

T-275

rec'd 11 Aug 82

MARYLAND HISTORICAL TRUST

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON

Chesapeake Bay Maritime Museum--selected buildings and small craft collection

2 LOCATION

STREET & NUMBER

CITY, TOWN

St. Michaels

VICINITY OF

CONGRESSIONAL DISTRICT

First

STATE

Maryland

COUNTY

Talbot

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> MUSEUM
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> SITE	<input checked="" type="checkbox"/> PUBLIC ACQUISITION	<input checked="" type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> EDUCATIONAL
<input checked="" type="checkbox"/> OBJECTS	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> ENTERTAINMENT
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> GOVERNMENT
		<input type="checkbox"/> NO	<input type="checkbox"/> INDUSTRIAL
			<input type="checkbox"/> MILITARY
			<input type="checkbox"/> PARK
			<input type="checkbox"/> PRIVATE RESIDENCE
			<input type="checkbox"/> RELIGIOUS
			<input type="checkbox"/> SCIENTIFIC
			<input type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> OTHER

4 OWNER OF PROPERTY

NAME

Chesapeake Bay Maritime Museum, Inc.

Telephone #: 301-745-2916

STREET & NUMBER

R. J. Holt, Director / William J. Brogan, Chairman, Board of Governors

CITY, TOWN

St. Michaels

VICINITY OF

STATE, zip code

Maryland 21663

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.

Talbot County Courthouse

Liber #: 437/577 432/452  
Folio #: 441/610

STREET & NUMBER

Washington St.

CITY, TOWN

Easton

Maryland

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

**7 DESCRIPTION**

**CONDITION**

EXCELLENT  
 GOOD  
 FAIR

DETERIORATED  
 RUINS  
 UNEXPOSED

**CHECK ONE**

UNALTERED  
 ALTERED

**CHECK ONE**

ORIGINAL SITE  
 MOVED DATE \_\_\_\_\_

**DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE**

Please see attached pages

Nomination includes:

Higgins House

Dodson House

Eagle House

Gift Shop--see maps following narrative section 7 for maps detailing original location and move onto new foundation.

Hooper's Strait Lighthouse

Freight Shed

Small craft collection

Description

The Chesapeake Bay Maritime Museum is located at the northeast corner of St. Michaels, a small watermen's town on the Miles River. It is located on Route 33, which runs from Easton west to Tilghman Island and parallels the old Claiborne-Easton railroad. Route 33 forms the town's main street, Talbot Street. The Museum is at the end of Museum Road, formerly Mill Street, the last street to the east in the town.

The Museum is situated on Navy Point; it is divided by a north-south right of way leading to the Crab Claw, a modern seafood restaurant fronting on the harbor to the south (not part of this application). The western end of the property was originally residential; three original buildings remain which house the Museum's offices and some displays. These buildings date from the middle of the nineteenth century.

The area to the east of the right-of-way was an industrial site from the late nineteenth century to the middle of the twentieth, housing canneries, seafood packing houses, and the like. One of these structures survives, as well as one late nineteenth century house adjacent to the right-of-way. A number of historic structures have been moved to the Point and one modern display building has been constructed; a new building is presently under construction. The Point is also the berthing area for the Museum's historic small craft and the site of ongoing reconstruction work.

The Museum's main building group has three south-facing buildings fronting on St. Michael's harbor which are in situ. In order from west to east they are:

the Higgins House, the Dodson House and the Eagle House. These buildings are included in the application for the National Register. Since all buildings are situated on Museum grounds boundaries for individual nominations extend to building dimensions only. The Museum owns the grounds and the buildings are protected from encroachment or outside intrusion.

The Higgins House is a two-story frame building with a lower two-story wing to the east which has a single story wing to the rear. It was most likely constructed between 1854--1856.

The main block of the house is two bays wide and includes a two-story porch with a second floor deck. The ornamental balusters of the deck railing are a prominent building feature. The entrance in the west bay consists of four panel door with a narrow three light transom. This is flanked by a modern square window bordered by rectangular small panes. Above the entrance is a four panel porch door flanked by a six-over six light window with louvered shutters.

The east wing is set back one bay and is two bays wide. In the west bay is a six-over-six window with shutters and to the east, a board and batten door with six panes. A single-story porch extends to the front wall of the main block; above are two four-over five light windows with single hinged shutters. The single-story rear wing is one bay wide and one deep.

The house is clapboard covered and has a gable roof with an interior chimney and ornamental trim along the eaves.

The structure is currently used for Museum member and volunteer offices. Its main block is divided into two rooms along the east-west axis, with a single room and a back hall on the second floor. The wing has a single room on each floor. About half the walls have been paneled.

The Dodson House was built before 1861 and is a three-story brick building with a two-story brick wing to the east. A small frame wing stands to the east of the brick wing.

The brick is common bond, while the frame wing has German siding. The main block is two bays wide with a three-story two decked porch with ornamental balusters and columns with scroll brackets. The porch was added in the 1890s, and the front of the gable roof was raised to continue into the porch roof. The entrance is in the east bay, where a five-light transom with sidelights frames a six panel door. It is flanked by a six-over-six light window. Six panel doors with four panes open from each bay onto the porches. These have double louvered shutters as do all windows.

The two bay east wing has a three panel door in its west bay containing a window with diamond panes, flanked by a six-over-six window. Smaller six-over-six windows are above. The wing is set back one bay and a single-story porch extends to the front of the main block.

The two-story east wing extension is one bay wide and has a single-story porch. A four panel door with two lights has a six-over-six window above. A single-story shed extends to the rear of this addition.

The building has two chimneys on the west end, one on the east end of the brick wing and one on the east end of the extension.

The Dodson House is currently the Museum's main exhibition building. The floor plan of the main block is two rooms deep with a side hall. The ground floor rooms have been opened into a double room, while the second and third floors retain the original plan; each has, as well, a small room over the entrance hall area. The eastern wing has a single room on each floor, as does the frame-wing. Its ground floor has a brick floor and a staircase to its second floor. There is no common door joining the second floor frame room with the brick structure. The ground floor retains about 80% of its original plaster walls, as well as its mantels, while the second and third floors have been paneled to provide suitable background for exhibits. Plans have been made to use

the building as a library when the construction of the Bay of Chesapeake Building is complete.

The Eagle House was built after the purchase of the land in 1893 by the Dodson family. Eagle House was designed to be identical to the Dodson farm house. It is a two-story, five bay frame house with a central two-and-a-half story entrance tower. The tower projects one bay and has a semi-circular single-story entrance porch framing a four panel door with two transom lights on the first story and a six-over-six light window on the second. Its roof is a steep, almost bell-shaped, mansard surmounted by an eagle and containing a gabled dormer with a four-light sash. On either side of the tower are two-story porches with ornamental balustrades on the second deck. The inner bays, on both sides, have four panel entrance doors with four panes in place of the top panels on the first floor and a four panel porch door on the second. The outer bays have six-over-six windows with louvered shutters on both floors. The gable roof extends out over the porch.

The house has had chimneys removed from each end, and has been covered with asbestos siding. A reproduction of the eagle for which it is named is on the tower top; the original is on display.

A two-story one room deep rear wing extends along the back of the east and central parts of the house, while a single-story addition is behind the eastern wing. Both additions have shed roofs.

The Museum's administrative offices are located in the Eagle House, which has a central hall plan with single rooms on either side. The easternmost room has been opened into a back room that also runs behind the center hall. The western room has a small separate back room, provided by the single story rear extension. The

second floor has a room on either side of the stairway with a room over the entrance hall. Two back rooms are provided by the two-story rear wing.

Interior details of the ground floor basically have been unaltered except for a small bathroom on the left side of the entrance hall; the second floor office spaces have been paneled.

Across the right-of-way that divides the Museum property is the Museum store building which faces north. It is a five bay, two-story frame house with a single-story entrance porch extending along the northernmost four bays. The house has a narrow two-story wing to its east and a two-story half hexagonal bay window to the west.

The entrance porch is three feet above the ground with steps. The 1 panel double doors have blocked windows and are flanked by a pair of two-over-two light windows. The second floor windows are similar but slightly smaller. The gable roof has a gable with a round-arched, four-light attic window directly above the entrance.

