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Mission Statement
The mission of the Chesapeake Bay Maritime Museum is to inspire an understanding of and appreciation for the rich maritime heritage of the Chesapeake Bay and its tidal reaches, together with the artifacts, cultures and connections between this place and its people.

Vision Statement
The vision of the Chesapeake Bay Maritime Museum is to be the premier maritime museum for studying, exhibiting, preserving and celebrating the important history and culture of the largest estuary in the United States, the Chesapeake Bay.

Sign up for our e-Newsletter and stay up-to-date on all of the news and events at the Museum. Email havefun@cbmm.org to be added to our mailing list.

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Chesapeake Bay Maritime Museum
Navy Point, PO Box 636
St. Michaels, MD 21663
410-745-2916 • cbmm.org

HOURS:
April to May, 9am–5pm
June to August, 9am–6pm
Sept. to Oct., 9am–5pm
Nov. to March, 10am–4pm

On the cover:
The skipjack Rosie Parks under sail, circa 1980s.

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Contributing Writers: Esty Collet, Dick Cooper, Veronica Lathroum, Kate Livie, Libby Meier, Lauren Murray, Tracey Munson, Tom Seip, Langley Shook, Marie Thomas.

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Chairman’s Message
by Tom D. Seip, Chair of the Board

I’ve always greatly enjoyed coming to the Museum, first as a newcomer to the area, then as a member of the Board of Governors for the last five years, and now, as the new Chair of the Board. Whether chatting with another visitor, hearing a volunteer docent recount the Oyster Wars, or watching a shipwright demonstrating his craft, I learn more about the Chesapeake, its people and their way of life each time I visit.

My introduction to the Chesapeake region began over a decade ago with a one week cruise around the Eastern Shore with a very knowledgeable captain. My wife Alexa and I were captivated by the intertwining of land and water on the Chester, Corsica, Wye, Miles, Tred Avon, and Choptank rivers.

We returned by land the following year and departed only after buying a lot on which to build a home. We moved from San Francisco to St. Michaels in June of 2005 and were introduced to the Museum by a neighbor, Sumner Parker, Governor. A life-long love for the water and boats—particularly wooden ones—then as a member of the Board of Governors, and is today a very active Emeritus Governor. As you can imagine, I find our newest exhibit, Rosie Parks, so special a part of our story—through your membership, our events and yours, and in all the day-to-day things that make the Chesapeake your own. I hope you’ll join us for a visit soon. Take a look at all of our upcoming events on page 24 or make a point to visit the Museum one of your next, most memorable destinations.

Tom D. Seip, Chair of the Board of Governors

Board of Governors 2013–2014

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To contact, dial 410-745-7200, and the number listed.
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President’s Letter
by Langley R. Shook, President

It’s hard to believe summer is over, but what an amazing summer it was! Visitors and members from all over the United States ran their fingers over the smooth mahogany finishes on the runabouts at the Antique and Classic Boat Festival; they picnicked, danced, and watched fireworks explode into colorful displays of national pride at Big Band Night; and they came in pick-up trucks to enjoy a watermen’s rodeo along our Fogg’s Cove at Watermen’s Appreciation Day.

Kids and adults of all ages ventured out on the Miles River in several new on-the-water programs and youngsters chicken-necked off our docks, to experience catching crabs for the first time. Coming up this fall, we have our annual OysterFest on Saturday, November 2, a family-friendly day of local oysters, live music, and a big line-up of many different activities. While OysterFest is always an event not to be missed, this year is special.

After a three-year restoration process, the legendary skipjack Rosie Parks will relaunch at OysterFest on the high tide at 4pm. The project has been undertaken by master shipwrights and their apprentices, as well as volunteers and members of the Parks family. This historic vessel, built by the boatbuilder Bronza Parks for his brother Captain Orville Parks, and named for their mother, is an iconic symbol of the Chesapeake and a representation of a family legacy, uniting four generations of Parks family members.

I invite you to join us at the Museum to celebrate this important moment of history, and to experience an event that really epitomizes our mission—to preserve and explore the rich maritime heritage of the Chesapeake Bay.

All of these experiences—learning about and eating local seafood, chicken-necking for crabs, watching the relaunch of the Rosie Parks—are possible because of your generous donations and continued support. As we gear up for our Annual Fund drive this fall, I thank you in advance for keeping CBMM an important part of your personal philanthropy. I hope to see you soon at one of our educational programs, a special event, or just enjoying the day on our beautiful campus. Until then, enjoy this special combined issue of The Chesapeake Log and the 2012-2013 Annual Report.

Langley R. Shook, CBMM President
In June 24 annual meeting, the Chesapeake Bay Maritime Museum welcomed new officers and Governors to its Board during its annual June meeting. Board officers for the 2013-2014 year are from left: Vice Chair Richard Tilghman, Chair Tom Seip, Secretary Dick Bodorff, and Treasurer Jim Harris.

Newly elected to three-year terms on the Museum’s Board of Governors are Bill Carter, Rick Johnson, Patrice Miller, Steve Sands, and Lelde Schmitz. New board member Bill Carter served as a leader in the telecom industry for 40 years. He served as President and Chief Executive Officer for Submarine Systems Inc. (SSI), Director of International Network Operations for AT&T, President of Global Crossing Development Company, and Vice Chairman of Global Marine. Carter also served as an advisor to the U.S. government on communications and economic development. He received his bachelor of electrical engineering degree from Georgia Institute of Technology and has completed the advanced program for senior managers at MIT’s Sloan School. Rick Johnson recently retired as Executive Vice President and Chief Financial Officer of PNC Financial Services Group in Pittsburgh, PA. Johnson’s 30-year career in banking began at J.P. Morgan Chase, where he served as Global Business Chief

The Board also recognized retiring members CG Appleby, Richard Kimberly, Pam Jana, and Anna Fichtner for their service. Each was presented with a momento made from the original wood of the skipjack Rosie Parks and the bugeye Edna E. Lackwood, both under restoration at the Museum. “I know the Museum remains in capable, strong hands,” commented retiring Chair of the Board CG Appleby. “The Board of Governors has recruited a deep pool of talented, resourceful members with a terrific slate of officers. After nearly a decade of serving the museum, first as a board member for seven years, then as Vice Chair, and finally, as Chair for the last two years, I am especially proud of the museum’s efforts to reach out to so many different audiences, and of course, the restoration of the Rosie Parks is another highlight of my time at the museum. I saw the deterioration of the Rosie firsthand and now I am privileged to witness her rebirth.”

Newly elected to three-year terms are Bill Carter, Rick Johnson, Patrice Miller, Steve Sands, and Lelde Schmitz. New board member Bill Carter served as a leader in the telecom industry for 40 years. He served as President and Chief Executive Officer for Submarine Systems Inc. (SSI), Director of International Network Operations for AT&T, President of Global Crossing Development Company, and Vice Chairman of Global Marine. Carter also served as an advisor to the U.S. government on communications and economic development. He received his bachelor of electrical engineering degree from Georgia Institute of Technology and has completed the advanced program for senior managers at MIT’s Sloan School. Rick Johnson recently retired as Executive Vice President and Chief Financial Officer of PNC Financial Services Group in Pittsburgh, PA. Johnson’s 30-year career in banking began at J.P. Morgan Chase, where he served as Global Business Chief

CBMM welcomes new board members and officers

The Chesapeake Bay Maritime Museum welcomed new officers and Governors to its Board during its annual June meeting. Board officers for the 2013-2014 year are from left: Vice Chair Richard Tilghman, Chair Tom Seip, Secretary Dick Bodorff, and Treasurer Jim Harris. (Middle) From left, elected CBMM Emeritus Governor Howard Freedlander with new Governors Rick Johnson, Steve Sands, Patrice Miller, and Emeritus Governor Joe Peters. Not pictured are new Governors Lelde Schmitz and Bill Carter, and Emeritus Governor Alan Griffith. (Right) From left, retiring CBMM board members CG Appleby, Pam Jana, and Richard Kimberly. Not pictured: Anna Fichtner.

