

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes
no

Property Name: Kellam's Tackle Shop Inventory Number: CT-1360
 Address: 8016-20 Bayside Drive (MD 261) Historic district: yes no
 City: Chesapeake Beach Zip Code: 20732 County: Calvert
 USGS Quadrangle(s): North Beach
 Property Owner: Rod & Reel Inc. Tax Account ID Number: 0503153517
 Tax Map Parcel Number(s): 22 Tax Map Number: 103
 Project: MD 261 over Fishing Creek; Replacement of Bridge No. 04011 Agency: Maryland State Highway Administration
 Agency Prepared By: Maryland State Highway Administration
 Preparer's Name: Rebecca Crew Date Prepared: 08/02/2011

Documentation is presented in: _____

Preparer's Eligibility Recommendation: Eligibility recommended Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: _____

Inventory Number: _____ Eligible: yes Listed: yes

Site visit by MHT Staff yes no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

The building historically known as Kellam's Tackle Shop and currently occupied by a Papa John's Restaurant is at 8016-20 Bayside Avenue (MD 261) in Chesapeake Beach, Calvert County, Maryland. It is directly west of MD 261, south of Fishing Creek, southwest of the bridge carrying MD 261 over Fishing Creek, and west of the Chesapeake Beach Railway Station and the Chesapeake Beach Resort. The small concrete masonry building has a rectangular footprint and flat roof. It is built into the road embankment south of Fishing Creek so that the upper, main, level faces the street, while two levels are visible from the rear. The building sits on the east side of a 2.9-acre parcel containing a parking lot and a marina known as Kellam's Marina and Boat Yard.

The building is built into the embankment, with the upper level containing the main entrance, facing east towards Bayside Avenue (MD 261). The east facade is symmetrical and three bays wide. It features ledge stone piers and bulkheads. Metal-framed, plate-glass entry doors occupy the center bay, set under a metal-framed, fixed-sash transom and between metal-framed, fixed-sash, plate-glass windows equal in width to the doors. Window groupings of four vertical rectangle lights windows fill each of the side bays. A paved concrete sidewalk lines the primary facade, and a wood accessibility ramp connects the sidewalk and the paved parking immediately adjacent. The building's flat roof cantilevers over the front and side facades, providing shade and shelter. The roof features a wide cornice providing space for the current commercial venture's signage. The cornice has metal flashing, and the rooftop contains HVAC equipment corralled by a low, vinyl-sided balustrade.

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MHT Comments:

Jim Salamo ✓
 Reviewer, Office of Preservation Services

8/16/2012
 Date

N/A
 Reviewer, National Register Program

Date

Concrete masonry forms the remaining elevations. The north and south elevations each have one vertical-rectangle, metal-framed, fixed-sash window abutting the corner ledge stone piers. Vertical wood siding encloses the location of a former opening on the south elevation. The north elevation has no other upper level openings, but it has a half-glazed, basement level metal door under the upper level's corner window.

The west elevation, which has two full stories exposed, has three lower level openings and three upper level windows set asymmetrically. The lower level has a half-glazed, wood-paneled door typical of the 1930s set in the north bay. A forty-eight-panel roll-up door occupies the central section; glass lights fill the door's bottom row. The final lower-level opening is a three-by-three metal-sash casement window in the south bay. The upper level's north and middle windows are three-by-three, metal-framed casement windows over brick sills. The upper level's south window has a fixed-sash center square flanked by three-light casement units. The openings are not directly aligned between the two levels. The lower level door is aligned with the upper level's middle window, and the roll-up door is below the upper level's south window.

The building retains many of its original features. Its location, overall design, and setting remain intact. Material replacements and alterations are minor. Recent changes include the roof-top installation of additional climate-control mechanics and ventilation. A vinyl clapboard balustrade surrounds the equipment. Photographs documenting the building during its Subway franchise era show a sixteen-panel roll-up door in the area now covered by vertical wood siding. Graffiti on the building's west elevation has been painted over, but ghost marks remain. Research revealed that the building's current use as a restaurant is considerably different from its original use selling fishing tackle and repairing motors; thus the feelings and associations conveyed by the building have been significantly altered.