The building has a one bay deep, one-and-a-half story wing behind the west wing with a gable roof, and a single-story shed-roofed wing behind the main block. The latter was once a porch and was later enclosed. The building is clapboarded overall except the area around the western bay window which is decorative shingle siding.

The first floor has a large room entered by the front doors. The west wing provides an additional single room. The rear wing has a single room, and the enclosed porch runs behind the main block.

The Museum store building has recently been moved and renovated. Its move was necessitated by the fact that there was no foundation at its old site. The building was sinking and to preserve the structure it was moved some 30 feet, and now faces

north instead of west. The new foundation was essential for the structural survival of the building. In its renovation little of the exterior was changed; original woodwork was repainted and used. It was necessary to remove collapsed chimneys, and the entrance was changed from a single to a double door.

The interior first and second floors were adapted to utilize the area for the Museum store. The stairway was moved on the first floor from its central location to a site less obtrusive. The second floor was converted into an apartment for Museum security purposes and includes two bedrooms, a bath, living room and kitchen. These are all internal changes without structural ramifications. The third floor was not changed.

The building was originally constructed around 1875-1877 on Navy Point. Like the Eagle House, the Higgins House and Dodson House, the Museum store building typifies a kind of architecture that grew up in St. Michaels in the late nineteenth century as a result of the expanding seafood industry on Navy Point. As a whole, these buildings represent a handsome sampling of local nineteenth century architecture; we submit them for inclusion in the nomination.

Several buildings for nomination are historic but not indigenous. They are the Hooper's Strait Lighthouse and the Claiborne Freight Shed.

The Hooper's Strait Lighthouse is a hexagonal, one-and-a-half story structure with a central hexagonal light cupola.

The entrance is through a four panel door with two windows which face south. Proceeding clockwise, each face has: a single window, a pair of windows, a door, a single window, and a pair. All windows are six-over-six lights with louvered shutters. Above each pair of windows is a gable dormer with a pair of four-over-four windows.

Outside the dormer immediately counter-clockwise from the door hangs a fog bell.

On the deck or porch which runs around the lighthouse are a pair of davits on each dormer side and an outhouse on the face opposite the entrance.

The light cupola has a hexagonal walk-around balcony, reached by ducking through a low half-door in the wall of the light cupola.

The lighthouse sits on a modern steel frame, about a story above ground, the same distance it sat above water at its original location in Hooper's Strait, Dorchester county. It has a modern stairway to the deck. The lighthouse originally sat on a "screwpile" frame. This type of frame was anchored to the Bay's floor by pilings tipped with large screws that were twisted into the sand.

The Lighthouse was moved to the Museum in 1966 to prevent its demolition. It had operated in Hooper's Strait since its construction in 1879. The Bay cottage lighthouses were basically prefabricated and assembled on site. In this way they were very similar. No structural changes have been made.

The Claiborne Freight Shed is a five bay wide, single story gable roof building facing south. It is a frame structure covered with corrugated iron, and is supported by pilings as it is partially over water. Five sliding doors provide access on the south and north side; each end has a single sliding door. The building's interior is entirely open except for a half bay room at its east end.

The Freight Shed, which now houses our small craft display, was originally at Claiborne, about six miles from Navy Point. It was the freight shed for the Baltimore, Chesapeake and Atlantic Railway, which had rail and steamer service there from 1894 to 1924. In 1933 the building was moved to Navy Point for use by the St. Michaels' Packing Company in its tomato canning industry. Today it stands as it did in 1933, when seafood and canning industries were so important to this area.

In addition to its nineteenth century residential and industrial buildings the Museum has a collection of small craft that recall life of another era. The Chesapeake Bay provided a focus for the development of a culture extremely water-oriented. The Bay was the source of food, transportation and pleasure, and as such boats were developed for fishing, hunting and pleasure and work. The Museum has a comprehensive collection of indigenous Chesapeake Bay small craft. These wooden craft are rare and getting rarer as the culture that gave rise to them disappears, and as wooden craft give way to fiberglass ones.

The commitment to the collection and maintenance of watercraft is a special and difficult one, and entails quite different obligations than to more usual museum objects. Boats are by their very nature "creatures" of water, not land. But, that very natural element can be extremely destructive to old wooden boats. In a large collection such as ours decisions must be made on an individual basis as to what is the best method of preservation for the item versus the value of displaying it in a natural setting. Sometimes these decisions are obvious-- an old Indian-built log canoe is displayed inside a building; it is too rare and would be much too subject to deterioration in the water. Also restorations to such a boat would lessen the integrity of the object itself in an irreparable manner. The arguments for conservation far outweigh the arguments for an in-the-water setting.

The commitment to the display of boats in the water carries with it an obligation to keep the vessels in floating condition. This entails a maintenance program of repainting, recaulking and repair that offsets the wear and tear caused by the environment.

A further dilemma is caused from the point of view of a "museum object."

Modern changes of museum objects are viewed with horror, yet constant adaptations must be made to maintain in-the-water boats in a state of good repair. It is obvious that the decision to display a craft in-the-water is not taken lightly. The decision of where to display a craft is a cautious weighing of the factors of the integrity of display versus the integrity of the object.

With these considerations in mind the Chesapeake Bay Maritime Museum has four floating exhibits: the 46' skipjack ROSIE PARKS, the pilot launch MARPILOT, and the log canoe, W. A. JOHNS. The 53' bugeye, EDNA LOCKWOOD, joined these floating exhibits after her launching in July.

The main display area for the small craft is the freight shed. This building has had a long association with waterfront industries and storage, as previously discussed. It is a rustic industrial building, well suited to the storage of boats, set on pilings over the inlet. It is not unlike boat houses that dot the Bay, with its frame structure, sliding wooden doors and even corrugated iron siding. This setting allows many of the small craft to be displayed in a building that opens onto the water, yet affords some protection. Also, during their working life these boats were often pulled out of the water for repairs, or for winter storage.

Our gunning boat display is under the shelter of the corn crib, an 18th century structure moved from a nearby farm to the Museum in 1965. This building is open all around and affords some protection from the elements without closing off the boats from the outside, and the view of the nearby marshes.

Of course, not all of the collection is on display. Many boats are in storage; our storage area is a modern corrugated metal building, much like one that any boat yard would use. These boats are in various stages of repair. Some are painted

annually and put in the water during the summer. Others are worked on in the Boat Shop, a working display area. Some are in line for restoration and display; others are stored for safekeeping.

On the following pages is a brief summary of our small craft collection.

**8 SIGNIFICANCE**

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY)
	<input type="checkbox"/> INVENTION			Local history

SPECIFIC DATES see below

BUILDER/ARCHITECT

**STATEMENT OF SIGNIFICANCE**

Please see attached pages

**Nomination includes:**

Higgins House, 1854-56

Dodson House, prior to 1861

Eagle House, 1893

Gift Shop, 1875-77

Hooper's Strait Lighthouse, 1879

Freight Shed, 1894-1924

Small craft collection, 1860-1963

Statement of Significance

The buildings and collection of boats presented for nomination in the National Register of Historic Places typify a segment of American culture that developed in the Chesapeake Bay after the 1860s. They are artifactual manifestations of the distinctive seafood oriented culture that developed in the Eastern Shore. Together the buildings and boats present a unique unit of history that is not duplicated elsewhere.

Four buildings on the Museum grounds are representative of local architecture of the 19th century. These are the Higgins House, Eagle House, Dodson House and the building that housed the Museum Store.

Lot #6, the present site of the Higgins House, was leased to Thomas Hubbard who sold the lease in 1854 to Edward Jones, for \$300, and who in turn sold it for \$650. Thus it seems the Higgins House dates from this period. Certainly it was built by 1869 when the lease's owner, J. T. Ford, sold it for \$2,000. to G. W. Tyler, who also purchased the land in 1874. Richard Sterns Dodson, a local landowner bought the property in 1884 when consolidating his Navy Point holdings. He passed the property to his son, Richard Slicer Dodson, in 1903. It remained in his hands until 1957 when it was sold to John D. Higgins.

