1944 and 1945 he was chosen as commodore of the fleet. He was especially interested

in Penguin class sailing dinghies, and in 1946 he won the PRSA Penguin Fleet Championship in the Penguin *Gadget*. In 1948 he won the Penguin class spring series in his Penguin *Trinket* which he had built himself, and by 1977 he had won the PRSA Penguin Fleet Championship seventeen times in *Trinket*. He won the championship once more in 1978 in *TNT*. In 1991, after 45 years of service with the PRSA, he was elected an Honorary Member of the association. In 1992 the association established the Captain Leonard E. Penso Memorial Trophy awarded to the skipper over age 50 who mustered the largest number of starters in the PRSA Spring Regatta. He was a past president of both the International Penguin Class Dinghy Racing Association and the Chesapeake Bay Yacht Racing Association of which he was also chair of the education committee, chief measurer, and historian..

Growing up on Long Island, Penso was a member of the Manhasset Yacht Club where he met George (Pop) Corry, a legendary yachtsman and the owner of *Little Dipper*, Star No. 1. About 1941 he helped Corry repair *Little Dipper* which had deteriorated since its construction about 1911. When Corry died in 1943, he left *Little Dipper* to Penso who eventually donated it to the International Star Class Yacht Racing Association (see Box 9, folder 14).

After moving to the Washington, DC, area, Penso owned and competed in three Penguins: *Gadget*, No. 96, *Trinket*, No. 1881, built about 1947, and *TNT*, No. 8244, bought in 1977 and named for his daughter Martha who was nick-named "Dynamite". By the late 1980s he sailed an Omega 36, *Trilogy*.

As well as being a small boat sailor, Penso crewed on at least two Bermuda races and three Annapolis-Newport races.

Penso was a member of the Society of Naval Architects and Marine Engineers; the American Society of Civil Engineers, and the American Boat and Yacht Council of which he was a charter member and a member of the Technical Committee.

A large part of the collection consists of data and records concerning the Penguin class of sailing dinghies. This includes a complete set of plans for the construction of a Penguin. Other material includes extensive notes about the PRSA including results of races sponsored by yacht clubs at numerous places on the East Coast. An important part of the collection contains detailed notes, sketches, and bills related to the construction and maintenance of *Trinket* (No. 1881) between 1947 and 1976.

MS 91 Captain John Lowery Sanford Papers

Captain John Lowry Sanford was born in the District of Columbia on March 17, 1810. He entered into the sea service when he was 14 years old on the ship *A. E. Settled* in Baltimore. His career at sea lasted 41 years. In 1835 he married Mary Hoyle Knight of Baltimore. He had four children, one of which, Edward, he employed on his barque *Pursuit* at the age of 16.

Edward Hoyle Sanford was born in Baltimore, Maryland, on June 3, 1840. He spent his childhood voyaging with his father on the ships *Napier* and *Alexander*, formally beginning his career at sea in 1856. This career was peppered with experiences from men overboard to pirate encounters. During the Civil War the ship he was on, *Cherubim*, was held in port for an extended period by Union forces enforcing the blockade. He married Mary Elizabeth McNabb in 1868. He retired from the sea in 1874 when he was appointed Marine Surveyor, Inspector and Port Warden for the Port of Baltimore. He served in this capacity until his death on December 18, 1920.

This collection includes several ledgers and ships logs from different ships from the middle to late 19th century. There are also newspaper clippings regarding the Sanford family and personal papers from both of the captains.

MS 92 Lightkeeper George W. Mitchell and Related Family Papers; 1 document box.

George Washington Mitchell was born October 7, 1837. He piloted boats on the Great Lakes, earning the title Captain before becoming a lighthouse keeper at Havre de Grace. Later, he was the lighthouse keeper for the Fishing Battery Light for 31 years. He married Emma Catherine Willey and had 4 children: Grace, Carey, Edward, and Walter. He died on January 15, 1949.

This collection contains genealogical records for George W. Mitchell and his extended family. The Mitchell family genealogical information extends to the Willey, Parker and Hambleton families.

MS 93 Skipjack Oral History Project; 4 loose-leaf notebooks.

