Volunteers recognized for service

At a June 14 reception held on Fogg’s Landing in St. Michaels, the Museum recognized members of its dedicated corps of more than 200 volunteers for their combined 28,220 hours of service to the Museum over the course of the last year—the equivalent of nearly 15 full time employees. Several staff members recognized individual volunteers for their work in the education, buildings and grounds, curatorial, Museum Store, boatyard, boat donations, and administrative departments. Volunteers with more than 100 hours of overall service were also recognized and presented pins for their service.

Special recognition was given to volunteers with the highest hours of service, including Rosemary Thomson with 10,000 hours, Bob Mason with 6,000 hours; Joan Chlan with 5,000 hours; Bill Price with 4,000 hours; John Hawkinsin, Paul Ray, and Bob Whitlock with 3,000 hours; Paul Carroll, Jerry Friedman, Roger Galvin, Bob Petizon, and Mary Sue Traynelis with 2,000 hours; Nick Green and Angus MacInnes with 1,500 hours; and Sam Barnett, Audrey Brown, Russ Cochran, Gloria Freihage, Gerry Hughes, Rick Kuba, Mike Corliss, Cliff Streeter, Ed Thieler, Ben Tilghman, and Bob Traynelis with 1,000 hours each.

(Pictured front row, from left) George MacMillan, Don Goodkille, Pam White, Connie Robinson, Mary Sue Traynelis, Carol Michelson, Audrey Brown, Molly Anderson, Pat Scott, Paul Ray, Paul Carroll, Mike Corliss, Ron Leisher, Cliff Streeter, Jane Hopkinson, Sal Simoncini, Elizabeth Simoncini, Annabel Leisher, Irene Cancio, Jim Blakely, Edna Blakely.

Boat Festival, Chesapeake Folk Festival, and Watermen's Appreciation Day, as well.

As the summer heat fades and gives way to cooler autumn breezes filled with noisy geese, the Museum has much to look forward to this fall. On September 30, our campus will be filled with a stunning array of vintage automobiles from the Golden Age of Motoring, circa 1900-1942, as well as a display of classic wooded speedboats from the same era.

Just a few days later on October 6 and 7, three decades of small boats, family, and community culminate in the 30th Annual Mid-Atlantic Small Craft Festival. What began as a casual gathering of boaters with an interest in small rowing and sailing craft has since evolved into one of the nation's premier small craft events. OysterFest is returning on November 3 with plenty of oysters, boat rides, live music, and lots of family activities—it's a day spent enjoying what makes the Chesapeake region so special.

The Museum also sees the return of hundreds of students from all over the Mid-Atlantic region in the fall, some learning about the Chesapeake Bay for the first time. You'll find them racing up the steps of the Hooper Strait Lighthouse, crawling through the E.C. Collier in the Oystering Exhibit, and collectively squealing with delight at the sight of a sea squirt wriggling in their hands as they cruise the Miles River aboard Mister Jim during an ecology cruise.

With member events, educational programming, new exhibits, special events, and more, the Museum offers many reasons to renew your membership year after year, and to encourage others to join. This past summer is a shining example of how our members like you continue to renew membership year after year, often at higher levels, or give a membership to a family member or friend. Another generous way you can share your love of the Bay, Navy Point, the old boats and the stories we hold, is to give a membership to a family member or friend.

Let me begin by again thanking our more than 200 volunteers who last year donated a combined total of over 28,000 hours of service to the Museum—the equivalent of almost 15 full-time employees! We simply could not operate without their tireless and dedicated efforts, and we're enormously grateful for everything they do.

I'm also delighted to announce two new staff appointments—the Museum's new Vice President of Development, David Crosseon, and the promotion of René Stevenson who becomes Vice President of Constituent Services while continuing her strong leadership of our Annual Fund and membership programs. (Read more on page 7.) As discussed below, development and fundraising are as important now as they ever have been in the Museum's 47-year history. Your steadfast support has enabled the Museum to buck the trend in the recent down economy that has seen most of our peers face declining memberships, declining attendance, and declining charitable donations. The Annual Fund has set all-time records in each of the past three years, while our membership levels and attendance have also risen. Yet membership dues and admissions receipts, combined, currently provide less than a third of the revenue necessary to support the Museum's important mission.

We soon will begin our Annual Fund appeal, with a goal this year of raising over $600,000 to sustain and expand our programs and exhibits that make the Museum perhaps the most prominent cultural and historical institution on the Eastern Shore. Almost 1,500 of you contributed to the Annual Fund last year and we're counting on others to join in to keep participation levels rising. While the Annual Fund historically has provided more financial support to the Museum than membership dues, we cannot stress enough how important it is that members like you continue to renew membership year after year, often at higher levels, or as lifetime members. We cherish your faithful support and thank you for it.

