CT-799

1. NAME OF PROPERTY

Historic Name: *WM. B. TENNISON*

Other Name/Site Number: Chesapeake Bay Bugeye Buy-boat *Wm. B. Tennison*

2. LOCATION

Street & Number: Back Creek, Solomons Harbor Not for publication: N/A

City/Town: Solomons Vicinity: N/A

State: MD County: Calvert Code: 009 Zip Code: 20688

3. CLASSIFICATION

Ownership of Property	Category of Property
Private: ___	Building(s): ___
Public-Local: X	District: ___
Public-State: ___	Site: ___
Public-Federal: ___	Structure: X
	Object: ___

Number of Resources within Property

Contributing	Noncontributing	
___	___	buildings
___	___	sites
1	___	structures
___	___	objects
1	0	Total

Number of Contributing Resources Previously Listed in the National Register: 1

Name of Related Multiple Property Listing: N/A

FUNCTION OR USE

Historic:	Transportation	Sub:	Water-related
Current:	Transportation	Sub:	Water-related

7. DESCRIPTION

ARCHITECTURAL CLASSIFICATION: N/A

MATERIALS:
Foundation: Wood, logs (hull)
Walls: Wood (superstructure)
Roof: Wood (deck)
Other: N/A

Decking is laid fore and aft, of 2-inch by 2½-inch heart pitch pine, seated in bedding compound and fastened with galvanized boat nails. The hold is fitted with hatch coamings and hatch coverings amidship.

A construction detail common to most bugeyes is the very sharp canoe stern, nearly as narrow as the bow. The deck at the stern is given more work space by a "patent stern" which extends out beyond the hull. The patent stern is framed of oak and drifted to the stern post, sheer strake, and covering boards. This technological improvement over earlier bugeyes, was by 1910 a standard feature. The deck is painted white with light tan trim.

RIG

Originally *Tennison* was a sailing vessel with two masts. During the conversion to power, the mainmast and the running rigging of the foremast was removed. The foremast was retained to hold the hoisting rig used by a buyboat to move cargo. The present foremast, installed in 1976, is at least the second foremast on *Tennison*.[1] Reflecting its new function, it is nearly perpendicular to the deck rather than raked as in the traditional Chesapeake sailing mast. Two wooden gaff-rigged booms on the foremast helped lift cargo over each side of the buy-boat. From each boom hung a bushel-size oyster measuring bucket which was used to empty the vessels of oysters after the catch was sold. The booms and hoisting rig were removed in the early 1970s and replaced with a fixed pipe boom which was subsequently removed in the late 1970s when *Tennison* stopped buying oysters. Standing rigging consists of three galvanized wire stays, one from the bow and one from each side.

PILOT HOUSE

The pilot house is rectangular with a rounded forward side as is typical of Chesapeake buy-boats. Along the front are 3 drop windows. Both port and starboard sides of the pilot house are pierced by an access door and drop window. A third door is located at the aft end of the pilot house. The house is covered with vertical tongue-and-groove cypress siding. A traditional wooden spoke wheel steers the boat through a rope system to the rudder. On the port interior side forward are an upper and lower berth, with an enclosed head aft. Access to the engine compartment is through a floor hatch. The pilot house is painted white inside and out.

CHANGES IN PHYSICAL APPEARANCE

Originally a two-masted, three-sail-rigged bugeye, *Tennison* was converted to a power oyster buy-boat in 1908-9. The mainmast, centerboard trunk, and the original deck cabin were removed, an engine compartment was built aft and outfitted with engine, shaft and propeller. The rudder was cut out for the propeller, and a pilot house was built on deck.

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[1] Alton Kersey, phone interview with Ralph Eshelman, 24 August 1993. Notes in author's files. Kersey began working for the J.C. Lore Company in 1956 and in 1962 became manager of the company. During these years he often worked and later captained the *Tennison*.

STATEMENT OF SIGNIFICANCE

Certifying official has considered the significance of this property in relation to other properties:
Nationally: X Statewide:___ Locally:___

Applicable National Register Criteria: A X B___ C X D___

Criteria Considerations (Exceptions): A___ B___ C___ D___ E___ F___ G___

NHL Criteria: 1, 4

NHL Theme(s): XIV Transportation
B. Ships, Boats, Lighthouses, and Other Structures

XII. Business
A. Extractive or Mining Industries
5. Fishing and Livestock

Areas of Significance: Maritime History
Transportation
Commerce
Architecture (Naval)

Period(s) of Significance: 1899-1943

Significant Dates: 1899, 1908-09

Significant Person(s): N/A

Cultural Affiliation: N/A

Architect/Builder: Frank Laird

operation of such an ostracized oysterman, thus making such occurrences rare.[1] Not all oystermen used the buy-boats preferring to take their catch to market themselves where the dock price was higher. But most oystermen sold their catch to buy-boat operators realizing the extra time and cost in a trip to the dock usually did not make up for the difference in price.

In the off season, Chesapeake buy-boats were used to haul produce, lumber, and even livestock to markets in Baltimore, Norfolk, Richmond, and Washington, D.C. Since the 1960s, with the advent of trucks and better roads, however, most oystermen unload their oyster catch directly onto their own pick-up trucks backed up to the pier where they dock. They then drive their catch to their favorite processing plant or where the best prices are being paid. This made for a longer day but also allowed higher profits. Today, trucking of produce and lumber is faster, more convenient, and more cost effective. This change in transportation medium marked the end for the buy-boat.

Buy-boats are generally large, well built and capable of long service. Chris Judy compiled a list of 120 known buy-boats used on the Chesapeake Bay. They ranged from *Betty I. Conway*, built in Stoney Point, New York, in 1866 to *Thomas W.*, built in Deltaville, Virginia, in 1961.[2] Only a few survive today.