A t its June 24 annual meeting, the Chesapeake Bay Maritime Museum elected five new governors, three emeriti governors, and four board officers for the coming year. Board officers for the 2013-2014 year are Chair Tom Seip, Vice Chair Richard Tilghman, Secretary Dick Bodorff, and Treasurer Jim Harris. Elected emeriti governors include Howard Freedlander, Alan Griffith, and Joe Peters. “As we approach the 50th anniversary of the Museum in 2015, our best days are very much ahead of us, due in no small part to the work that we do here, as a board,” said newly-elected Chair of the Board Tom Seip.

“There’s a lot of hard work to come, including our strategic plan which is currently in development, as well as fundraising plans which will allow us to better serve our communities—our members, donors, and volunteers, the local community, kids, vacationers, watermen, who are all a part of this great institution.”

St. Michaels Rotary donates bench to CBMM

On July 20, 2013, a hand-crafted wooden bench, commissioned by the St. Michaels Rotary Club, was installed at the Museum. “The Chesapeake Bay Maritime Museum is one of our treasures,” said Rotary Club president Bernie Grove. “We want to support them any way that we can.”

This bench was built by CBMM volunteer John “Doc” Hawkinson using iroko, an African tropical wood. “These benches are made to last 20-30 years through weather and everything,” commented Hawkinson. “This bench was one of two built by Hawkinson for CBMM. The second was donated as a memorial for former CBMM employee Julie Cox.”

New board members and officers continued

Financial Officer and Managing Director for the New York office, and the European Chief Financial Officer and Managing Director in London. Since retiring, Johnson and his wife, Laurie, plan to spend more time at their home in St. Michaels.

Eastern Shore native Patrice Miller is the granddaughter of one of the Hooper Strait Lighthouse’s lighthouse keepers. Miller manages properties and enjoys renovating homes. She and her husband, Herb, have five children and plan to spend more time at Myrtle Grove—their historic home on the Miles River. Miller received her bachelor of science degree from the University of Maryland.

Steve Sands is Managing Director of Wilmington Trust’s Wealth Advisory Services in Baltimore. Prior to joining Wilmington Trust in 2011, Sands spent nearly 35 years with the First National Bank of Maryland in Baltimore where he established the firm’s Private Banking Division, Financial Management Group, and Specialty Banking Group. Sands is a graduate of the Johns Hopkins University, the Greater Baltimore Committee’s Leadership Program, and the Rice University Executive Management Program. He has served as Treasurer and Chairman of the Investment Committee for the Episcopal Diocese of Maryland and as a trustee for numerous non-profit organizations. Sands and his wife, Rosa, live in Glyndon, MD.

Lelde Schmitz has spent 27 years in international finance with the International Monetary Fund (IMF), specializing in designing economic policy and helping governments implement economic adjustment programs in emerging and low income countries in the Caribbean, Latin America, and Africa. Since 2007, Schmitz has counseled internationally on political strategy, economic policy, development issues and foreign direct investment. She has a master’s and Ph.D. in economics from the University of Karlsruhe in Germany, with special studies at Harvard University’s JFK School. Schmitz has served as a committee member of the IMF’s Art Society; as Founder and President of the Artist Guild of Africa. Since 2007, Schmitz has counseled internationally on political strategy, economic policy, development issues and foreign direct investment. She has a master’s and Ph.D. in economics from the University of Karlsruhe in Germany, with special studies at Harvard University’s JFK School. Schmitz has served as a committee member of the IMF’s Art Society; as Founder and President of the Artist Guild of Africa.
CBMM welcomes shipwrights, bids farewell to summer interns

Chris Kretch of Ringoes, NJ, has joined the Museum as a shipwright apprentice. Kretch’s apprenticeship begins with restoration work on the historic skipjack, Rosie Parks. He is living in St. Michaels during his one-year apprenticeship. Kretch recently completed a one-year program at the Great Lakes Boat Building School in Cedarville, MI and earned his bachelors of arts degree in graphic arts from The College of New Jersey. Prior to attending boatbuilding school, Kretch worked as a graphic designer and IT administrator.

Kretch is new to the Chesapeake Bay area but has an interest in boating and fishing in the region. Bill Bronaugh, of Charleston, WV, also joins the Museum as a shipwright apprentice from the Great Lakes Boat Building School’s Director of Development and Student Services and former CBMM shipwright apprentice Bob McIntire. Kretch will be working on a whaleboat for Mystic Seaport’s Rosie Parks restoration as his first task at CBMM. Both Bronaugh and Kretch worked on a whaleboat for Mystic Seaport’s Rosie Parks while at Great Lakes. Bronaugh began his career in woodworking by building kayaks and furniture, and watching his father make wooden instruments. He is currently living in Easton during his one-year apprenticeship.

We bid a fond farewell to our summer interns, Veronica Lathroum, communications intern Lauren Murray, and curatorial intern Martin a Soares Knize. From left, CCS intern Veronica Lathroum, education intern Allison Speight, communications intern Lauren Murray, and curatorial intern Martina Soares Knize.

The Museum has two separate menus for the summer season—one for the townspeople and the other with fish, crab cakes, and soft shell crabs. By the 1950s, seafood was plentiful and easily obtained both in watermen’s communities and in the cities. This was a time when prospects were still looking good for the fisheries and watermen alike: the Museum’s skipjack Rosie Parks was one of several oystering boats launched three years after these menus were published.

The Chesapeake Bay Maritime Museum purchased Burgess’s entire collection in 2006, making these menus, along with thousands of other objects, accessible to the public through the Museum’s Library.

The pricing reflects the nature of getting food along the Chesapeake Bay in the 1950s. Seafood was plentiful and easily obtained both in watermen’s communities and in the cities. This was a time when prospects were still looking good for the fisheries and watermen alike: the Museum’s skipjack Rosie Parks was one of several oystering boats launched three years after these menus were published.

The downside of relying on local seafood was dependence on the seasons. The Museum has two separate menus from the Norfolk-Cape Charles ferries, one offering oysters, fish, and crab cakes, the other with fish, crab cakes, and soft shell crabs. The first is a winter menu, the second a summer one. By the 1950s, watermen were able to provide crab year-round by dredging up crabs wintering near the mouth of the Bay, but the fishery was seasonal. One could not get soft crabs when the crabs weren’t molting; nor could one get oysters when the oystermen weren’t dredging. Like everything else, dining aboard the Norfolk-Cape Charles ferries was tied to the patterns of biology and culture on the Bay.

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**Volunteer Profile: Nick Green**

*by Lauren Murray*

Nick Green began volunteering at the Museum in 2005 after he and his wife, Susan, retired to Easton from Bucks County, PA. Nick's new neighbors, regular volunteers at the Museum, suggested he join them in donating service hours as a way to become acquainted with the area. Nick thought this would be the perfect opportunity because before retiring, he and Susan spent the summer months on their houseboat, *About Time*, and he was interested in sharing his love of the Chesapeake with others. Nick volunteers as a greeter in the Welcome Center and talks to guests as they enter the Museum. After eight years at the Museum, he says welcoming visitors from all over is something he really enjoys doing.