To build a stronger Museum, we need more members like you. If you've brought an out-of-town guest to the Museum time and again, and you love it, then why not ask them to join? Consider asking your neighbor who loves the Bay so much, to join your Museum. Another generous way you can share your love of the Bay, Navy Point, the old boats and the stories we hold, is to give a membership to a family member or friend.

There's a convenient envelope stapled inside, and I invite you to pull it out right now and renew and extend your membership—perhaps at the next higher level—or order a new membership for someone who would enjoy and appreciate your Museum as much as you do. It will make you feel good—and your Museum and its important mission will love you for it!
The Museum welcomed new board members

On June 18, the Museum elected four officers and five new members to its Board of Governors. Newly elected to three-year terms on the Museum’s Board of Governors are Schuyler Benson, Fred Israel, Frank Marshall, Mitchell Reiss, and Diane Staley. Newly elected as board officers are Chair CG Appleby, Vice Chair Tom Seip, Treasurer Peter Kreindler, and Secretary Richard Marshall, Mitchell Reiss, and Diane Staley. Newly elected as board officers are Chair CG Appleby, Vice Chair Tom Seip, Treasurer Peter Kreindler, and Secretary Richard Marshall.

The Board also recognized retiring governors Fred Cross, Jocelyn Eysymontt, Howard Freedlander, Alan Griffith, Doug Jurrius, Bill Millar, Mark Nestlethult, Joe Peters, and Barbara Viniar for their service. At the meeting, retiring board members were presented with a momento made from the original wood of the skipjack Rosie Parks, now under major restoration at the Museum through 2013.

“The Museum is privileged to count among its governors some of the most accomplished and generous people in the region,” commented Museum Chair CG Appleby.

“We are pleased to benefit from the service of all our board members—retiring, continuing and new, and feel fortunate to have their talents and resources as key components in furthering the Museum’s mission.”

New board member Schuyler Benson was born and raised in Easton, MD, and is currently employed with Benson & Mangold Real Estate. Benson earned a Bachelor’s degree from Hampden-Sydney College in Farmville, VA, before returning to the Eastern Shore to pursue his career in real estate. As a past president of the Mid-Shore Board of Realtors, Benson is active in the real estate community, having also served on the Maryland Association of Realtors. He currently serves on the boards of The United Fund of Talbot County and the Waterfowl Festival.

Fred Israel of Royal Oak, MD, earned his BSEE Engineering degree from New York City College. In 1957, he founded Fred Israel Associates, a consulting engineering liaison and technical marketing company. Israel later received his Juris Doctor degree from Georgetown University in 1963, opening the law offices of Fred Israel the same year, which later became Israel & Raley. Israel also co-founded Trident Labs in 1963 and Sysonco Corp. in 1966. In addition to serving on numerous boards, Israel has served as a Georgetown University Board of Regents member and the Academic Committee Chairman for Whirling Jesuit University. He currently serves as president and board member of Temple B’Nai Israel in Easton. He and his wife Lynsey have homes in Royal Oak, MD, and Washington, D.C.

Frank Marshall, of Royal Oak, MD, joined the Lockheed Missiles and Space Company in 1980 as company counsel after seven years on U.S. Army active duty in the Judge Advocate General Corps. In 1987, he moved to Litton Industries and in 1994 was elected Corporate Vice President and Deputy General Counsel. After Litton’s 2001 merger with Northrop Grumman, Marshall was appointed Vice President, Associate General Counsel, and Sector Counsel.

After retiring from Northrop Grumman in 2009, Marshall was appointed to the Lockheed Federal Credit Union Board of Directors and currently serves on the Management Development and Compensation Committee, Finance Committee, and the Operations Committee. Marshall holds a Bachelor of Science degree from Georgetown University’s School of Foreign Service and a Juris Doctor degree from Hastings College of the Law, University of California.

Mitchell Reiss, of Chestertown, MD, is the 27th president of Washington College. Reiss is a leading expert on American foreign policy and is internationally recognized for his negotiating skills during the Northern Ireland peace process and the North Korean nuclear crisis. During the past decade, Reiss held a number of leadership positions at the College of William & Mary in Williamsburg, VA, and held appointments in the School of Law and the Government Department.

He currently serves on a number of boards and advises private sector companies and philanthropic organizations. Reiss has a law degree from Columbia University Law School, a Doctor of Philosophy from Oxford University, a Master’s degree from the Fletcher School of Law & Diplomacy, and a Bachelor’s degree from Williams College. He is the author of various books, articles, and reviews.

