

Walk Eastport: A Scavenger Hunt for History

Unscramble the clues to complete the rhymes.

Answers to the clues are on the reverse of this page. Don't peek unless you're well and truly stumped!

1 Mac McNasby was no slacker. He was a world-famous oyster **ACEKPR**.



2 Before he flew across the sea, Lindberg called to Captain Weems, who'd taught him how to use a plotter while he crossed the trackless water. He waved to his friend, the innovator, and said, "See ya later, **VAONIGRAT!**"



3 Generations have come here for worship and doing good. Mt. Zion's congregation is the soul of the **EIHONBOARDGH**.



To find the former home of Eastport's fire brigade, you'll have to find this subtle clue – and then you've got it made. A placard reading "Fireman" with insignia galore hangs above the white expanse of this site's **AREGAG** door.



5 Mrs. Williams sold her sauerkraut (and maybe liverwurst) from this place – still here after 100 years – on the corner of **VEESRN** and **FSRIT**.



The village's first post office was down this little lane. Once it had a post office, the village needed a name. Charles Murphy named the village after his hometown, Eastport, **IEAMN**.



7 The best defense is so intense, it's never put to the test. Our forts could beat the British fleet, so they burned other **RPTSO** instead.



8 If you're a sailor, then you oughta race your boat in a **ARGTETA**.

9 Shuckers shucked in a packing plant that stood in this location, where now you see today the **VEESRN GNASILI** Association.




10 Workboats worked the oyster beds with dredges, rakes and tongs. But the workboats worked too well and now the oysters are all gone. With oysters gone, the noble age of wooden workboats passed. The modern age emerged with something new called "**SBEALFRGIS**."



11 Fire – that's the element that turned the sand to glass. So why'd the glass works have to be at the harbor's edge, you ask? The furnace caused the sand to melt, bellows made it hotter, but the sand they used to make the glass was barged here on the **EATWR**.



12 When talking yachts, one mogul had a clever way to word it: If you have to ask how much it costs, you really can't **DFDROA** it.



13 There used to be a bridge that spanned from here across the harbor, and now this park is named for Leon Wolfe, our most beloved **RABRBE**.



14 Show me the bones of Benjamin Ogle, chaser of steeples, breeder of steeds. Nobody knows where they buried the gentleman; nobody knows what his epitaph reads. He might be interred on his Ogleton Farm, a place long since renamed Bay Ridge. Or he might be where Lafayette's troops stacked their arms, right here by the Spa Creek bridge. Ben let it be known that none should complain when fate cut his noble life short. If eternal contentment were Ben Ogle's aim, where else would he lie but **ETTRPSAO**?



15 Now known for its neighborly charm, Eastport was all once Ben Ogle's farm. The purpose of owning these pastures, of course, was to raise his magnificent **OHRDGOEBHRT** horses.



16 A great education is so elementary; as these kids have learned for more than a **CNETYUR**.



17 Annapolis' reputation as sailing capital of the nation perhaps came from here, from this humble abode where Jerry Wood launched the **AOAPLSNIN** boat shows.



18 Across the street from Davis' Pub, a waterfront park is dedicated to a pillar of our community, our own **OGGERE SGNOAHWTNI** Davis.



19 Undaunted by discrimination, these men formed their own **AICTNAUL** organization.



20 From the land of the kiwi, Bruce Farr came up and now designs yachts for **ACREAMI'S** Cup.




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Answers to the Clues -- Don't Peek!

Site 5: SEVERN and FIRST Eastports Oldest House This is said to be the oldest house in Eastport. For nearly 100 years, it belonged to the Williams family. Jonas and Louisa Williams and their eight children moved here in 1876. They used the first floor as a grocery store, selling homemade sauerkraut to neighbors. After she was widowed, Louisa offered her front parlor as a school and a polling place. The house stayed in the family until 1972. For all of its years, the Williams House has been a landmark. Today, it is a bed & breakfast inn and still retains much of its original charm and architectural character.

