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Correction:
On page 20 of the 2010-2011 Annual Report, we erroneously omitted Bob Traynelis in the listing of volunteers who received special recognition during the 2010-2011 volunteer appreciation ceremony. Bob logged an incredible 792 hours of service to the Museum last year, for which we are extremely grateful. Our sincerest apologies for the error and heartfelt thanks to Bob for his dedication.

Aboard the Barbara Batchelder
In the fall issue of The Chesapeake Log, “The Birthplace of Rosie Parks,” author Dick Cooper interviewed Irénée du Pont Jr. about his own skipjack, the Barbara Batchelder, also built by Bronza Parks in the mid-1950s. This past September, Museum President Langley Shook, Chief Curator Pete Lesher, Project Manager Marc Barto, and Shipwright Apprentice Jenn Kuhn were invited to sail on the Chester River aboard the Barbara Batchelder with Irénée and his wife Barbara, the skipjack’s namesake.

Mission Statement
The mission of the Chesapeake Bay Maritime Museum is to inspire an understanding 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.

facebook.com/mymaritimemuseum

Follow the Museum’s progress on historic Chesapeake boat restoration projects as well as updates for the Apprentice For a Day Program.

Chesapeakeboats.blogspot.com

tumblr.com/beautifulswimmers

Check out Beautiful Swimmers, a general education forum and valuable resource of stories, links, and information for the curious of minds.

Beautifulswimmers.tumblr.com

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

On the cover:
“Delaware on the Rail.” By fine art photographer Jeff Nicklason of Grasonville, MD. See more of his photography in the Museum store and online at Nicklasonphoto.com.

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President’s Letter
by Langley R. Shook, President

Every one of us, as members and friends of the Museum, makes our own mark on the history, heritage, traditions, and culture of the Chesapeake Bay region. Our Museum is the book that safeguards these collective stories and shares their inspiration with the thousands of people who support and care about our work. Locals, tourists, watermen, and weekenders—the “here come’s” and the “from here’s”—all of us have a connection to this unique place. Occasionally, the Museum is privileged to help assemble the elements that together preserve and enrich a particular family’s legacy. This November’s annual OysterFest will be remembered for more than just its record attendance of 2,500. Fifty-seven of our visitors are from all walks of life can celebrate the Bay and the diverse people who have lived, worked, and played here for generations, and still do today. This year, more than 1,000 people ventured out during a record-breaking, 103-degree heat wave to come to our signature event, the Chesapeake Folk Festival. The 1,000 guests at the East Classic Yacht Race, Frederick Douglass Day, Watermen’s Appreciation Day, and Curators’ Night set the tone for the fun to come. At the Chesapeake Bay Maritime Museum, you truly have a place where people care about our work. Locals, tourists, watermen, and weekenders—the “here come’s” and the “from here’s”—all of us have a connection to this unique place.

OysterFest isn’t the only place we’re engaging people like you in Chesapeake cultures. With the EJF Classic Yacht Race, Frederick Douglass Day, Watermen’s Appreciation Day, the St. Michaels Concours d’Elegance, Maritime Monster Mash, and the James L. Stuart Memorial Grand Prix, we are a Museum that isn’t for a certain age, gender, race, or class of people. At the Chesapeake Bay Maritime Museum, you truly have a place where people from all walks of life can celebrate the Bay and the diverse people who have lived, worked, and played here for generations, and still do today.

This year, more than 1,000 people ventured out during a record-breaking, 103-degree heat wave to come to our signature event, the Chesapeake Folk Festival. The 1,000 guests at Watermen’s Appreciation Day hardly skipped a beat during the torrential downpour, waiting it out under tents, eating steamed crabs and swapping stories about worse storms they’d weathered in years past on the Bay.

The Museum has seen more members at our events this past year than any time in recent memory, and our unwavering support reaffirms the critical importance of how our work is enriching lives. Your support allows the Museum to share how all of these intriguing stories interweave into a patchwork of history connecting people who otherwise would have little in common, and bringing them together in celebration of this special place.

Coming up in 2012, we have an exhibition on Chesapeake tugboats in the works; our winter/spring 2012 lecture series, “An Abundant and Fruitful Land: Foodways of the Chesapeake, Now and Then”; highly-focused docent training; and, of course, a wide range of inclusive special events appealing to diverse audiences. (See our calendar of events on page 23.) I hope your own story will continue to unfold here at the Museum, as you add a new chapter to Chesapeake history.

博物館的籌備者

行政長官
Langley R. Shook, 主任

現任主席

理會

感謝

理事會成員

Angela R. Griffith, 副主席

E. Brooke Harwood, Jr., 理會成員

Tom D. Seip, 理會主席

Donald G. Whitcomb, 副主席

Richard H. Kimberly, 理會成員

Raymond H. Kimble, 理會成員

R. Douglas Jurrius, 理會成員

Bruce A. Ragsdale, 理會成員

William C. Millar, 理會成員

Anna W. Fichtner, 理會成員

Norman H. Plummer, 理會成員

Richard J. Bodorff, 理會成員

John J. Roberts, 理會成員

Robert A. Perkins, 理會成員

Harry W. Burton, 理會成員

John C. North II, 理會成員

Emilie Knud-Hansen, 理會成員

Sumner Parker, 理會成員

D. Ted Lewers, 理會成員

Pamela Jana, 理會成員

Vivian M. Robling, 理會成員

Marc Barto, 理會成員

Mike Gorman, 理會成員

Bill Gilmore, 理會成員

Melissa Spielman, 理會成員

Lad Mills, 理會成員

Donna Fairbank, 理會成員

Sun-Fairbank, 理會成員

Jean Brooks, 理會成員

Boatyard

Museum Welcomes New Staff Members

Jean Brooks of St. Michaels, MD, has joined the Museum as the new vice president of finance and administration. Before moving to St. Michaels a year ago with her husband, Jean had a 30-year career in the New York area in accounting, finance, and business development with, in reverse order, Hewlett-Packard Finance Services, CFT Group/AT&T Capital, Chase Manhattan Bank and Price Waterhouse. Brooks is a CPA with a degree in accounting, magna cum laude, from St. John’s University and an MBA degree in finance from Pace University. In addition to her responsibilities as the Museum’s chief financial officer, Brooks will oversee human resources, visitor services (including the marina), museum store and e-commerce development, and risk management. She also will coordinate and direct grants research, writing and administration. Brooks is an avid sailor and member of the Miles River Yacht Club where she serves on the finance committee.