Diane Staley, of Bozman, MD, has 25 years of marketing, advertising, strategic communications, public relations, sales and event experience in corporate and advertising agency executive positions. In 2002, Staley retired from her position as Senior Vice President of Interactive Marketing for AOL/Time Warner. Staley developed and implemented interactive marketing and advertising programs for national brands including General Mills, Citigroup, Target, Ford, Microsoft, and Warner Brothers. Staley received her Master’s degree in Public Relations/ Mass Communications from Boston University and her Bachelor of Arts, Journalism degree from Purdue University. She and her husband, Jeff, live in Bozman.

In August, the Museum bid farewell and good luck to long-time board member Don MacLeod. He began his apprenticeship during the two-week clean-up from hurricane Isabel in September 2003, and stayed three years before being promoted to Floating Fleet Assistant. MacLeod was recently accepted into the Marine Systems Program at The Landing School in Arundel, Maine, where he will be trained in diesel engines, electrical, refrigeration, and plumbing.

We also thank our summer interns Britni Landgraf, Julia Flood, and Elisabeth Meier (pictured above) for all of their hard work and wish them well on future endeavors.
David Crosson has joined the Museum as Vice President of Development. Crosson brings a wide range of relevant experience to his new position, as a previous marketing and communications campaign strategist who has worked extensively with non-profit advocacy organizations, providing many with fundraising and grant application support. In addition, he has worked in public relations as Senior Vice President for Corporate and International Public Affairs in the Washington office of Edelman Public Relations Worldwide.

Crosson has managed high profile, issue-advancement campaigns, serving under General Colin Powell as communications director for the President’s Summit for America’s Future—a joint initiative of Presidents Clinton and Bush to generate greater public support. In addition, he has been the communications director for the Visitor’s Center, marina, and other non-profit and hospitality areas offering free beverages and snacks at all Museum festivals.

Crosson began his professional career as a journalist reporting, writing, and editing on energy, the environment, healthcare, international trade, and maritime issues for a variety of publications, including Heard Newspapers, Newsweek, and several McGraw-Hill newsletters and magazines.

In response to his appointment, Crosson said, “I’m lucky. The Museum is much more than a repository of artifacts from a disappearing maritime culture. It’s a celebration of values that are as vital today as ever. My aim is to build funding not just to sustain the Museum, but to grow it as well.”

Crosson is a graduate of Amherst College, BA, English, cum laude. He is the father of two—Dylan, 16, and Margaret, 15.

René Stevenson has been appointed Vice President of Constituent Services. In her new position, Stevenson continues overseeing membership, the Annual Fund, and staffing the Board of Governors, while adding responsibility for the Visitor’s Center, marina, and the Talbot Street Welcome Center.

Stevenson joined the Museum two years ago after a 20-year career in banking administration and nine years in business development at the A.I. duPont Hospital for Children in Delaware.

“The Museum recently received a Maryland Heritage Areas Authority (MHAA) grant to support a Chesapeake Bay-focused War of 1812 exhibit. Coinciding with the 200th anniversary of the war’s Battle of St. Michaels, the exhibit is scheduled to open in spring 2013 and continue through February 2015.

“The Museum’s exhibit will focus on the issues and events related to the regional hostilities on the Chesapeake Bay. The exhibit will highlight local stories including shipbuilding during the time of the war, and the Battle of St. Michaels, which occurred on August 10, 1813.

“Most war exhibits focus on military battles,” explains Director of the Center for Chesapeake Studies Robert Forloney. “Our exhibit will focus on the social history of the war—like the stories of shipbuilders, farmers, sailors, and the men and women who lived throughout the Chesapeake region during the time of the war.”

The Museum became eligible for the MHAA grant when the Town of St. Michaels was included in the Stories of the Chesapeake Heritage Area in July 2012.

“Thanks especially go to the Commissioners of St. Michaels,” said Chief Curator Pete Leisher. “The Commissioners took the necessary steps in the Town’s comprehensive plan to allow the Museum and other non-profit and government entities to become eligible for this grant program.”

In collaboration with the Maryland State Archives, the Museum is undertaking original research concerning impressment, slavery, and African American experiences during and following the war. Using a social history approach and focusing on the daily lives and work of regional people impacted by the war, the exhibit will provide visitors with larger contexts for understanding Chesapeake history.

MHAA has awarded 63 matching grants totaling $2,713,480 to Maryland non-profits, local jurisdictions, and other heritage tourism organizations. These grants support heritage tourism projects and activities that expand economic development and tourism related job creation through the state.

The Museum is also a Star-Spangled 200 Official Partner in the statewide bicentennial commemoration of the War of 1812 and a National Park Service (NPS) Chesapeake Bay Star-Spangled Banner National Historic Trail participant.