CONSTRUCTION AND CAREER OF *WM. B. TENNISON*

Tennison was built in 1899 by master carpenter Frank Laird of Monie, Maryland, at Crabb Island (now abandoned) near Oriole, Somerset County, Maryland, on a tributary of the Manokin River off Tangier Sound. The date of 1899 was a late one for the construction of a "chunk" or log hull bugeye. By this time logs were becoming scare and the bugeye was beginning to be replaced by the smaller, easier to operate, and cheaper to build skipjack. This late construction date in part explains *Tennison*'s survival.
Laird also has the distinction of having built the largest chunk bugeye, *A. Von Nyvenheim* in 1906. *Tennison* was built for Benjamin P. and Rufus L. Miles of Monie, Maryland, who used her as a bugeye oyster dredge boat until 1908-9 when she was converted to power. At this time the net tonnage changed from 18 to 11 tons reflecting the loss of hold space now occupied by the engine. *Tennison* essentially maintains her physical appearance from this time period.

Tennison's conversion was an early example. Of the hundreds of sailing bugeyes dredging in the 1880s, less than 50 survived to 1938.[3] Records from the *List of Merchant Vessels of the United States* indicate *Tennison*'s registered homeport varied from Crisfield, Maryland, to

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1 Larry S. Chowning, *Harvesting The Chesapeake: Tools & Traditions*, Centreville, Maryland: Tidewater Publishers, 1990, pp. 120-126.

2 Chris Judy, "Chesapeake Buy-boat List" (vertical history file, buy-boats, Calvert Marine Museum, Solomons, Maryland).

3 Robert H. Burgess, *Chesapeake Bay Sailing Craft*, Cambridge, Maryland: Cornell Maritime Press, 1975, p. 16-17; and Marion Brewington, *Chesapeake Bay Bugeyes*, Newport News, Virginia: The Mariner's Museum, 1941.

the last to operate *Tennison* as a buy-boat never heard of such a change.[9] During the Hazelwood ownership it is stated there were two hatch openings in the deck, possibly dating from the configuration when hand winders were still used onboard. With the deck replaced during the Krentz rebuild it may be possible that this is when the configuration from two hatches to one hatch took place.

Ironically, after her rebuild, *Tennison* was left "high and dry" on the shore of the Poquoson River, Virginia, after suffering through hurricane Hazel in October 1952. When she was pulled back into the river, a long scar in the hull resulted from being dragged over an obstruction. This damage is supposedly visible when *Tennison* is haulled out of the water. In 1955 the present 165 horsepower Grey Marine 6-71 diesel engine was installed. It is believed to have been taken from a surplus naval landing craft.[10] The present hold and hatch coaming configuration was made at the Rice Marine Railway, Reedville, Virginia in the late 1960s or early 1970s. The result was a larger main hatch hold opening over the previous smaller single opening. The larger hatch made it more convenient to store oysters below for more stability while working on the often choppy and stormy, Potomac River.[11]

Tennison was used by the Lore Company till 1978 when the company closed. Under Lore ownership she was registered as homeported in Baltimore 1946-1954, Annapolis 1955-1973, and Washington, D.C., 1974-1980. The Calvert Marine Museum, Solomons, Maryland was able to purchase *Tennison* and the J.C. Lore & Sons oyster house in 1979 through a Heritage, Conservation, and Recreation Service grant of the U.S. Department of Interior. Under the museum's ownership, *Tennison* is still associated with the very processing house for which she bought oysters for 37 years.

Alton Kersey, owner and operator of the vessel at the time of the purchase, knew the end of *Tennison*'s career as a buy-boat was near. To help maintain the vessel he began taking onboard passengers for hire. The museum has continued this use to the present allowing *Tennison* to help maintain her keep as a working vessel.

As the oldest licensed passenger vessel in the Fifth Coast Guard District and reputedly the second oldest in the United States, *Tennison* receives annual inspection and survey by the U. S. Coast Guard. This has required regular mandatory maintenance and repair work which has resulted in a vessel in good to excellent condition. At present the vessel has just completed the first phase of a two phase, three year renovation program conducted in close cooperation with the Coast Guard. During this renovation, the bow stem and false stem were replaced, as well as the bullwarks from the gangway on each side around the stern.

Wm. B. Tennison exhibits the classic physical characteristics of a buy-boat converted from a log-hull-constructed bugeye and as such represents the last of her type. Despite considerable research, the identity of Wm. B. Tennison, for whom the vessel was named, is unknown.

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9 Kersey interview.

10 Kersey interview.

11 Kersey interview.

Primary Location of Additional Data:

___ State Historic Preservation Office
___ Other State Agency
___ Federal Agency
___ Local Government
___ University
_X_ Other (Specify Repository): Calvert Marine Museum, Solomons, Maryland.

10. GEOGRAPHICAL DATA

Acreage of Property: Less than one (1) acre

UTM References:

	Zone	Easting	Northing
A	18	372300	4242680

Verbal Boundary Description:

All that area encompassed within the extreme length and breath of the vessel.

Boundary Justification:

The boundary incorporates the entire area of the vessel as she lays at her berth.

11. FORM PREPARED BY

Name/Title: Ralph Eshelman, Maritime Historian
Academy of Natural Sciences
Benedict Estuarine Research Laboratory
Benedict, Maryland 20612

Telephone: (301) 274-3134 or (410) 326-4877

Date: August 23, 1993.