The Dodsons were part of a prominent St. Michaels family who settled in Talbot county around 1700. Beginning as shipbuilders, the family became ship owners and captains, owning sailing packets plying between St. Michaels and Baltimore, and moving into steam after the Civil War. Richard Sterns Dodson was the sixth generation in succession to be a ship's captain, going into business, farming and land investment. His son, Richard S. Dodson, followed his father's path in business, eventually becoming state senator and retired to

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St. Michaels where he lived in the Dodson House. His uncle, Edward Napoleon Dodson, continued the seafaring tradition as captain of the Dodson's Baltimore to St. Michaels steamer OLIVE from 1876 to 1891. The Dodsons replaced her with the ST. MICHAELS which operated until 1897, the last regular steamboat to serve the town. After 1890 St. Michaels had rail transportation to the western shore via Claiborne, about 5 miles away from St. Michaels. Excursion steamers, however, continued to make St. Michaels a regular stop.

The Dodson House, acquired by Richard Sterns Dodson in 1885, was built sometime before in 1861 by Thomas Dyott who leased the land in 1851. Dyott himself may have been the builder, as a James Dyott (possibly a son) is listed as a builder in 1877. The Dodsons owned the property until 1961, except for the years 1907--1912.

The Eagle House stands on the site of the first steam mill in St. Michaels. Incorporated in 1852, the St. Michaels Steam Mill Company operated the saw and grist mill until 1854, when it was taken over by Nicolas Orem. The mill burned in 1860 and exploded in 1864. A new mill was then erected further out on the Point. Steamboats serving St. Michaels tied up at a wharf extending out from the front of the Eagle House site. In 1893 the Dodson family bought the lease to the lot, and built the Victorian style Eagle House. An identical house stood on the Dodson's Deep Water Point Farm to the north of St. Michaels. The Dodsons sold their interest in the house and lot in 1907, but kept wharf, which had gradually been filled in from the operation of an oyster packing house from the 1870s on.

The Museum Store building dates from 1875-77. It served originally as the residence of the operator of the second Navy Point saw mill (located in the vicinity of the Museum's Waterfowling building). Around 1921 it was modified: a full length front porch, the

western bay window, and a half-story over the rear wing were added, and the building raised about three feet. A recent renovation involved moving the building onto a foundation ( it had not previously had one) and redesigning the interior to be more suitable for a sales area. The exterior was slightly changed.

As a group the Higgins House, Eagle House, Dodson House and the Museum Store present an attractive example of the architecture of Eastern Shore towns as they expanded rapidly in the latter part of the nineteenth century under the impetus of regular communication with the western shore and an expanding seafood industry. The locale was a busy area for the boats of the seafood industry as shown in the postcard from 1906 and the photo from 1910. There was a seafood packing plant adjacent to the houses and a steamboat wharf in front of Eagle House. These buildings were very much a part of the 19th century economic expansion.

Two of the buildings for nomination are historic but not indigenous to Navy Point. The Hooper Strait Lighthouse was moved to St. Michaels in 1966 to prevent its demolition. It was erected in 1879 as a navigational aid as Bay traffic increased. The "cottage" style lighthouse was actually a home to a keeper and his assistant with a kitchen, bedrooms, watertanks, etc., hence the term "cottage" style.

The Coast Guard has automated all but one lighthouse in the Bay, and many have been demolished. There are three cottage style lights that survive; Hooper Strait Lighthouse is one.

The Freight Shed, once at Claiborne, 5 miles from St. Michaels, has been at Navy Point since 1933. It was built at Claiborne for the rail and steamboat terminal in 1888. Claiborne was the first major route to the Eastern Shore from Baltimore with train and steamboat service connections, and was the primary connection from the western shore for 30 years. The steamer CAMBRIDGE (shown in the photo at the

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Freight Shed in Claiborne) crossed the Bay to connect with the train, THE BALTIMORE FLYER which covered the Eastern Shore. However, the steam and rail company was unable to keep up with competitors, the economy and a series of natural disasters causing expenses. It gradually cut back services; passenger service was discontinued at Claiborne in 1928, freight service in 1937. The railroads and the steamboats (normally part of one company and one traffic system) grew in the 1890s as markets in northern cities demanded Chesapeake Bay seafood. But almost as quickly as they arose, they declined and by the 1930s freight service to Claiborne was discontinued.

In 1933 the Freight Shed was brought to Navy Point to be part of an industry the railroad helped grow--the seafood industry. The shed was used as part of the St. Michaels Packing Company. As an industrial building it has been part of two very important businesses in this area. It is a handsome and rare example of industrial buildings once common on the Bay. It now houses the bulk of the small watercraft on display.

The collection of boats represents tools of another type of Bay industry: making a living from the Bay itself, and reflects the importance of the Bay to its residents. These are craft of the watermen, and hunter and a few boats developed not for work but for pleasure.

Thematically, it is possible to group the collection into Log built boats, gunning boats, deadrise boats, one design boats, fin fishing boats and miscellaneous craft.<sup>1</sup>

Log built boats developed from the American Indian dugout canoe, made of a single hollowed out log. This craft, truly American in its development, was used by settlers who later made adapted versions of it. In the later 1800s these gave rise to regional types of

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1 see Appendix A, "Definitions"

oyster boats, the Pocomoke, Tilghman and Poquoson log canoes. The larger craft, the bugeye, is also a kind of canoe; it made its appearance around 1890 when oyster laws were changed to permit dredging.<sup>2</sup> Large and fast boats were needed to gather oysters and bring them to market quickly. Bugeyes were work boats and in the 1890s were plentiful. The EDNA E. LOCKWOOD, a bugeye built in 1889, has recently been restored by the Museum and is now a floating exhibit. Once a common sight on the Bay, the LOCKWOOD was the last bugeye to work in the oyster fleet before her retirement in 1967. All other extant bugeyes (perhaps a half a dozen) have been converted to power boats.

The gunning boats were all designed for the hunting of waterfowl: various kinds of ducks and geese, marsh birds and an occasional swan. Waterfowl were hunted not just for pleasure but for sale, and for a time the sale of waterfowl was big business. As business increased special "technology" evolved and uniquely adapted guns and boats developed only for waterfowl hunting.

The men who sold their catches were known as "market gunners". In THE MARKET HUNTER, authors Jim and David Kimball discuss the phenomenon of the market

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2 Dredge--In 1865 Maryland lifted the ban against dredging for oysters. Prior to this the only means of gathering oysters was with iron tongs, a less effective method. This change combined with the following factors induced an economic boom: 1) a demand for Bay seafood by markets in northern cities due to the depletion of their own seafood beds, 2) the growth of rail and steam systems of transportation to reach the Eastern Shore which made delivery to non-local markets possible. The change in oyster laws made larger catches possible to fulfill non-local demands.

In Maryland waters of the Bay dredging is permitted only under sail, except two days a week when sailboats may use an auxilliary boat to push them. No interior engines are allowed in the sailing vessels themselves.

Originally many different types of sailboats dredged: sloops, bugeyes, skipjacks. Today only skipjacks are left, and only about 30 of them. The last few left are the last working sailing fleet in America.

gunner:

Before Chesapeake market gunning was outlawed in 1918, "ducking" was as much a part of the waterman's life and income as crabbing and "tonging" or "dredging" for oysters. A good day in the battery box (sink box) or a good night with a skiff gun brought more money than a week of oyster dredging. . . . As one old time put it, "The ducks were our bread and butter."

(Kimball, page 8)

In 1918 market gunning was outlawed and restrictions on hunting waterfowl were initiated in the Migratory Bird Act. It was no longer legal to use "big" guns or battery guns, or to hunt most kinds of waterfowl from a boat. In the OUTLAW GUNNER author Walsh states that market gunning is "... a way of life now nearly lost forever. It is an integral part of our folklore and heritage." (page 3). The gunning boats are the material culture of that heritage.

There are several types of gunning boats offered for nomination. Some were especially adapted for hunting with big guns (sneak boats), or gunning on ice (ice boats or boxes). Perhaps the most peculiar adaptation was the sinkbox. In a sinkbox the hunter would lie down inside the boat itself. The compartment for the hunter was actually under the water line. Canvas flaps of the sinkbox would skim the surface of the water, held down by weighted decoys. Hunters would set out hundreds of decoys in the water, lie down inside the sinkbox and wait. The boat would be literally invisible to the waterfowl. This method of gunning was especially lethal, and illegal since 1935.