“My husband Tom and I fell in love with St. Michaels during an anniversary weekend visit,” recalls Stevenson. “I enjoyed working at the children’s hospital, but when I saw the opening at the Museum, I knew it would be my dream job. What makes it so rewarding are the people—the staff and volunteers, our Board of Governors, our members, donors, and visitors—who see the impact we’re making in people’s lives. These are our constituencies, and finding ways to develop and strengthen these relationships is what I love most about my job.”

Recently introduced membership initiatives include monthly Member Nights that feature a variety of fun and interesting programs, and member express entry and hospitality areas offering free beverages and snacks at all Museum festivals.

Contact the VP’s at drcrosson@khmm.org or rstevenson@khmm.org.
ANTIQUE & CLASSIC BOAT FESTIVAL

The Antique & Classic Boat Festival, held annually on Father’s Day weekend, celebrated its 25th anniversary this year with nearly 5,000 visitors.

CHESAPEAKE FOLK FESTIVAL

The Chesapeake Folk Festival, held on Saturday, July 28, welcomed 2,200 visitors to campus. This year’s festival “Treasures of the Bay...Hidden in Plain Sight” highlighted Chesapeake traditions from off the beaten path. Visit Chesapeakefolkfestival.org for more information.

LOADING THE CANNONS UNDERWRITING PARTY


WATERMEN’S APPRECIATION DAY & CRAB FEAST

On Sunday, August 12, the 3rd annual Watermen’s Appreciation Day & Crab Feast welcomed 2,500 visitors to campus and featured Alaska fishermen and Reality TV stars Edgar Hansen and Jake Anderson of Discovery Channel’s “Deadliest Catch” (pictured top right). The event was hosted in partnership with the Talbot County Watermen’s Association and benefited both organizations. The day featured all-you-can-eat crabs, a boat docking contest, and silent auction. Hansen and Anderson met with festival-goers, signing autographs, and even tried their hands at a “Chesapeake Watermen’s Rodeo.”
The Flipside of a Tug Nameboard

by Elisabeth Metier

The nameboard for the tug Pocahontas is beautifully carved with rounded letters and carefully detailed scrollwork, raised high at the ends and emphasized by the shape of the edge of the board. Running your fingers over the intricate carving, P-O-C-A-H-O-N, the letters stop abruptly, with the right side just a saw-off square. On the other side, the name Dover is flanked by its own scrollwork—a new nameboard carved on the back of an old one. The new board’s squared-off letters and thin, shallowly carved outlines indicate significantly less craftsmanship (and money) was invested in creating the recycled nameboard.

Although cutting down a well-crafted nameboard might seem thoughtless today, it was not an uncommon practice when nameboards were still an essential part of even the least decorated vessel’s ornamentation. Double-sided pieces like the Pocahontas/Dover nameboard provide some of the best examples of a ship’s history as it moved around and out of the Bay. The tug Pocahontas was built in 1888 in Camden, New Jersey. This nameboard was likely carved then, and its careful craftsmanship displayed both the vessel’s name and the owners’ pride in their new tugboat. The Pocahontas/Dover first berth was in Norfolk, where she worked for the next 43 years. As was true for most tugs, the majority of the Pocahontas nameboards and carved out what they did not need. The decision not to reshape the saw-off end of the board and the shallow carving are equally indicative of the new owner’s thrift and utilitarianism.

Although the Dover, ex. Pocahontas, was scrapped in 1964, her nameboard survives due to the efforts of the collector Robert H. Burgess, who may have salvaged it himself as the tug waited to be broken up. Burgess did much of his collecting among abandoned vessels or those about to be destroyed, often rescuing pieces from scrap heaps, trash bins or rotting hulls in hopes of preserving the Bay’s vanishing maritime connections. Burgess was particularly intrigued by traditional ship carvings—his collection contains more than fifty nameboards like the Pocahontas/Dover—as well as by the traditional art of ship carving. Inspired by his acquaintance with one of the last figurehead carvers, William W. Geoghe, a desire to preserve the nameboards in his collection, and an interest in re-creating ornaments he was unable to collect, Burgess became a proficient traditional woodcarver himself. At some point, Burgess laid out the missing end of the Pocahontas nameboard, evidently with the intention of restoring the board to its original appearance. Burgess never finished the work, however, so both the original nameboard and Burgess’s unfinished addition were a part of his collection when the Museum purchased it in 2006. The practice of carving nameboards has declined significantly in recent years with the increased use of factory made nameboards, an example being the Dover/Pocahontas—as well as the modern practice of computer generated nameboards.

“John has a great ability to bring people together,” commented Chief Curator Pete Lesher and fellow Easton Town Councilman. “He’s mindful in making sure Festival participants’ ideas are heard—which is much the same style he employs with his constituents in Easton as well. John is a careful listener who builds a community of stakeholders in all of his endeavors.”