Property and Community History

While Chesapeake Beach began as summer resort primarily reached by train and steamship, various factors contributed to its conversion as a year-round community in the second half of the twentieth century. The town was chartered by the Chesapeake Beach Railroad Company in 1894, and the Chesapeake Railroad, which came from Washington, DC, began operating in Fall 1898. The town's first wharf (located approximately at the location of the Rod 'n' Reel) was built by 1899, and steamships began bringing excursionists from Baltimore. The Chesapeake Beach Amusement Park opened in 1900 offering entertainment beyond the water-based attractions of crabbing, fishing, swimming, and boating.

Chesapeake Beach and the Chesapeake Railroad, which brought visitors from Washington, DC, were founded by Colorado railroad tycoon Otto Mears. Mears asked his close friend, David Moffat, a resident of Denver, Colorado, who had acquired wealth by investing in real estate, mines, and railroads, to join his Chesapeake Beach venture, and Moffat purchased several hundred acres. The property on which Kellam's Tackle Shop stands was part of this purchase and conveyed by the heirs of David Moffat (his widow Frances A. Moffat, his daughter Marcia McClurg, and his nephew Frederick Moffat) to the Chesapeake Beach Hotel Company in 1912, the year following David Moffat's death (Liber G.W.D. 12, folio 377).

In 1929, New York interests purchased the Chesapeake Beach Railway and the Chesapeake Beach Hotel Company. They electrified the railway, added bus service from various points in Washington, and modernized the amusement park, re-named Seaside Park, with new ballroom, salt-water pool, and new rides. Coincidentally, heavy ice in 1930 ruined the boardwalk, causing the park's amusements to relocate to shore.

The 1933 Chesapeake-Potomac Hurricane caused great damage throughout Maryland and Virginia. While physical damage at Chesapeake Beach appears to have been minor, the hurricane corresponds to a period of decline for Chesapeake Beach. A

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proposed ferry between Chesapeake Beach and Hudson in Dorchester County was proposed shortly before the hurricane in 1933; it would have created a direct route between Washington, DC and Ocean City, MD. This ferry service never materialized, and as the country reached the peak of the Great Depression, visitor numbers to Chesapeake Beach declined. In 1935, rail service to Chesapeake Beach from Washington, DC ended, and steamship excursions from Baltimore also decreased in the 1930s, permanently ending in 1942. Thus the early era of Chesapeake Beach came to an end, and local residents sought ways to modernize their town.

Former Chesapeake Railroad employee Wesley Stinnett had a home-building construction business, and in the mid-1930s, he opened Wesley Stinnett's Tavern, building the restaurant himself, and adding on to it as business increased. Photographs of Wesley Stinnett's Restaurant ca. 1960 show it as a single-story, hipped-roofed structure with brick veneer, hopper windows, and standing seam metal roofing, attached to a two-story, side-gabled, frame dwelling. Eventually, Stinnett would also own a pier, several charter fishing boats, and serve as mayor of Chesapeake Beach. Stinnett joined the Chesapeake Beach town council in 1935.

Bridge No. 4011, carrying MD Route 261, the main state road to Chesapeake Beach, over Fishing Creek, was built in 1940, replacing a nearby timber bridge that had previously carried the state road over Fishing Creek. The bridge replacement project emphasized the prevalence of the automobile transportation to Chesapeake Beach.

In February 1945, H.B. Anglemyer of North Beach, Maryland applied for a permit from the War Department to build a timber dock in the Fishing Creek harbor in Chesapeake Beach. In May, 1945, H.B. Anglemyer, owner of Chesapeake Beach Park, formerly Seaside Park, celebrated the grand opening of his new business venture, the Rod 'n' Reel Restaurant and Cocktail Lounge, described as an attractive, colorful restaurant, serving the finest foods and beverage. Chesapeake Beach Park entertainment included dancing, rides, games, amusements, games, white sand, a screened bathing beach and pool. In 1946, the Board of Trade of North and Chesapeake Beach placed an advertisement encouraging Washingtonians to spend their vacations bathing, fishing, dining, and boating at their resorts, particularly citing Stinnett's Tavern for food, mixed drinks and boats; Mrs. Chaney's Seafood Restaurant and Bar for delicious dinners; and the Anchor Hotel. Chesapeake Beach Park, which Anglemyer sold to the Stinnett family in 1946, separately advertised their sand beach, large swimming pool, amusements, and dining at the famous Rod 'n' Reel Restaurant. In 1947, the Stinnett family promoted accommodation of fishing parties, swimming, boating, dancing, bingo, midway, and rides, free parking, picnic grounds, and the beautiful Rod 'n' Reel for the finest food and mixed drinks. Images of the Rod 'n' Reel from ca. 1947 show the restaurant as a two-story, slightly shed-roofed frame structure attached to gabled-roofed pavilion, located east of the state road, on the south side of Fishing Creek, west of the Chesapeake Bay, and north of the Chesapeake Beach Railroad Station. Buddy Kellam owned a large boat named the Navajo that docked near the Rod 'n' Reel. Slightly later images of the Rod 'n' Reel's interior show a large two-story interior featuring ledgestone walls, a modern design that could easily have been described as beautiful in 1947.