Robert Forloney of St. Michaels, MD, has returned to the Museum as director of the Kerr Center for Chesapeake Studies. Forloney is the Museum’s previous director of education and returns after a leave of absence following the birth of his twin sons. Forloney’s responsibilities include developing partnerships with community organizations and cultural institutions, oversight of the Museum’s internship program as well as ensuring that the Museum’s research is incorporated into dynamic public programs and exhibits.

Debbie Collison of St. Michaels,MD, has joined the Museum as the new membership team leader. Collison’s responsibilities include enhancing the member experience through program and outreach initiatives. She brings more than 30 years of management experience and community service to her position. Collison has served on the boards of several non-profit organizations, including the Chesapeake Center, Talbot Mentors, and Computer Literacy for Kids. She is a member of the Harbourtowne Ladies’ Golf Association, High Hopes Investment Club, and St. Luke’s United Methodist Church, and volunteers with Waterford Festival, Talbot Partner-ship, Habitat for Humanity Choptank, and the St. Michaels Annual Crop Walk. Collison earned her BA with honors in liberal arts from Hood College in Frederick, MD, and has lived along the Chesapeake since 1990.
Sultana’s Replica John Smith Shallop Now at the Museum

**Sultana Projects’ replica John Smith shallop is now on display along the St. Michaels Harbor just outside the welcome center. Built in 2005, the John Smith shallop is a full-scale replica of the small open boat, or “shallop” used by Captain Smith to make the first detailed European exploration of the Chesapeake Bay in 1608.**

The original shallop was a small, shallow-drafted kit boat, made in two halves that could be pulled out of the hold of a larger ship and quickly put together to explore the creeks and rivers of the New World.

The two-part replica shallop, constructed of oak and Osage-orange (also in two parts), went on to make a full retracing of John Smith’s 1608 voyage as part of Sultana Projects’ Captain John Smith Four Hundred Project.

The shallop crew, made up of 12 men and women, rowed, sailed, and lived in the open vessel during the reenactment, as Smith’s crew would have in 1608.

The 14th Annual Boating Party Gala Fundraiser “Dressing the Ship” welcomed more than 600 guests and raised $190,000 to benefit the Museum. Guests enjoyed dinner and dancing to the Freddy Cole Jazz Quartet (pictured left) and The Golden Gup. A special thanks to co-chairs Amy and Paul Berry (pictured above, center) and the Boating Party Committee for their dedication and tireless efforts. (right) The first Candy Backus award was presented by Vice Chairman of the Board Joe Peters to Bob and Kay Perkins for their leadership and in appreciation for Candy’s own devotion and hard work to make the Museum’s Boating Party a success.

India Gilham-Westerman of Port Townsend, WA, has joined the Museum as a shipwright apprentice. Gilham-Westerman begins her apprenticeship working on the restoration of the skipjack *Rosie Parks*. She worked over three Alaska fishing seasons aboard charter and commercial fishing vessels, gill-netting for salmon and charter fishing for halibut. She also worked on the restoration of *Tres Hombres* in Den Helder, Netherlands, before sailing the brigantine in the North Sea and Europe. Gilham-Westerman holds an associate’s degree in wooden boatbuilding from the Northwest School of Wooden Boatbuilding in Port Hadlock, WA, and a bachelor of science degree in math from Purdue University in West Lafayette, IN. During her one-year apprenticeship, Gilham-Westerman is living in St. Michaels.

Ken Philips of Port Townsend, WA, also has joined the Museum as a shipwright apprentice. Philips recently earned his associate’s degree in wooden boatbuilding from the Northwest School of Wooden Boatbuilding in Port Hadlock, WA. He holds a bachelor of business administration degree from the University of Wisconsin—Eau Claire. Prior to attending boatbuilding school, Philips worked in Philadelphia’s financial services district. He has sailed the Chesapeake aboard a 1978 Saber 28 since 2004. Philips’ apprenticeship begins with the restoration of the tug *Delaware*. He currently resides in St. Michaels, MD.

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Tug Delaware’s Historic Restoration
Now Underway

In recognition of her upcoming centennial, the tug Delaware is now being restored to her 1912 appearance in full public view. Delaware is a rare example of a typical early 20th century wooden river tug. Built in 1912 in Bethel, DE, by William H. Smith, Delaware measures 39’8” x 11’4” and is now a floating exhibit at the Museum.

Delaware is a product of Bethel’s great age of wooden ship and boatbuilding. Apart from the 1900 ram schooner Victory Chimes (formerly Edwin and Maud), Delaware may be the only survivor. In 1929, the tug was bought by James Ireland of Easton, MD, who was in partnership with John H. Bailey in a marine construction business. Later, Bailey acquired sole interest in the tug, when she became a common sight around the Upper Eastern Shore, engaged in building bulkheads and docks until she was laid up in the late 1980s. Delaware hauled scows on Broad Creek, often laden with lumber, and towed ram schooners to and from Laurel. Occasionally, she carried parties of young people to Sandy Hill for day trips on the Nanticoke River. (Read more on page 19).