Under the aegis of the Museum's Center for Chesapeake Studies a project was undertaken in 1999-2001 to interview skipjack captains, crewmembers, and others related to the seafood industry and record their recollections of their experiences working the water. The project was funded in part by a grant from Maryland Historical Trust (MMAP Grant 99-00) and was carried out by Virginia S. Jenkins. The skipjack project was part of a larger project called the Chesapeake Foodways Project and the larger project is contained in this manuscript collection and in MS 94 which was a major study of Eastern Shore seafood packing houses.

MS 94 Eastern Shore Packing Houses; 5 loose-leaf notebooks.

Under the aegis of the Museum's Center for Chesapeake Studies a project was undertaken in 1999-2002 to identify, survey, and provide the history of 29 seafood packing houses on the Maryland's Eastern Shore. The project was funded in part by a grant from the Maryland Historical Trust (MMAP Grant 99-00) and was carried out by Virginia S. Jenkins. This project was part of larger project called the Chesapeake Foodways Project; the larger project is contained in this manuscript collection and in MS 93 in which skipjack captains, crewmembers, and others related to the seafood industry

were interviewed and the recollections of their experiences working the water were recorded.

MS 95 Jno. Burns Oyster Account Book

The copy of this account book was donated to the museum by Barbara W. Jablin of 103 W. Chestnut Street, St. Michaels. The original, which she retains, was found under a stairway in that house. Mrs. Jablin is a descendant of John Burns and acquired the house from another of Burn's descendants.

MS 96 Lumber Industry Documents

The material in this collection was acquired by purchase from various sources. It consists of two receipts, a time-keeper's book, a book listing lumber sales and shipments, a ledger of 304 pages, and a sheet found in the time-keepers book listing expenses for trips.

MS 97 Freedom Rowers

Freedom Rowers, Inc. was officially launched April 28, 2005 with a ceremony at the Talbot County Historical Society. The mission of the organization was to give "the youth and adults of the Eastern Shore the opportunity to learn the skill of rowing for pleasure and for competitive encounters", to encourage intergenerational relationships between children and adults, and to teach participants rowing, coordination, and teamwork among other things.

Documents provided range from 2004 to 2005. Photos from the opening ceremony and sample official papers of Freedom Rowers included. Correspondence, contracts, court documents, and other papers pertaining to special exemptions from zoning and ecological laws granted to Freedom Rowers.

MS 98 Robert H. Burgess Manuscript Collection; 23 document boxes, 1 oversize box

Robert Hermann Burgess (27 May 1913-7 March 2003) was an indefatigable collector and photographer of the Chesapeake Bay's maritime heritage. He realized at an early age that the era of commercial sail and steam would soon be gone, and he undertook to document and preserve bay watercraft through photography and by years of collecting marine artifacts. Burgess's collection of marine artifacts and photographs were of such significance that, in 1966, they were displayed in the Abby Aldrich Rockefeller Museum at Williamsburg, Virginia.

Burgess was born in Baltimore, the son of a marine engineer. In June 1936 he signed on for three months as a crewmember of the four-masted schooner *Doris Hamlin*, an experience he described in a letter of 10 November 1976. Burgess joined The Mariners' Museum in 1941 as a curator's assistant. He then worked at the Newport News Shipbuilding & Drydock Company's hydraulic laboratory until joining the navy in 1943 (see reference letters in Box 3, folder 9). From 1943 to 1945 he served aboard the

destroyer escort USS *Bangust* (DE 739) in the Pacific (see Burgess letter of 7 Jan. 1997 in Box ???, folder ???). He returned to The Mariners' Museum in 1945 where he became curator of exhibits and publications until his retirement in 1978.

Following his retirement Burgess was invited to give numerous lectures at museums, historical societies and colleges. During the 1990s he lectured on board cruise ships of the Royal Viking and Clipper cruise lines.

He served on the Board of Governors of the Chesapeake Bay Maritime Museum starting in 1970 and continuing as an emeritus member until his death. In 2000 he received the Chesapeake Bay Heritage Award from the museum. In addition, he served as a trustee of both the Calvert Marine Museum and the Chesapeake Bay Foundation.