In 1950, the Chesapeake Beach Hotel Company of Calvert County, the original railroad and real estate entity that retained ownership of the property now known as 8016-20 Bayside Avenue, changed its name to Chesapeake Company, Incorporated; its president was John Mayo Rector who had formerly been the general manager of the Chesapeake Beach Railway. The subject property had been platted in 1948, allowing for development, reacting to the improvements to the bridge carrying the State Road over Fishing Creek and to the success of the Rod 'n' Reel located opposite the State Road. Lots 1-27 in Plat No. 4 of the town of Chesapeake Beach were west of the State Road, north of Harbor Road, east of lots 29 etc., and south of Fishing Creek.

In September 1956, Chesapeake Company, Incorporated, conveyed Lots One through Seven on Plat Numbered Four of the town of Chesapeake Beach to Lynwood T. (Buddy) Kellam, this being the property that would become 8016-20 Bayside Avenue (Liber JLB 9, Folio 260). Lynwood Thomas Kellam was born circa 1915 in Virginia to George Lee Kellam and Iva Kellam. He grew up

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in Wachapreague, Accomack County, on Virginia's Eastern Shore, where his father was a waterman, owning his own boat and own house. A 1940 Baltimore Sun column mentioned that George E. Kellam of Wachapreague had guided many Baltimoreans to their first channel bass catches; although the middle initial is different, this is probably Lynnwood's father. The Wachapreague economy did not fully recover from the 1933 Chesapeake-Potomac Hurricane, and it appears that Lynwood and his brother George, relocated to the Chesapeake Beach area. In 1943, Lynwood Thomas Kellam and wife Mary Frances Kellam purchased property in the Talbot subdivision of Chesapeake Beach, but sold it in 1947.

The building at 8016-20 Bayside Avenue was constructed in 1958, and its historic use was as Kellam's Tackle Shop on the top floor and a marine engine repair shop called Gritty's on the rear, lower level. The use of ledgestone may have been an attempt to visually link the facility with the Rod 'n' Reel opposite MD 261, which was a venue for chartering boats as well as a restaurant. The modern appearance of Kellam's Tackle Shop, characterized by large plate-glass windows and flat roof, contrasted with traditional vernacular architecture of the region- a style that could be found at general stores such and Donald and Kline's at 3903 17th Avenue or a competing tackle shops such as Tyler's at 8210 Bayside Road. Likewise, the boats that docked at the Rod 'n' Reel were modern and luxurious, rather than traditional Chesapeake sailing craft. Kellam purchased additional adjacent property (Lots 8-15) on July 3, 1961 (Liber JLB 44, Folio 408). While archival research did not reveal specific information regarding Kellam's Tackle Shop, the appearance of the building, its location, and contextual information indicate that it held a unique position in Chesapeake Beach history.

Lynwood Kellam died in 1984, survived by five siblings. City directories record the address 8020 Bayside Avenue as Tool Engineering Company beginning ca. 1986. The 1990 directory lists Tool Engineering, Kellam's Marina and Boat Yard, and Subway as occupying the 8020 Bayside Avenue property. In May 1992, Kellam's Marina and Boat Yard, Inc. sold the property to the Town of Chesapeake Beach. The property became Parcel A in a 1994 re-platting, and the Town of Chesapeake Beach sold the property to the Fishing Creek Landings Corporation in 1997; Fishing Creek Landing Corporation sold the property to Rod & Reel, Inc. in 2005. In 2010, the building at 8016-20 Bayside Avenue became a Papa John's Restaurant.