Rise Up Coffee
Now Offered in Welcome Center

Sharing a love of the Chesapeake Bay and the communities served, Rise Up Coffee is now donating coffee to serve in the Museum’s Welcome Center. For the local coffee company’s owners Tim and Abigail Cureton, giving back to their community is nothing new.

Rise Up Coffee sponsors various local and global charitable organizations, including the Peace Corps, for which Tim has a particular affinity due to his previous Peace Corps service in the Pacific. Their charitable giving fits right into their mission to “Serve the best coffee. Make the most friends. Do the least harm.”

“Both the Museum and Rise Up Coffee serve a unique and close community,” says Visitor Services Team Leader Katie Willis. “Our missions are similar; Rise Up promotes community through the global reach of coffee, and the Museum promotes community through sharing the cultural heritage of the Chesapeake Bay and the people who live here.”

As one of the Museum’s Skipjack Fleet business members, Rise Up staff enjoy extended Museum member benefits including discounts on classes and programs, invitations to exclusive members-only events, and more. Businesses are encouraged to join the Museum as members by contacting Membership Team Leader Debbie Collison at 410-745-4991 or emailing dcollison@cbmm.org.

Despite heavy rain, more than 1,000 people came to the 2nd annual Watermen’s Appreciation Day to support the Talbot County Watermen’s Association (TCWA).

(Left) The boat docking contest draws a big crowd. (below, from left) Brothers Guy and Joe Spurry, (owners of Bay Hundred Seafood and Chesapeake Landing Restaurant) sponsors of the event, helped to serve steamed crabs. (middle) Senator Rich Colburn, Thomas P. Jones (recognized as oldest working waterman in Talbot County, age 82), Delegate Jeannie Haddaway-Riccio, Delegate Jay Jacobs, TCWA’s Lisa Gowe, and Edgar Hansen, from the Discovery Channel’s hit show “Deadliest Catch.” (right) Edgar Hansen and PT Hambleton, a winner in the boat docking contest.

The 14th annual Charity Boat Auction drew a crowd of 1,600 people and sold 90 boats, ranging in size and performance from sailing dinghies to cabin cruisers. More than $120,000 was raised to support the Museum and its mission.

By Katie Willis
29th Mid-Atlantic Small Craft Festival
Saturday & Sunday, October 1 & 2

The 29th annual Mid-Atlantic Small Craft Festival welcomed 268 registered participants, 170 boats, and more than 1,000 in attendance over the course of the weekend. The festivities kicked off with an oyster roast and included races, a swap meet, music, and scenic river cruises.

Maritime Monster Mash
Friday, October 21

This year’s OysterFest set an all-time record with 2,500 people in attendance. Festival-goers enjoyed live music, oysters and other foods, children’s activities, boat rides, demonstrations, and an oyster stew competition won for the second consecutive year by Chef David Hayes of Harbour Lights at St. Michaels Harbour Inn, Marina & Spa. It was at last year’s OysterFest that the skipjack Rosie Parks restoration project was announced. A year later, 57 members of the Parks family came to OysterFest for a family reunion and to celebrate the rebirth of the Rosie in memory of her builder, Bronza Parks and his brother and Rosie’s Captain, Orville Parks. The family presented the Museum with a selection of Bronza’s and Orville’s tools, now part of our permanent collection. See photos of the Parks family reunion on page 22 and read all about the latest progress on the Rosie project.

OysterFest
Saturday, November 5

This year’s OysterFest set an all-time record with 2,500 people in attendance. Festival-goers enjoyed live music, oysters and other foods, children’s activities, boat rides, demonstrations, and an oyster stew competition won for the second consecutive year by Chef David Hayes of Harbour Lights at St. Michaels Harbour Inn, Marina & Spa. It was at last year’s OysterFest that the skipjack Rosie Parks restoration project was announced. A year later, 57 members of the Parks family came to OysterFest for a family reunion and to celebrate the rebirth of the Rosie in memory of her builder, Bronza Parks and his brother and Rosie’s Captain, Orville Parks. The family presented the Museum with a selection of Bronza’s and Orville’s tools, now part of our permanent collection. See photos of the Parks family reunion on page 22 and read all about the latest progress on the Rosie project.
Volunteer Training & Events

- Contact Melissa Spielman to register at melissas@museum.org or by phone at 410-745-4956. Current volunteers may register on the volunteer website.

General Tour Training

For volunteers interested in becoming docents, this training provides the basics of content, interpretive skills, and critical thinking needed to guide a group on a general tour. No experience necessary, although an interest in public speaking is critical. All sessions are mandatory for course completion.

February 7, 9, 14, 16, 21, 23
10am-12:30pm
Van Lennep Auditorium (VLA)

Tour and School Program Docent Training

Each program has two days of training. Both sessions are necessary to complete the training successfully, and it is suggested that new volunteers complete the general tour training before attending these program-specific trainings.

Crab Cakes
March 6 & 8, 10am in the VLA

Bay Bounty Tour
March 3 & 15, 10am in the VLA

Bay Discovery Tour
March 15 & 20, 10am in the VLA

Oystering Legacy Program
March 13 & 15, 2pm in the VLA

Volunteer Education Field Trips

- The field trips will be on a pre-registrations, car-pool basis, with entrance fees for institutions covered by each volunteer.
- December 5, 2011
  Historic London Town, Edgewater

January 10, 2012
Location to be announced.