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Tide, Trade, and Tugs: The Ward Family of Deltaville
by Michelle Zacks

Through four generations, the Ward family has navigated the currents of the Chesapeake Bay. These days, the family operates one of the last “moon and pop” tugboat companies on the Bay. The youngest tug operator in the family, Jay Ward, captains the Capt. Johnny. This model-tug proudly bears the name of Jay’s great-grandfather, John T. Ward, the man who first ploughed the family into the business of moving cargo from rural tributaries to urban ports on both sides of the Bay. John T. left his home in Crisfield at age 13, looking for “anything he could do to make a dollar,” as his grandson John M. Ward puts it.

In Baltimore, he found work hauling supplies out to ships for Vane Brothers, then a Fell’s Point ship chandlery and repair company. A few years later, young John returned to Crisfield. Having gotten a taste for the business of transporting goods from shore to ship, he bought a boat and struck out on his own, “hauling anything he could,” his grandson explains. The work of hauling produce, crabs, and oysters brought John T. to Deltaville, a horizontal hook of land on Virginia’s western shore. Lapped by the Rappahannock River to the north, the Plankatan River to the south and scalloped by small creeks throughout, Deltaville is a Chesapeake maritime haven through and through, home to generations of watermen and boatbuilders. There young John met Iva Deagle, the woman who would become his wife. The couple had three sons: Melvin, Floyd T., and Milton.

Known to everyone as Captain Johnny, John T. Ward crisscrossed the Bay on a series of buy boats. The first Deltaville-built vessel he owned was the Iva W. Standing in the yard of Floyd T. and Jay Ward’s home, you can see the point of land between two creeks where shipwright John Wright built the sixty-foot vessel for Captain Johnny in 1929. After the Iva W., close to 20 wooden boats entered the Ward family business, the vessels growing increasingly bigger and able to carry larger loads.

Whether it was shoveling oysters before heading off to school, or repairing the boat on a Saturday afternoon when you’d rather be getting ready for a date, when you were at school, or repairing the boat on a Saturday afternoon when John Wright built the sixty-foot vessel for Captain Johnny the point of land between two creeks where shipwright crisscrossed the Bay on a series of buy boats. The first Floyd T., and Milton.

ers. There young John met Iva Deagle, the woman who Deltaville is a Chesapeake maritime haven through and to the south and scalloped by small creeks throughout, Rappahannock River to the north, the Piankatank River and made a dollar,” as his grandson John M. Ward puts it. The Ward family of Deltaville and Jay Ward aboard the tug Capt. Johnny en route to Salisbury. Photos and quotations from those interviews are part of the Museum’s new exhibit, Push and Pull: Life on Chesapeake Bay Tugboats. The Ward family of tugboat owners will also be featured in a Museum program on November 16th. See the Calendar of Events on page 24 for details.

Exploring Public Perceptions of Science with ALL by Esty Collet

This fall, the Academy for Lifelong Learning (ALL) invites you to explore public perceptions of science with Greg Farley, Director of the Center for Leadership in Environmental Education at Chesapeake College. This course will explore the public perceptions of science, the politicization of scientific information, the use and misuse of scientific information in the public arena, and the public-health, land-use, ethical, and other consequences of ignoring science in the public arena. ALL will also explore some recent research that attempts to explain why people choose to accept, or deny, scientific findings, and what this may mean for our democracy.

The program will run six weeks, Monday evenings October 1, 8, 22, 29 and November 5, 12 from 5:30-7pm in the Van Lennep Auditorium. This fall ALL offers 20 other programs, lectures and field trips on subjects as varied as the Civil War, the Windsor Chair, Exploration of the Saltmarsh, the Articles of Confederation and the Constitution, the Legal Process, Ghost and Ghoulies, Benjamin Franklin, Belief, and more. For more information about these programs and to register, call ALL at 410-745-4941 or download an online catalog at cchmn.org/all.
"Gentlemen... the Situation Has Changed."

by Dick Cooper

In the early months of 1975, R.J. "Jim" Holt, the first full-time director of the Chesapeake Bay Maritime Museum, quietly worked out a plan to expand the floating fleet by making a major acquisition. The Museum was entering its second decade, and if it was going to continue to make its mark on the region, it needed a skipjack—the iconic symbol of the Bay. According to letters and documents preserved by the Museum, everything started to go along with your proposal to purchase the Rosie Parks for $25,000, with approximately 1/3 at the time of delivery, and the balance over a two year period." Holt, obviously a good salesman with a sense of how to strengthen a connection, concluded the letter with the following post script: "Am enclosing my check and application for supporting membership."

