chairman’s message
by Tom D. Seip

president’s letter
by Langley R. Shook

currents
CBMM welcomes new board members and officers; St. Michaels Rotary donates bench; CBMM welcomes new shipwrights and bids farewell to summer interns

curator’s corner
Eating Local, Steamboat Style
by Libby Meier

lifelines
Volunteer Profile: Nick Green
by Lauren Murray

education
All Semester to begin mid September
by Esty Collet

research
Profiles: Chesapeake People in the War of 1812
by Veronica Lathroum

features
Rosie Parks to Launch at OysterFest
by Dick Cooper

a rising of an early Moon: the burning of the City of Baltimore
by Kate Livie

on the rail
An update on all the maintenance and restoration work of the Museum’s Boating Fleet.

calendar
Mid-Atlantic Small Craft Festival, OysterFest, the War of 1812 Speaker Series, Hunter Safety, Coast Guard Boating Safety & Skills, Boatyard Programs, Member Nights, and more!

planned giving
including the Museum in your estate plans, or making a major gift today, leaves a legacy for future generations to explore and appreciate the Bay. Planned giving can range from a simple bequest, to other estate planning devices that provide you with current income and tax savings.

annual fund
Your donations to the Annual Fund support the Museum’s education, outreach, exhibits, and boat restoration programs, allowing us to expand our impact on the lives of those touched by this special place. Your gifts can also target specific projects or programs, such as the Rosie Parks restoration.

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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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. I hope you’ll join us for a visit soon. Take a look at all of our upcoming events and more about the Chesapeake, its people and their way of life each time I visit.

Governor. A life-long love for the water and boats—particularly wooden ones—I can imagine, I find our newest exhibit, Beyond the Science, as well as the Museum’s entire floating shipyard—particularly wooden ones—drew me to boats like the Wapwollock, as well as 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.

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To contact, dial 410-745, and the number listed.

To email, use the first initial, full last name @cbmm.org.

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

Board of Governors
2013 - 2014

Presidential 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 Shook, CBMM President

Tom D. Seip, Chair of the Board of Governors

By Langley R. Shook, President

CBMM welcomes new board members and officers

At 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 Richard Tilghman, Secretary Dick Bodorff, 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.

The Board also recognized retiring members CG Appleby, Richard Kimberly, Pam Jana, and Anna Fichtner for their service. Each was presented with a memento made from the original wood of the skipjack Rosie Parks and the buggy Edna E. Lockwood, 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 level of commitment. By continuing to work together in the spirit that has been set forth by the past Chair, we are confident that the Museum will continue to grow and thrive.”

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.

New board member Patrice Miller, Steve Sands, and Lelde Schmitz.

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 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 their home in St. Michaels.

Steve Sands serves 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 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.

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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 Maryland; and on the Board of Easton Main Street. She and her husband, Heinrich, have two adult children and live in Oxford, MD.

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. “My wife, Laurie, have five children and plan to spend more time at their home in St. Michaels.

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.

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CBMM welcomes shipwrights, bids farewell to summer interns

Chris Kretch of Ringoes, NJ, has joined the Museum as a shipwright apprentice. His apprenticeship begins with restorative 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 bachelor’s degrees in graphic arts from The College of New Jersey. Prior to attending boatbuilding school, Kretch worked as a graphic designer and IT administrator. Kretch was introduced to CBMM by Great Lakes Boat Building School’s Director of Development and Student Services and former CBMM shipwright apprentice Bud McIntire. Kretch is new to the Chesapeake Bay area but has always had 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. Bronaugh is working on the Rosie Parks restoration as his first task at CBMM. Both Bronaugh and Kretch worked on a whaleship for Mystic Seaport’s Charles W. Morgan, 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, education intern Allison Speight, communications intern Lauren Murray, and curatorial intern Martina Soares Knize. From left, CCS intern Veronica Lathroum, education intern Allison Speight, communications intern Lauren Murray, and curatorial intern Martina Soares Knize.

Eating Local – Steamboat Style

by Libby Meier

A fried oyster dinner used to cost $1.50, cheaper than eating ham, fried chicken, or roast beef. But then, it used to be that the best way from Norfolk to the Eastern Shore was by steamer.

