Easement - Term Expired

CT-799

Form No. 10-300 (Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
Chesapeake Bay Bugeye, Wm. B. Tennison
AND/OR COMMON

2 LOCATION

STREET & NUMBER
Calvert Marine Museum — NOT FOR PUBLICATION
CITY, TOWN
Solomons — VICINITY OF
CONGRESSIONAL DISTRICT
Third
STATE
Maryland
CODE
24
COUNTY
Calvert
CODE
009

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	__PUBLIC	__OCCUPIED	__AGRICULTURE	X MUSEUM
__BUILDING(S)	X PRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	X EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	PUBLIC ACQUISITION	ACCESSIBLE	X ENTERTAINMENT	__RELIGIOUS
X OBJECT	__IN PROCESS	X YES: RESTRICTED	__GOVERNMENT	X SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	__TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME
Calvert Marine Museum, Ralph Eshelman, Director
STREET & NUMBER
P. O. Box 97
CITY, TOWN
Solomons — VICINITY OF
STATE
Maryland 20688

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Vessel Documentation Office
STREET & NUMBER
Department of Transportation
CITY, TOWN
Washington
STATE
D. C.

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

__FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

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CONDITION		CHECK ONE	CHECK ONE
_EXCELLENT	_DETERIORATED	_UNALTERED	_ORIGINAL SITE
X GOOD	_RUINS	X ALTERED	_MOVED DATE_____
_FAIR	_UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Bugeye is a craft which exhibits the transition from log to frame construction in Chesapeake Bay sailing vessels. Bugeyes were first built of all log construction, then of logs with a partial frame, and finally of all frame and plank construction. The Wm. B. Tennison, of the intermediate log and frame type, displays this transition in addition to the later conversion of a sailing craft to a power craft.

The Wm. B. Tennison has a length of 60.5 feet, breadth of 17.5 feet, and depth of 4.5 feet. Her official number is 081674. Her construction is typical log, of hewn heart pitch pine. Approximate thickness is 9" at the main log tapered to 6", 6" at turn of bilge tapered to approximately 3" at bend raising; well formed sheer; raked stem and stern posts; sawn oak tranverse frames 3½" x 4" spaced at approximately 30-inch centers; 2½" x 8" sawn oak clamps; 6" sawn oak floor frames spaced approximately 5 feet intermediate of bulkhead; main members, floor frames and clamps galvanized drift bolted with chinch rings adequately fastened; refastened floor frames in 1976. Main members are sawn oak galvanized iron drift bolted. Transverse bulkheads are tongue and groove compartmental partially water tight, formed to athwartship stiffening.

Decks - ship laid heart pitch pine, 2" x 2½" caulked, painted, fastened with galvanized iron boat nails. The deck is fitted with hatch, hatch coamings amidship, deemed adequate for storage of oysters while being transported. The vessel was originally constructed as Sharp stern (patent) with stern installed to provide additional space of deck quarters.

Pilot house - tongue and groove cypress, rounded forward fitted with 3-drop windows, access door port and starboard with drop windows installed in pilot house sides; center helm with wheel and necessary instrumentation and controls, upper and lower berths to port forward to enclosed head, with access to engine room through hatch installed in pilot house sole.

Jointer work and trim - cypress tongue and groove painted.

Her original rig included two masts, three sails, four pairs of oyster dredges, dredge cables, four dredge rollers, two hand winders, a large hatch on either side of the centerboard, and a small cabin aft. The rig was removed in 1911 when the boat was converted to power. (See #8 for details.)

8 SIGNIFICANCE

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PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION	
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE	
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE	
__1600-1699	__ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN	
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER	
X 1800-1899	X COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	X TRANSPORTATION	
X 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	X OTHER (SPECIFY) Maritime	
		__INVENTION			

SPECIFIC DATES 1899; 1911 BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

SIGNIFICANCE

The Tennison is a Chesapeake Bay bugeye built in 1899 and converted to a buy boat in 1911. She is one of the few log-hulled bugeyes left on the Bay. She is exemplary of the transition between log and frame and plank bugeyes, having basically a log hull with some frame and plank construction. She was also one of the first bugeyes to be converted to power for use as a buy boat, and the only such converted vessel known to survive on the Bay.

By the late 1890s, suitable logs had grown scarce and most bugeyes were of frame and plank construction. Her construction in 1899 puts the Tennison in the middle of the construction transition. Through the 1920s and 30s many sail-powered bugeyes continued to oyster with the skipjacks (the latter had largely taken over because they were cheaper to build and maintain), but by the late 30s and early 40s most bugeyes had left actual oystering, converting to power and serving as oyster buy boats or retaining sails but serving as yachts. The Tennison came under power very early in the history of the bugeye on the Bay. (Ref: Burgess, Chesapeake Bay ling Craft, pp. 16-17.)