Wesley Stinnett's Tavern closed in the early 2000s following Hurricane Isabel. The Rod 'n' Reel is still an operating restaurant, bar, and pier, but its original building has been completely absorbed by the Chesapeake Beach Resort Hotel, exhibiting contemporary building styles. Thus, Chesapeake Beach has entered another period of its development.

Context:

Fishing has been a popular past-time in Chesapeake Beach from the very beginning of its development. As early as 1905, a daily fisherman's express rail trip left Washington, DC, at 8:30 AM and returned at 6PM. The Baltimore Sun reported in 1916 that Chesapeake Beach offered unsurpassed fishing and crabbing and could be reached by excursion steamship five days a week. In 1923, the half-mile steamship pier and rented boats provided good fishing for hardheads, spot, and trout; crabbing remained popular. In 1924, all-night fishing was mentioned in the Washington Post as extremely popular in Chesapeake Beach.

In 1935, The Washington Post published an in-depth feature on the appeal of fishing for hardheads, also known as croakers. Fishing for hardheads was popular with all walks of life, and fishermen from Washington traveled frequently to the Chesapeake Bay for this plentiful fish, which were collected in bushel baskets and crates, rather than creels. Space on a boat could be had for \$1 per hour for 4 hours or \$5 per house for 4 hours for 5 people and \$1 per person above that. Some boats could be rented for \$10 to \$15 per day. In 1935, row boats, power boats (accommodating 20-30 persons), and sailboats with auxiliary engines were all options for accessing hardheads. Bait included hard crabs, soft crabs, peelers, shrimp, and bloodworms, and 50 cents worth of bait per person would suffice. The recommended gear included twisted linen line, a light salt-water reel, rod, two- and four-ounce sinkers, hooks, and a leader cover; a good quality set of gear could be acquired for \$10. Helpful accessories included smoked

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glasses for the glare, a wide brimmed hat, and plenty of sandwiches for lunch. The successful fisherman could give his extra fish to his neighbors to increase his social standing or to return favors.

During World War II, when gas rations made it difficult for individuals to drive from Washington, DC, to Chesapeake Beach, W.M. & A. Motor Lines ran bus service between the two places on a fisherman's schedule. Following the end of World War II, charter fishing became popular on the Chesapeake Bay, and as early as 1949, Chesapeake Beach renewed itself as a destination offering a modern charter fishing experience with twenty modern fishing boats docking at the Rod 'n' Reel, equipped with features like ship to shore telephones and dual control steering from the upper or lower decks. While the opening of the Bay Bridge in 1955 made Ocean City much more accessible to Washingtonians, Chesapeake Beach was still much closer, falling onto the day-trip category. For those who could not afford to charter a whole boat, space on a headboat, or mixed-party boat, was available at an affordable price. Regardless of how the fishermen ventured onto the water, obtaining tackle was a necessary prerequisite, and Kellam's Tackle Shop provided this service to the modern fisherman.

Kellam's Tackle Shop represents an era of specialized stores following the general store and preceding the proliferation of chain discount department stores. Chesapeake Beach's Donald and Kline General Store, inventoried as MIHP # CT-221, was built in 1901, and like most Calvert County general stores adopts the form of a late-Victorian-era dwelling. In the second half of the twentieth century, the building was used for a variety of different establishments, reflecting that general stores began to decline in popularity and number following World War II, due to the appearance of supermarkets, department store, and other specialized merchandise stores. The Donald and Kline General Store MIHP form contains a well-developed historic context of general stores in Calvert County, explaining the great variety of the merchandise they carried and services they provided. The general store also served as an important social center where customers, primarily local residents, visited and shared local news and gossip; single men in particular often spent many evenings at their local general store talking, playing cards or checkers, or listening to the radio. The general store was set up with wide front porches and often interior seating areas arranged around wood stove to accommodate the social factor of the general store.