The deadrise boats in the collection are all local Chesapeake Bay workboats devised for crabbing and oystering. The term "deadrise" refers to hull shape (see Appendix A, "Definitions"), thus both power and sail boats fit into this category. Deadrise boats gained in popularity as lumber suitable to build log built boats became scarce and sawn planks became available. Many watermen did build their own workboats,

and many still do. A small skiff would be built to trotline, a system of catching crabs where a long rope is dotted with pieces of eel for bait. Such crabbing boats would be poled through shallow waters, sailed and later versions were built with engines.

The ultimate design in deadrise sailing craft is the skipjack, perhaps more than any other tangible object, the symbol of the Chesapeake Bay. Like the log-built bugeye the skipjack developed from an earlier type (the skiff) on the Bay as an adaptation to the change in oyster laws in the late nineteenth century. The first records of skipjacks occur around 1890. For a time skipjacks and bugeyes worked the oyster beds side by side, however, the deadrise styles became more popular as large timber became scarce.

Today, there are about 30 skipjacks left in the Maryland oyster fleet. However, their number dwindles annually. If the state of Maryland decides to change its laws to legalize power dredging on private oyster beds (as is the case in the Virginia waters of the Chesapeake Bay), this sailing fleet will quickly disappear.

The ROSIE PARKS was built in 1955 to be a member of the working skipjack fleet. In her day she was a champion boat, well known for her speed, and winner of many workboat races. She was well built, and a true example of the style. Her owner and captain, Orville Parks, sold her to the Museum after a heart attack caused him to stop dredging. In CHESAPEAKE SAILING CRAFT, Part I, Robert Burgess discusses skipjack building:

The last flurry of skipjack building occurred after World War II when several of the vessels came off the ways: the HELEN VIRGINIA at Crisfield in 1948; the CALEB C. JONES in 1953 at Reedville, Virginia, and the CITY OF CRISFIELD and SOMERSET in 1949 at the same port; the H. M. KRENTZ at Harryhogan, Virginia, in 1955; and the ROSIE PARKS and MARTHA LEWIS that same year

at Wingate, Maryland. The last built was the LADY KATIE in 1956, also at Wingate. It is unlikely that others will be built for commercial use. Those still in service will be repaired as long as feasible or until the State of Maryland changes its oyster laws. (Burgess, 1975, page 203)

One has been built since 1956--one in 24 years and she has yet to join the working fleet.

It must be kept in mind that the nature of boats is ephemeral; boats are worked to their limit, repaired or left to rot. Creeks in the Bay area are filled with wooden skeletons of once proud boats. Many styles of Bay boats exist only in memory or in photos. There are no pungies left, for example.

ROSIE PARKS was one of the best of the fleet when she worked. However, the crux of the matter isn't whether she merits preservation more than the others, but the fact that she is being preserved and they are not. She is an archtype, and the choice has been made to preserve and protect her now, before she falls into decay. The question of her age is spurious, in 25 years there may be no 50 year skipjacks left to preserve, and that would be an irreversible tragedy.

Although the gathering of shellfish is the most important water industry now in the Bay, the catching of fin fish was once a major industry here. Especially important was the menhaden industry, the oil from which could be used as a substitute for whale oil. Menhaden are still used for animal food, fertilizer and pharmaceutical products, but they are no longer fished in the huge quantities in the Chesapeake Bay.

The striker boat was part of the menhaden industry. This type of boat was used to gather the nets set out by a larger boat. These small boats were loaded with the nets and fish. Using strker boats is outmoded at present as modern fishing methods include aerial lookouts and satellite photos. The type of net used with a strike r boat (a purse seine)

is no longer legal in Maryland waters.

People who gathered menhaden on a smaller scale used a different type of net and thus a different type of boat. The pound net boat was used to tend 21 pound nets off Poplar Island. It was built by a local builder, John B. Harrison, who also built the EDNA E. LOCKWOOD.

Other types of fin fish were gathered in the Bay. Specially adapted to the shad industry were frame built, round bottomed boats known as gilling skiffs. One gilling skiff is offered for nomination.

A number of one design boats are offered. (see Appendix A, "Definitions"). Many of these boats were especially designed for sailing on the Chesapeake Bay, the Comet, Chesapeake 20, LJ, and Hampton classes, for example. They reflect the importance of the Bay to its residents. Also special are two boats that were the first (original) in their series: Comet and Penguin.

There are, of course, craft which do not fit neatly into these categories, ice boats, rowing skiffs, a pilot gig. Most of these too are Chesapeake Bay boats developed for special purposes. Some from other areas, like the Staten Island (Yankee) skiff, were brought here by northern oystermen attracted by Chesapeake oyster beds.

The small craft collection is an important part of the Museum. Though diversified, the craft showed man's adaptation to and utilization of the Bay environment. Considered individually, the boats were ordinary tools of the common man. They were used by people to make a living or for pleasure. Their presence today, however, is extraordinary. Many of their contemporaries, like the pungy, have been left to rot away on Chesapeake

creeks, and not one example exists today.

Taken as a whole the boats portray an era and way of life long past. They are tangible proof of its existence and somehow make the culture of 19th century America more real.

The boats, together with the buildings presented for inclusion, present a holistic view of 19th century Bay life not duplicated elsewhere. It is a unique unit of American history told by the structures and craft of a culture that would otherwise fade gently into the past.

## Appendix A--Definitions

**Log built**--boats built with hulls of solid logs running the length of the boat. The original log built boats were the Indian made log canoes which were simply hollowed out logs used as boats. Settlers adapted these canoes by adding more logs to the sides to make a larger boat. The ultimate development of the log canoe was the bugeye, the largest member of this family, with a 7 or 9 log hull and about 50 feet long.

Log built boats were most popular when large lumber was readily available, especially before the introduction of saw mills in the area.

**Deadrise**--the style of boat most prevalent in the Chesapeake Bay. The term "deadrise" refers to the shape of the hull, which is "V" or "flat bottomed." Howard Chapelle in *AMERICAN SMALL SAILING CRAFT* explains the design as one where "straight rise of the floor is combined with straight sides, so that an angular bilge or chine is formed." (page 305).

A skipjack has a deadrise hull as do most traditional Bay power workboats. This type of hull design appears occasionally elsewhere, but nowhere does it have the popularity it has in the Bay.



stern view, deadrise hull.

**Gunning boats**--A variety of styles of boats were designed for gunning the Chesapeake Bay, adapted to local water conditions and waterfowl. The first Federal Migratory Bird Act of 1918 outlawed "market gunning", the sale of waterfowl, which added to earlier restriction on night hunting lessened the legal use of all types of gunning boats. It also prohibited the use of guns larger than 10 gauge. Most small skiffs were used with large guns and used at night. Without the large sized guns, the skiffs lost their original use.

By 1935 Federal restrictions tightened by outlawing the sinkbox. This law has been refined to include as illegal any low floating device, thereby prohibiting other types of boats, such as sneak boxes. Maryland state law requires a freeboard of 18 inches on any floating device. Motor boats, sail boats or towed boats are restricted.

**sinkbox**--boat where hunter sits below the water line. Used with decoy rigs of up to hundreds of decoys. Use of sinkbox made illegal by Federal law in 1935.

Appendix A--Definitions, cont.

bushwhack boat--shallow draft boat, skiff style, usually flat bottomed. Used with a sinkbox as a tender to set out decoys, and retrieve dead waterfowl. Also used on its own with decoys. In the second case the hunter would set the decoys, and anchor the boat upward of decoys. After the waterfowl had landed among the decoys, the hunter would row (or scull) the boat toward the waterfowl. The approach of the boat would scatter the birds, and place them in a direct line of fire for the hunter

Restrictions which affect bushwhack boats pertain to restrictions on sinkboxes (1935) and the use of boats to hunt waterfowl. (1918, 1935, 1978).

Railbird boat--boats used to hunt marshbirds. Flat bottomed boats usually poled through the marshes as a means to get to the area where the birds inhabit. Railbirds come under Migratory Bird laws, and their shooting is restricted.

sneakboats--small, flat bottomed skiffs. Chiefly used with "big guns", especially for night hunting. These were widely used for market gunning. The use of the big guns was outlawed in 1918, as well as the sale of waterfowl.

sneak boxes--hunting boat shaped somewhat like a teaspoon bowl. Decked over. Legal in some areas.

ice box--similar to a sinkbox, but used in a hole in the ice. Illegal as are sinkboxes.