Volunteer Profile

By Katie Willis

By his own account, John A. “Doc” Hawkinson, MD, is not the type of person who needs to head to Florida every winter. In fact, he says, “I’m perfectly happy staying through the seasons. I love it here.”

John’s time on Maryland’s Eastern Shore began in 1964, when he moved from Philadelphia to continue his residency. John and his family moved to the Memorial Hospital at Easton. From 1964 to 2000, John delivered, to his best guess, around 3,000 babies—including the author of this article.

Although his medical practice was a primary motivation for moving, John’s love for sailing and “messing about in boats,” were also chief reasons. Since retiring in 2000, his love for boats brought him to the Museum, where, since 2009, he’s volunteered more than 2,000 hours by offering skilled assistance to Apprentice for a Day (AFAD) public boatbuilding participants.

His fascination for boats began in Minnesota at age five, and continued with Chesapeake Bay cruising, off-shore sailboat racing, and log canoes. He spent two years in the U.S. Navy, one of which was spent on a destroyer primarily stationed in Charleston, South Carolina.

After the Navy, John studied medicine with Chesapeake Bay cruising, off-shore sailboat racing, and log canoes. He spent two years in the U.S. Navy, one of which was spent on a destroyer primarily stationed in Charleston, South Carolina.

After the Navy, John studied medicine at Temple University in Philadelphia, where he received his training in obstetrics and gynecology, and completed his residency. John and his family moved to the Eastern Shore after the completion of his medical training. He remembers a time when the only buildings on Navy Point were a seafood packing plant and the three historic houses that now serve as the Museum’s administrative buildings.

After retiring in 2000, John decided to take his love of boats to a new level, in what he calls, “the pendulum swing from sailing to boatbuilding.” John assisted local resident Sidney Dickson in building a brand new bugeye, the Katherine May Edwards.

“The first trees were cut in 1980 and the logs partially assembled, but we both had an occupational handicap—we had to work for a living,” recalls John. The project resumed in 2002 and was completed by 2008.

“Building a boat is one step at a time: each time you get another board on it is rewarding,” he adds. It was also at this time John acquired a sidekick, his dog Scout, who accompanies him to the Museum’s boathouse every day. Once the bugeye was completed, he was ready for something new and began volunteering for the AFAD program.

His focus again shifted from building a new boat, to restoring boats and interpreting the process to Museum guests. The AFAD program is an on-going program that gives anyone interested in boatbuilding the hands-on experience necessary to take their interest to the next level or to hone a particular skill.

“We learn just as much from the participants as they learn from us,” says John, whose enthusiasm and desire to perfect his boatbuilding skills make him a favorite around the boathouse.

“There are always repairs to be made to a boat, so there can’t be much difference between repairing and building anew. The concept of constructing a useful vessel greatly intrigues me—it’s always a pleasure to look at a boat and see her come together—if her sheer line is attractive, she’s most likely a good boat.”

Want to volunteer or participate in the AFAD program? Call 410-745-2916 for more information.
Full for the education department meant school tours—and lots of ‘em! Students from all over Maryland and beyond flocked to campus to learn about watermen and their boats, Bay ecology, the history of lighthouses, and how a professional picks a crab. Each of these students were taught by the Museum’s committed corps of docents, who have received free training on everything from teaching techniques, to Bay flora and fauna, to Chesapeake history and ship construction, and more. This fall, those docents also learned how to lead a new tour focusing on one of the Museum’s most important projects—the Rosie Parks restoration.

Offered to adults as well as students, the “Oystering Legacy” tour follows a 400-year relationship with *Crassostrea virginica*—the Eastern oyster. Beginning with the Native Americans at first contact, the tour interweaves the story of the Rosie Parks, from when John Smith noted “oysters thick as stones” to the boom-time 19th-century oystering “Gold Rush of the Chesapeake” through hands-on activities and exhibit exploration. 

Students and adults opened spat cages and learned about the challenges and future of oystering in the Chesapeake Bay today, and applied their newly-minted skills to keep the cabin fever away this winter. 

This year’s winter/spring 2012 lecture series, “An Abundant and Fruitful Land: Foodways of the Chesapeake, Now and Then” begins in January (see our calendar on page 23), and from the historic to the modern, there’s a program to “feed your soul.”

Taste an original 18th century cocktail, the rum shrub, and learn about taverns and spirits of the Colonial Chesapeake. Hear about how modern innovational Chesapeake family farms are moving from corn and soybeans to Bay flora and fauna, to watermen; and see the history of taverns and spirits of the Colonial Chesapeake. Taste an original 18th century cocktail, the rum shrub, and learn about taverns and spirits of the Colonial Chesapeake. Hear about how modern innovational Chesapeake family farms are moving from corn and soybeans to Bay flora and fauna, to watermen; and see the history of taverns and spirits of the Colonial Chesapeake. Taste an original 18th century cocktail, the rum shrub, and learn about taverns and spirits of the Colonial Chesapeake. Hear about how modern innovational Chesapeake family farms are moving from corn and soybeans to Bay flora and fauna, to watermen; and see the history of taverns and spirits of the Colonial Chesapeake. 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And don’t forget to check out our new education blog, “Beautiful Swimmers,” a general education forum, as well as a valuable resource of stories, links, and information for the curious of minds. Beautifulswimmers.tumblr.com.
On Deck with the Captain of the Rosie Parks

By Dick Cooper

It was a cold winter’s day on the decks of the skipjack Rosie Parks as she dredged for Chesapeake oysters. Suddenly, the long boom accidentally jibed, sweeping Captain Orville Parks from the after-deck into the frigid water. His crew quickly pulled him back on the deck thinking they might get a respite from the raw weather.