Site 6: MAINE Murphy's Row These ten row houses were built in 1888 by Charles James Murphy for laborers employed at his company, the Annapolis Glass Works, located just around the corner on Severn Avenue. The seventh house was the first post office in the new community, which Murphy named after his hometown in Maine. When the glass factory closed in 1902, "Murphy's Row" fell into disrepair. In the early 1980s, the properties were remodeled, renamed after the developer's son, and sold as private residences. While there were many duplex houses built in the early 1900s, these are Eastport's only example of the 19th-century row house style.

Site 7: PORTS Fort Horn Near here, at the end of Eastern Avenue, is the site of one of three forts built to defend Annapolis Harbor from the Royal Navy during the Revolutionary War. Built in 1776, Fort Horn had major defenses of trenches, earthen ramparts and 15 cannon. Another fort was located across the river from here, and the third was on the other side of the harbor where the Naval Academy now stands. Together, these forts could triangulate cannon fire across the mouth of the Severn River, a prospect any British captain would find intimidating. In any case, they were never tested, because Annapolis was never invaded, neither during the Revolutionary War nor the War of 1812. During the Civil War, the fort served as a hospital for Union soldiers recovering from smallpox. No trace of the fort remains today.

Site 8: REGATTA Eastport Yacht Club Not your typical "blue blazer" crowd, the Eastport Yacht Club was launched in 1980 in the upstairs room at Marmaduke's Pub, now Ruth's Chris Steakhouse on Severn Avenue. The clubhouse at the current site on First Street opened in 1992 and was recently remodeled to accommodate up to 600 members who participate in the club's extensive calendar of sailing regattas. The club is perhaps best known for hosting the nationally renowned "Eastport Yacht Club Lights Parade," a festive event held each December featuring hundreds of sailboats and powerboats decorated with elaborate holiday light displays.

the school is respected for its dedicated faculty and staff, the level of parental involvement and broad community support.

17. ANNAPOLIS Annapolis Boat Shows & Annapolis Sailing School Entrepreneur Jerry Wood founded the world's oldest and largest sailing school here in 1959, in this building which was originally a Sears & Roebuck "kit" house. In 1970, Wood and his partners launched the world's first in-water boat show, which, along with the powerboat show they started in 1972, has become a pillar of the international recreational boating industry as well as an Annapolis institution. Still in keeping with its nautical heritage, this site is now the home of *Chesapeake Bay Magazine* and the Annapolis School of Seamanship.

18. GEORGE WASHINGTON Davis' Pub In the 1920s, George Washington Davis, a pillar in Eastport's African-American community, opened a confections and general store here on the corner of 4th Street and Chester Avenue. It became Davis' Lounge by the 1940s to serve the local black watermen in the neighborhood. In 1986, Davis' Pub opened and now serves as a mainstay in Eastport's laid-back social scene. It's been featured on the Food Network's hit show, "Drive Ins, Diners and Dives."

19. NAUTICAL Sealarer's Yacht Club Before schools were desegregated in Maryland, this site served as a school for Eastport's "colored" children. It was built in 1918 according to the plans of a Rosenwald School, but without Rosenwald Foundation funding. This school merged with the "white" elementary school on Fifth Street in 1963. In 1967, it became the home of the Sealarer's Yacht Club. This club was organized in 1959 by a group of black men with a common interest in boating. They banded together in the face of discrimination and founded the club at a time when many Chesapeake Bay marinas would not let black boaters gas up at their piers and most yacht clubs were closed to black captains. Today the club is comprised of more than 50 members and is well known for seamanship and community service, teaching children to swim and introducing them to the world of boating.

20. AMERICAS Farr Yacht Design Annapolis owes its reputation as "America's Sailing Capital" to Eastport, where there are more maritime related services that anywhere on the East Coast between Newport and Ft. Lauderdale. A prime example is Farr Designs, based here since Bruce Farr moved from New Zealand in 1981. Best known for designing large bluewater racing yachts for the Volvo Round the World Race and the America's Cup, Farr learned his craft designing 18-foot-long racing skills in Australia and New Zealand. Curiously, his latest 70-foot-long racing yachts bear some of the same design characteristics as his earliest small boats – lightweight, shallow hulls with wide sterns – which is one reason why they're so fast and win so many races.