Among his legacies are many articles and books about the Chesapeake Bay and its steamers and sailing craft. Most are illustrated with his photographs which are widely recognized for their documentary and artistic quality. A partial list of his publications is included at the end of this finding aid. During the preparation and publication Burgess worked closely with the Cornell Maritime Press. Although its president, Felix Cornell, died in March 1970, Burgess continued his relationship with the press until at least 1975.

Burgess married Mabel Adele Plitt. Their children, Bruce and Janet Burgess Loyd, made his collection available to this museum.

The collection is broad in scope and content. It includes about 100 trailboards and many other artifacts obtained from Chesapeake Bay vessels of all kinds; years of correspondence (covered in this finding aid), much of it acquiring background for and arranging the publication of his books, particularly those about the schooners *Albert F. Paul* and *Purnell T. White*; many of his photographs; and numerous clippings containing articles by and about Burgess.

Among the highlights of the collection are a number of documents from the late 19th century such as invoices, receipts, and note from George P. Bailey, of Kinsale, VA, a dealer in wood, ties, etc., and the canner of the "Pride of Westmoreland" brand tomatoes and commission merchants Courtney & Kennan (see Box 17).

MS 99 William H. Sands Papers

William Hupp Sands was born in Fairmont, WV on Mar. 20, 1908. The family came from Maryland generations back and had retained a family farm in Gambrills, where they spent summers. His father was a doctor who was killed in a train accident in 1918; the combination of that and the Depression did little to enhance the family finances. They refuged to the farm around 1931 and he counted that home for the rest of his life. The family had been among the founders of the Indian Landing Boat Club and in the 1930s [Sands] decided to get involved with sailing, along with a few others. Not being able to afford one of Bib Welsh's Indian Landing 20s, he determined to build a Severn One-Design, encouraged by Dick Bartlett, the designer. There was a small cluster of

enthusiasts who all built a sailing program around these boats in the late 1930s. [...] By the 1950s the Severns had all been mothballed or abandoned and it was certainly no boat for teaching children how to sail in any event. With his own children now clamoring around him, [Sands] went back into the boat building arena to try and resolve what he perceived as a need. [...] What may not be clear was that this [was] all driven by his volunteer sailing lessons for kids. He was the Pied Piper of youth sailing at Indian Landing for a good 25 years and took great pride when the kids turned out well, regardless of how well they could sail. [Sands] was neither a professional naval architect nor a trained boat builder—he was, however, a voracious reader who believed that you could find your own answers if you were willing to look. He graduated in 1931 from the University of Pennsylvania with a bachelors degree in English Literature. He spent a year or so at George Washington University Law School, but economics and impatience led him elsewhere. He built houses on speculation before World War II, he founded a paint manufacturing business after the war, and around 1960 he returned to a job in the Trust Department of the Riggs National Bank in Washington. He never regarded himself as the model trust officer and was happy to retire, but it did enable him to pay the exorbitant tuition costs that we young people seemed to accrue at an unholy clip. He served in the Pacific in World War II and retired from the naval reserve in 1968 as a Commander after many years of what he liked to term “Boy Scout meetings.” I have often described him as a Renaissance man—while it may be that he simply had a short attention span, he did explore a lot of different things during a rich and varied life. He died Dec. 1, 1991. Most of the family’s personal papers have been donated to the Maryland State Archives.

[written by John O. Sands, son of William H. Sands. For more information, see object file]

The materials are concerned with the design of the We-Sort sailing dinghy, the Dog House sailing cruiser, and the Wigwam sharpie camper. There are also lesson plans and materials for training people how to sail these vessels, as well as materials related to various clubs and organizations for sailors. These papers are of use to researchers in boat design and to trainers and teachers.

MS 100 Camp Tred Avon/Camp Avalon Papers

Copies of papers from Camp Tred Avon and Camp Avalon

This material was acquired from Mrs. Eleanor Hempstead Savage, mother of a former boatshop employee, Bob Savage.