In contrast, while tackle shops like Kellam's provided some of the same goods and services, and offered a place to exchange news and knowledge, the environment was not suited to lingering fishermen. Kellam's basement offered marine motor repairs, which was another two specialized service, differentiating it from the all-purpose nature of general store predecessors. Established following World War II, Kellam's Tackle Shop likely carried a much wider selection of tackle than the general store, as technological advancements in materials such as plastics led to a wider assortment of tackle production, tackle being defined as any gear used for fishing, including hooks, lines, sinkers, floats, rods, reels, bait, lures, spears, nets, gaffs, traps, waders, and tackle boxes. Traditional natural (or live) bait, such as worms, leeches, minnows, frogs, salamanders, and night crawlers, remained, but artificial lures became more prolific in the post-war period. Silk minnows were created as early as the seventeenth century, and wood and tin lures were sometimes found in the late nineteenth and early twentieth centuries, but plastic and synthetic rubber were technological advancements related to World War II, and these materials offered durability and affordability, finding use in many products, including tackle. DuPont announced its invention of nylon in 1938, and the company marketed nylon monofilament fishing line as early as 1939. In 1959, DuPont introduced Stren monofilament, which was thinner and softer, and became a widely used fishing line, and the use of traditional silk, linen, and cotton line diminished. Hard plastic became commonly available immediately after World War 2 and could be used for floats (bite indicators), lures, and rust-resistant tackle boxes (first introduced by the Plano company in 1952). Soft plastic lures originated in the late 1950s and early 1960s and were available in a wide range of colors, sizes, and shapes, and were vastly improved in 1972 with the Curly Tail concept.

The Tackle Shop clientele was likely a combination of local residents and regional excursionists. It was a place of information exchange, but the specific information related to where fish were found and what fishermen were using successfully. While Kellam's Tackle Shop offered some of the same products as a general store, it represents the post-World War II-period in its

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specialization offering a wide array of a specific kind of merchandise, and its architectural design reflects its more modern purpose.

Evaluation

The commercial building at 8016 Bayside Drive, formerly known as Kellam's Tackle Shop, was evaluated for the National Register of Historic Places (NRHP) using Criteria A, B, and C. The property reflects the post-World War II-period in Chesapeake Beach when the town transformed from a seaside resort accessed by railroad and steamship to a small town with year-round residents that catered to a regional audience of fishermen who arrived by private automobile. However, the property, through its change of use over time, does not convey the feeling and association of its supportive role in the Chesapeake Beach fishing economy, and therefore, it is not eligible under Criteria A, as it is not representative of significant events or patterns in local, state, or national history. The property does not meet Criteria B because it is not associated with significant persons in our past. The property does not meet Criterion C, as it lacks distinction as an example of a mid-century modern architecture. It is a common example of a commercial building from the middle twentieth century, and is not the work of a master and does not possess high artistic values. The property at 8016 Bayside Drive was not evaluated under Criterion D as part of this assessment. Therefore, the property historically known as Kellam's Tackle Shop at 8016 Bayside Drive is not eligible for the NRHP.

