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 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.

Aboard the Barbara Batchelder

(top) The Barbara Batchelder looks very much the way it did when first built. (bottom left) Chief Curator Pete Lesher and Irénée du Pont. (right top) Project Manager Marc Barto at the helm with Museum President Langley Shook and du Pont. (bottom right) Shipwright Apprentice Jenn Kuhn takes a turn at the wheel with du Pont.

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.

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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.
  - Editors: Tracey Munson & Marie Thomas
  - Creative Director: Marias Thomas
  - Copy Editor: Mariana Lesher
  - Contributing Writers:
    - Dick Cooper, Pete Lesher, Kate Livie, Mike Gorman, Katie Willis, Esty Collette, Langley Shook, Tracey Munson, Marie Thomas

Don’t forget to visit us on Facebook:
  - 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
  - Check out Beautiful Swimmers, a general education forum and valuable resource of stories, links, and information for the curious of minds.
  - BeautifulSwimmers.tumblr.com

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

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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 “come here’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 were members of the Parks family, who came from as far away as New Mexico and Florida to celebrate the restoration of Bronza and Orville Parks’—and now the Museum’s—skipjack Rosie Parks. What began as a boat restoration project has evolved to help revitalize a family’s rich Chesapeake heritage and the legacies it carries forward.

Many of the Parks family in attendance had not seen each other in more than 40 years, and most of the great-great-grandchildren had never met. As the Museum’s Rosie Parks Project Manager Marc Barto said at OysterFest, “This shows that the Museum is not just about artifacts and old boats. We’re also about the people and stories behind every object in our collection. For Rosie, we’re not just restoring an old boat; we’re also reuniting a family. Now that’s pretty cool.”

OysterFest isn’t the only place we’re engaging people like you in Chesapeake cultures. With the Elf Classic Yacht Race, Frederick Douglass Day, Watermen’s Appreciation Day, the St. Michaels Concours d’Elegance, Maritime Monster Mash, and the James L. Stewart Memorial Grand Prix, we see a Museum that’s not 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 our annual OysterFest barely skipped a beat during the torrential downpour, waiting 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 histories people who otherwise would have little in common, and bring them together in celebration of this special place.

Coming up in 2012, we have an exhibition on Chesapeake tugsboats 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.

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, CIT Group/AIG/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 programming 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.
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.

(right) Museum Board Member Paul Berry serves as auctioneer.

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.

Rise Up Coffee’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).

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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.

(top, clockwise) The Talbot County Watermen’s Association served oysters raw and steamed. The Mister Jim was packed for an ecology cruise. Vessel Maintenance Manager Mike Gorman and new Museum members Brigitte and David Phillips of Lancaster PA, hold a section of the old floor of the tug Delaware. David is the great-grandson of Delaware’s builder William H. Smith. B-Natural entertained crowds for the day.

(bottom, from left) Pres Harding, Chief Curator Pete Lesher, Shipwright Apprentice India Gilham-Westerman, Project Manager Marc Barto, Tom Parks, and Shipwright Apprentices Bud McIntire and Jenn Kuhn on top of Rosie’s doghouse during the presentation of Bronza’s and Orville’s tools. In the front row are Rosie Parks supporters Earl Brannock and Ginger Martus, Maxine and Bill Millar, and Parks family member Mary Parks Harding. Director of Education Kate Livie explains the vital importance of oysters to the health of the Chesapeake Bay.
Model Tug Torrent Restored

by Pete Leser

The city of Baltimore, with its port facilities sprawling around the shores of the Patapsco River, has long relied on a fleet of fireboats to protect valuable waterfront property. The largest vessel to serve the city was the appropriately-named Torrent, which served along with fireboats named Catawba, Deluge, and Cascade. Stationed at various points around the harbor, at least one fireboat could reach any waterfront location in the city within 10 minutes. Built on the hull of a steam tug, Torrent was launched in 1921 and served until 1956 when she was replaced by a modern diesel fireboat.

Although not a scale model—the model is proportionately a little too wide and too deep for its length—many of the technical details are included. This attention to detail is typical of “sailor-made” models, those constructed by a member of a vessel’s crew who knew it intimately. The model features only the five monitors (nozzles) mounted on the main deck, pilot house, aft deck house, and tower, but a grate below the waterline for the water pump intake, discharge gates where hoses can be attached, and other such details.

The model came to the Museum with the donation of Mildred T. Allison in memory of Calvin F. Allison. The model was the gift of Mildred T. Allison to the Museum, where, in 1942, she and Sidney Dickson built, the Katherine May Edwards.

Volunteer Profile

by Katie Willis

B y 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 obstetrics and gynecology practice with 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 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 Scout in the boatshop.

Want to volunteer or participate in the AFAD program? Call 410-745-2916 for more information.
What’s Fresh?
Seasonal Selections from Education

by Kate Livie

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 interprets a Bay in which 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 today, and applied their newly-minted 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.

Academy for Lifelong Learning
Something for everyone in the winter 2012 line-up

by Esty Collette

The Academy for Lifelong Learning (ALL) is offering an abundance of courses this winter. History buffs can enjoy “History of American Art Part II,” which will cover American art from the Civil War through Winslow Homer. Local history will be represented by the courses “Talbot County History,” and the “History of Log Canoe Racing.”