First Mate Theodore Cephas remembers saying, “Well, we’ll get to go home early today. But Captain Orville, he went down in the cabin, took them wet clothes off, put on a set of oil skins, nothing underneath them, and we drudged all day long.”

Cephas, now 80, of Vienna in Dorchester County, the last living member of the Rosie Parks regular crew, says he worked side-by-side with the legendary Captain Orville from 1956 until 1974. Captain Orville’s niece, Mary Parks Harding, daughter of Bronza Parks, builder of the famous skipjack, says Cephas was “Uncle Orville’s right-hand-man. If the Rosie Parks moved, Theodore Cephas was on board.” Cephas says he was a young, out-of-work farmhand looking for a winter job when he met Captain Orville in Cambridge.

“I was walking along the wharf one morning looking for a job,” Cephas recalls. “About 5 o’clock in the morning, Captain Orville come up and asked me if I want a job and I said yes. He said I got a drudge boat. I said I don’t know nothing about drudgin’. He said, come on, get in the car, and we went down to Wingate. Rosie Parks, she was up on the railway, I helped put her overboard. I was one of the first ones.”

Sitting on a couch in the living room of his home, Cephas, still lean and waterman strong, strokes his slight beard with a hand worn into hard leather by a life of physical labor as he thinks back on his days as a Chesapeake Bay oysterman.

“That was hard work,” he says, adding, “cold too.” He says he kept up with the Rosie Parks after Captain Orville sold it to the Chesapeake Bay Maritime Museum in 1975, but he stopped checking in on her about six years ago when Rosie’s deterioration became too much to witness.

“It was a shame they let her go down so,” he says. Cephas has heard about the rebuilding of Rosie Parks now in full swing at the Museum. Marc Barto, project manager overseeing the rebuilding of the 56-year-old skipjack, has begun the exacting job of replacing and repairing her deck beams.

The centerboard trunk has been rebuilt and her cabin lifted off the deck. Barto hopes to save the original cabin as he constantly looks for ways to save as much of the boat as possible during the three-year restoration and educational project.

“I might drive up there and take a look at her,” Cephas says. (Cephas did come back to see Rosie this year’s OysterFest, see page 22.) Looking back, Cephas says he remembers the Rosie as the queen of the oyster fleet.

“He kept a good rig,” he says of Captain Orville. “He was one of the best on the Bay. He was the Admiral, Governor Tawes made him that,” referring to the honorific “Admiral of the Chesapeake” when the Rosie was sold to the Chesapeake Bay Maritime Museum.

feature
Cephas remembers the call he received from his old captain. Captain Orville told Cephas he wanted him with him when he delivered Rosie Parks to her new home. “It was a sad day. When we left he cried just like somebody shot him.”

“He’d catch oysters on a state road.” Cephas says. “He would be out on the Bay night and day and I never seen him lost.”

He says the captain learned a hard lesson in the winter of 1957 when Rosie was ice-bound in Cambridge. “I drudged with him so many years, we never got froze up but that one time,” Cephas recalls.

“He says, ‘Boys, you’ll never catch me in here again.’ He was smart. When we’d get ready to freeze up he would leave and go to Solomons Island.” Cephas remembers the boom days of the late 1950s and early 1960s when oysters were plentiful.

“He would be out there,” Cephas says. “He had light sails on her and he would outsmart most of them,” Cephas says. In the later years of their friendship, Cephas recalls when Captain Orville wasn’t feeling well, he would take the helm. In 1974, Captain Orville had a heart attack and his doctor told him it was time to get off the water. Cephas remembers the call he received from his old captain. “He said, ‘I’m going to get rid of her.' I said, ‘No you’re not.' He said he was selling her to the Museum in St. Michaels.”

Captain Orville told Cephas he wanted him with him when he delivered Rosie Parks to her new home. “It was a sad day. When we left he cried just like somebody shot him.”

Orville Parks’ crew was loyal to him because they knew they could make money working for him. They also knew that if they had a bad spell, the Captain would do right by them. “Lot of times we didn’t make much, but we would always give you something to take home.”

Cephas says that Captain Orville “liked the dollar. He liked money, and he had some too. Captain Orville didn’t fool with nothing that didn’t have money in it.” Even when he was racing against other skipjack captains for bragging rights, he always had his eye on the prize money, Cephas says. “If he didn’t win that race, he could be pretty hard to get along with.”

But Rosie won most of her races because Captain Orville “kept his boat in first-class shape, he had light sails on her and he would outsmart most of them,” Cephas says. In the later years of their friendship, Cephas recalls when Captain Orville wasn’t feeling well, he would take the helm. In 1974, Captain Orville had a heart attack and his doctor told him it was time to get off the water. Cephas remembers the call he received from his old captain. “He said, ‘I’m going to get rid of her.' I said, ‘No you’re not.' He said he was selling her to the Museum in St. Michaels.”

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Orville Parks, captain of the Rosie Parks—the skipjack named for his mother—was ashore at the age of 78. He had worked the Chesapeake’s waters since he was a boy. He died less than a year after selling the Rosie Parks to the Museum in 1975. Cephas says he retired from oystering in 1979. Now, at the age of 88, he is retired from farming and only works one job as a caretaker on a Dorchester County farm, cutting grass and tending to chickens.
Delaware was hauled from the water on the Museum’s marine railway in early September 2011. Museum Vessel Maintenance Manager Mike Gorman inventoried both the structural and cosmetic upgrades to be completed in time for launch day, followed by a program-heavy summer in 2012. Using a combination of historic photos and oral histories given by those who worked on Delaware, the shipwrights aim to restore her to the authentic appearance of her heyday.