One design--boats built to a precise set of specifications, so that all boats built to these specifications make up a class. Used for racing standards. For example Penguin and Comet are names of a specific class of boats.

Fin fishing boats--boats especially built for gathering "fin" fish as opposed to shellfish.

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

Land Records of Talbot County  
The 1877 Atlases and other Early Maps of the Eastern Shore of Maryland  
Dodson Genealogy, Maryland Branch A, 1600--1907, 1908  
Design for the new Lighthouses at Hooper's Strait Maryland & Laurel Point, N.C., 1878  
see attached for secondary sources

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY nominated properties are located on Museum grounds. Total of Museum grounds is approximately 16 acres.

**VERBAL BOUNDARY DESCRIPTION**

Museum grounds encompass approximately 16 acres of waterfront property that run from Talbot St. on the west to Navy Point, a peninsula in the harbor of St. Michaels. See plat map for details. (attached)

*None. prop. 4 bldgs are located on map & land on which they sit.*  
*exact bldgs & 15 ft. area.*

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

STATE	COUNTY
STATE	COUNTY

**11 FORM PREPARED BY**

NAME / TITLE

Sandra Buchman, Curator of Collections

May 25, 1979

ORGANIZATION

Chesapeake Bay Maritime Museum

DATE

STREET & NUMBER

301-745-2916

TELEPHONE

CITY OR TOWN

St. Michaels

STATE

Maryland, 21663

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438

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## Category: One Design Boats

<u>Type</u>	<u>Date</u>	<u>Name</u>	<u>Location</u>	<u>Significance</u>
sailing scow	1934		Boat shed	Designed for Miles River Yacht Club, St. Michaels for sail training. (67-144-1)
Comet	1932	"Zoea"	Boat Shed	First of over 4000 of this class built. Designed by local builder C. Lowndes Johnson for use in local waters. Very popular class. (69-59-1)
Chesapeake 20	1928	"Rip Tide"	Boat shed	Designed especially for Chesapeake Bay sailing. Recently restored. (71-31-1)
Penguin	1944	"Judy"	Boat shed	First of over 9800 of this class built. Designed for a competition to produce a winter "frostbite" boat for the Potomac in 1939. Designed by Phil Rhodes. (71-54-1)
L.J. Class	1930		loan to Ward Foundation	Designed by local boatbuilder, C. Lowndes Johnson, number 88. (72-25-1)
Hampton class	1934		Boat shed	Designed for Virginia Bay waters. (76-6-1)
Oxford 400				

## Category: Gunning boats

<u>Type</u>	<u>Date</u>	<u>Name</u>	<u>Location</u>	<u>Significance</u>
Railbird skiff	1925		corn crib*	Used for marshbird hunting in shallow waters. Railbirds affected by Migratory Bird Act. (66-2-1)
Bushwhack boat	1928		to Ward ** Foundation	Used for duck hunting on Susquehanna Flats. Often used with a sinkbox, which is illegal. (66-20-1)
Delaware ducker	1935		yard near boat shop	Gunning boat, styled for Bay use. (66-199-1)
Sinkbox	1925		storage	For duck hunting, illegal since 1935. (67-67-1)
Bushwhack boat	1923		corn crib	Used for duck hunting on Susquehanna flats. (68-52-1)
Railbird skiff	1923		corn crib	Particularly good example of railbird skiff. Elk River type. (69-97-1)
Sneak boat	1935		corn crib	For market gunning, especially used with "big guns". (73-54-1)
Sinkbox	1920		to Ward Foundation	Rare example, has decoys painted on canvas wings of boat. For market gunning, illegal since 1935. (73-54-2)
Gunning skiff	1905		yard near boat shop	Used for market gunning with "big guns" or battery guns. Night and market gunning illegal by 1918. (74-18-1)
Sneak box	1925		corn crib	Unusual example, has metal sheathed bottom for use on ice. (74-31-1)
Icebox	1925		to Ward Foundation	Like a sinkbox, but for use on ice. Same restrictions as sinkbox, illegal since 1935. (74-31-2)
Sneak skiff	1930		to Ward Foundation	for market hunting at night. Restricted night hunting prior to 1918, market gunning in 1918. (75-24-1)

\*corn crib is also called the canoe shed. It is the main outdoor display area for hunting boats.

\*\*Ward Foundation is a Museum of decoys and related items in Salisbury, Maryland.

Category: Gunning boats, cont.

<u>Type</u>	<u>Date</u>	<u>Name</u>	<u>Location</u>	<u>Significance</u>
Sinkbox	1925		boat storage	Sit down type. Illegal since 1935. (75-26-1)
Sinkbox	1920		corn crib	Single body type. Illegal since 1935. (75-30-1)
Ice box	1920		corn crib	for winter ice hunting. Used like a sinkbox. Illegal as were sinkboxes, 1935. (75-30-2)
Sneak box	1925		corn crib	Especially developed for hunting, New Jersey style. (75-30-3)
Railbird boat	1900		boat storage	built prior to any restrictions. (79-3-1)
ailbird boat	1925		boat storage	for marsh bird hunting. (79-2-1)
Railbird boat	1912	"Summer Duck"	Waterfowl Bldg.	Built to stand rough weather. Used to guide hunting parties, has oars, net, pushpole, and ice hook. (78-14-1)
sinkbox tender	1918		corn crib	built to be tender for gunning rig, for picking up dead birds and decoys after hunting. Flat bottomed, with original Continental 4 engine. (79-38-1).
garvey box	1920-30		corn crib	Multi-purpose type of boat. Rowing and sailing version. This one is small rowing version, probably used as a gunning rig or as a tender. Typical of New Jersey and Delaware bays. (79-39-1).

## Category: Deadrise boats

<u>Type</u>	<u>Date</u>	<u>Name</u>	<u>Location</u>	<u>Significance</u>
Bateau (skiff)	1920	"Ghost"	Boat shed	Built by Ed Leatherbury, a western shore boat builder who specialized in small skiffs for pleasure and for crabbing. Used before general use of power especially for trotling (method of catching crabs along a rope dotted with bait). Sailing skiff. (66-22-1)
Bateau	1915	"Lark"	Boat shed	Sailing bateau (refers to deadrise style of hull, known locally as a "bateau", use of this french word for boat to refer to deadrise style is prevalent, but reasons for its use are unknown) (69-74)
Crabbing skiff	1900		Boat shed	Used in Smith, Deal and Tangier Islands, lower Eastern Shore for crabbing in shallow waters, unusual construction detail in that it is planked fore and aft instead of crosswise. Reflects the individualization of this type of boat that was normally built by the user. (72-31-1)
Crabbing skiff	1929		Boat shed	Built in St. Michaels. Another unusual adaptation has been made in this boat in that it is double ended. This is very atypical of a deadrise style. (74-12-1)
Hooper Islander	1920	"Minnie G"	Canoe shed	Early power boat. Very unusual and highly localized stern. Stern style based on the resident's concept of the torpedo boat sterns viewed in the Bay during World War I. However, stern reflects only the above the waterline design of the torpedo stern. Typically built in Hooper Island. (74-45-1)
Power skiff	1925-35		Boat shed	Built in Smith Island, early power boat used for crabbing and tonging. (75-25-1)
Skipjack	1955	"Rosie Parks"	water	Reflects the ultimate in skipjack design, from its beginning in 1890. During her days as a workboat, Rosie was well known for her speed and craftsmanship. Skipjacks are the last working sailboat fleet in America, and the number extant dwindles annually. Very few, perhaps, two, have been built since Rosie in 1955. None have joined the working fleet. Skipjacks are the most representative of the nineteenth century seafood boom, as they quickly became the favored work boat. They are symbolic of it, and Rosie is one of the best examples of the state of the art. (75-53-1)
skiff		"Ava"	storage	Skiff used for trotling. Built by Ed. Leatherbury (1863-1952). (78-34-1)

## Category: Log Built boats

<u>Type</u>	<u>Date</u>	<u>Name</u>	<u>Location</u>	<u>Significance</u>
dugout log canoe	1860		Boat shed *	Indian built, reflects the use of European tools. Very few single log canoes extant. (65-127-1)
Tilghman canoe	1880		Boat shed	Typical Chesapeake Bay 5 log canoe, built by St. Michaels builder, Robert Lambdin. Extremely well built example. (63-1-1)
Poquoson canoe	1880-1910	"Merry Widow"	Boat shed	Typical 3 log Poquoson canoe originally built to be working canoe. (67-129-1)
Log canoe	1900	"Marianne"		3 log sailing canoe, made in Queen Anne's county. (68-124-1)
Pocomoke log canoe	1880		boat storage	Typical Pocomoke -type Chesapeake Bay log canoe. (69-41-1)
Poquoson log canoe	1870	"W. A. Johns"	water	Virginia built, poquoson type canoe, displayed in the water. (73-27-1)
Bugeye	1889	"Edna E. Lockwood"	water	9 log bugeye, built by John B. Harrison, well known local builder, in 1889. The Lockwood was the last bugeye to work in the sailing oyster fleet before her retirement in 1967. She is the last bugeye with sailing rig extant, all others have been converted to power boats and dismantled.
log canoe	1930s	"Edmée S." (ex "Cecilia Mae")	water	Log canoe built by Oliver Duke, builder of many canoes. This canoe was never raced, and has been stored at Richardson's yard since the outbreak of World War II. Built for racing and will be raced by the Museum. (80-7-1).