HISTORY

The Tennison is a Chesapeake Bay bugeye built in 1899 at Crabb Island, Maryland by B.P. and R.L. Miles. Her hull is constructed of nine logs, called "chunk" as opposed to the frame and plank type of construction which developed later. (See #7.) The Tennison is one of the oldest surviving chunk bugeyes on the Bay.

To our knowledge at the Calvert Marine Museum, the Wm. B. Tennison is the only log bugeye converted to an oyster buy boat extant on the Chesapeake Bay. Her condition can be attested to by the fact that the U.S. Coast Guard has passed a rigid survey on her, making her the oldest licensed passenger carrying vessel in the 5th Coast Guard District (the Chesapeake Bay). Her survival is a tribute to her builder and the former owners who maintained her in excellent fashion.

It seems appropriate that the Calvert Marine Museum, based at the Solomons "bugeye capital of the world" should have in its possession a vessel of this type. During their prime, the shipbuilders of Solomons produced more bugeyes than any other community on the Bay. As a result, the vessel's development was greatly influenced by this local group of boat builders.

Initially the Tennison was powered by sail, as were all the bugeyes, and was engaged in the coasting trade and the oyster industry. In 1911 she was converted to a power vessel and the sail rig was removed. A new, larger cabin was added aft, and

See CONTINUATION SHEET #1.

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FHR-8-300A
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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Wm. B. Tennison
Calvert County
Maryland

CONTINUATION SHEET ITEM NUMBER 8 PAGE 1

(SIGNIFICANCE, continued)

she became an oyster buy boat. She continued in this business until her recent acquisition by the Calvert Marine Museum. The sole purpose of a buy boat was to travel between the oyster bars, purchase shellfish from the workboats, return to the oyster house, and subsequently make deliveries to the metropolitan markets of Washington, Baltimore, Norfolk, etc. The use of oyster buy boats greatly reduced the need for oystermen to travel to wholesale markets to sell their catch. However, the benefits gained by this were practically negated because the captains of the buy boats purchased oysters from the oystermen at reduced rates. In effect, buy boats reduced the oystermen's income. During the off season, April to October, the buy boats engaged in hauling fresh produce, lumber, and livestock to markets in Baltimore and Washington, D. C.

In 1952 necessary repair of rotted members in the Tennison was carried out by the H. Krentz Marine Railway in Harryhogan, Virginia. Her original exterior was finished as it is now, with white paint. The quarterboards, which almost certainly date from her conversion in 1911, are in an excellent state of preservation. These are now in the museum collection. New boards carved by LeRoy "Pepper" Langley (Master shipcarver) are now fixed to the vessel. The former owner, Mr. Alton Kersey, maintained her in excellent condition.

Her dredge equipment, including six oyster dredges, a four-cylinder Wisconsin air-cooled engine geared to a double set of winders, and dredge chocks and roller, are also in the museum collection.

It is the interest of the museum to use this vessel as a cruise tour boat on the Patuxent River, as well as a field excursion boat for estuarine educational classes.

While many have suggested the Tennison be restored to its 1899 sailing condition, we at the museum feel the real historic value of this vessel is its conversion to an oyster buy boat from a bugeye. There are three sailing bugeyes on the Bay or being built today, but no log hull oyster buy boat. Part of the interpretation of this vessel will be the documentation of its conversion and the fluctuating trends in the oyster business which caused it.

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9 MAJOR BIBLIOGRAPHICAL REFERENCES

Brewington, M.V. Chesapeake Bay, A Pictorial Maritime History.
Brewington, M.V. Chesapeake Bay Log Canoes and Bugeyes.
Burgess, Robert. Chesapeake Sailing Craft.
Burgess, Robert. This Was Chesapeake Bay.
DeGast, Robert. Oystermen of the Chesapeake Bay.
Maryland Historical Society, Archives of Maryland.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY N/A

UTM REFERENCES

	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
A				B			
C				D			

VERBAL BOUNDARY DESCRIPTION

N/A

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE
Bill Hall, Naval Architect