“The Museum is an undiscovered gem for most people,” says Nick. “I love introducing it to them and sharing my knowledge of the Chesapeake. The Museum is a window for people to see into the past and learn about how the Bay affected the development of a community. In the Welcome Center, I get visitors started and direct them to the exhibits they want to see. For some people, it could be a boat built by grandpa or even a boat that they themselves had a personal experience with,” he adds.

Sharing information is something Nick has a lot of experience doing. Originally from Altoona, PA, he attended Lycoming College in Williamsport and continued to pursue his graduate degree in biology from Pennsylvania State University.

Upcoming Volunteer Programs

Help CBMM tell the story of the Chesapeake’s people, history, and environment! For docents who have completed the annual General Tour Training, other trainings for our guided school tours and educational hands-on programs are available. The two-part trainings offer background and content information needed to lead an engaging and educational program, as well as practical applied instruction in CBMM’s exhibits and campus. Both sessions are mandatory for each program training to be successfully completed. To register, contact Director of Education Kate Livie.

**ALL fall semester to begin mid September**

*by Esty Collet*

The Academy for Lifelong Learning’s (ALL) fall semester begins in mid September and runs through November, offering something for everyone including such courses as Greek Tragedy, Hot and Cold Wars, Dickens, Exotic Species, Sacred Spaces, The Artist Way, Fun with Philosophy, Sports and Religion, and Furniture of our Pilgrim Fathers to name a few.

Returning this year are many of ALL’s favorite course leaders such as George Merrill, Sam Barnett, Dick Mattingly, Bob Lonergan, Don Berlin, Bob Springer, Phil Hesser, and the “two Johns” now joined by the Museum’s Director of Education Kate Livie.

ALL welcomes new and returning course leaders including the Museum’s Director of the Center for Chesapeake Studies Robert Forloney, Ben Wexms,

Dane Thomas Mitchell, Ed Delaney, Ed Bednarz, and Bruce Jones. These individuals, along with many other talented volunteer course leaders, are the life blood of ALL, dedicating hours to the preparation and facilitation of their programs. For a course catalog, call Helen Van Fleet at 430-745-4941 or download one at cbmm.org/all, where you can also sign up to receive our e-newsletters.

Upcoming Volunteer Programs, continued.

**Volunteer Exhibit Explorations:** (For current CBMM Volunteers & Docents)

Volunteer Field Trip with Kate Livie: Eastern Neck Island and Tolchester Beach Revisited

Thursday, October 10 10am-3pm. Bring a bagged lunch

Visit Rock Hall, MD for a tour of Eastern Neck Island’s trails and oyster middens in the morning, and Tolchester Beach revisited in the afternoon.

**Hurricane Agnes, Impact & Legacy with Kate Livie**

Wednesday, October 23 at 10am in the VLA

From watermen to scientists to landowners, Hurricane Agnes represented a sea change in the Chesapeake’s environment, forecasting a grim future for the Bay’s water quality and animal life, and spurring the current “Save the Bay” efforts.

**Curator’s Corner with Pete Lesher**

Thursday, November 14 at 10am in the CBMM Library

Take a tour of Pete’s favorite things hidden away in the Museum’s collections. Pete will choose five objects, connected by a theme, and will tell the story of their prevalence and their significance to the people, environment, and history of the Bay.
Profiles: Chesapeake People in the War of 1812

by Veronica Lathroum

Thomas Kemp

Human life in Maryland has revolved around the Chesapeake Bay for centuries. Serving as a source of food, a mode of transportation, a provider of priceless resources, and in more modern times, a place for recreation and relaxation, the Bay offers an abundance of opportunities. Hundreds of years ago, shipbuilding was prevalent along both the Eastern and Western Shores of the Bay, an occupation that has diminished considerably today.

In the early nineteenth century, the War of 1812 threatened shoreside towns on the Chesapeake Bay. The British sought to gain access to the waterways as a means to disrupt American commerce and undermine support for the war, this made the Chesapeake Bay and its tributaries important military targets. Thus, the towns and ports lining the shores needed to be prepared in the event of a British attack.

During this time, the United States Navy was a weak and an ineffective military power. As a result, ship owners were licensed to attack enemy ships whenever possible. These freelance defenders were called privateers.

Between the privateers and the American effort to improve their organized military, shipbuilding on the Chesapeake became a lucrative occupation. Shipwrights profited greatly from the war as a result of the constant demand for boats and their repair.

Thomas Kemp was well-positioned to profit from wartime shipbuilding demand. He was a native of Talbot County, where he most likely apprenticed under Impey Dawson, a St. Michaels shipwright and fellow Quaker. From Talbot County, Kemp moved to Fells Point, Baltimore in 1803. There he built his first ship with his brother a year later.

Kemp is best known for his schooners, though he also built schooner-brigs, brigs, naval gunboats, sloops, and pilot boat schooners. He is responsible for the construction of at least fifty boats, some built in collaboration with Impey Dawson, his mentor. Among his best remembered were the 1807 schooner Russia, commanded by Thomas Boyle as a privateer in 1812, and the 1812 schooner Rossie, sailed from Baltimore as a privateer in 1812 by Captain Thomas Boyle.

The last documented boat that Kemp constructed was built in 1822; it was a schooner by the name of K&G. Thomas Kemp died in 1824.

Typically, when people think of shipbuilding around the Chesapeake, they think of large port cities like Baltimore, but at one time, shipwrights were situated in towns and cities surrounding the Bay. They were especially prevalent in St. Michaels, near the present day site of the Chesapeake Bay Maritime Museum. Kemp’s return to St. Michaels and his continued involvement in shipbuilding support this association, and the importance of shipwrights to the Chesapeake region, especially during times of war.

Minty Gurry (Caden)

Minty Gurry made a successful quest for freedom with the aid of the British during the War of 1812. Her story has been documented through careful research by the Maryland State Archives. Born around 1787 and living in Calvert County, an area where enslaved African Americans were heavily engaged on tobacco plantations, Minty came to marry a fellow slave by the name of Joe Gurry. Eventually, their marriage disintegrated and Minty formed an intimate relationship, a sisterhood by her definition, with another woman, Phillis Caden.

Together, the two women joined the Methodist Church, and Minty Gurry became Minty Caden. Like other slaves prior to the Civil War, Minty sought to gain freedom on her own terms. During the War of 1812, the British blockaded the navigable channels of the Chesapeake Bay, and their presence provided a particular good opportunity for slave escapes.

British officers saw value in the knowledge of the local landscape many of these escaping slaves possessed. In 1813, the British offered sanctuary to escaping slaves in return for their assistance as guides, and by 1814, they broadly offered freedom to any who escaped to their troops or ships. Thousands of slaves from the Chesapeake region took advantage of this offer and gained their freedom.

In July of 1814, Minty escaped from her owner, Susannah Rawlings, with two other slaves. Through the testimonies of other community members, Minty is known to have been friendly with the British troops, most likely as a washerwoman. Minty moved to Halifax, Nova Scotia, in the company of many other former slaves, where she and others were settled and offered land.