MS 101 Constance Larrabee Papers

The material in this collection was acquired in a donation from Constance Stuart Larrabee. Constance Stuart was born in England in 1914 and sailed with her parents to South Africa in the same year. She received her first camera, a Kodak No. 0 Box Brownie, at the age of ten, and was captivated by the medium. She studied photography

in London and Munich. In 1944, she was South Africa's first woman war correspondent serving in WWII. Her mission in Egypt was to document the activities of the South African Sixth Armored Division. Although her assignment was only to last six weeks, she turned it into an extended odyssey that took her to the front lines in Italy and Southern France, to areas just liberated from Axis rule, including Rome and Paris, and to war-torn London, where the menace of the V-2 rockets was ever present. Her photographs, stark, realistic, and compelling, provide a unique insight into World War II and its aftermath.

Constance came to America in 1949 when she married Colonel Sterling Larrabee and moved to Chestertown on the Eastern Shore in 1950. She became an American citizen in 1953. Much of her Eastern Shore life centered at King's Prevention Kennel, where she bred over 600 Norwich and Norfolk terriers. Constance bred and trained not merely pets, but champions. An acknowledged expert on the breed, she co-edited *Norwich Terrier USA 1936-1966* for the Norwich Terrier Club, USA. Ever concerned with her puppies' well-being, she permitted adoption only after she had carefully screened the prospective owners.

Though very involved in breeding champion terriers, she also understood the importance of being involved with her community. The Chestertown Garden Club, the Humane Society of Kent County, the Chestertown Arts League, the Kent County Arts Council, and Washington College were some of the beneficiaries of her boundless energy and inspiration.

In 1955 two of her photographs were selected by Edward Steichen to be included in The Family of Man exhibition at the Museum of Modern Art in New York. She has since exhibited internationally and has work in leading museum collections, including the Corcoran Gallery of Art and the National Museum of African Art.

The items in this collection are organized by subject. Exhibition paraphernalia, articles and press releases, correspondence, CBMM materials, Agency 154 Paris France 1995 documents, tributes and memorials, and miscellaneous

MS 102 John Frazer Papers

The material in this collection was acquired in a donation from Mr. John Frazer Jr. It consists of a petition, May 1803, Elizabeth Smith to Talbot County, to keep the Oxford Ferry; letter dated June 7, 1822 from S. Harrison to Wm. W. Moore re: selling a 39 foot scow; materials relating to Maryland Nautical Academy; Correspondence to O. Tilghman relating to establishment of a steamboat line, 1903; shipping receipts to O. Tilghman; and shipping receipts to Dr. S. A. Harrison.

The family of John Frazer includes many prominent figures in Eastern Shore history. The family starts with Lt. Col. Tench Tilghman (1744-1786) who married Anna Maria Tilghman. Their daughter, Anna, married Tench Tilghman of "Hope." This second generation produced General Tench Tilghman (1810-1874), who married Henrietta Maria

Kerr, daughter of the Honorable John Leeds Kerr (1780-1844). Gen. Tilghman is referenced in these papers. The general and Henrietta had six daughters and four sons, two of whom were John Leeds Tilghman and Oswald Tilghman, who also appear in this collection. Oswald married Belle Harrison Tilghman, daughter of Dr. Samuel A. Harrison (1807-1884). Dr. Harrison lived at Anderton from 1862 to 1867 and at Woodstock farm from 1867 to 1884. These documents contain references to both Dr. Harrison and his daughter, as well as the Woodstock House. Oswald and Belle Tilghman were the grandparents of the donor, John Frazer Jr. A family tree can be found in the accession file.

The items in this collection are contained in one manuscript box with 8 file folders, and one oversized folder. The box is in Misc. Manuscripts, and the large folder is in CSA 12 FF36.

MS 103 “I Will Live to See the Day When Glen Burnie Stretches to Kent Island”

This material was acquired from Ken Castelli for his senior research project at St. Mary’s College of Maryland. Ken is the son of Eastern Shore artist, Marc Castelli

Collection is a single binder containing an introduction and transcripts of 5 interviews conducted between 2003 and 2005 by Ken Castelli. The interviewees were Harold Ruark, Jerry Creighton, Sonny Hampton, Pres Harding, and John Cockey. Pictures by Marc Castelli are interspersed throughout the binder.