ORGANIZATION
Calvert Marine Museum

DATE
March 5, 1979

STREET & NUMBER
P. O. Box 97

TELEPHONE
(301) 326-3719

CITY OR TOWN
Solomons

STATE
Maryland 20688

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL ___ STATE ___ LOCAL ___

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

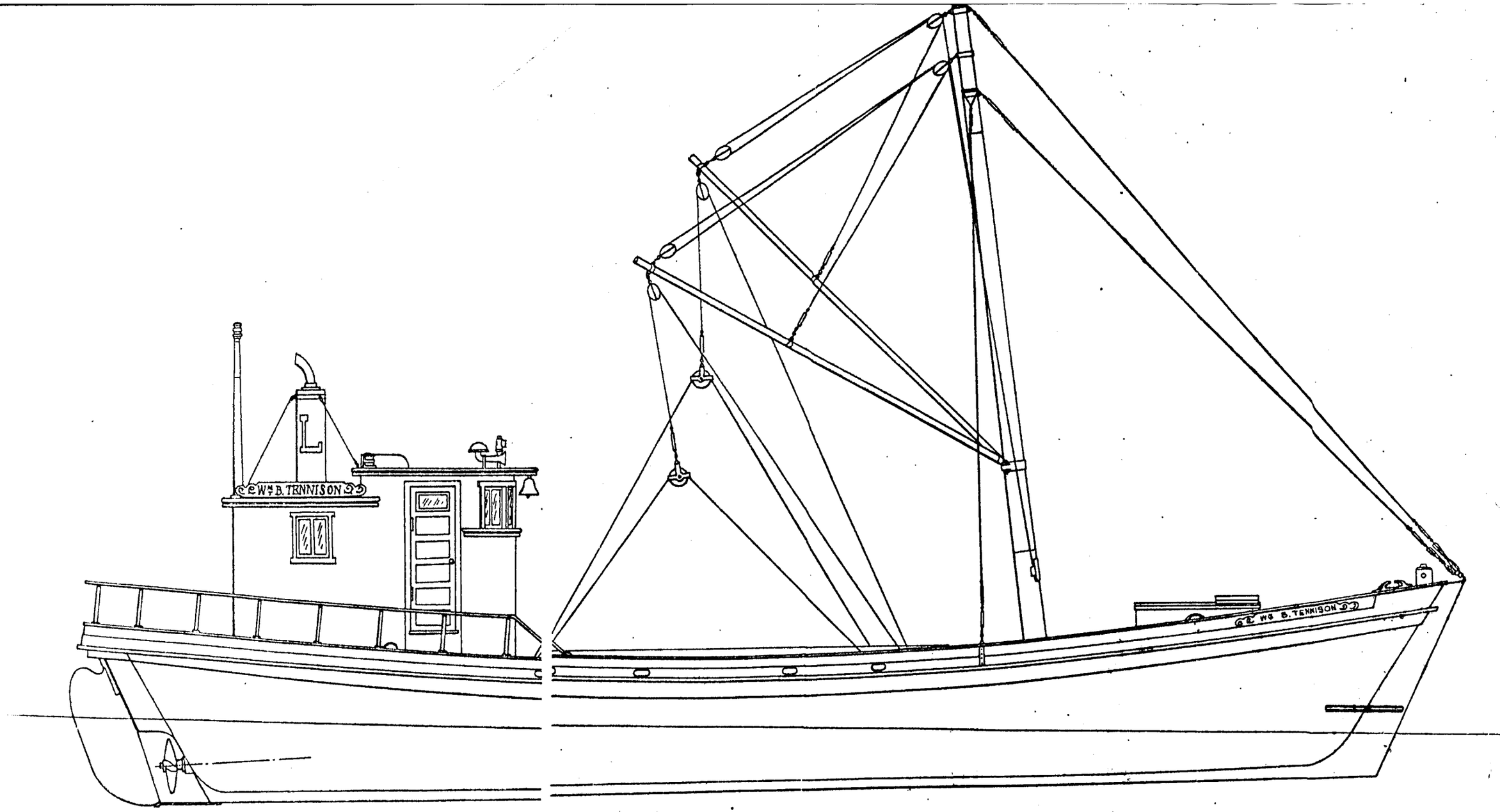
DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST: DATE