It is unknown if Phillis Caden went on to join Minty in Nova Scotia. Slaves played a crucial role in the War of 1812, particularly along the Chesapeake Bay.

Read about more stories such as these in our new exhibit Navigating Freedom: The War of 1812 on the Chesapeake, open every day during regular Museum hours.

*Philanthrope moderne.* The British facilitated the escape of thousands of slaves from Maryland and Virginia during the War of 1812, as illustrated by the New York cartoonist, where officers are luring away African Americans while setting Washington afire. Courtesy of American Antiquarian Society.
Rosie Parks looks ready. She exudes energy. Her freshly-painted white hull is crisp, sharply angled and poised to plunge. Her expertly carved trailboards proudly state her name. She’s been perched on land too long, only feet from her home in the waters of the Chesapeake Bay. But land is not where she belongs. The fastest, most productive and prettiest member of the Bay’s Oyster Fleet wants to spread her white wings and fly.

And she will on the 4pm high tide November 2 during OysterFest at the Chesapeake Bay Maritime Museum. The Rosie, as she is affectionately known, has touched the lives of hundreds who have helped bring her back from a rotten hulk to her rightful place as the pride of the Bay. Not only is she an icon of the Chesapeake, she has become a rallying point for the resurgence of the Museum and its Boat Shop, which were hit hard during the economic recession.

Museum President Langley Shook says the restoration of the skipjack—built 58 years ago in southern Dorchester County by legendary boatbuilder Bronza Parks for his equally well-known oysterman brother, Captain Orville, and named for their mother—Rosie has helped to galvanize the reputation of the Museum and energize its staff.

“Approaching the end of the three-year project, unquestionably it was the right decision,” Shook says. “Not only because we end up with a rare, faithfully-restored skipjack, one of a very few still around, but it also raised our visibility and drew a lot of attention and visitors to the Museum and it was a key in revitalizing activities in our Boat Shop.”

The Rosie has been an important part of the Museum’s floating fleet since she was purchased from Orville Parks in 1975 when he retired after almost seven decades of working the water. The late Captain Parks, who was named “Admiral of the Chesapeake” by then Gov. J. Millard Tawes, was known around the Bay for keeping a well-maintained vessel that always made money for her dedicated crew.

But years of deferred maintenance and depleted Museum resources led to her decline. Staffers kept regular watch on her pumps to make sure she did not sink at the dock. At one point, loblolly seedlings began sprouting from her decaying decks. Museum Curator Pete Lesher remembers that the Rosie had become an embarrassment to the Museum and a sore point with the extended families of both Bronza and Orville Parks. When she was finally hauled out of the water over five years ago, it was discovered that her bottom planks had been held in place by water pressure. They quickly began falling off.

“We bought Rosie in 1975 because she was the most reputable skipjack on the Bay,” Lesher says. “She was a profitable boat and she won skipjack races. And she was only a 20-year-old boat. By the time we started this project she was almost a 50-year-old boat. Any other skipjack of that age survives only with substantial work. Rosie had really never gotten that. We did bits and pieces and frankly, we put it off too long.”

Shook says Museum Board members debated whether to rebuild her or cut her up and ship her off to a landfill. The preservationists won out, but it was a close call.

“We have spent a lot of time paying attention to the original builder’s style, his technique, and his intentions. I think the Museum can hold its head high because of the standards we have adhered to.”

-Chief Curator Pete Lesher
In November, 2010, Museum Chair of the Board Joe Peters stood on the balcony of the Hooper Strait Lighthouse surrounded by members of Bronza and Orville Parks’ families and announced that generous donations from Museum supporters made it possible to rebuild the Rosie.

The assembled crowd cheered, but when they surveyed the old skipjack in the boatyard with her sagging decks and brittle planking held together with rusted nails, more than a few were skeptical about the future.

But since then, Richard Scofield, Assistant Curator for Watercraft, says 10,602 board-feet (more than two miles) of fir, pine, and white oak have been fastened to Rosie’s ribs. Nine Boat Shop apprentices, numerous members of the Parks family and everyday visitors to the Museum have worked to bring new life to Rosie. By the end of May, Museum volunteers put in 2,364 hours and 35 minutes of their time on the project.

Children from around the region, from preschoolers to high school students, have learned about the history of skipjacks with Rosie as the centerpiece. They have caulked seams, used hand tools and experienced the feel of shaping wood. “We had every sixth-grader in Talbot County come through the Oyster Legacy program that has a segment on Rosie,” Scofield says. “We’ve had summer camp groups come through the same program.” He says local teens are putting in their community service time working on the restoration.

The Museum Board discussed rebuilding Rosie to meet Coast Guard regulations for passenger vessels that would have allowed her to be used to take more visitors out on the water. But they decided in the end to stick as close to Bronza Parks’ original design, making the Rosie one of the few unaltered skipjacks still in operation.

Even the wood used came from local forests and was cut either at the Paul M. Jones Lumber Company in Snow Hill or at the Tuckahoe Saw Mill outside of Ridgely on a saw that dates to the late 1800s.

Project Manager Mark Donahue says his crew is working on the final stages by readying the spars, installing hardware and getting the bottom planks fitted. The project is on time and under budget.

“We have spent a lot of time paying attention to the original builder’s style, his technique and his intentions,” Lesher says. “I think the Museum can hold its head high because of the standards we have adhered to.”

“We started this when the Museum was in a slump,” he says. “The institution was at a low point. We had reduced staff, cut back on programs and here was this boat that was in terrible condition sitting up on the hard. The decision to tackle this project allowed it to become emblematic of the revival of the Museum. It was an inspirational decision for the staff. We could raise this money and we could take on a project of this magnitude.”

“As a Museum about Chesapeake history and culture, we preserve things, but in the end, this is not just about boats, it is about all the stories about people that go along with it. Both the stories of the past and those we are making as we go along. There are serendipitous things we learn as we go through a major project like this. People come out of the woodwork and say, ‘I remember when,’ and ‘This reminds me of.’”

Lesher says the Museum could have pursued the history of the Rosie Parks and the life stories of the famous Parks brothers just as a folklore story.

“But the truth of the matter is that we would have never gotten all this information without the physical project. You couldn’t justify the restoration without all of this rich context, but you would never have this rich context without the restoration. It is all of a package.”

Shook says the success of the Rosie Parks project has invigorated Museum staffers to the point where they are beginning to look to the future and talk about what the next major project will be in the Boat Shop.

“We will always proudly maintain and display Rosie as one of the most important, most recognized and best remembered vessels in our fleet,” he says. Everyone involved in rebuilding the Rosie marvels at the success of the biggest unintended consequence of the project, the reconnection of the scattered Parks family members who have found long- lost relatives and used OysterFest as a grand family reunion. Several have volunteered their time, made financial donations, and presented the Museum with artifacts and historic family photos.

“When CBMM announced that the Rosie Parks would be restored, there was an immediate spark in Parks family interest,” Bronza’s daughter, Mary Parks Harding says.

“One of Dad’s grandchildren said that she felt the legacy of her grandfather had been brought to life again and that she was so thankful for all the Museum is doing to retell his story. Another grandchild said the Museum taught her about a legacy she never realized was so great. This event is no longer just a boat restoration. It’s a family restoration.”