Holt started out his letter by writing, "We have $6,500 in restricted funds for the purchase of a skipjack, which we need to round out our exhibits of available sail boats of the Bay," Holt wrote to Museum board member S. Paul Johnston on February 6, 1975. Johnston was an influential Museum supporter who lived in Bozman. He was a World War I biplane pilot; former Saturday Evening Post editor who had warned the world in 1939 about advancing German air power; member of the agency that evolved into NASA; and he was looking for 19 additional individuals of means willing to kick in $25,000 paid over a 3 year period of time in thirds. He will not sell the boat until hearing definitely from us."

On February 17, Holt met with the Executive Committee of the Board and received its unanimous support. He also put forward his idea that the money should not be raised from the general donations are, of course, tax deduct-ible. Wilcox's appeal worked, the full amount was raised and the purchase of Rosie Parks was concluded. On April 24, Holt sent a letter to the Avon-Dixon Agency in Easton adding Rosie to the Museum's collection of Bay oriented exhibits."

In a P.S., Wilcox wrote, "Such donations are, of course, tax deduct-ible. Wilcox's appeal worked, the full amount was raised and the purchase of Rosie Parks was concluded. On April 24, Holt sent a letter to the Avon-Dixon Agency in Easton adding Rosie to the Museum's collection of Bay oriented exhibits."
I was in Act Two of William Shakespeare’s The Merry Wives of Windsor that the world first encountered the phrase “You then the world’s mine oyster/ which I with a sword shall open.” The timeless line of dialogue, originally meant as a threat in the play, has changed mollusk-like to our collective discourse since its original delivery on the weathered boards of the Globe Theatre in Elizabethan London. In the four centuries that have passed since it was penned, the phrase has transformed from salvo of aggression into a declaration of opportunity; today to proclaim the humble oyster continues to be one of the Bay’s most significant, enduring and delicious connections between our past and our present.

To see evidence of the incredible breadth of the human relationship with the Eastern Oyster, Crassostrea virginica, all you need to do is head to the water’s edge. Throughout the watershed, especially in today’s lower, saltier reaches, you can discover evidence of generations of Chesapeake folk feasting on oysters. They’re called middens: ancient trash pits discarded by thousands of years of Indians reaping the Bay’s bounty and layered over millennia like the ultimate Smith Island cake. You can spot them crumbling where the waves lap ceaselessly at the shore, exposing piles of white, wafer-thin half dollars of shell dislodged with every high tide.

The edges of these ancient oyster leavings are smooth, with age and almost translucent—barely tangible reminders of the massive oyster reefs that would have emerged like marine cornucopias as the water receded twice each day. For the Indian communities clustered near the waterfront, oysters were a staple of their diet, as their middens attest. And these no palm-sized dainties of the kind we relish today—rather, they were hulking ten-inch monsters, platter-sized and needing to be cut into smaller portions for easy consumption. Due to the lack of an Algonquian written language, however, the earliest accounts of these gargantuan Chesapeake oysters come not from the Native Americans who had been reaping the rewards of oyster reefs for centuries, but from the diaries and letters of the early colonists. And what breathlessly enrapTURED, hungry descriptions they are:

“The abundance of oysters is incredible. There are whole banks of them so that the ships must avoid them,” said Francis Louis Michel in 1701. “They surpass those in England by far in size, indeed; they are four times as large. I often cut them in two, before we could put them into my mouth.”

Coming from a land where the populace had embraced oysters as a national fishery since the time of the Romans, the English colonists considered oysters a familiar comfort food, a feeling clearly conveyed by their gleefully gourmety mischievous home. In the wilderness of the New World, where much of the local plant lore was unknown and the average immigrant unskilled with a gun, oysters that could be dislodged by hand and eaten raw with gusto were a welcome and easy taste of home.

In the several hundred years following colonization, Chesapeake residents continued to rely on the oyster reef’s adjoining their properties or communities for shellfish. Recipes from this era call for adding oysters and their liquor to a dish, cooking them until the oyster’s delicate sea taste had been transferred, and then spooning up the oysters and throwing them away. It was an embarrassment of riches—so monumentally-scaled and seemingly endless was the oyster population in size and scope that it was inconceivable to the 18th century Chesapeake person that humans could possibly make a dent. Oysters were so plentiful as to be disposable, so ubiquitous as to be invisible. Everyone ate them, regardless of social class, income or race. Cooking wasn’t the only use for oysters, however; there was much to be made of the stony carapace. Chesapeake towns used them to construct “cordonary roads” (alternating stripes of beam and shell) stretching miles in length through field, marsh, and forest. Oyster shells were infill, creating dry, buildable land where before had been protected coves, waving eelgrass on the bottom.