The first item was the removal of the lower rub/spray rails, which, over the years had been cut back on the hull due to wear. New 2-1/2-inch, square oak rails were attached, beginning at the curwater and following the beautifully lined planking, three strakes down from the sheer. During the process of removing the port side planking in the bow, the shipwrights discovered more work than originally thought to be necessary, due to the lack of limbering on the frames. Over the years, the standing water in the bow, buried under the stone ballast, had rotted the frame ends, and floors, and allowed a seven foot section of keel to be compromised. Working from the keel up, a new section of keelson was fashioned from white oak, with the pre-cut frame sockets fastened and glued using traditional pins and clench nails.

Next up was the fabrication of new frame ends, made of white oak and attached using epoxy and 10-inch ship lap scarf. To tie the whole structure together, 10 new floors were fabricated and drifted into the keel and then bolted onto the frames. Six planks of yellow pine were bent and fastened. The 1-5/8-inch thick planks had to be steamed to make the dramatic twist from amidships to rabbit on the stem. The planks will be traditionally faired and caulked, making the bottom ready for a good scraping and a fresh coat of paint. Future stages of the project include replacing interior deck beams, sheer clamp, and carlins under the engine room cabin. The house will also have to be jacked back up to original height as the scarfed lap scarf. To receive new paint and detailing all around.

In September, the boatyard crew worked to replace all of the rope rigging on the bugeye Edna E. Lockwood. Her sails were lifted for the first time in three years. The centerboard trunk was reinstalled and the davits (which hold the pushboat) were reattached. No major work on Edna is planned for the winter. In the spring, the boatyard crew will replace the ballast weights, which are used to stabilize the vessel as it sails. The previous ballasts, 4,500 pounds of steel, were removed last year, and will be replaced with heavier and more lasting lead balls.

In the process of remanufacturing Edna E. Lockwood, the starboard side planking in the bow, the shipwrights discovered more work than originally thought to be necessary, due to the lack of limbering on the frames. Over the years, the standing water in the bow, buried under the stone ballast, had rotted the frame ends, and floors, and allowed a seven foot section of keel to be compromised. Working from the keel up, a new section of keelson was fashioned from white oak, with the pre-cut frame sockets fastened and glued using traditional pins and clench nails.

Next up was the fabrication of new frame ends, made of white oak and attached using epoxy and 10-inch ship lap scarf. To tie the whole structure together, 10 new floors were fabricated and drifted into the keel and then bolted onto the frames. Six planks of yellow pine were bent and fastened. The 1-5/8-inch thick planks had to be steamed to make the dramatic twist from amidships to rabbit on the stem. The planks will be traditionally faired and caulked, making the bottom ready for a good scraping and a fresh coat of paint. Future stages of the project include replacing interior deck beams, sheer clamp, and carlins under the engine room cabin.

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On the rail

Apprentice For a Day public boatbuilding program

Learn traditional boatbuilding under the direction of a Museum shipwright. You can be part of the whole 17-week process or just sign up for those aspects of building that you want to learn. Must be 16 or older unless accompanied by an adult. For the Journeyman’s Special, choose any four days for one reduced price! Members $125, non-members $170. Diversify your experience to include several different skills. Gift certificates available. Call 410-745-2916 for information.

January
7/8 Keel/skeg/transom
14/15 Stem/forefoot/transom
21/22 Box construction, installation
28/29 Lining off plank, cut garboard, installation

February
4/5 Spiling (plank measuring), cutting, installation
11/12 Spiling (plank measuring), cutting, installation
18/19 Interior finish/cut, seal ribs
26/27 Fit and install ribs

March
3/4 Breast hook, quarter knee construction, installation
10/11 Inwales, gunwales, seat rier construction, installation
17/18 Seat construction and fitting
24/25 Centerboard, cap construction
31/1 Oaks, spars, bilge timber construction

April
7/8 Open
14/15 Rudder, tiller construction
21/22 Oarlock, seat knee construction
28/29 Finishes

May
5/6 Finishes
12/13 Finishes
19/20 Hardware installation, rigging
26/27 Final preparation and launch

(clockwise from left) Newly steamed and bent spray rails are seen on Delaware beyond the still hot steambox. Delaware’s new rails are quickly taken from the steam box and attached to the tug. Shipwrights Don MacLeod, Jenn Kuhn, Mike Gorman and Ken Philips are bending the garboard plank to get the proper amount of twist before the final fitting.

(top left) Assistant Curator for Watercraft Richard Scofield and Vessel Maintenance Manager Mike Gorman begin hoisting Edna’s jib sail. (bottom left) The old steel ballasts have been removed and are being replaced with lead balls. (top right) Gorman takes the camera up the mast with him. (right) Edna’s sails are back up after three years.

(by Mike Gorman)
In the last update of the *Rosie Parks* restoration, the boatyard crew had just finished the transom, and the installation of the first aft strongback and knees underneath the boat’s cabin. Working on several areas of *Rosie* simultaneously, the crew continued to replace deck beams while replacing half the frames, about every other one. The frames work to connect the chine log, the topside planks, the clamp, and the deck beams.

Work continued with framing and establishing molds in order to retain *Rosie’s* original shape. Sacrificial strongbacks were attached to each new side frame, acting as a mold, so the crew could examine the chine log. In order to expose the chine log and create a pattern for a new one, shipwrights first had to remove half of the lowest topside plank. On August 27, Hurricane Irene made her way up the Atlantic coast and work on *Rosie* was suspended until the storm passed. Thankfully, the only casualty was the tent over *Rosie* to protect her from the weather. Six thousand dollars later, *Rosie’s* protective cover has been replaced and work continued with the removal of the kingplank with a forklift. Shipwright apprentices Bud McIntire and India Gilham-Westerman carefully located the existing mast partner in relation to the mast step, documented their respective positioning and then removed the mast partner and surrounding deck beams. A new mast partner was then fastened into place.