\*Boat shed refers to the freight shed from the railroad terminal at Claiborne that is now at Navy Point.

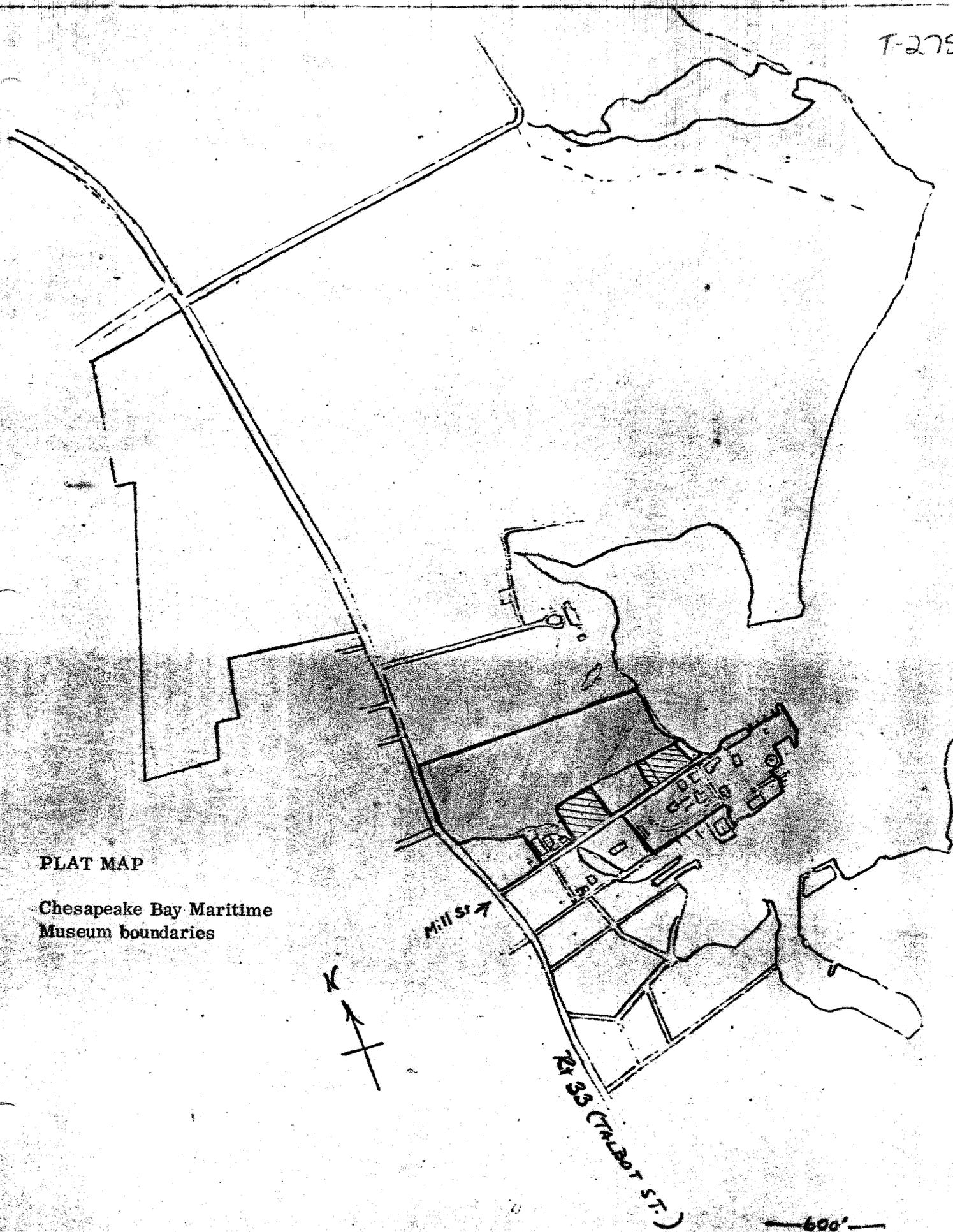
Category: Fin fishing boats

<u>Type</u>	<u>Date</u>	<u>Name</u>	<u>Location</u>	<u>Significance</u>
Gilling skiff	1920		storage	Boat used for shad fishing, once a major industry in the Chesapeake Bay. Few shad are left in the Bay at present. (70-76-1)
Pound net boat	1908		storage	Used locally to tend 21 nets in the Bay. First of three of this type of boat built. Built by John B. Harrison, builder of the "Edna E. Lockwood." (70-82-1)
Striker boat	1920		storage	Used in the menhaden industry in the Bay, once a major industry that replaced the use of whale oil in many instances. The use of a purse seine net, used with a striker boat, is no longer legal in Maryland waters of the Bay. (74-15-1)
gilling skiff		"Lorraine"	Boat shed	Shad skiff, used at Betterton. This boat on indefinite loan to the Museum. (77-25-1).

Category: Miscellaneous

<u>Type</u>	<u>Date</u>	<u>Name</u>	<u>Location</u>	<u>Significance</u>
Ice boat	1928		storage	Highly specialized and unusual boat. To be used in winter when rivers freeze over. Designed and built by C. Lowndes Johnson, a local ( St. Michaels) boatbuilder. (66-47-1)
Staten Island skiff	1890		Boat shed	Style of boat brought to Chesapeake Bay by norther oyster fishermen. It was used for tonging oysters and often seafood packing houses had a fleet of such boats to rent to local tongers. Rare example. (68-116-1)
Pilot's rowing gig	1930		storage	Rowing gig used to transfer Bay pilots onto large boats. Unusual in that it is not motorized. The use of pilots is extremely important in the Bay traffic. (71-34-1)
Pilot launch	1963	"Marpilot"	water	Example of modern pilot launch, used to transfer pilots from pilot boats to inbound vessels. (72-34-1)
Sloop	1915	"Sadie"	Boat shop	Nathaniel Herrshoff sloop, sister of his personal boat "Alerion III", excellent example of a pleasure boat built by a master builder. (73-32-1)
skiff	1910		storage	Amesbry skiff, yawl boat for motor yacht. (76-27-1)
dinghy, pram	1930		storage	Has runners for use on ice. Designed by C. Lowndes Johnson, local boatbuilder. (77-11-1)
surf boat	1940		grounds, near Light- house.	Adaptation from original surf boat developed for U. S. Lifesaving Service in 1890s. Used at at Lifesaving Stations and Lighthouses. (80-8-1).

T-275



PLAT MAP

Chesapeake Bay Maritime  
Museum boundaries

MILL ST →

ST. 33 (CALBOT ST.)