MS 104 Louise Hayman “Save Our Skipjacks” Papers

This collection concerns the Maryland skipjack fleet, including documents from the Maryland 2000 Save Our Skipjacks Task Force meeting notes, correspondence regarding the fleet’s registration as one of the 11 Most Endangered Historic Places, information concerning the fleet’s condition, correspondence with the Chesapeake Bay Maritime Museum, various articles and publications, etc. Also in this collection are two copies of *The Maryland Skipjack Fleet: A Model Preservation Plan* and a VHS recording of the CBS Morning News broadcast on fishing vessels from Oct. 19, 2001.

In November 1999, the Maryland Commission for Celebration 2000 formed the Save Our Skipjacks Task Force. The Task Force considered ways to increase safety and minimize weather-related risks for commercial vessels. The Task Force also addressed the repair and maintenance of the fleet, and the availability of insurance coverage for the vessels and their crews.

Initial recommendations were made by the Task Force on April 17, 2000. Those recommendations brought relaxation of Department of Natural Resources regulations on the use of power for dredging; establishment of a loan program to repair and equip skipjacks (administered by the Maryland Historical Trust); and formation of a skipjack restoration center and educational program at the Chesapeake Bay Maritime Museum in St. Michaels (funded in part by the Maryland Historical Trust). The Task Force is still

considering matters relating to the availability of affordable hull and liability insurance; sustained funding for the Museum restoration program; formal incorporation of the skipjack fleet into the State's tourism industry; and greater access to oysters for the skipjacks.

The Chesapeake Bay Skipjack Fleet has been recognized as a national treasure in danger of extinction. On June 6, 2002, the Fleet was named to the 2002 list of America's Eleven Most Endangered Historic Places by the National Trust for Historic Preservation.

The Task Force has been inactive since September 2003.

The items in this collection are contained in one manuscript box with 5 file folders and 1 comb-bound book.

MS 105 Gibson Island Racing Results

Scrapbook of sailboat racing records from Gibson Island, etc. 1935-1939
Collection consists of a 1 scrapbook and 1 folder

MS 106 Receipts for Schooner *Mentora*

Collection is a single folder containing receipts pertaining to the schooner *Mentora*.

MS 107 Chesapeake Bay Log Canoe Racing Association Papers

The foundation of the Chesapeake Bay Log Sailing Canoe Association "CBLSCA", in 1933, grew from a need for organization and centralized management of log canoe races. Before the formation of the "CBLSCA" various entities intermittently fulfilled the need for a governing body. Log canoe races were conducted throughout the years according to the popularity of racing canoes in the Chesapeake Bay area.

Preceding 1885, log canoe racing was conducted in a haphazard fashion with pick-up races being held whenever a sufficient number of starters could be collected. In 1885 the Chesapeake Bay Yacht Club was founded, and it became the first organization to officially organize log canoe races. Canoe racing continued under the leadership of this club until 1903, when racing was discontinued due to lack of interest. In 1910, several yacht clubs from Norfolk, Baltimore, Washington, and Easton formed the Chesapeake Bay Yacht Racing Association in an attempt to revive log canoe events. The venture was unsuccessful, and there was an 11 year wait until 1921 before another effort was made. This event was sponsored by two Baltimore newspapers, who organized a race meet. However, the class for canoes attracted only five entries in the first year and only three the next. This resulted in the canoe class being dropped from the race event altogether by 1923. In 1924, the newly formed Miles River Yacht Club revived log canoe racing. The canoe racing continued to be a popular sport, which resulted in the formation of the "CBLSCA" in 1933 to foster and develop the exciting sport of log canoe racing. The Association continues in its role today, as a central resource for consolidating rules and

establishing handicap ratings for the log canoes, which currently race in various regattas conducted by yacht clubs in the Chesapeake Bay area.

The governing body of the "CBLSCA" is comprised of owners and skippers of log canoes. Membership in the "CBLSCA" is open to anyone who has an interest in supporting the tradition of racing these historic wooden vessels.