Work continues on *Rosie* throughout the next two years with updates regularly posted on our Facebook page, and Chesapeakeboats.blogspot.com.

**Fifty-seven members of the Parks family, spanning four generations, came to OysterFest to celebrate the restoration of the *Rosie Parks*. Together with Museum staff and donors to the restoration project, the family reconnected and shared memories of *Rosie’s* builder Bronza Parks, and his brother Captain Orville Parks. Some of the tools used to build *Rosie* were donated to the Museum and local Chesapeake artist Marc Castelli gave sketches of *Rosie* to family members.**

(top left, clockwise) Kelly Ena (great-granddaughter), Sharon Weber (granddaughter), and Karson Ena (great-great-granddaughter) of Captain Orville Parks. Captain Orville with granddaughter Sharon and great-granddaughter Kelly. A group shot of Parks family members, and generous donors to the project, Bill and Maxine Millar, and Ginger Martus and Earl Brannock.

(bottom, clockwise from left) Mary Parks Harding, Joyce Parks Wiley, and Theodore Cephus stand with an actual life-size cut-out of Bronza Parks. Pres Harding presents Chief Curator Pete Lesher with Bronza’s broad axe. Lesher addresses a large crowd of people. Family members from Captain Orville’s side stand at Rosie’s transom for a group photo. Hannah and Rosalee Kimbro, Bronza’s great-great-granddaughters, play inside Rosie’s doghouse. Members of the Parks family take home momentos from the restoration project.

(clockwise from top left) Rosie in early August, with a new transom. Rosie in late October, with all new deck beams. The chine log rests underneath the topside planks. The frames work to connect the chine log, the topside planks, the clamp, and the deck beams.
Space limited and pre-registration is required for all events. Call 410-745-4941.

thursday, january 12

Spirits of the Chesapeake: Taverns, Tankards, and True Stories from 18th Century Maryland

$15 members, $18 non-members
6pm, Van Lennep Auditorium

Rod Cofield, director of interpretation at Historic London Town, will share his lively research into the history of tippling in the Colonial Chesapeake, and how primary documents reflect the people, environment, and debauchery of 18th century life in the Tidewater. The lecture will be followed by a presentation from Joe Dolce, manager of Chestertown’s Imperial Hotel, whose talk about the original colonial “cocktail”, the rum shrub, will be lighted with tastings and recipes.

thursday, february 16

Farming for the Future: Diversity and Sustainability at Crow Farm

6pm, $8 members, $10 non-members
Van Lennep Auditorium

Crow Farm as they discuss the future of small farms, local food, and sustainable agriculture. Mike Twitty will talk about food as a uniquely African American cultural tradition.

thursday, march 1

Connecting People, Place, and Products: Eating Our Way to a Healthier Bay

6pm, $12 members, $15 non-members
Van Lennep Auditorium

“We have a chance to eat our way back to healthy oceans.”

-Barton Seaver, author of For Cod and Country. Simple, Delicious, Sustainable Cooking.

Join chef and author Barton Seaver, Steve Vnilit from DNR’s Commercial Fisheries Outreach and Marketing, and Carol Bean and Mark Connolly of Pot Pie Farm as they discuss the future of watermen, fishing sustainability in the Chesapeake, and how consumers can protect the environment and community. Deliciously. Sample some local seafood and share in this conversation about caring for the Bay through responsible consumption. Copies of Barton’s book will be available for sale and signing.

wednesday, march 14

We Are What We Ate: African American “Discomfort” Food

2:30pm, $10 members, $12 non-members
Mitchell House

Michael Twitty, community African-American food scholar, will trace the history of African-American Chesapeake cuisine through his experiences growing, preparing, and researching the recipes of enslaved Tidewater Africans. Twitty brings history to life through open-fire cooking demonstrations, and involves his audience in conversations about heirloom crops and seeds, wild foods, foraging methods, and the cooking techniques that create a uniquely African American cultural tradition.

The final exhibit exploration of winter will feature a talk about Gilbert Byron and his work by the head of the Gilbert Byron Society, Jacques Baker, in the Van Lennep Auditorium. This talk is free, and open to volunteers and docents as well as the public. Registration required.

Contact Helen Van Fleet at hvanfle@cbmm.org or by phone at 410-745-4941 to register.
CBMM Annual Fund Honor Roll

We’re grateful to support whose gifts allow us to continue to preserve and share the stories, traditions, and heritage of the people who have lived, worked, and played along the Chesapeake Bay for generations, and still do. Thank you to all our generous donors, including those listed below whose Annual Fund gifts were received between July 25 and November 7, 2011. Your gifts benefit the children and adults served through our educational programs, special events, exhibits and boat restoration programs. They also will help fund the Museum’s extremely critical project of replacing the rotted bulkhead along Navy Point this winter. Thank you for your support! You are our heroes!

Pam and Dennis Pitt of Hurlock, MD, are two of the newest members of the Chesapeake Bay Maritime Museum’s Perpetual Mariner Society which recognizes supporters who have included the Museum in their estate plans. The Pitts have a special love of our historic vessels, including the Museum’s Perpetual Mariner Society. When Pam and Dennis Pitt of Hurlock, MD, told the Museum’s President Langley Shook, “This is a very sensible thing to do for other historic vessels in the Museum’s collection,” he was out sailing aboard the Pitt’s beloved Donzi, now the only survivor of more than 600 original boat plans. The Pitts have a special love of the Museum and wanted to ensure it thrives and fulfills its mission in an enduring way. Barely one-third of the Museum’s operating budget comes from admissions and membership dues. Charitable gifts, including bequests and endowments, always will be the mainstay that sustains the Museum’s performance of its important mission,” says Museum President Langley Shook.