Good discussions can be counted on in the three courses: “The Politics of Evolution,” “Great Decisions,” and Sam Barnett’s course entitled “Have You Met Satan Yet?” For those with literary interests, a course on French authors in translation will be led by Margot Miller. John Miller will facilitate the course “I Believe,” in which participants can write and share essays describing the core values that guide their daily lives.

Joan Katz will lead the “Memoir Writing Group” for individuals who wish to learn about putting together their memoir either through writing their story or with less traditional alternatives such as art works, quilts or scrapbooks. Scott Friedman, MD, a cardiologist with Chesapeake Bay Cardiology, will give a talk called “When is Coronary Stenting Appropriate?” Opportunities to meet with local authors and tour sites of interest will also be available.

ALL is a nonprofit, volunteer-run organization committed to the enrichment of life through continuing education. For more information about ALL, to receive a catalog for the winter 2012 semester, or to learn about other upcoming events, call the Museum at 410-745-2916 or find us on Facebook. A full course schedule can be viewed online at cbmm.org/ALL.

ChesAdventures

Children ages 4–9 can fill their Saturdays with two hours of fun-filled and challenging hands-on games, arts and crafts, and story-telling at the Museum’s ChesAdventures Program (formerly Saturday for Kids). All sessions are Chesapeake-themed with space limited.

Pre-registration is required. call Helen Van Fleet at 410-745-4941 or reserve a spot: Visa, Mastercard, and Discover accepted. Gift certificates available. $12 for members, $15 non-members.

WINTER WATER BIRDS
January 28
Wanna make a duck?

A GLACIER MADE THE BAY
January 11
We’ll make our own gooey version of that ice floe.

JELLYFISH
February 18
Love ‘em or hate ‘em, they are cool and beautiful.

BUGS AND SPIDERS
January 14
Fun to find, fun to make!

BRIGHTEN UP WINTER
January 21
Art projects with all things shiny

WIND
February 25
Warm or cold, we’ll look at wind power inside and out.

Morning sessions, 10am–12pm, ages 4–6. Afternoon sessions, 1–3pm for ages 7-9.

ALL’S Sam Barnett, Ron Leisher and Dan Berlin enjoy an after class discussion.

Talbot County Education Foundation

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February 11
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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.

“T 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 anything 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 at 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”
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 taught him a hard lesson in the winter of 1957 when *Rosie was* ice-bound in Cambridge. “I dodged 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 the Bay hunting for oysters. ’” Cephas says. “Oh my lord, one year, not sure what year it was but it was in the 60s and we was drudging over off Chesapeake Beach,” he says. “They didn’t have no limit. One time we had 350, 400 bushels a day. We would unload twice a day.”

“Anywhere there’d be oysters, he’d be there,” Cephas says. “He would be out on the Bay night and day and I never seen him lost.”

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 catch 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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At 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 he 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.”

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The Museum’s beautiful waterfront campus at Navy Point—in its most valuable physical asset—may be the most recognized and most frequently visited place on the Eastern Shore for public access to the water. The Museum is perhaps the biggest tourist attraction from the Bay Bridge to the Atlantic Ocean and from Wilmington to Norfolk. This long postponed face-lifting of the Museum’s shoreline will be finished before next spring. For more information about the project and how you can help support it, contact René Stevenson at 410-745-4950 or rstevenson@dhm.org.
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 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 carlins being replaced have settled 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 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.

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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 on 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.

(clockwise from top left) Kelly Ena (great-granddaughter), Sharon Weber (granddaughter), and Karsein 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.

(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.

(top left, clockwise) 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 momentoos from the restoration project.
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**

Rod Cotield, director of interpretation at Historic London Town, will share his lively research into the history of tipping 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 highlighted 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 farms today are often hundreds of acres of the “big three”—corn, soybeans, and wheat, but some small farms are thinking outside the box. Representatives from Crow Farm in Kent County, Maryland, will be speaking about their approach towards staying original in local agriculture, and how they have built their business on embracing the Bay’s small, family-oriented farming past while innovating with natural, grass-fed beef and pork, farm-to-table events, and a new vineyard and winery.

**thursday, march 1**

**Connecting People, Place, and Products:**

**“Discomfort” Food**
3:30pm, $10 members, $12 non-members
Mitchell House

Michael Twitty, 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 discussions about heirloom crops and seeds, wild foods, foraging methods, and the cooking techniques that create a uniquely African American cultural tradition.

**wednesday, march 14**

**We Are What We Ate: African American “Discomfort” Food**
2:30pm, $10 members, $12 non-members
Mitchell House

Joe Dolce

Michael Twitty talks about food at the Chesapeake Folk Festival.

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Van Lennep Auditorium

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**wednesday, march 14**

**Make Your Property More Wildlife-Friendly**
6pm, $12 members, $15 non-members
Van Lennep Auditorium

Marc Castelli sketches the Roxelane Parke before the start of the three-year restoration process.

Marc Castelli sketches the Roxelane Parke before the start of the three-year restoration process.

Audri Papeke with Chesapeake Wildlife Heritage will discuss backyard wildlife habitat planning and management. The presentation is designed to provide guidance to landowners on small scale projects to enhance the habitat value on their property. Light fare served. Free, but space is limited—RSVP by January 12.

**Exhibit Explorations - January 24, 10am**

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 evanfleet@cbmm.org or by phone at 410-745-4941 to register.
We’re 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 today. 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 us 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!

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