In other places, oysters’ role as the “foundation of the economy” had been a figure of speech. But in the Chesapeake, oysters literally supported transportation and construction on a large scale. In towns like Crisfield and St. Michaels, and even the Chesapeake Bay Maritime Museum itself, whole portions of the community are held aloft by compacted oyster shells, up to 20 feet deep. The centrality of oysters to Bay life only grew in the 19th century. Due to rapid technological advances of the Industrial Era, steam locomotion, canning and food preservation innovations, and the newfangled practice of dredging, the slow, local harvest of oysters transformed almost overnight into an international juggernaut. Skipjacks sailed over the winter Bay, their decks piled high with the “white gold” from the bottom’s beds. Chesapeake oysters, in brightly colored cans that boasted the unique flavor, origin, cleanliness, or freshness of their respective brands, were then packed and shipped far from the brackish waters of the Chesapeake. Gold rush miners, sod-busting pioneering communities and Chicago politicians all alike dined voraciously on the delicate mollusks that had been a staple of the diet in the towns and cities they had left back East.

For a time, Chesapeake oysters fed the young, growing nation, and grew too did the coffers of the packing house industries back on the Bay shores. Hundreds of different packing houses, each with a different brand, explosively proliferated in working waterfront communities where oysters were sold by the bushel. From the African-American women who shucked oysters in the unheated packing houses to the powerful railroad magnates who flooded their rail lines with boxcars laden with oyster cargo, many levels of society felt the impact of the oyster boom. But oysters, it seems, have a tipping point. Mature and ready for reproduction between one to three years of age, they need significant time to reproduce when harvesting or natural events, like freshwater surges,
eliminate adult oysters from the stock. For 50 years in the late 1800s to the turn of the century, there was no respite for the Bay's oysters; the demand only grew. The peak of the oystering harvest was in the 1880s, when more than 20 million bushels of oysters were caught each year, and the myriad uses for oysters from flesh to spent shells were in such high demand the ancient oyster middens along the Bay's shores were unearthed for use in fertilizer and chicken feed. But it wasn’t to last—that 20 million bushel catch would never again be attained. Slowly, year by year, the oyster catch, once believed to be in numbers beyond the reach of human impact, attenuated, and below the water line, the reefs, now relegated to strips of productive oyster beds, contracted correspondingly. By 1920, only four million oysters were harvested. Today, the harvest hovers at 100,000 to 150,000 bushels or less, and many of the oysters on the Bay’s bottom are threatened by diseases MSX and Dermo that, although harmless to humans, are devastating to the remaining oyster populations.

But oysters have always equaled opportunity in the Chesapeake, and as we approach a watershed moment in the Bay’s history, the way ahead is uncertain. The oyster catch, once believed to be in numbers beyond the reach of human impact, attenuated, and below the water line, the reefs, now relegated to strips of productive oyster beds, contracted correspondingly. By 1920, only four million oysters were harvested. Today, the harvest hovers at 100,000 to 150,000 bushels or less, and many of the oysters on the Bay’s bottom are threatened by diseases MSX and Dermo that, although harmless to humans, are devastating to the remaining oyster populations.

But oysters have always equaled opportunity in the Chesapeake, and as we approach a watershed moment in their harvest, now represent the possibility for change, to again be our oyster. Watermen, too, tout oysters as one of the last prospects that one more skipjack was retiring from the oyster dredging fleet. More personally, it was a poignant time for the oyster story yet and he said, ‘You can come with me Miss Stinson.' In her 1975 newspaper account, Stinson wrote, ‘The Rosie Parks' trip out of the Cambridge harbor Saturday morning with Captain Orville Parks at the wheel was an occasion of mixed emotions. It combined a pang of regret that one more skipjack was retiring from the oyster dredging fleet. More personally, it was a poignant time for the 79-year-old skipper, ordered by his doctor to leave a lifetime of work.'

Stinson says she remembers Captain Parks talking about his late brother Bronza, who had been murdered by a mentally unstable customer 17 years earlier. “He talked about how much he missed his brother.”

After a cold, spray-soaked ride out of the Choptank and up Eastern Bay, Rosie rounded Tilghman Point and headed into the Miles River under full sail toward her new home at the Museum. “Captain Orville stood aside and Museum director Holt took the wheel for a turn as captain,” Stinson wrote. “Peter Black had a turn, followed by Ralph Wiley, Ted Graves and Hank Layux. Their grins threatened to split their faces.”

Thinking back to that day, Stinson, now 85, says, “One of the things that I recall was when we got to St. Michaels, Captain Orville clearly wanted to stay on the boat until the last possible minute. He was so reluctant to leave, he kept fussing over it. He wanted to make sure everything was clean and that everything was in its place. Then he got very quiet. He sort of collected himself and got off the boat. He walked away and did not look back.”

“Gentlemen... the Situation Has Changed,” continued from page 16.