The collection consists of one folder containing Log canoe racing documents (time allowance and ratings), 1936 Gibson Island Club letter to members re: purchasing a log canoe, TAYC Sixth Annual Regatta flyer, and 1933 Governor's Club Race for Log Canoes flyer.

MS 108 Documents Pertaining to the Knapps Narrows Bridge

Tilghman Island is a historic community located in Talbot County on Maryland's eastern shore. It is separated from the mainland by a small body of water known as Knapps Narrows and is accessible via the Knapps Narrows bridge. Built in 1934, the state-owned Knapps Narrows Bridge was the only overhead counterweight bascule span bridge in the state. Ninety five feet long and 20 feet wide, the structure was extremely important to the state of Maryland and Tilghman Island, both for its unique engineering and its historic and aesthetic relationship to the island. Consequently, the State Historic Preservation Officer (SHPO) determined that the bridge was eligible for listing on the National Register of Historic Places (NRHP) and was a significant contributing resource to the Tilghman Island Historic District. The district itself was also determined to be eligible for listing on the NRHP, as it is the best remaining example of the Chesapeake island community that sprung from large plantations during the 18th century.

Despite the modern houses and new developments now scattered about it, Tilghman Island is still characterized by its 19th- and early 20th-Century frame houses, and still consists of four distinct villages surrounded by open fields and ever present views of the water. Moreover, the island remains a community of watermen and home to a large number of skipjacks.

In addition to its historical distinction, the Knapps Narrows Bridge was still heavily used, opening for boats more often than any other moveable bridge in Maryland, and more often than most bridges on the East Coast. It provided the only land access between the Tilghman Island community and the mainland.

Due to vehicular and pedestrian safety issues, the bridge was replaced in 1999. As for the fate of the historic bridge, it was placed along the entrance of the Chesapeake Bay Maritime Museum in St. Michaels, approximately five miles from Tilghman Island.

The collection consists of 2 boxes with 13 folders of documents pertinent to the Knapps Narrows Bridge.

MS 109 Papers related to Samuel V. Shannahan's patent/invention of a jet boat; 1 box.

Born March 22, 1936, Samuel V. Shannahan, author and financial entrepreneur, died suddenly while visiting friends in Atlanta on Thursday, Nov. 25, 2010 from heart failure. He was 74. A native of Maryland's Eastern Shore, Sam grew up in St. Michaels where he loved to sail, fish, and hunt along the beautiful Chesapeake Bay. He was also an accomplished pilot.

MS 110 Scrapbook of Documents on Boating; 1 binder.

Leatherbound 3-ring binder scrapbook contains articles from magazines and journals, letters, boat documentation, ads, cards, postcards, and pictures. The first several pages are articles with holes punched in them, attached directly to rings. The majority of the book has articles, etc. adhered to pages.

MS 111 Thomas Gillmer Manuscript Collection; 156 files in 5 boxes.

Thomas Gillmer (1911-2009) was a naval architect whose designs include both historic vessels and cruising sailboats. He is perhaps best known for his work on the Baltimore clippers *Pride of Baltimore* and *Pride of Baltimore II*, the former having attracted national attention when she tragically sank off Puerto Rico in 1986 (the subsequent investigation determined extreme weather rather than poor design or seamanship was at fault). Gillmer's other historical designs include the pungy schooner *Lady Maryland* and the Swedish pinnace ship *Kalmar Nyckel*. His cruising sailboats, in both wood and fiberglass, are also respected as elegant and seaworthy vessels. One, an Allied Seawind named *Apogee*, was the first fiberglass boat to circumnavigate the globe.

In addition to his work as an architect, Gillmer wrote several books and articles on subjects ranging from ancient watercraft to the restoration of the *USS Constitution*, a project in which he was involved. Gillmer was a professor of naval architecture at the US Naval Academy and later served on the Chesapeake Bay Maritime Museum's Board of Governors and as chairman of the curatorial committee.

MS 112 The Joanne S. Scott Collection

This archival material has been collected since 1956, when David Q. Scott and Joanne S. Scott bought the *Rew Brothers*, a 56' skipjack, renamed the *Nancy*, (stolen one night off the main dock in Annapolis and sunk off Solomons) which they kept for 6 years at their home in Mill Creek, Annapolis. All photos, not indicated otherwise, are David's. Some are de Gast.