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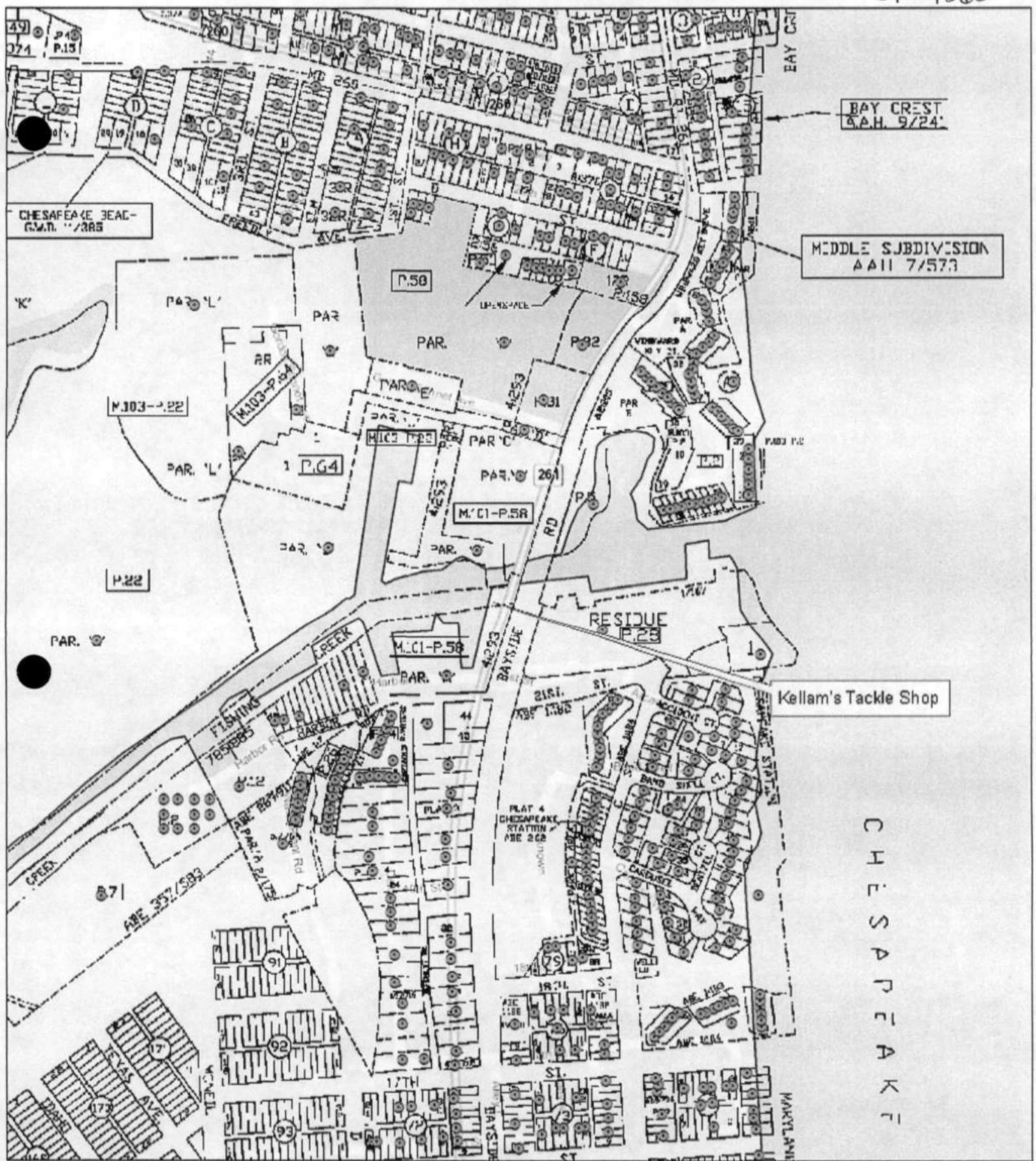
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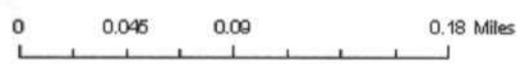
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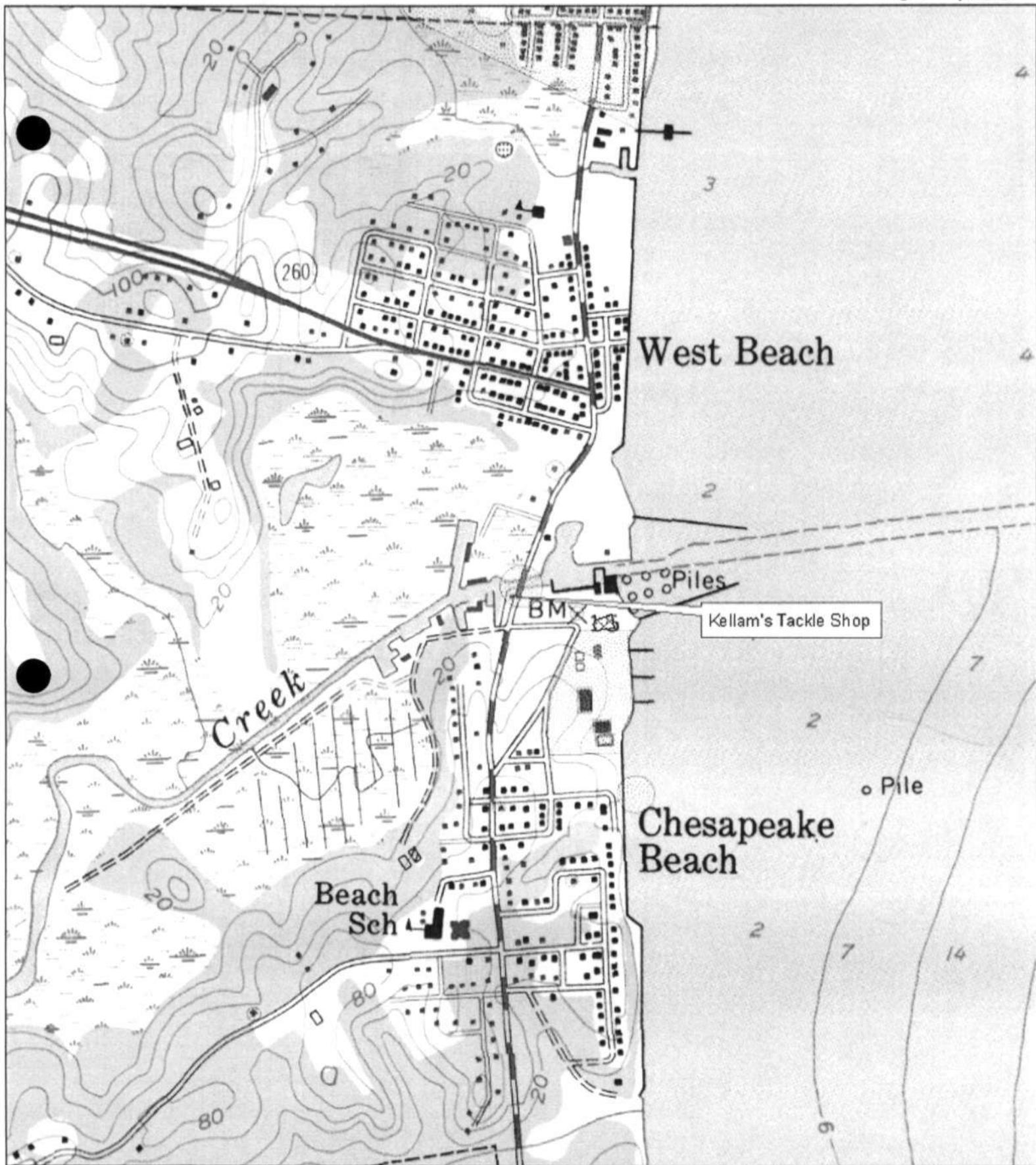
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Date