That was in 1952, the last year Norfolk, Old Point Comfort, and Cape Charles were linked by a ferry line. Before the construction of bridges across the Chesapeake Bay, the ferry provided a fast route across the mouth of the Bay for commuters taking the train to Philadelphia, vacationers on day trips to Cape Charles, and any passengers or freight bound to the Eastern Shore.

The three-hour trip also provided ample time to eat, and so the Elvira Lee, the last steamer on that route, served three meals while she completed her two round-trips of the day. According to the menus in the Museum’s collection, breakfast included juice, fresh fruit, Virginia corn cakes, bread, potato, vegetable, pie, and coffee. Lunch and dinner entrees came with juice, Virginia corn cakes, bread, potato, vegetable, pie, and coffee.

It is rare for menus to survive long after the food they advertise is no longer served. These menus were salvaged from a trash bin after the Elvira Lee’s last passage across the mouth of the Bay. They were saved by Robert H. Burgess, an avid collector of anything related to the Chesapeake’s maritime history, who had made a point of being present on the ferry’s last voyage in order to record and preserve the passing of an era.

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.
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 community. 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.

Nick was then invited back to teach at his alma mater, and spent 13 years as a biology professor at Lycoming College. After teaching at a handful of different colleges, he became involved in administrative work and served as Director of Admissions at West Virginia Wesleyan College, Vice President of University of Maine, and a dean at the State University of New York at Binghamton. Now retired, Nick and Susan, who worked for the public school system, are able to spend their free time visiting family and giving back to the community. The couple has two kids, a daughter in Pennsylvania and a son in Colorado. When Green isn’t meeting visitors in the Welcome Center, he and his wife, who volunteers at the Historical Society of Talbot County, volunteer with their church in Easton.

You can find volunteer Nick Green on Tuesdays and Fridays in the Welcome Center, where he will be happy to chat and answer any questions you may have about the Museum.

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 at 410-745-4947 or email klivie@cbmm.org.

Bay Bounty Tour Training
Tues & Thurs, Sept. 3 & 5, 10am-12:30pm
Bay Discovery Tour Training
Tues & Thurs, Sept. 10 & 12, 10am-12:30pm
Crab Cakes Program Training
Tues & Thurs, Sept. 17 & 19, 10am-12:30pm
Oystering Legacy Tour Training
Wed & Fri, Sept. 25 & 27, 10am-12:30pm
Location: Van Lennep Auditorium (VLA)

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.

ALL members participated in “Digital Photography for Beginners” over the summer. This three-day course, led by Wilson Wyatt III, Robert Lipson, and Kate Mann, was designed to take advantage of the latest in digital photography, from cameras to iPhones.

Diane 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 410-745-4941 or download one at cbmm.org/ALL, where you can also sign up to receive our e-newsletters.

Volunteer Nick Green in front of Spat.

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 community. 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.

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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 route 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 shipwrights were called privateers, and their continued involvement in shipbuilding support this association, and the importance of shipwrights to the Chesapeake Bay 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, Phyllis Caden.

In July of 1814, Minty escaped from the confines of slavery drove them to aid the British, in return for their freedom. Minty Gurry is just one of many people who found her circumstances in the United States intolerable and took advantage of the opportunity to gain her freedom.

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.
Rosie Parks looks ready. She exudes energy. Her freshly-painted white hull is crisp, sharply angled and poised to plunge. Her expertly carved trail boards 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 boat-builder 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 seventh-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 Donohue 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 Levine

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 panned 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 on deck 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 that 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.”

The flames in three minutes. I don’t see how it could spread that fast.” Horrified onlookers began to gather at the water’s edge, their stricken souls imagining how it could spread that fast.

A survivor, Helen Bomba, later recalled, “I saw what seemed to me to be the rising of an early moon.” Her neighbor, Mrs. Sands, later remarked that 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.”

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 curved over the ship’s edge. Then she pushed. Judy plunged into the water below, and emerged, treading, while her owner leaned in after her. A survivor, Helen Bomba, later recalled, “I gave 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. I had clung to a steel cable for at least twenty minutes, and my hands were blistered from the heat of that cable.” 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 the mouth of the Patapsco was crowded with boaters looking for relief from the heat of the afternoon. As the flames and smoke reached into the sky, the William D. Senn, a pilot boat carrying Masons on a fishing excursion, approached the scene and, weaving through charred debris, deployed 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, “unmindful of the roaring flames that slowly licked toward him, and a steel deck turning 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 bobbed on the waves nearby, the water painted in shades of red by the flames. In the end, most were saved. Of the 40 passengers and 55 crew, only four were lost, and the source of the fire was never determined. But the significance of the City of Baltimore’s burning and her lack of fire suppression equipment had a wide-reaching effect that would help to change safety on passenger vessels forever.