Easement - Term Expired

CT-799
WILLIAM B. TENNISON (buy-boat, converted from bugeye)
Solomons, Maryland

WILLIAM B. TENNISON is a 60-1/2' long 9-log bugeye, originally a sailing vessel built in 1899 by B.P. and R.L. Miles of Crabb Island, but converted to power c. 1907-1911 for use as a buy-boat in the oyster trade. She is double-ended with a patent stern and a sharp stem, with a beam of 17-1/2' and a depth of 4-1/2'. She is in working condition and is operated as a passenger cruise and educational vessel on the Patuxent River by the Calvert Marine Museum. WILLIAM B. TENNISON is significant for being the sole surviving example of a converted bugeye/buy-boat now afloat on the Bay, and for representing, through her conversion and work history, the adaptation of Bay vessels in response to the changing economic conditions of the oystering industry. She gains added significance for being operated by the Calvert Marine Museum as an educational and recreational passenger vessel.

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

CT-799

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

CT-799

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.

CT-799

FHR-8-300A
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR HCRS USE ONLY
RECEIVED
DATE ENTERED

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.

CT-799

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
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

Easement: Term Expired

Maryland Historical Trust
State Historic Sites Inventory Form

Survey No. CT-799
Magi No. 0507995633
DOE __yes __no

1. Name (indicate preferred name)

historic WILLIAM B. TENNISON

and/or common Buy-boat, converted from bugeye CMM 79-21

2. Location

street & number ____ not for publication

city, town Solomons ____ vicinity of congressional district

state Maryland county Calvert

3. Classification

Category	Ownership	Status	Present Use	
____ district	_x_ public	_x_ occupied	____ agriculture	_x_ museum
____ building(s)	____ private	____ unoccupied	____ commercial	____ park
____ structure	____ both	____ work in progress	_x_ educational	____ private residence
____ site	**Public Acquisition**	**Accessible**	_x_ entertainment	____ religious
_x_ object	____ in process	____ yes: restricted	____ government	____ scientific
	____ being considered	_x_ yes: unrestricted	____ industrial	_x_ transportation
	_x_ not applicable	____ no	____ military	____ other:

4. Owner of Property (give names and mailing addresses of all owners)

name Calvert Marine Museum

street & number telephone no.: 326-3719

city, town Solomons state and zip code Maryland 20688

5. Location of Legal Description

courthouse, registry of deeds, etc. liber

street & number folio

city, town state

6. Representation in Existing Historical Surveys

title Maryland Historical Trust, Inventory Form for State Historic Sites Survey

date March 5, 1979 ____ federal _X_ state ____ county ____ local

depository for survey records Maryland Historical Trust

city, town state

7. Description

Survey No. CT-799

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	___ original site
_x_ good	___ ruins	_X_ altered	_X_ moved date of move _____
___ fair	___ unexposed		

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

This 60 1/2' long vessel is the oldest licensed passenger vessel on the Chesapeake. Built in 1899 by B.P. and R.L. Miles on Crabb Island, she is a 9-log bugeye, originally a sailing vessel, but converted to power c. 1907-1911 for use as a buy-boat in the oyster trade. She is double-ended with a patent stern and a sharp stem. Her beam in 17 1/2' and her depth 4 1/2'. She is in working condition and is operated as a passenger cruise and educational vessel on the Patuxent River by the Calvert Marine Museum, Solomons. In her current condition, the boat shows the conversion of a bugeye to a powered buy-boat, reflecting the adaptation of vessels in response to changing economic conditions in the oystering industry.

The vessel is log-built of nine hewn heart pitch pine logs, fastened with galvanized iron drift bolts. There are sawn oak transverse frames, about 30" apart, and sawn oak clamps, in addition to 6" sawn oak floor frames. The decks are ship-laid heart pitch pine, caulked and painted. The boat has a sharp raking stem and a sharp stern, with an added patent stern providing additional deck space. The rudder is hung outboard on a wide rudder post, cut out for the propellor.

The decks are flush, with several structures including a mid-ships hatch, used for transporting oysters, and a large cabin aft, fitted with doors and windows and dating from her conversion to power. The pilothouse is built of tongue-and-groove cypress and contains the wheel, instruments, and controls.

Under her original sail rig the boat had two masts raked well aft and carried three sharp-headed sails. When converted to a power buy-boat the spars were removed, as was the centerboard, and a larger cabin was built. Subsequent changes included an overhaul in 1952 at which time some members were replaced. This took place at the H.M. Krentz Marine Railway in Harryhogan, VA. The boat was finished, then as now, with white paint. Original fittings, including oyster-dredging equipment, winder engine, and namedboards dating from the time of conversion, are in the Museum collection. The vessel today carries nameboards carved by Leroy "Pepper" Langley in 1963.

8. Significance

Survey No. CT-799

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	_X_ education	___ military	___ social/ humanitarian	
___ 1700–1799	___ art	___ engineering	___ music	___ theater	
_X_ 1800–1899	_X_ commerce	___ exploration/settlement	___ philosophy	_X_ transportation	
___ 1900–	___ communications	___ industry	___ politics/government	___ other (specify)	
		___ invention			

Specific dates 1899 **Builder/Architect** B.P. and R.L. Miles

check: Applicable Criteria: __A __B __C __D
and/or
Applicable Exception: __A __B __C __D __E __F __G

Level of Significance: __national __state __local

Prepare both a summary paragraph of significance and a general statement of history and support.

This vessel gains its significance for being the sole surviving example of a converted bugeye/buy-boat now afloat on the Bay. Built in 1899 as a 9-log bugeye and converted to a power buy-boat between 1907 and 1911, the WILLIAM B. TENNISON is a unique example of her type. She gains added significance for being operated by the Calvert Marine Museum as an educational and recreational passenger vessel.