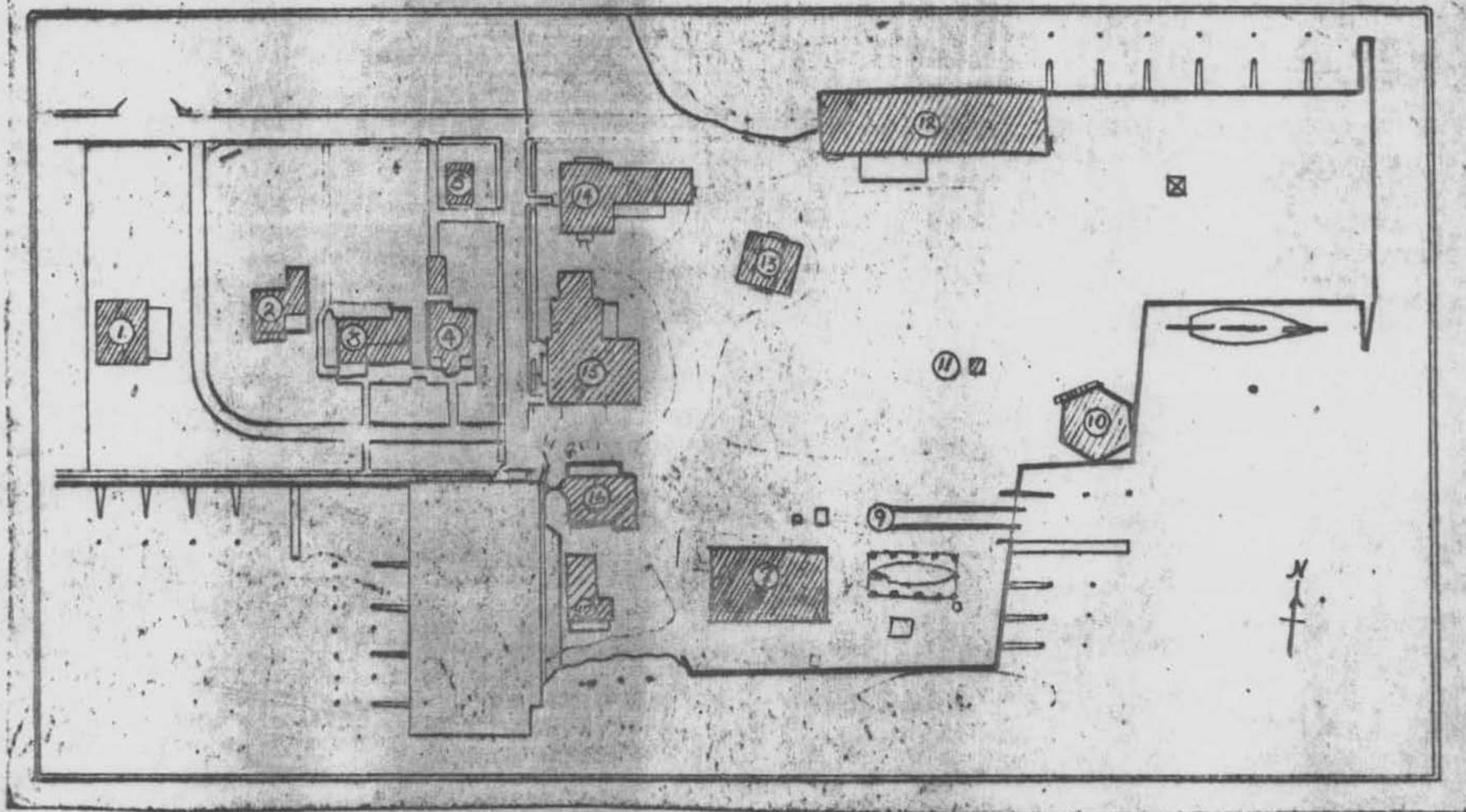


600'

N.E

ST. MICHAELS 7/26/78

SCALE 1" = 600'

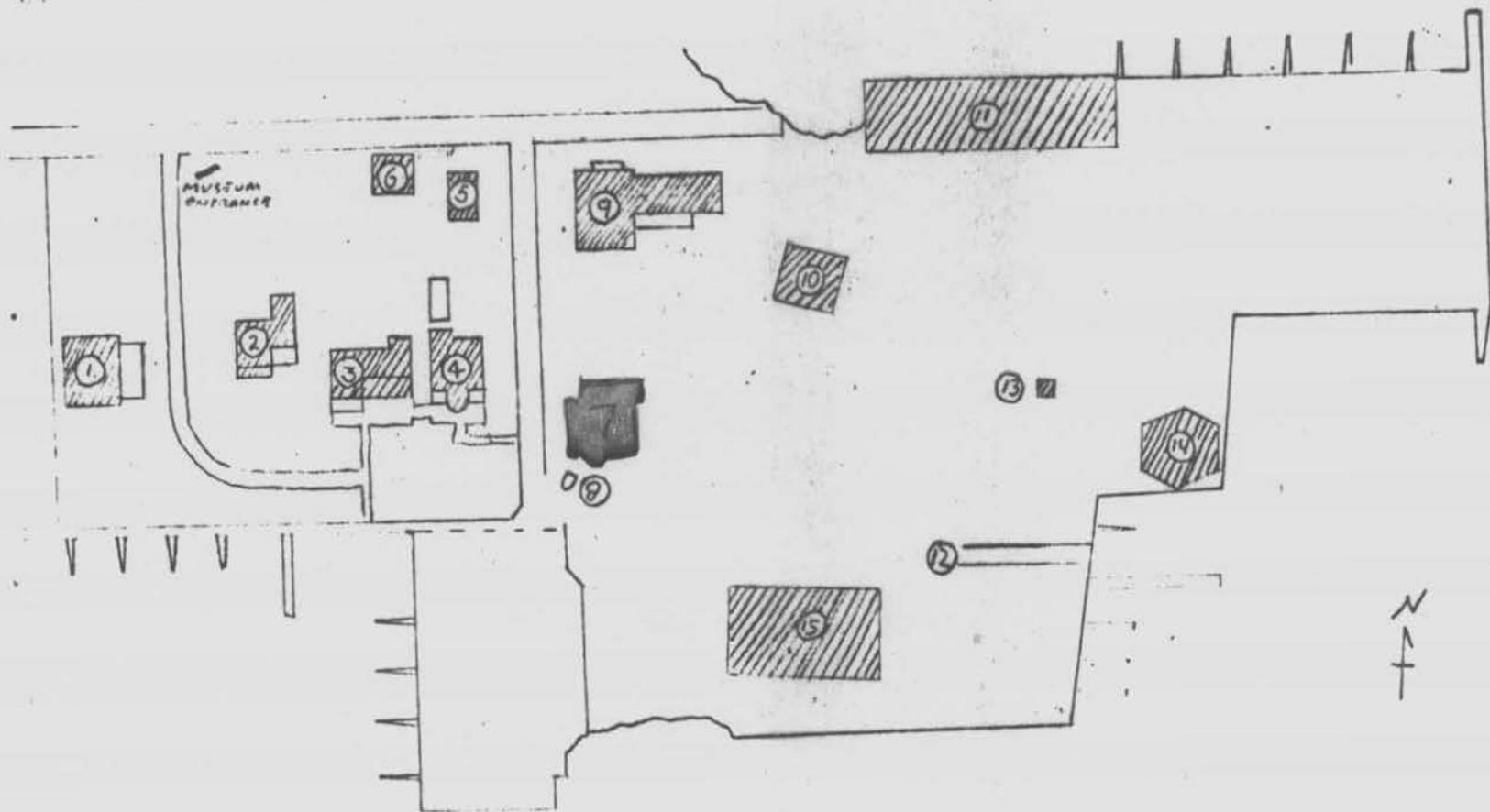


#2 Higgins House T-242  
 #3 Dodson House T-268  
 #4 Eagle House T-269  
 #16 Gift Shop

#10 Hooper's Strait Lighthouse  
 #12 Freight shed T-626  
 Mitchell House T-490?