A RISING OF AN EARLY MOON:
The Burning of the City of Baltimore

by Kate Livie

On the summer evening of July 29, 1937 at 6:30pm, a fresh breeze cut through the oppressive heat as the City of Baltimore steamed out of port at Light Street. Carrying 40 passengers and 55 crew members eager to enjoy the cooling respite of open water on their trip south to Norfolk, the City of Baltimore was in good company, with the Patapsco River creased by the wake from pleasure craft under sail and motor, steamboats fore and aft, and fishing excursions. It was a fine, if close, day and the passengers on the ship began to dress for dinner in their staterooms and head for the elegant dining room with its fine china and wide vistas of blue sky. All was well in these last golden hours of that summer day. But by 8:30pm, all that would remain of the City of Baltimore was her flaming hulk of superheated metal creating a spreading red stain like a sunset in the West.
The City of Baltimore was one of the steamships in the Chesapeake Steamship Company, a steamboat line that rivalled the better-remembered Old Bay Line. Primarily connecting Baltimore, Maryland, and Norfolk, Virginia, with a regular fixed schedule for freight, passengers, and vehicles, the Chesapeake Line built its reputation on efficiency paired with top-notch service and fine dining aboard what their advertisements proclaimed to be “floating hotels of the most modern type.”

On overnight trips to Norfolk or Baltimore, passengers on a Chesapeake Line vessel could enjoy amenities like smoking rooms, music rooms, brass beds, running hot and cold fresh and salt water in adjoining private bathrooms, dancing salons, and girth-encouraging menus that boasted Long Island duck, pin money pickles, York River oysters, boiled hominy, and peach ice cream. The goal of the Chesapeake Line was to provide a trip as diverting as a vacation, which was a key component to their longtime strategy of success.

The steel-hulled City of Baltimore, constructed in 1911 alongside her sister ship, City of Norfolk, was one of the largest and most luxurious vessels in the Chesapeake Line’s fleet. Costing $375,000 to construct and offering even more deck space than other ships in the Chesapeake Line stable, the City of Baltimore was also notable for her dining rooms, which were located in the forward part of the gallery deck (instead of the standard location in the hold at the stern) and took advantage of fresh air and panoramic views.

This relocation of the dining rooms proved to provide not just an aesthetic advantage. On this summer evening in July, it represented a chance at survival for many of the passengers who were enjoying a fine repast of pan-roasted white perch, hot corn cakes, and applesauce. At 7:30pm, as the City of Baltimore steamed past the Seven Foot Knoll lighthouse, James Johnson, a 21-year-old messboy from Norfolk let out a scream of panic, exclaiming “Fire!” Flames were erupting from the ship’s hold, and a thick roll of black smoke rose and smudged the air, snaking through the galleries and salons.

A steward sounded the alarm bell, and passengers began to emerge in confusion from their staterooms, half-dressed for dinner, and diners rushed from their tables with napkins still tucked into their collars. The crew ran to fire hose stations to quell the blaze, while officers marshaled frightened men, women, and children to forward and aft decks, away from the intense heat and smoke of the rapidly spreading fire. But when the crew members turned the valves to flow water to the hoses, they found themselves holding limp lengths of line, the business ends sputtering dryly. The water controls were inoperative.

(continued on page 20)
It was now 7:35pm and the fire raged unabated, spurred by the freshening Bay breeze that had seemed so pleasant only moments before. The captain of the ship, Charles O. Brooks, would later state, “The boat was in flames in three minutes. I don’t see how it could spread that fast.”

The temperature onboard was rising quickly as the wind sent torrents of flame rushing through the wooden stairways and galleries of the City of Baltimore.

On the shoreline, families gathered on porches to enjoy the sunset and the cooling temperatures of early evening. It was a local custom of many to watch the promenade of steamboats that departed from Baltimore at 6:30pm as regular as the tide, rounding the Knoll lighthouse and pushing down the channel. Mrs. August H. Klecka was chatting to her neighbors, also on their porch, when she noticed something strange. “I saw what seemed to me to be the rising of an early moon.” Her neighbor, Mrs. Sands, later remarked the time was about 7:30pm when she saw the Knoll light seeming to linger amidships. “But it got bigger and bigger, and I said, ‘That seems to be a big light on that vessel.’ Then the ship burst into flames.”

As he approached the distressed vessel, the Arkansan, William D. Sanner, a pilot boat carrying Masons on a fishing excursion, was unmindful of the roaring flames that engulfed the ship. “I saw what seemed to me to be the rising of an early moon,” said Mr. Sanner. “As the flames and smoke reached into the sky, the Knoll light seemed to dim.”

On the decks, the temperature was rising precipitously as the wind sent torrents of flame bursting through the ship, pounding on doors and windows. “I saw the Knoll light seeming to linger amidships. ‘But it got bigger and bigger, and I said, ‘That seems to be a big light on that vessel.’ Then the ship burst into flames.’”

Mrs. August H. Klecka

A following ship, the Arkansan, attempted to pull alongside the City of Baltimore to rescue the passengers crowding the decks, but slammed into the side of the burning vessel when she was unable to slow her forward momentum. Passengers had to be restrained from jumping onto the Arkansan by crew who knew they would be crushed to death between the grinding steel hulls of the steamboats’ collision. On the decks, the temperature was rising precipitously as the City of Baltimore was engulfed in ravenous flame. As the heat intensified and flesh began to blister, passengers climbed over the side of the ship and hung from the metal railings and cables, which quickly began to warp in the furnace of the conflagration. At the edge of a high deck overlooking the water, Miss Elizabeth Ramsay with her setter Judy stood silhouetted by flame and smoke. Miss Ramsay shielded Judy from the fire with her body, edging forward until the dog’s paws curled over the ship’s edge. Then she pushed Judy plunging into the water below, and emerged, treading, while her owner leaped in after her. A survivor, Helen Bomba, later recalled, “That gave us the nerve to jump in—seeing that dog go in and then seeing the girl follow. The heat was unbearable, anyhow, and we knew there was nothing to do but jump.”

“Told gus the nerve to jump in—too—seeing that dog go in and then seeing the girl follow. The heat was unbearable, anyhow, and we knew there was nothing to do but jump.” Miss Ramsay and Judy were later picked up by a passing boat and made it to safety. It was a stroke of luck for the passengers that it was a fine day and that the mouth of the Patapsco was crowded with boats looking for relief from the heat of the afternoon. As the flames and smoke reached into the sky, the William D. Sanner, a pilot boat carrying Masons on a fishing excursion, approached the scene and, weaving through charred debris, deployed the yawl and lifeboats to pull flailing passengers from the water as they plummeted from the decks above. Other speedboats, ferries, and sailboats followed closely. A Baltimore garage operator, C. Merritt Twilley, was on an evening cruise in his new speedboat when he noticed the blaze. As he approached the distressed vessel, he saw the captain, standing on the deck and giving orders to his crew, was stepping on the flames that slowly licked toward him, and a steel deck burning red-hot at the soles of his feet.”

Barking commands, the captain corralled the last crew and passengers to the rail where they jumped off the superheated structure, their white summer clothes scorched. A straw boater bobbing on the waves nearby, the people on the shore watch in horror as the City of Baltimore burns. 1937, The Baltimore Sun.

Mr. and Mrs. EC White. Mrs. White was rescued from the City of Baltimore. 1937, The Baltimore Sun.

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Mr. and Mrs. EC White. Mrs. White was rescued from the City of Baltimore. 1937, The Baltimore Sun.
It’s been a busy summer in the boatyard as everyone tirelessly prepares for the re-launching of the skipjack Rosie Parks at 4pm on Saturday November 2, 2013. Rosie Parks’ Project Manager Mark Donohue reports she will be ready for launch on time.