WILLIAM B. TENNISON was built in 1899, probably one of the last of the log-bottom bugeyes to be built, as suitable, large logs were becoming scarce by that time and many builders had switched to frame-built bugeyes. The bugeye type originated in Somerset County, Md., after the oyster dredge was legalized following the Civil War, necessitating larger, more powerful vessels to meet the physical demands of the heavy dredges as well as the increasing market demand for oysters. The history of the bugeye closely followed that of the oyster fishery. Essentially the type was a development of the log canoe and the larger brogan, with the addition of more wing logs (up to 9 or 11 logs might be used for a bugeye) and a deck. Bugeyes began to be built in the 1860s and over the years several variations were made on the type, particularly at the stern where the challenge was to create more deck space at the sharp stern. The overhanging patent stern, such as that on the TENNISON, was by far the most popular solution and the TENNISON retained this stern when she was converted to power. The patent stern, essentially a squared-off platform atop the afterdeck, came into being through the invention of Joseph E. Robbins of Cambridge, Maryland, c. 1908. It quickly became the universal solution to adding deck space to the double-ended bugeye.

By 1893, in response to the increasing popularity of the skipjack, which was quicker and cheaper to build, and the gasoline engine, the building of bugeyes had begun to decline. The TENNISON thus represents a very late example of the type. Shortly after the turn of the century, bugeye owners turned away from dredging with their large craft and instead worked them as buy-boats, purchasing oysters from skipjacks and tongers, in the winter, and as freighters in the summer. Most converted to power as soon as they could and by 1938, according to M.V. Brewington, there were fewer than 50 still under sail. The TENNISON followed the typical pattern of bugyes in turning to buy-boating under power. She is important not only for illustrating the conversion of a sailing vessel to power, but also as a late example of a 9-log bugeye, probably one of the last log bugeyes built.

The TENNISON's significance also lies in her long history under various types of service including oyster dredging, hauling produce, lumber and livestock in the off-seasons to Baltimore and Washington markets, and buying oysters from boats on the dredging grounds--a combination of uses typical of many Bay craft that have now disappeared. She is a living document of the fluctuation of trends in the oyster business and in the allied boatbuilding trades of the Chesapeake region.

9. Major Bibliographical References

Survey No. CT-799

M.V. Brewington, Chesapeake Bay Log Canoes and Bugeyes (Cambridge, Md: Cornell Maritime Press, 1963)
Robert Burgess, Chesapeake Sailing Craft, Part I (Cambridge, Md.: Tidewater Publishers. 1975
Robert Burgess, This Was Chesapeake Bay (Cambridge: Cornell Maritime Press, 1963)

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____ **Quadrangle scale** _____

UTM **References** do NOT complete UTM references

A	Zone	Easting	Northing	B	Zone	Easting	Northing
C				D			
E				F			
G				H			

Verbal boundary description and justification

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 Anne Witty/ M.E. Hayward

organization Maryland Historical Society **date** 5/84

street & number 201 W. Monument St. **telephone** 685-3750

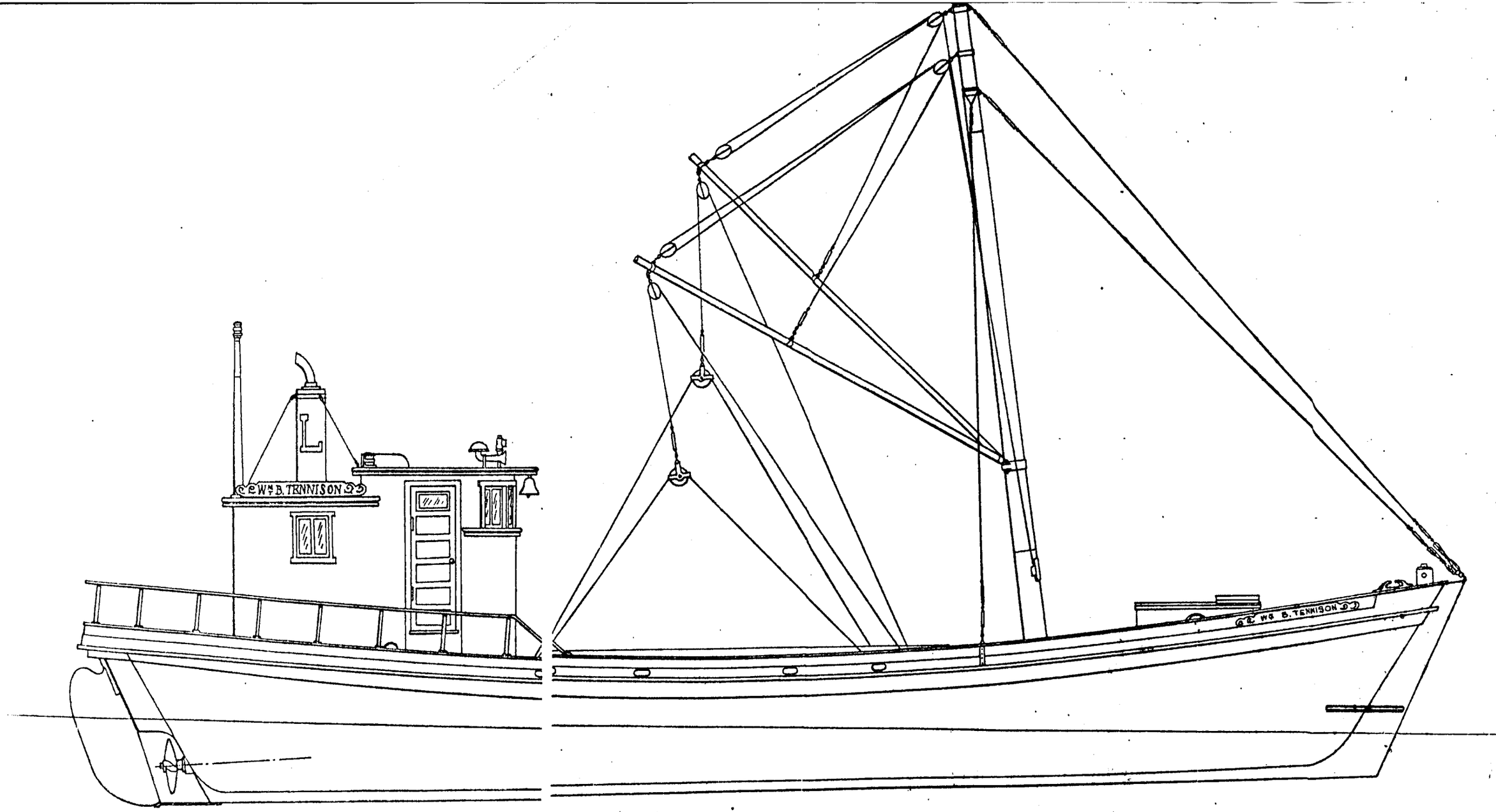
city or town Baltimore **state** Maryland 21201