1: PACKER Annapolis Maritime Museum An active oyster-

packing and seafood processing plant from 1919 to 1986, this site is the last vestige of a once-thriving oyster industry. Watermen brought into cans and marketed all over the East Coast as "McNasby's Famous Pearl Brand Oysters." Founded in the year 2000, the museum educates curious visitors of all ages about Annapolis' rich maritime heritage and the ecology of the Chesapeake Bay, particularly the Bay's all-important oyster and its harvesters.

Site 2: NAVIGATOR Weems & Plath Starting in 1919, Capt. Philip Van Horn Weems revolutionized navigation for airplane pilots, radio astronomers, polar explorers and even astronauts. He established his own school in Annapolis to teach the Weems System of Navigation. His students included Charles Lindbergh and Admiral Richard Byrd, a classmate of Weems at the Naval Academy. German instrument maker C. Plath developed the first gyrocompass installed on a commercial vessel in 1913. Weems' school for navigation became the North American source for C. Plath's fine navigational instruments. The company named for this partnership, Weems and Plath, has made its home in this former sail loft since the year 2000.

Site 3: NEIGHBORHOOD Mt. Zion United Methodist Church For many generations, dating back to 1890, Mt. Zion Church has been a cornerstone of Eastport's African-American community. In the beginning, the congregation held meetings in an old wood shed on Chester Avenue. The first church was built here in 1896 and was substantially remodeled and enlarged in 1925. The current church was consecrated in 1992. There are families still living in Eastport, like the Johnsons, Turners and Hartises, whose ancestors were among those who founded the church more than a century ago. Today, the church plays an integral part in the whole community of Eastport by offering needed services and spiritual guidance. All are welcome to the church's worship services and programs.

Site 4: GARAGE Eastport Volunteer Fire Company This modest building housed as many as three fire trucks and an ambulance from the founding of the fire company in 1886 until the station moved to its present location on Bay Ridge Avenue in 1964. Eastport native Art Tuers joined the company in 1949 at the age of 16. He soon became a captain and drove the ambulance for years. When the siren mounted on the roof blew for the third time, Tuers recalls, volunteers knew they had to be waiting on their designated street corner or they'd miss the truck as it drove by on its way to the fire. The largest fires Tuers and the dozen or so other active volunteers battled were at the Carvel Hall Hotel in 1951, in the building which was later restored as the William Paca House, and the Trumpy yard in 1962.

skiffs could slip underneath to get up the creek. In 1907, it was replaced by a steel bridge that had a pivoting central span that swung open by a hand crank whenever a boat needed to pass through. The drawbridge you see today, connecting with Sixth Street two blocks to your left, was built in 1947. The move of the bridge caused the move of businesses away from Fourth Street, which had served as Eastport's "downtown" for decades. One of the businesses that remained here was Leon Wolfe's barbershop, a focal point of Eastport culture for 68 years. This park is dedicated to Leon's memory.

Site 14: EASTPORT Revolutionary Eastport The area now known as Eastport was once owned by Benjamin Ogle, Governor of Maryland from 1798 to 1801, and his wife Henrietta Margaret Hill Ogle. Ogle used the pastures here to raise some of the first thoroughbred horses in America. During the Revolutionary War, the Marquis de Lafayette encamped on this spot with 1,200 Continental Light Infantrymen. They had sailed down the Chesapeake Bay on a flotilla of Maryland ships in the spring of 1781 and stopped here on their way to defeat the British at Yorktown. Two centuries later, when repairs closed the bridge in 1998, citizens of Eastport revolted again and staged a mock secession from the City of Annapolis to form the Maritime Republic of Eastport. The MRE holds annual events like the .05K Bridge Run and the Tug of War across the harbor, known here as the "Gull of Eastport." While these events have raised thousands of dollars for local charities, many Annapolitans think Eastporters are still revolting.