To prepare for bottom planking on Rosie, the shipwrights faired the bottom frames, installed dutchmans and sweet nails to the rabbet, and shaped the bevel of the chine. The bottom planks for Rosie were milled, shaped, and installed in sections while two sister keelsons were constructed and run from the transom to Rosie’s stem.

On deck, Museum volunteers installed stern and forward handrails, as well as the steering box, gear, and wheel. Various pieces of hardware, plates, irons, and stanchions were primed and painted for installation as well. Rosie’s mast, boom, jib club, and mainmast gaff were collected from storage; her spars were in excellent condition but needed minor restorations before the mast can be rigged and stepped in the fall.

Boatyard Program Manager Jenn Kuhn has been engaging visitors in workshops and hands-on projects in the boatyard, and thanks to a grant from the Talbot County Arts Council, the Museum was able to do a six-week long bronze casting workshop, led by Christian Benefiel of Shepherd University, for both the public and the boatyard crew. Participants in the Apprentice for a Day program took part in an oar making workshop, a stained glass workshop, and helped to maintain the skiffs used for the Sailing Saturday program.

The shipwrights have been hard at work maintaining the Museum’s floating fleet of Chesapeake Bay boats. The tug Delware, built at the beginning of the 20th century, was hauled out and had her garboard planks replaced this summer. The dovetail Martha was also recently up on the hard for her annual maintenance. Every year the Bronza Parks-built deadrise receives fresh paint, zincs, and any cotton caulking that needs replacing.

The 1889 log-bottomed bugeye Edna E. Lockwood, received many updates according to Vessel Maintenance Manager Michael Gorman. After a lot of heavy lifting in the boatyard, Edna’s rudder was replaced and she was given a new coat of paint. The shipwrights in the boatyard rigged her for the season and then took her out for a sail on the Miles River.

The crab dredger Old Point, built in 1909, was hauled and painted for her big 10-day trip to her home of Poquoson, VA. Shipwright apprentice Shane Elliot was attentive to detail during the process and proudly touched up her name on the bow before leaving for the Chesapeake Bay Buyboat Association’s annual cruise down the Chesapeake Bay.

To follow the progress of Rosie Parks and other boatyard projects, visit chesapeakeboats.blogspot.com.
The War of 1812 Speaker Series

Ordinary People, Extraordinary Circumstances

$10 for CBMM Members or $13 for non-members per session

OR buy a three-session pass for $25 for CBMM members and $34 for non-members. Pre-registration required to Helen Van Fleet at 410-745-4941.

The Internal Enemy with Dr. Alan Taylor

Friday, September 20
6:730pm, Christ Church, St. Michaels (NOTE: off-site location)

Join us as Pulitzer Prize-winning author Dr. Alan Taylor discusses the slaves who sought freedom by escaping to the British, offering a dramatic instance of the persistent interconnections between American slavery and American freedom. The Internal Enemy: Slavery and War in Virginia, 1772–1832, Dr. Taylor’s newly published book, re-creates the events that inspired black Virginians, haunted slaveholders, and set the nation on a new and dangerous course.

Stories of Everyday People and the War of 1812

Friday, October 18
10-11:30am in the Van Lennepp Auditorium

When war came to the Chesapeake in 1813, what was it like for ordinary people? Join local historian Mike Dixon as he explores the conflict through the eyes of women, militiamen, slaves, and other ordinary citizens impacted by the chaos of war.

The Music of Conflict: Songs from 1812

Thursday, October 24
2-3:30pm in the Van Lennepp Auditorium

The War of 1812 spawned a huge variety of songs in America. From the early stirrings of party politics, the traumatic effect of the Embargo, through the triumph at Fort McHenry and the last battle in New Orleans, Americans took pen to paper to tear apart their political opponents, to dramatize the great sea battles and to laud battle heroes like Hull and Perry. This program tells the true story of the birth of the Star-Spangled Banner, dispelling several lingering myths along the way. Live musical selections accompanied by images.

Member Nights

Shop ‘Til You Drop!

Tuesday, December 3
5-7pm in the Museum Store

Find unique holiday gifts at our Museum Store, stocked for the season with new merchandise priced right. Members receive a 25% discount and free gift wrapping. Enjoy a glass of wine and light refreshments while browsing our new collection of distinctive merchandise. OPEN to the Public (but only Members receive a discount!)

Education Programs

Lighthouse Overnight Adventures

Select Fridays & Saturdays in September & October

Cost: $40 for per person, 12-person minimum and 18-person maximum, which includes the overnight program fee, two day’s admission to CBMM, an official lighthouse patch, and a copy of From a Lighthouse Window. For information, contact Kate Livie at 410-745-4947 or klivie@cbmm.org.

Your group can spend the night in our 1879 Hooper Strait Lighthouse! Travel back in time to experience the rustic life of a lighthouse keeper with hands-on, interactive activities, games, and stories. The program, designed for youth groups, children’s organizations, and scouts, ages 8-12 (and their chaperones), is available Fridays and Saturdays in the spring and fall, beginning at 6pm and ending at 9am the following morning.

Lapstrake Skiff Model Workshop

Friday – Sunday, October 4, 5, 6 in the Bay History Building

5pm, Sat., 9am-5pm, Sun., 9am-5pm

$80 CBMM members, $95 non-members. All tools and materials are supplied. Pre-registration required by Sept. 23. Call 410-745-2916 to register or contact Model Guild Director Bob Mason at 410-745-3266 or email bobmason@atlanticbb.net

Led step-by-step by skilled modelers, participants create a 10-inch wooden rowing skiff with lapped side planking and a flat bottom. CBMM’s Model Guild welcomes anyone over 12 years of age and encourages new members of all skill levels to participate.

Coast Guard Boating Safety & Skills Program

Wednesday evenings from October 9 through October 23
6-10pm in the Van Lennepp Auditorium

$35 per person per class, or $100 for all three classes for CBMM Members. Non-member rate is $40 per class per person or $115 for all three. Register with Helen Van Fleet at 410-745-4941.

Suddenly in Command, October 9

The captain becomes incapacitated or falls overboard; or, you purchase a new boat and must learn to sail. Suddenly in Command is a six-session course designed to meet the needs of the beginning sailboat owner. Participants will learn to form a fine wall display piece.

How to Read a Nautical Chart, October 23

Learn how to use a GPS for practical recreational boating. GPS for Mariners (GPSFM) is an orientation to the GPS equipment typically owned by the recreational boater, from basic operating functions to room-in-depth ways to get more from your global positioning device. Course participants are invited to bring their own hand-held GPS units to the class, but GPS units are not required for registration. Textbook provided.

Half-Hull Model Workshop

Saturday & Sunday, October 19 & 20 in Bay History Building

Sat., 9am-5pm, Sun., 9am-5pm

$80 CBMM members, $95 non-members. All tools and materials are supplied. Pre-registration required by October 11. Call 410-745-2916 to register or contact Model Guild Director Bob Mason at 410-745-3266 or email bobmason@atlanticbb.net.

Participants will create a half-hull model of the Pride of Baltimore II. Band sawed from a block and carved to the rounded shape of the Pride’s hull, the half-hull model is then mounted on a baseboard to form a fine wall display piece.