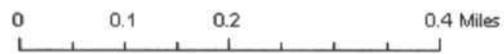


Kellam's Tackle Shop
 3016 Bayside Drive, Chesapeake Beach, Maryland
 North Beach Quad, Calvert County





Historic Name: Kellam's Tackle Shop
 2016 Bayside Drive, Chesapeake Beach, Maryland
 North Beach Quad, Calvert County



**Maryland State Highway Administration
Cultural Resources Section
Photo Log**

Project No.: CA480B21
Project Name: MD 261 over Fishing Creek, Replacement of Bridge No. 0401100
MIHP No.: CT-1360
MIHP Name: Kellam's Tackle Shop
County: Calvert
Photographer: Anne Bruder
Date: 4/5/2011
Ink and Paper Combination: Epson UltraChrome pigmented ink/Epson Premium Luster Photo Paper
CD/DVD: Verbatim, CD-R, Archival Gold

Image File Name	Description of View
CT-1360_2011-04-05_01	View facing southwest toward 8016 Bayside Drive
CT-1360_2011-04-05_02	View facing southeast toward 8016 Bayside Drive
CT-1360_2011-04-05_03	View facing south, southeast towards 8016 Bayside Drive
CT-1360_2011-04-05_04	View facing northwest towards 8016 Bayside Drive



CT-136D

Kellam's Tackle Shop

Calvert Co, MD

Anne Bruder

7/5/2011

NO STOP

View facing Southeast toward 8016 Bayside Dr

1074



CT-1360

Kellam's Tackle Shop

Culvert Co., MD

Anne Bruder

4/5/2011

MD SHPO

View facing southwest toward 8016 Bayrides Dr

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Kellam's Tackle Shop

Calvert Cr., MD

Anne Borden

4/5/2011

MD SHPO

View facing south-southeast towards 8016 Bayside Dr

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CT-1360

Kellam's Tackle Shop

Calvert Co., MD

Anne Bruder

4/5/2011

MD SHPD

View facing northwest towards 806 Bayside Dr

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