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
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

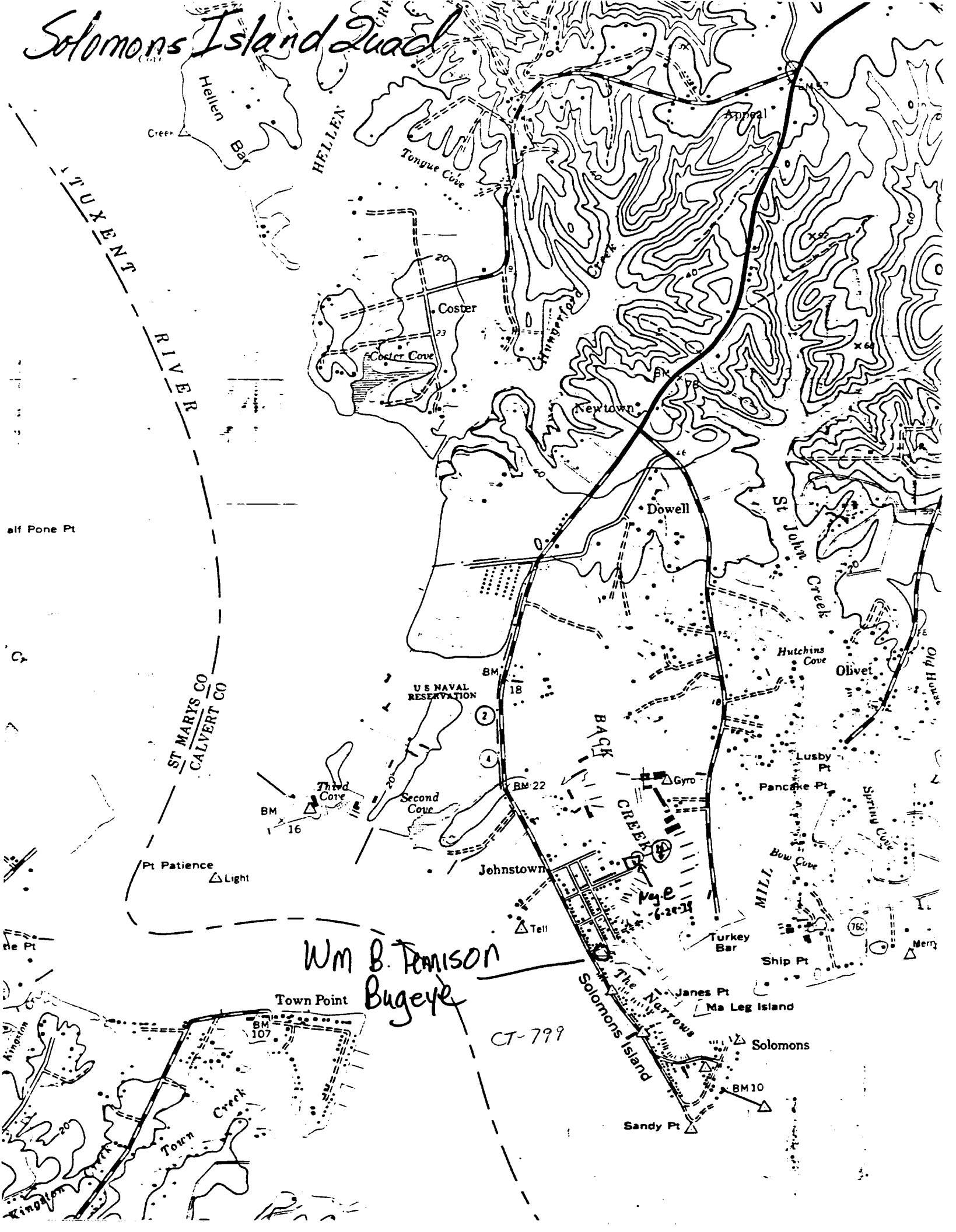
PS-2746

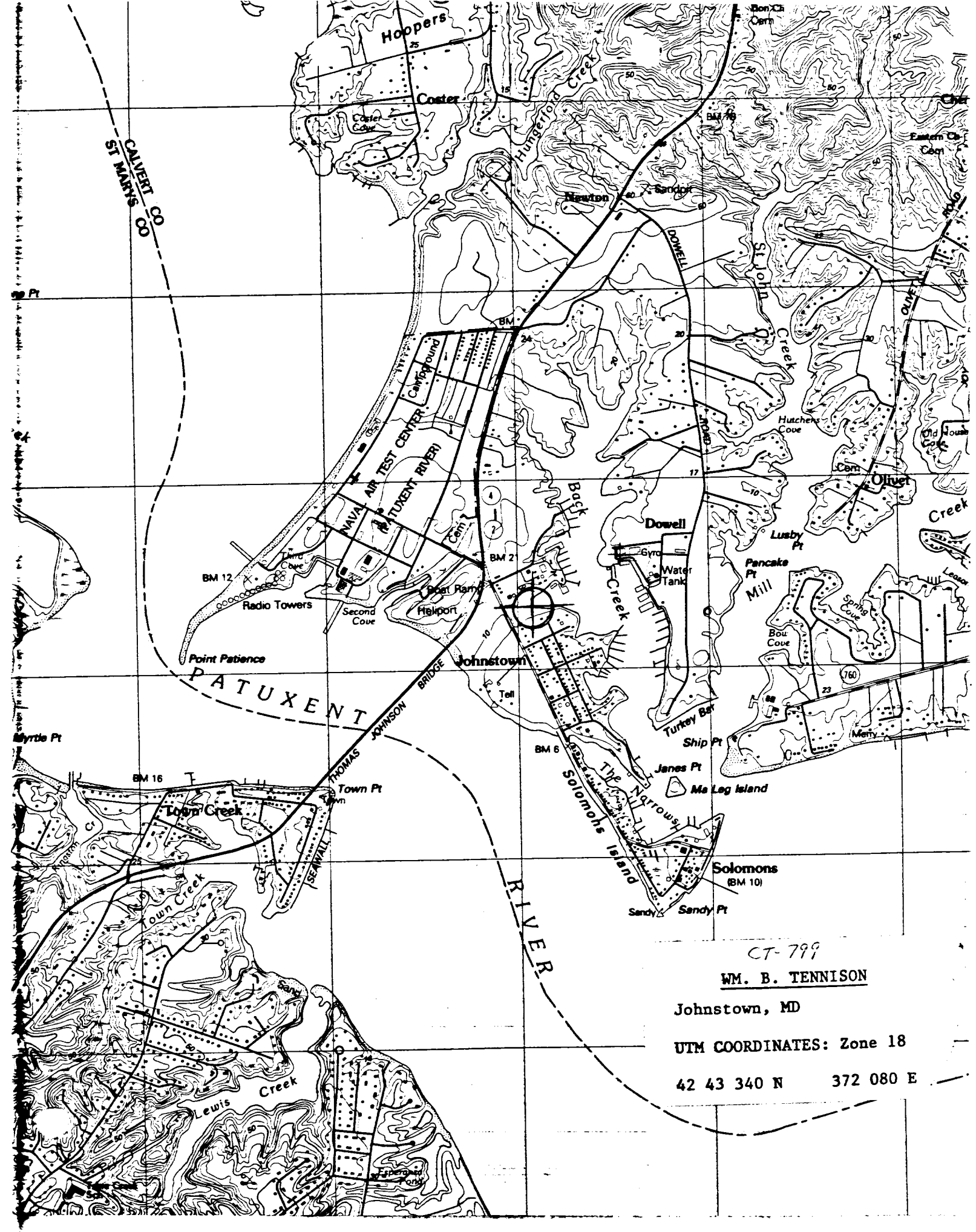


60' BUYBOAT - "WILLIAM B. TENNISON" (AS CONVERTED IN 1911)

LAN CHESLEY
1980

CT-799


Solomons Island Quad
Hellen Bay
Creek
HELLEN
Tongue Cove
Appeal
TUXENT RIVER
Coster
Coster Cove
Humphrey Creek
Newtown
Dowell
St John Creek
alf Pone Pt
ST MARYS CO
CALVERT CO
U S NAVAL RESERVATION
BM 18
Hutchins Cove
Olivet
Old House
BACK CREEK
Third Cove
Second Cove
BM 16
BM 22
Gyro
Lusby Pt
Pancake Pt
Spring Cove
Bow Cove
MILL
Pt Patience
Light
Johnstown
Tell
Turkey Bar
Ship Pt
Wm B. Tennison
Bugeye
Town Point
BM 107
Janes Pt
Ma Leg Island
The Narrows
Solomons Island
Solomons
BM 10
Sandy Pt
CT-799
Town Creek
Kingston