Hunter Safety Program

Wednesday, November 20 through Saturday, November 23
Classes are from 6-9pm on Wed., Thurs., & Fri. in the Van Lennepp Auditorium. Saturday session is from 9am-12noon at an off-site location. Cost is $10 per person. Students under 13 must be accompanied by an adult. Register with Helen Van Fleet at 410-745-4941.

To purchase a hunting license or to hunt in Maryland, state law requires the successful completion of a Hunter’s Safety course. This course includes instruction in hunter responsibility, firearms and ammunition, firearms handling and safety, marksmanship and shooting fundamentals, principles of wildlife management, bow hunting, muzzleloader hunting, tree stand safety, first aid, water safety, and Maryland legal requirements. Firearms are provided.

ChesAdventures Program

Select Saturdays in January & February (contact for dates)

Pre-registration is required. Call 410-745-4941 to reserve a spot. Visa, Mastercard, & Discover accepted. Gift certificates available. $12 for members, $15 non-members. A six-session pass is available for $68 CBMM members, and $80 non-members. Scholarships are available for qualifying students.

Children ages 4-9 can fill their Saturdays with two hours of fun-filled and challenging hands-on games, arts and crafts, and storytelling. Each Chesapeake-themed class has two sessions; 10-12noon for 4-6 year olds, and 1-3pm for 7-9 year olds.
Boatyard Programs

Trailboard Carving
Saturday, November 23, CBMM Boatyard
8am-12noon, $50 CBMM members, $70 non-members
Register with Jenn Kuhn at 410-745-4980 or email afad@cbmm.org
Learn the basics of woodworking with no prior experience necessary. Learn the foundational skills, tools, and techniques of carpentry.

Apprentice for a Day Public Boatbuilding Program
Saturdays & Sundays, CBMM Boatyard
9am-4pm, $45 CBMM members, $55 non-members.
Journeyman’s Special (January through May): Choose four classes for $150 CBMM members and $200 non-members.
Register with Jenn Kuhn at 410-745-4980
Join Boatyard Program Manager Jenn Kuhn in constructing one of Howard Chapelle’s designs, a Smith Island Skiff, from lofting to rigging. Learn traditional boatbuilding techniques and be a part of the whole 17-week process or just sign up for those aspects of building a boat that you want to learn. Must be 16 or older unless accompanied by an adult.* Please note, the boat being constructed is subject to change, depending on whether AFAD is commissioned to make a specific vessel.

Interested in having AFAD build your next boat?
We take commissions! Contact us for more information.

Women’s Woodworking for Beginners
Sunday, October 20 & Sunday, October 27, CBMM Boatyard
9am-4pm. $100 CBMM members and $120 non-members.
Participants must be 16 or older, unless accompanied by an adult. Register with Jenn Kuhn at 410-745-4980 or email afad@cbmm.org.
CBMM’s women shipwrights are offering a ladies-only class in the basics of woodworking with no prior experience necessary. Learn the foundational skills, tools, and techniques of carpentry.

Friday Open Boat Shop
October 25, November 8 & December 13, CBMM Boatyard
9am-4pm. $20 CBMM members and $30 non-members.
Participants must be 16 or older, unless accompanied by an adult. Register with Jenn Kuhn at 410-745-4980 or email afad@cbmm.org.
Members of the public are invited to the boat shop to work on small projects of their own, or to bring ideas for a future project, and receive the advice of an experienced shipwright and woodworker. Participants can expect assistance with machinery and tools, plans, measurements, and the execution of a small-scale project, which could include a Christmas or birthday present, frames, furniture, models, artwork, etc.

The Sailor’s Ditty Bag
Saturday, November 16, CBMM Boatyard
9am-4pm. $65 CBMM members, $85 non-members.
Register with Jenn Kuhn at 410-745-4980 or email afad@cbmm.org.
Join the Assistant Curator for Watercraft, Richard Scofield, as he walks participants through making their own Sailor’s Ditty Bag, which they will take home with them afterward. Traditionally, ditty bags held all the tools one would need for the marlin spike arts, which is the art of splicing lines, knot-making (decorative and practical), and hand work (sewing canvas).

Apprentice for a Day Public Boatbuilding Program
Saturdays & Sundays, CBMM Boatyard
9am-4pm, $45 CBMM members, $55 non-members.
Journeyman’s Special (January through May): Choose four classes for $150 CBMM members and $200 non-members.
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Join Boatyard Program Manager Jenn Kuhn in constructing one of Howard Chapelle’s designs, a Smith Island Skiff, from lofting to rigging. Learn traditional boatbuilding techniques and be a part of the whole 17-week process or just sign up for those aspects of building a boat that you want to learn. Must be 16 or older unless accompanied by an adult.* Please note, the boat being constructed is subject to change, depending on whether AFAD is commissioned to make a specific vessel.

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We take commissions! Contact us for more information.

Festivals

31st Mid Atlantic Small Craft Festival
Saturday, October 5 & Sunday, October 6
10am-5pm. Free for Museum members or with paid admission.
Sailing skiffs, rowing shells, kayaks, canoes, paddle boats, prams, and one-of-a-kind boats will be on display and in the water throughout this family-oriented event. Boat owners hailing from all over the country will also be available to share their knowledge and boating experiences with visitors. On Saturday, live music by the Royal Oak Musicians will be performed, with food, and beverages available to round out the festival.

On Saturday, museum boatyard staff and Chesapeake Wooden Boat Builders School instructors will be on hand to offer boat-building workshops and maritime demonstrations. Beginning at 1pm, a lively race of small craft out on the Miles River can be watched from the museum’s waterfront and docks. Festival-goers can also vote for their favorite boat, with the People’s Choice award and others announced Saturday evening among participants. On Sunday, festival-goers are also invited to bring nautical items to swap or sell at a traditional swap meet.

The Mid-Atlantic Small Craft Festival is free for Museum members and children under six, otherwise admission is $13 for adults, $10 for seniors, and $6 for children ages 6 to 17, with all museum exhibits open throughout the two-day festival. For more information, visit cbmm.org/mascf or call 410-745-2916.

31st Annual Mid-Atlantic Small Craft Festival comes to CBMM Sat. & Sun., October 5-6

On Saturday, October 5 and Sunday, October 6, from 10am-5pm, the Chesapeake Bay Maritime Museum hosts one of the nation’s largest gatherings of small boat enthusiasts and unique watercraft at the 31st Annual Mid-Atlantic Small Craft Festival. Museum visitors can marvel at the craftsmanship and innovation used in traditional and contemporary small watercraft while enjoying the CBMM’s waterfront campus and hands-on exhibits, including a new War of 1812 exhibit and the historic restoration of the skipjack Rosie Parks.

Sailing skiffs, rowing shells, kayaks, canoes, paddle boats, prams, and one-of-a-kind boats will be on display and in the water throughout this family-oriented event. Boat owners hailing from all over the country will also be available to share their knowledge and boating experiences with visitors. On Saturday, live music by the Royal Oak Musicians will be performed, with food, and beverages available to round out the festival.

On Saturday, museum boatyard staff and Chesapeake Wooden Boat Builders School instructors will be on hand to offer boat-building workshops and maritime demonstrations. Beginning at 1pm, a lively race of small craft out on the Miles River can be watched from the museum’s waterfront and docks. Festival-goers can also vote for their favorite boat, with the People’s Choice award and others announced Saturday evening among participants. On Sunday, festival-goers are also invited to bring nautical items to swap or sell at a traditional swap meet.