The next day, as her blackened, smoking carcass was towed away, politicians in Washington, D.C. were using the public momentum from the fire to push a marine safety bill through Congress that would tightly regulate safety features on all ships, including life boats and sprinkler systems. The immolation of the City of Baltimore was the final straw in a series of disastrous shipboard fires that cost thousands of U.S. passengers their lives.

In the Chesapeake alone, five passenger vessels “fireproof and so far as possible unsinkable.” For the charred and ruined City of Baltimore, it was too little, too late. Two men, found drowned in the wreckage, would never return to their families, and vessels in the Chesapeake Line fleet were pulled for months as they were retrofitted with the fire-fighting equipment that would have saved lives. For a generation, people along the Chesapeake that witnessed the inferno and its destruction would tell the story of the night there seemed to be an early, red moon on the horizon, as a cautionary bedtime story.

And next to a bed in Norfolk, a setter named Judy dreamed fitfully.
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 Elliott 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.

by Lauren Murray
The War of 1812 Speaker Series

Ordinary People, Extraordinary Circumstances

$10 for CBMM Members or $13 for non-members per person. OR buy a three-session pass for $25 for CBMM members and $34 for non-members. Pre-registration required—register with Helen Van Fleet at 410-745-4941.

The Internal Enemy with Dr. Alan Taylor
Friday, September 20

6:30-7:30pm, 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, 1772–1862. Dr. Taylor’s newly published book, re-creates the events that inspired black Virginians, haunted slave-holders, 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 Lennep Auditorium

When war came to the Chesapeake in 1813, what was it like for the everyday people in tidewater towns who both feared and anticipated the arrival of the British on their shores? Join University of Delaware adjunct professor 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 Lennep 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, Wichians took pen to paper to tear at political opponents, to dramatize the great seas 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!)

Musician David Hildebrand performs on October 24.

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 k live@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

Fri., 6-9pm, 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@atlanticb.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 Lennep 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. The captain becomes incapacitated or falls overboard, or you purchase a new boat and step aboard for the first time. You are “Suddenly in Command.” This four-hour boating safety primer is designed for boating beginners and will help you to be prepared with the basics in case of an emergency. Learn about your vessel, including neutral terms and basic operating principles like how to start the engine. Also included are descriptions of the basic boating mishaps and how to minimize them, basic boat handling and what equipment should be on board.

GPS for Mariners, October 16

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 navigating to routes and navigating to new 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.

How to Read a Nautical Chart, October 23

At sea, there are no streets or highway signs. To figure out how to navigate to shore, boaters have to use a nautical chart. This will provide the navigator with the knowledge to interpret the chart’s contents to navigate safely to their destination and return to port by following latitude and longitude, depth of water, bottom types, and magnetic variations affecting the compass, chart scales, and inter-tidal information. Textbook and training chart included.

Hal-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@atlanticb.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

Courses are from 6-9pm on Wed., Thurs., & Fri. in the Van Lennep 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, $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

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 5:30-8:30pm. $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).

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 basic foundations and techniques of carving from craftsman Winslow Womack.

Apprentice for a Day Public Boatbuilding Program
Saturdays & Sundays, CBMM Boatyard 10am-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.
On Sunday, 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.

Photos by Erik Hopkins.

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.
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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 longtime traditions of the Chesapeake Bay.

TCWA volunteers will be serving freshly caught and shucked Chesapeake oysters. Aquaculture raw oysters and fried oyster sandwiches will also be available. For those who prefer to celebrate oysters rather than eat them, after a three-year restoration that once dredged the Chesapeake Bay.

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.

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Lighthouse Legacy Society

There’s never been a better time to create your own legacy to preserve and celebrate the unique history, heritage, traditions, and culture of the Chesapeake. We invite you to join a handful of others in becoming a founding member of CBMM’s new Lighthouse Legacy Society. It’s simple. All you have to do is name the Museum to receive a bequest of $25,000 or more. You can name the Museum in your will or trust, or as a beneficiary of your IRA or life insurance policy. Other deferred, planned gift opportunities also are available.

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.

Therese Wimett, Director of Development