KEEPER OF THE NATIONAL REGISTER

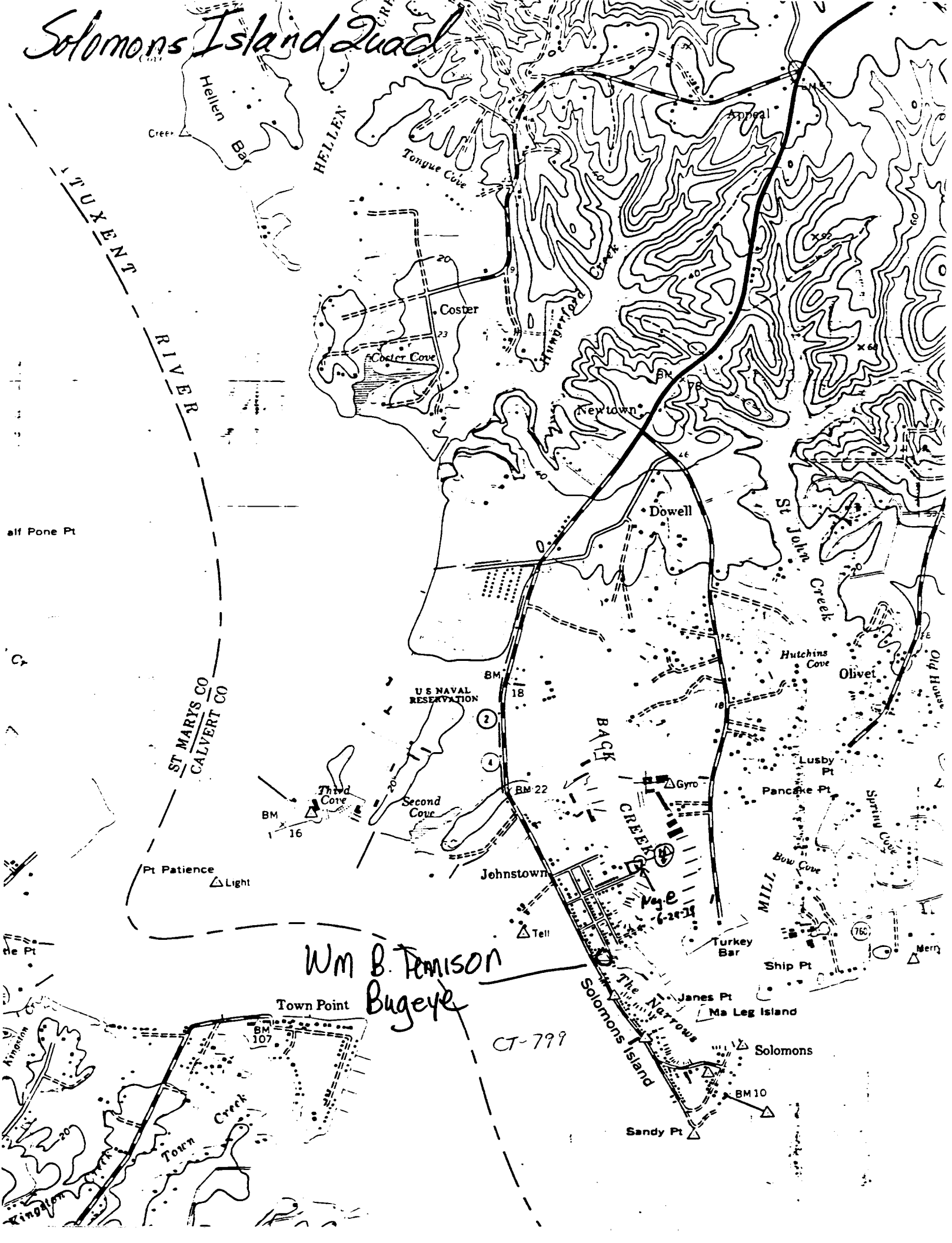
GPO 892-453

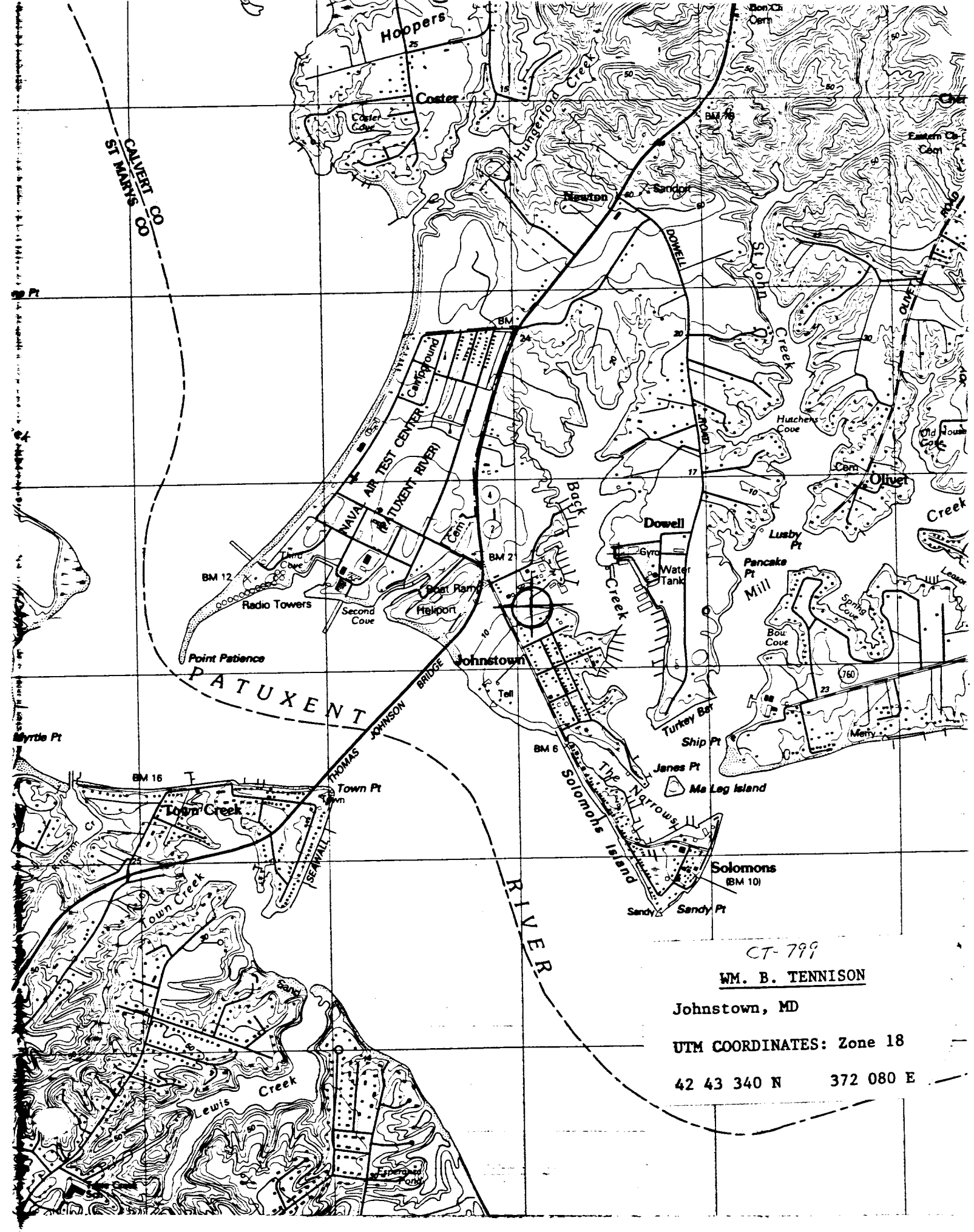


60' BUYBOAT - "WILLIAM B. TENNISON" (AS CONVERTED IN 1911)

LAN CHESLEY
1980

CT-799


Solomons Island Quad
Hellen Bar
HELLEN
Tongue Cove
Appeal
TUXENT RIVER
Coster
Coster Cove
Hungerford Creek
Newtown
Dowell
St John Creek
Hutchins Cove
Olivet
Old House
alf Pone Pt
ST MARYS CO
CALVERT CO
U S NAVAL RESERVATION
BACK CREEK
Lusby Pt
Pancake Pt
Spring Cove
Third Cove
Second Cove
Gyro
Bow Cove
MILL
Pt Patience
Light
Johnstown
Tell
Turkey Bar
Ship Pt
Merry
Wm B. Tennison
Bugeye
Town Point
The Narrows
Janes Pt
Ma Leg Island
Solomons Island
Solomons
CT-799
BM 10
Sandy Pt
Town Creek
Kingston Creek



CT-799

WM. B. TENNISON

Johnstown, MD

UTM COORDINATES: Zone 18

42 43 340 N 372 080 E

CT-424 799
Wm B. Tennison
Solomon's Island
Calvert Co., Md.

Photographed by Tim Mihursky
May, 1979

Maryland Hist. Trust

W. B. TENNISON
W. B. TENNISON

52B

CT-424 799
Wm B. Tennison
Solomon's Island
Calvert Co., Md.

Photographed by Tim Mihorsky
May, 1979

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CT-799

WILLIAM B. TENNISON
Solomons, Md

starboard side
M. C. Wootton

CALVERT MARINE MUSEUM
W.m B. TENNISON

CT-799, WM. B. TENNISON

2

3