The Mid-Atlantic Small Craft Festival is free for Museum members and children under six, otherwise admission is $13 for adults, $10 for seniors, and $6 for children ages 6 to 17, with all museum exhibits open throughout the two-day festival. For more information, visit cbmm.org/mascf or call 410-745-2916.

Women’s Woodworking for Beginners
Sunday, October 20 & Sunday, October 27, CBMM Boatyard
9am-4pm. $100 CBMM members and $120 non-members.
Participants must be 16 or older, unless accompanied by an adult. Register with Jenn Kuhn at 410-745-4980 or email afad@cbmm.org.
CBMM’s women shipwrights are offering a ladies-only class in the basics of woodworking with no prior experience necessary. Learn the foundational skills, tools, and techniques of carpentry.

Friday Open Boat Shop
October 25, November 8 & December 13, CBMM Boatyard
9am-4pm. $20 CBMM members and $30 non-members.
Participants must be 16 or older, unless accompanied by an adult. Register with Jenn Kuhn at 410-745-4980 or email afad@cbmm.org.
Members of the public are invited to the boat shop to work on small projects of their own, or to bring ideas for a future project, and receive the advice of an experienced shipwright and woodworker. Participants can expect assistance with machinery and tools, plans, measurements, and the execution of a small-scale project, which could include a Christmas or birthday present, frames, furniture, models, artwork, etc.

The Sailor’s Ditty Bag
Saturday, November 16, CBMM Boatyard
9am-4pm. $65 CBMM members, $85 non-members.
Register with Jenn Kuhn at 410-745-4980 or email afad@cbmm.org.
Join the Assistant Curator for Watercraft, Richard Scofield, as he walks participants through making their own Sailor’s Ditty Bag, which they will take home with them afterward. Traditionally, ditty bags held all the tools one would need for the marlin spike arts, which is the art of splicing lines, knot-making (decorative and practical), and hand work (sewing canvas).

Apprentice for a Day Public Boatbuilding Program
Saturdays & Sundays, CBMM Boatyard
9am-4pm, $45 CBMM members, $55 non-members.
Journeyman’s Special (January through May): Choose four classes for $150 CBMM members and $200 non-members.
Register with Jenn Kuhn at 410-745-4980
Join Boatyard Program Manager Jenn Kuhn in constructing one of Howard Chapelle’s designs, a Smith Island Skiff, from lofting to rigging. Learn traditional boatbuilding techniques and be a part of the whole 17-week process or just sign up for those aspects of building a boat that you want to learn. Must be 16 or older unless accompanied by an adult.* Please note, the boat being constructed is subject to change, depending on whether AFAD is commissioned to make a specific vessel.

Interested in having AFAD build your next boat?
We take commissions! Contact us for more information.

Festivals

31st Mid Atlantic Small Craft Festival
Saturday, October 5 & Sunday, October 6
10am-5pm. Free for Museum members or with paid admission.
Sailing skiffs, rowing shells, kayaks, canoes, paddle boats, prams, and one-of-a-kind boats will be on display and in the water throughout this family-oriented event. Boat owners hailing from all over the country will also be available to share their knowledge and boating experiences with visitors. On Saturday, live music by the Royal Oak Musicians will be performed, with food, and beverages available to round out the festival.

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The Mid-Atlantic Small Craft Festival is free for Museum members and children under six, otherwise admission is $13 for adults, $10 for seniors, and $6 for children ages 6 to 17, with all museum exhibits open throughout the two-day festival. For more information, visit cbmm.org/mascf or call 410-745-2916.

Photos by Erik Hopkins.

31st Annual Mid-Atlantic Small Craft Festival comes to CBMM Sat. & Sun., October 5-6
CBMM’s OysterFest and relaunch of the skipjack Rosie Parks is Saturday, November 2

From 10am-5pm on Saturday, November 2, the Chesapeake's oyster will be celebrated at the Museum's OysterFest. The event features live music by Sweet Leda, oysters and other local fare, children's activities, boat rides, oyster demonstrations, harvest displays, retriever demonstrations, cooking demonstrations, documentary films, and an oyster stew competition among regional chefs.

The festival also offers a chance to celebrate the relaunch of the skipjack Rosie Parks—a sailing workboat that once dredged the Chesapeake for oysters, after a three-year restoration at the museum. In addition to the museum’s floating fleet of historic vessels, the Talbot County Watermen’s Association (TCWA) will have several boats dockside to help share the stories of how oyster dredging, hand tonging, patent tonging, and oyster diving have been longstanding traditions of the Chesapeake Bay.

TCWA volunteers will be serving freshly caught and shucked Chesapeake Bay oysters. Aquaculture raw oysters and fried oyster sandwiches will also be available. For those who prefer to celebrate oysters rather than eat them, pit beef, hot dogs and hamburgers, Southern Maryland stuffed ham, along with cold beer, caramel apples, warm apple cider, and more will be offered. Local restaurants will also perform cooking demonstrations of signature oyster dishes throughout the day. OysterFest boasts plenty of family-friendly, educational, and fun waterfront activities designed to help kids learn how important the oyster is to the Chesapeake Bay.

Families can play “Oyster Jenga,” explore an oyster nursery, participate in a scavenger hunt or face painting, or watch dip-net making and knot-tying demonstrations. Build-a-boat activities provided by the Model Guild will be available for a $3 fee. Even dogs can have fun, with retriever demonstrations taking place alongside the Museum’s waterfront, and don’t miss the scenic river cruises and on-the-water oyster tonging demonstrations with Chesapeake watermen.

Conservation groups including Tilghman Islanders Grow Oysters, Chesapeake Bay Foundation, Oyster Recovery Partnership, and The Nature Conservancy will be on-hand to discuss efforts to clean and preserve the Bay. In addition, Phillips Wharf Environmental Center’s Fishmobile will offer visitors the opportunity to see live sturgeon, diamondback terrapins, horseshoe crabs, and other Bay creatures.

The event is sponsored by Maryland Public Television (MPT) with two MPT documentaries screened in the Van Lennep Auditorium during the event. What’s Up? Media Company is also a media sponsor of this event. Festival-goers can explore the Museum’s exhibit buildings, including Oystering on the Chesapeake and Waterman’s Wharf, where visitors can try their hand at tonging or nippering for oysters. CBMM’s bugeye, Edna E. Lockwood, an 1889 log-bottomed oyster dredge boat and National Historic Landmark, will be dockside on display.

Admission to OysterFest is free for CBMM members and children five years and under, otherwise it’s $15 for adults, $12 for seniors, and $6 for children between the ages of six and 17. Food and boat rides are an additional cost. Visit cbmm.org/oysterfest or call 410-745-2916 for more information.

The Lighthouse Legacy Society was launched in June with a donor’s challenge to match bequests of $25,000 or more up to $1 million. During the past three months, over $8 million in bequest pledges have been received from founding members. The original challenge match was met, and it’s been extended by another donor for bequest commitments received by December 31, 2013.

Besides leaving a legacy for future generations and enjoying the satisfaction and privileges of membership in the new Lighthouse Legacy Society, you will:

- retain full ownership and use of your assets throughout your life
- have the flexibility to change your bequest if your circumstances or desires change
- potentially reduce taxes payable by your estate
- have your gift doubled by submitting a simple letter documenting and quantifying your commitment by December 31, 2013.

All gift amounts will be held confidential. For more information, contact René Stevenson at 410-745-4950 or rstevenson@cbmm.org.

The Lighthouse Legacy Society is Saturday, November 2