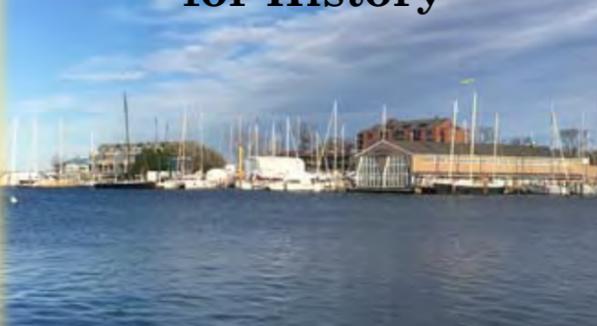
Site 15: THOROUGHBREED Burns House Today it's an apartment building, but it doesn't take a lot of imagination to envision this old house surrounded by farmlands and pastures. In the 18th and early 19th centuries, raising horses and farming were the economic mainstays. Railroad executive Wm. H. Burns built this house in 1894, then developed the surrounding farmland next to the village of Eastport, spurring a spread of housing south of the Horn Point peninsula. At first, the numbered streets in Eastport started with First Street where the bridge is today, and Sixth Street was at the far end of the point. In 1938, the street numbers were reversed, presumably so the new streets could rise in number. Ironically, after all that bother, those streets were mainly named for Presidents.

Site 16. CENTURY Eastport Elementary School The original square, two-story brick building was completed in 1909 as a school for Eastport's white children. There were 225 students that first year. The school has been remodeled and enlarged over the years to accommodate Eastport's growing population. While the Supreme Court declared separate public schools for black and white children to be unconstitutional in 1954, it wasn't until 1963 that this school merged with the "colored" school on Third Street. Today, with about 260 students,

This free, fun, family challenge has been developed in cooperation with the Four Rivers - The Heritage Area of Annapolis, London Town and South County, Eastport Civic Association, Let's Move - America's Move to Raise a Healthier Generation of Kids, Annapolis Recreation & Parks, the Annapolis History Consortium, and the Annapolis Heritage Commission.



Come and step into history!



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Site 9: SEVERN SAILING Fremmel's Oyster Packing Co. B.A. Fremmel's oyster packing company was located along Spa Creek at this site. The company was established around 1870 and continued to operate in Eastport until 1933, when a flood destroyed the

two-story, wood-frame building. If you looked across the harbor in 1878, you might see as many as a dozen oyster houses that dotted that shoreline. The decade of the 1880s was the peak of the Chesapeake Bay oyster harvest, when more than 18 million bushels were dredged or tonged each year, shucked and packed here, then shipped all across the country. Now, because of overharvesting, disease and shrinking habitat, there's only about one per cent of that number of oysters left in the Bay.

Site 10: FIBERGLASS Heller's Boatyard This is where Eastport's famed boat building industry began. On this site in 1868, a German immigrant named Wilhelm Heller began crafting fine wooden boats and this soon became the largest boatyard on Spa Creek, serving both commercial fishing boats and pleasure craft. After Heller died in 1916, his son Henry ran the yard. Eventually, traditional wooden workboats like skijacks, bugeyes and pungy schooners disappeared from the Chesapeake Bay. When Henry died in 1936, the yard closed. After World War II, entrepreneurs like Arnie Gay created modern marinas accommodating pleasure boaters and their new fiberglass sail and powerboats.

Site 11: WATER Annapolis Glass Works Some of the businesses in Eastport were not strictly maritime related, but still needed to be near the water. The Annapolis Glass Works operated on most of this block between Severn Avenue and Spa Creek between 1885 and 1902. Why would a glass factory need to be in a waterfront location? The key raw material for glass is sand. Sand mined from a quarry at the head of the Severn River was delivered to the factory by barge. Workers melted the sand in brick furnaces. Twelve workers blew the molten glass into molds, creating bottles. The factory also produced china and pottery. After the glass works closed in 1902, the Braun Sausage factory opened on this site in 1908.

Site 12: AFFORD Trumpy Yacht Yard Between 1913 and 1974, this site hosted three different boat yards that built sub-chasers and other naval vessels for both World Wars, the Korean War and Vietnam, along with exquisitely crafted wooden luxury yachts. The most famous of these were built by John Trumpy and Sons between 1947 and 1974. More than a dozen of these yachts are still afloat. You can identify them by their graceful lines and the elegant golden "T" decorating the bow.

Site 13: BARBER Bridge – what bridge? Look over the railing and you can see the remains of the bridge that connected Eastport to Annapolis. In fact, there were two bridges here. The first one, built in 1873 of wood, was a fixed span. Only small rowboats and