In fact, when Pam and Dennis told us of their plans, this reminded my wife Karen of an estate plan her father had made. “In fact, when Pam and Dennis told us of their plans, this reminded my wife Karen of an estate plan her father had made. ""I'm grateful to supporters whose gifts allow us to continue to preserve and share the stories, traditions, and heritage of the people who have lived, worked, and played along the Chesapeake Bay for generations, and still do. Thank you to all our generous donors, including those listed below whose Annual Fund gifts were received between July 25 and November 7, 2011. Your gifts benefit the children and adults served through our educational programs, special events, exhibits and boat restoration programs. They also will help fund the Museum’s extremely critical project of replacing the rotted bulkhead along Navy Point this winter. Thank you for your support! You are our heroes!"

(top) Pam and Dennis Pitt (front) treated the boatyard crew to lunch to celebrate their new status as members of the Perpetual Mariner Society (back row, from left) Mike Gorman, Don MacLeod, Richard Scottfield, and Langley Shook. (bottom) Karen and Langley Shook.}

Theodore & Lottie Apel
Nancy Aldrich
Herbert & Della Andrew
Jay & Judy Angala
Anonymous
Antique & Classic Boat Society, Inc.
C G & N Amy Appleby
Eric Applegeth & Michelle Zado
Ashley Common, L.C.
Richard Asbell
Malcolm Baehnlen
Glenn & Kimberley Baker
Bill & Nancy Baker
Thomas & Linda Barbour
Robert Barner & Jill Schneider
Jeffrey & Catherine Barron
John Bayley
Robert & Margaret Begor
Thomas & Carynler Berger
William & Joan Bertolino
Arthur & Alvin Binne
Bernard Box
Carole A. Bishop
Sylvester & Mary Bollinger
John & Audrey Bonfils
Robert & Mary Jane Booker
Stephen & Ariane Bowes
David A. Brandon
John & Elizabeth Brewer
Samuel Brinton
Thomas & Victoria Broads
Paul & Jennifer Brooks
Stanley & Katharine Brown
Richard & Mary Brown
Joan C. Burke
Burr Yacht Sales, Inc.
Neil & Jennifer Cabot
Nanise Cameron
Dennis Caprio
Timothy & Patricia Casac
Eric & Carol Chander
Pamela & Duran Chatham
Choptank Electric Cooperative
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Stephen & Linda Cleuss
Katherine O. Clovis
Robert & Vivian Clum
Doug & Debbie Collson
Lee & Karen Cooperstein
William & Burbtie Cornelius
John F. Coady
Clyde & Myra Culp
Anne Dalhoiset
John & Debra Dalhoff
Carolyn Disler
William Dobson & Elizabeth McGarry
Jack & Mary Dowdow
Bill & Donna Dudley
TP & Judith Dunn
Gray & Charlotte Ehig
Ellm Street Development
Lance & Nancy Ekblad
The Engra Family
Mary Michaelardes
Linlae Earp
Randy & Dana Farhank
Jean B. Farnham
Joseph & Rosemary Fasold
Allan & Linda Field
William & Ann Fritz
Kath After & Kathryn O’Connell
Tom & Jane Ford
Clark & Mary French
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Jerry & Barbara Friedman
Andrew & Helen Friel
Eric & Christina Furman
Bob & Carol Gamble
Richard & Tina Gettlin
James & Gloria Gibson
David J. Ginnoch
Bill & Terri Gilmore
William & Katherine Ginder
James & Leann Ginno
Shirley G. Gough
Robert & Michele Goodson
James & Judith Gould
Alice Marie Gray
Emett & Kathryn Gweke
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Clyfford & Jacqueline Holland
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James & Jessica Hopkins
Porter & Pati Hopping
Frank & Jane Hopkinson
Judge William Horner
Donald & Barbara Hoskins
Joseph & Louise Huber
Jordan & Elizabeth Hughes
Diane Humphrey
Betty H. Hurd
Joseph & Mary Ir
Raymond Jeongrens
William G. Joergen
Jorik Johnas & Karen Johnas-Arnet
Chris & Hollyday Johnson
Marion & Joan Jones
Eugene & Diane Katz
Douglas & Sharon Katz
Kim & John Katz
Lawrence & Jeannine Kelly
Fred & Maria Kramer
Charles & Christine Kohle
Jim & Toma Kulp
Michael J. Lacheco
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Ed & Linda Langley
Thomas & Deborah Lawrence
The Estate of Helen B. Leinheimer
Thomas & Robin Letch
Ted & Pat Lowens
Robert J. Law
John & Dorothy Lindgren
Robert & Phala Loringen
Robert Lowhead
Donald W. Macleod
Jas & Debi Matson
Gardv & Linda Mancheld
Richard Marner
Frank Marshall
David & Kristin Martin
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Mike & Ruth Mattson
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William & Anne Mettlerne
Carolyn & Robert Martinly
Lawrence & Carol McCanna
Michael & Cynthia McPeake
Glen O. McDonald
Thomas & Constance McCorvy
James & Laura McKeever
Paul & Digea McGuirk
Fred & Nan Nolenwicz
Russell & M. Merrer
John C. Menard
Russell & Carol Merritt
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Douglas & Myrdle North
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Margaret D. Oren
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Lace & Electa Philips
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Tramm & Fred Reeder
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Charles & Carol Robertson
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Bruce & Alice Rogers
Adrienne W. Rudge
William & Michael Sanders
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