Structures to be included in application for National Register

T-275

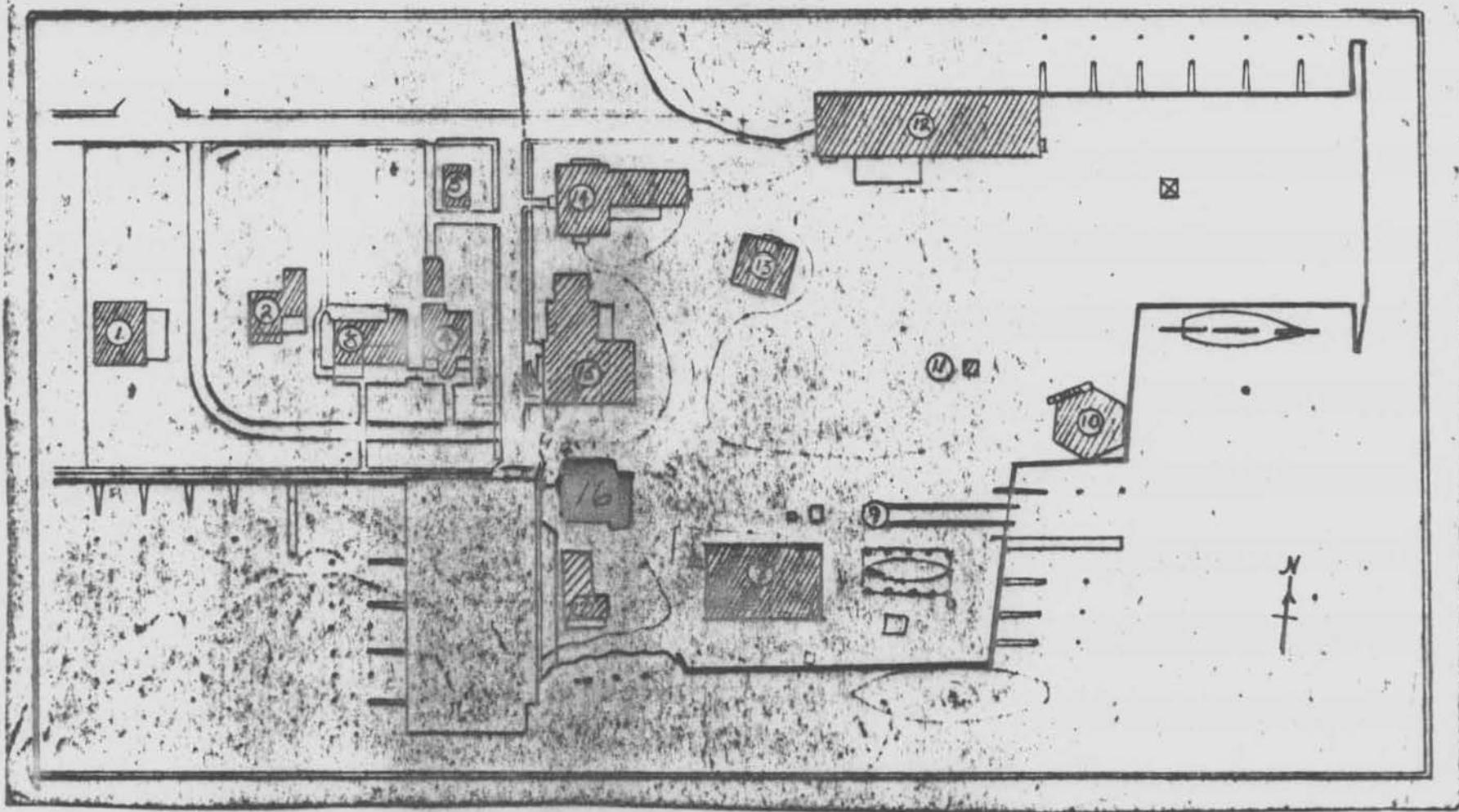


#7: GIFT SHOP IN ORIGINAL LOCATION.

1. AQUARIUM
2. HIGGINS HOUSE
3. DODSON HOUSE
4. EAGLE HOUSE
5. REST ROOMS
6. DIORAMA SHED
7. GIFT SHOP
8. TICKET BOOTH
9. WATERFOWLING BUILDING
10. CANOE SHED

11. SMALL CRAFT SHED
12. MARINE RAILWAY
13. BELL TOWER
14. LIGHT HOUSE
15. BOAT SHOP (UNDER CONSTRUCTION)

Mitchell House?



#16: GIFT SHOP IN PRESENT LOCATION (moved 1979).

T-275



T-275



T-275



T-275

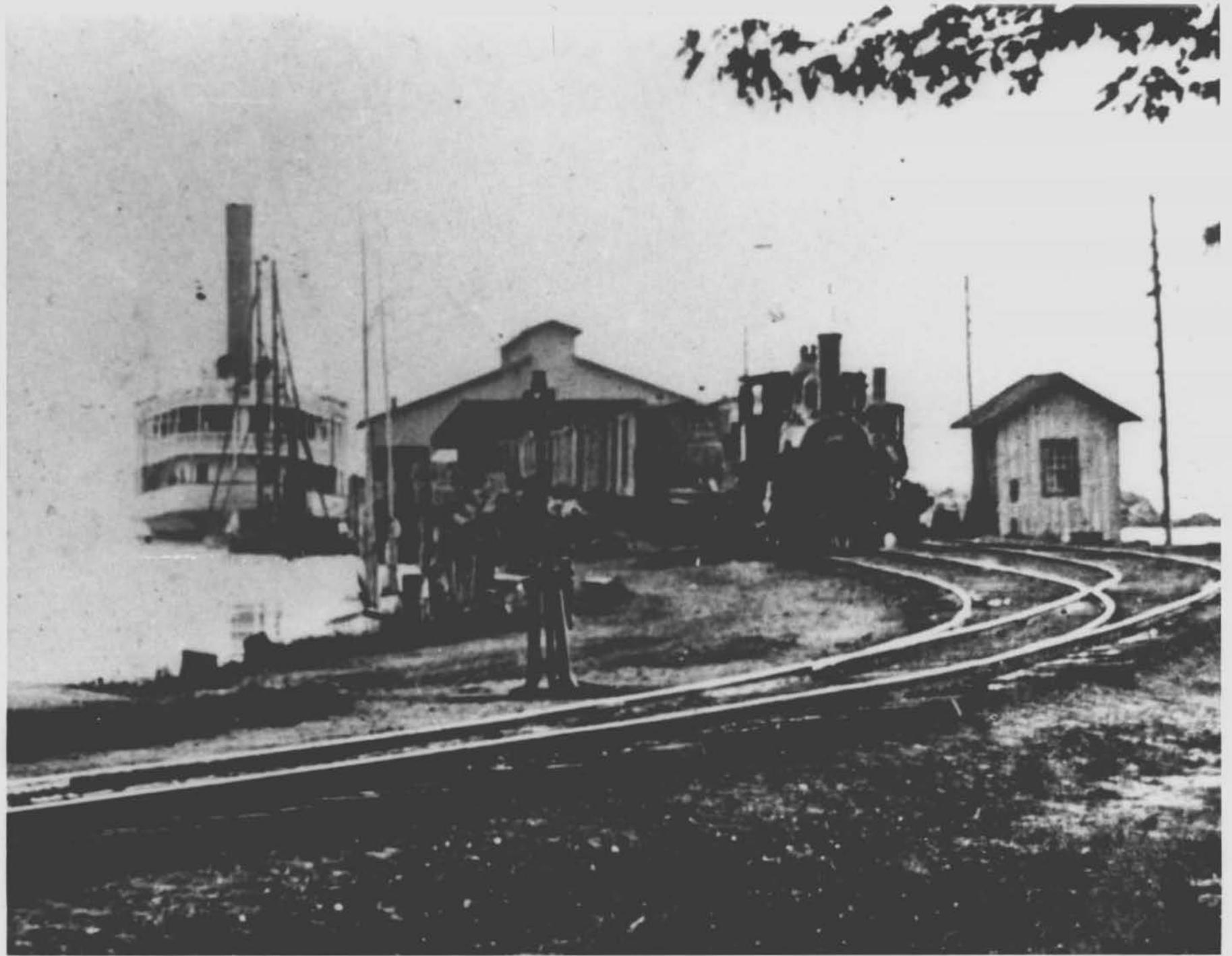


T-275

Eagle House



T-275  
Freight Shed  
Chesapeake Bay  
Maritime Museum  
St. Michael's



T-275  
Freight Shed  
Chesapeake Bay Maritime Museum  
St. Michael's



CHESAPEAKE BAY MARITIME MUSEUM  
ST. MICHAELS, MARYLAND 21663

T-275

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T-275



COOPER'S STRAIT  
LIGHTHOUSE  
Built in the summer of 1852  
No. 100  
Situated on the right bank  
of the Strait

T-275

Hooper Straits Lighthouse

St. Michaels

Maritime Museum Complex



T-275

Old Canvassing Shed  
Maritime Museum Complex  
St. Michaels



- 10 x 1.53

75% 275

T-275