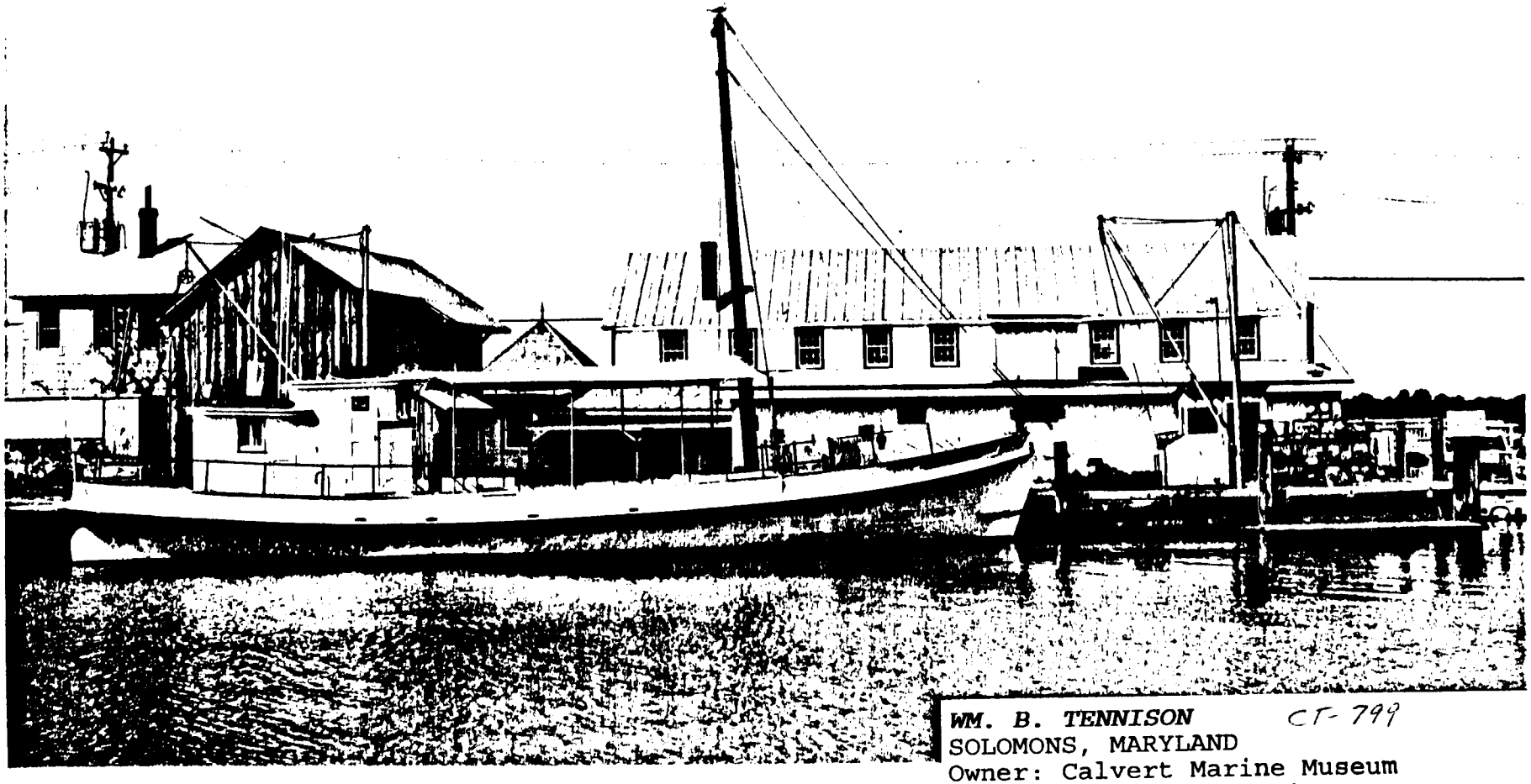
CT-799

WM. B. TENNISON

Johnstown, MD

UTM COORDINATES: Zone 18

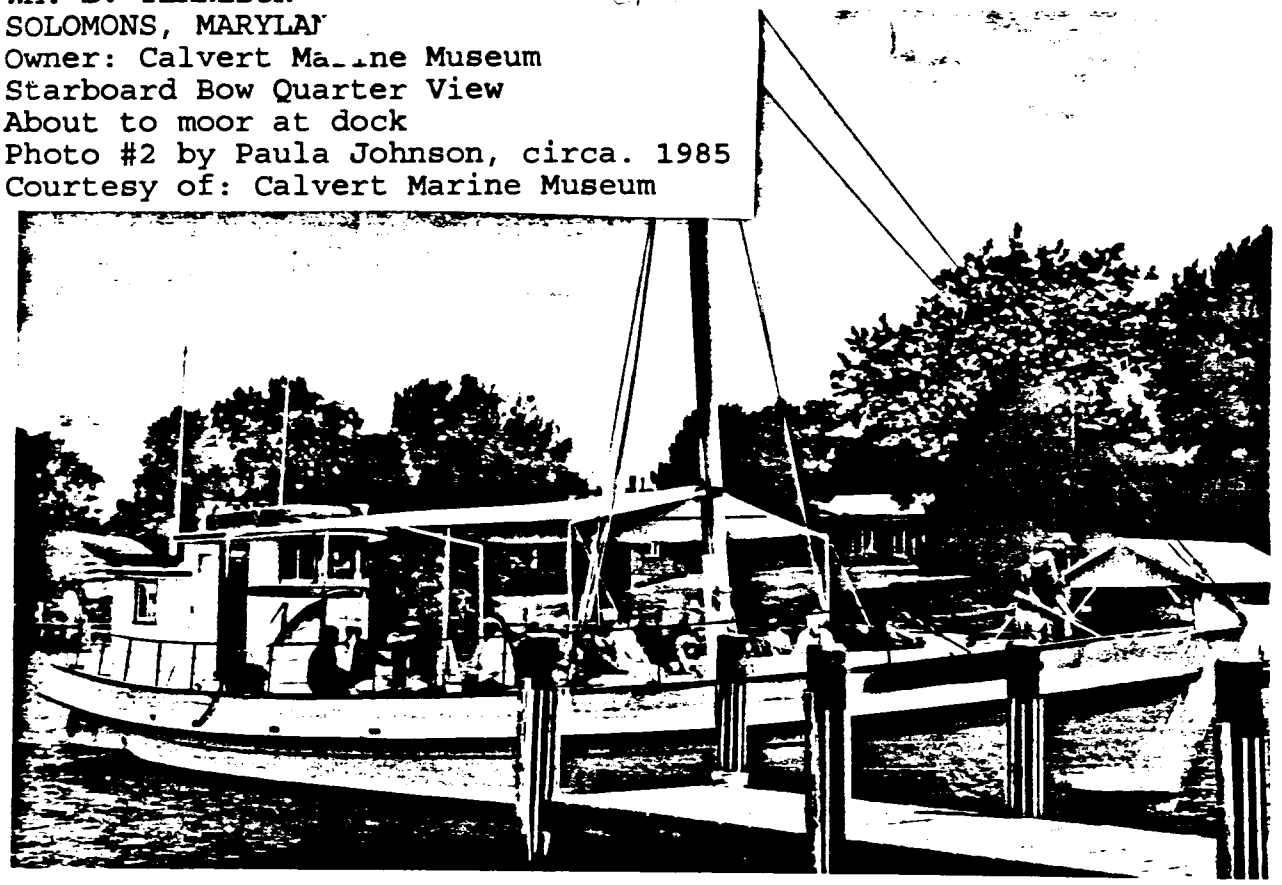
42 43 340 N 372 080 E



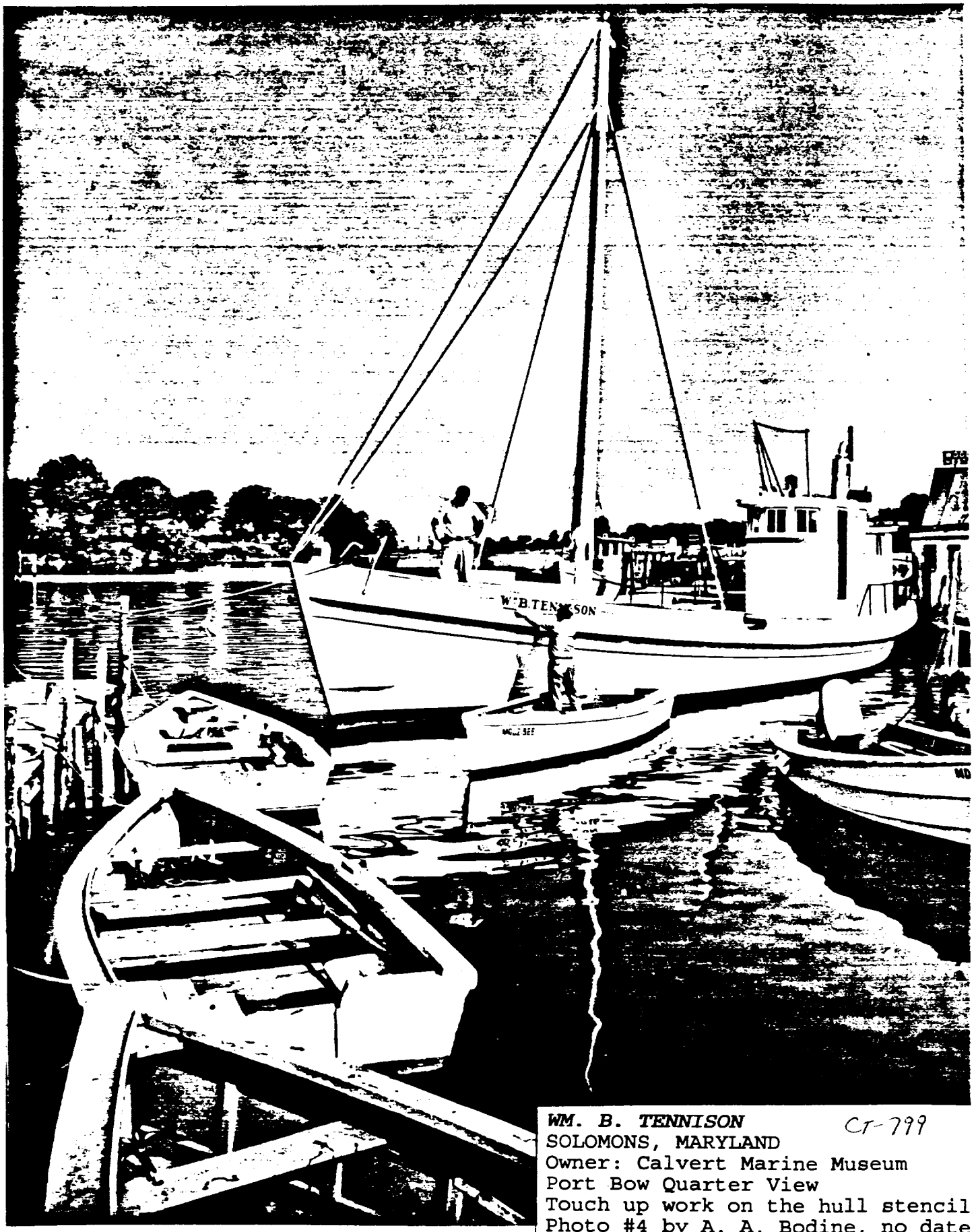
WM. B. TENNISON CT-799
SOLOMONS, MARYLAND
Owner: Calvert Marine Museum
Starboard Broadside View
Moored alongside dock
Photo #1 by Paula Johnson, circa. 1985
Courtesy of: Calvert Marine Museum

CT-799

WM. B. TENNISON
SOLOMONS, MARYLAND
Owner: Calvert Marine Museum
Starboard Bow Quarter View
About to moor at dock
Photo #2 by Paula Johnson, circa. 1985
Courtesy of: Calvert Marine Museum



WM. B. TENNISON
SOLOMONS, MARYLAND
Owner: Calvert Marine Museum
Port Broadside View
Moored at dock
Photo #3 by Paula Johnson, circa 1985
Courtesy of: Calvert Marine Museum



WM. B. TENNISON CT-799
SOLOMONS, MARYLAND
Owner: Calvert Marine Museum
Port Bow Quarter View
Touch up work on the hull stencil
Photo #4 by A. A. Bodine, no date
Courtesy of: Calvert Marine Museum

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

Photographed by Tim Mihursky
May, 1979

Maryland Hist. Trust


Wm B TENNISON
Wm B TENNISON

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

Photographed by Tim Mihursky
May, 1979


LIFEJACKETS

CT-799

CT-799

WILLIAM B. TENNISON
Solomons, Md

starboard side
M. C. Wootton


CALVERT MARINE MUSEUM
Wm B. TENNISON

CT-799, WM. B. TENNISON

2

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