MS 113 The Abigail Campi Collection

This material accompanies the donor's thesis, "Historical, linguistic background of St. George's Island, St. Mary's County, Maryland," which is in the CBMM library.

MS 114 Fisherman's Luck articles by Peter C. Chambliss

Manuscripts and articles written by Chambliss when he was an outdoor and fishing writer for the Baltimore Sun. He often teamed up with Aubrey Bodine in doing his articles, although the whereabouts of these photos is unknown. There may have been some in the magazine section, called "The Brown Section," as it was printed in sepia colored ink. Chambliss was also the initiator and first host of a television show on WMAR called Fisherman's Luck, in the 1950s.

MS 115 John Moll Collection

This collection is comprised of newspaper clippings, notes, articles, newsletters, drawings, and correspondence by and relating to John Moll

This collection was donated by Deborah Moll from the collection of her father, John Moll, Eastern Shore artist.

Mr. Moll did oils and watercolors of Chesapeake Bay scenes, often including carefully detailed skipjacks and log canoes. He also made lithographs, doing the work himself on the printing stone. Mr. Moll lived in Oxford since 1946 and was a former senior warden of the Episcopal Church of the Holy Trinity and a charter member of the Academy of the Arts in Easton and of the Rehoboth, Del., Art league. In 1976, he was awarded an honorary doctorate by Salisbury State College. A native of Reading, Pa., he was educated there and at the School of Industrial Arts in Philadelphia and the Wilmington Academy of Art in Wilmington, Del. He was an instructor at the Wilmington school until World War II, when he worked as a draftsman for a Wilmington shipbuilding company, the Dravo Corp. He retired in 1986. He died in February, 1991. He was 81.

[Edited from the Baltimore Sun obituary for John Moll, Feb. 21, 1991]

MS 116 2002 CEC Maryland Engineering Awards Competition, Tilghman Island Bridge Relocation, Talbot County, Maryland

This project involved dismantling, moving, reconstructing and restoring the historic Tilghman Island Bridge to serve as a museum exhibit. For over sixty years this bridge served as the only link between Tilghman Island and the Mainland of Maryland's Eastern Shore. The bridge carried MD 33 over the Knapps Narrows, approximately 16 miles south of St. Michaels. The waterway allows recreational and commercial boats to travel directly between the Chesapeake Bay and the Choptank River, saving an 8 mile transit around the island. In 1934 the State Roads Commission, predecessor of State Highway Administration (SHA), constructed the bascule bridge at this location to replace the original retractable span bridge. This "new" structure was a single leaf, rolling lift bascule bridge with a fifty-five foot main span. This unique bridge design is based on an 1893 patent and is characterized by the massive counterweight suspended above the roadway. Until it was replaced in 1998, the Tilghman Island Bridge was one of the busiest movable bridges in the United States, opening more than 12,000 times annually.

MS 117 Papers of the Willard Boatyard of Ann Arundel County**

MS 118 Julie Broadbent's Masters Thesis: "Working Like a (Wo)man: Women working in Rock Hall, Maryland's Seafood Industry"

Working Like a (Wo)man: Women Working in Rock Hall, Maryland's Seafood Industry. This project shares women's rich experiences – both of work and personal life – as they carved out spaces for themselves in Rock Hall, Maryland's seafood industry. Women are an integral part of the Chesapeake Bay community and seafood industry. They have a greater influence on the seafood industry than previous scholars have recognized; indeed, without women's contributions the industry would falter and likely collapse. This thesis project, based on fourteen oral histories, is in the form of a booklet and will be used to develop a narrative stage at the Chesapeake Bay Folk Festival at the Chesapeake Bay Maritime Museum in St. Michaels, Maryland. – Julie Broadbent

MS 119 Bronza Parks Collection**

MS 120 Antique and Classic Boat Society Papers**

MS 121 Steamship licenses, deeds, and stock certificates**

MS 122 Leonard S. Tawes Papers**

MS 123 Albert G. Murell Papers**

NOTE: Manuscripts marked ** are not archived.