Edna sails again

by Richard Scofield

This July, the 1889 nine log bugeye Edna E. Lockwood returned to active sailing status after nearly a decade. In preparation over the past several years, the covering boards, which were yellow pine, were replaced with white oak. Log rails, monkey rails, and the patent stern were also replaced. Several deck beams, and a section of deck around the mainmast partners were repaired. All of the running rigging was replaced and the standing rigging was served with tarred marlin. The iron ballast in her bilge was replaced with lead to prevent rusting.

Edna is the last original log hull bugeye still sailing in the world. She is a testament to the craftsmanship of her builder, John B. Harrison of Tilghman Island. With work continuing on the restoration of the skipjack Rosie Parks, the Museum hopes to have the two old girls racing against each other again in the near future. Edna’s restoration and maintenance are supported by a generous restricted donation by the Kimberly-Clark Foundation.

Rosie Parks Update

As you see from the cover, the shipwrights have continued the process of caulking the deck, using traditional tools, cotton, and oakum. In addition, work has begun on Rosie’s bulwarks (the low walls built around the edge of the deck) and knees (used as a natural angle brackets to fasten the deck to the hull), and reinforce critical structural locations).

Like oysters? See page 23 for information on the Nov. 3 OysterFest.

History on the Half Shell, continued from page 18.
**Woodcuts with Kevin Garber**
Thursday, September 20 in the Boat Shop 6:30-8pm; $25 members; $35 non-members
Pre-register with Helen Van Fleet at 410-745-4941.
Meet master printmaker Kevin Garber as he demonstrates and discusses the proper techniques for duplicating a print from a Philip McIntyre wood cut of the early 1960s. Garber’s works can be found in the Kemper Art Museum and Island Press at Washington University as well as in collections throughout the country, including the Whitney Art Museum in New York City.

**Model Sailing Club Races**
Sunday, September 23 at 11:30am, Fogg’s Cove
The Model Sailing Club builds and races a fleet of radio controlled skiffs on weekends in Fogg’s Cove. During the winter months, models are built. The 48-inch skijack models are built from scratch from plans sold by the club. The public is invited to join.

**Lapstrake Skiff Workshop**
September 28, 29 & 30 in the Bay History Building Friday, 6-9pm, Saturday & Sunday, 9am-5pm $80 members, $95 non-members. All tools and materials are supplied. Pre-register with Helen Van Fleet at 410-745-4941 by Sept. 24. For more information, contact Model Guild Director Bob Mason at 410-745-3266.
Led step-by-step by skilled modelers, participants will create a 10-inch wooden rowing skiff with lapped side planking and a flat bottom. The 10-inch model is formed over a frame in much the same manner as a real boat is constructed. The Model Guild welcomes anyone 12 years of age or older and encourages new members of all skill levels.

**CBMM’s Friday Open Boat Shop**
Friday, September 28. $20 members, $30 non-members. Pre-registration required. Participants must be 16 or older, unless accompanied by an adult. Pre-register with Helen Van Fleet at 410-745-4941.
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.

**6th Annual St. Michaels Concours d’Elegance**
Saturday, September 29 in the Boat Shop $25 members, $35 non-members. Pre-registration required. Participants must be 16 or older, unless accompanied by an adult. Pre-register with Helen Van Fleet at 410-745-4941.
This 6th Annual St. Michaels Concours d’Elegance features coachbuilt automobiles, along with other significant, award-winning motorcycles from the Golden Age of Motoring (1900-1942), as well as a unique collection of automobiles from the post-war sports and racing era from 1948 through 1962. A collection of classic wooden speedboats from the same era will also be on display along the Museum’s docks.

**6th Annual St. Michaels Concours d’Elegance set for September 30**
On Saturday, October 6, and Sunday, October 7, the Museum hosts one of the nation’s largest gatherings of small boat enthusiasts and unique watercraft at the 30th Annual Mid-Atlantic Small Craft Festival.

**Mid-Atlantic Small Craft Festival XXX, October 6 & 7**
This exciting festival features 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 sailing from all over the country will be available to share their knowledge and boating experiences with visitors.

**Intarsia Wood Plaque Workshop with Mary Sue Traynells**
Friday, October 12, 5:30-8pm in the Boat Shop $20 members, $30 non-members. Pre-registration required by October 3. Children 12 and up welcome with adult chaperone. Pre-register with Helen Van Fleet at 410-745-4941.
Intarsia is a woodworking technique that uses varied shapes, sizes, and species of wood fitted together to create a mosaic-like picture with an illusion of depth. Learn the basics for selecting different types of wood, cutting, sanding, and mounting to create your own intarsia wood plaque with Mary Sue Traynells, who creates and sells intarsia and unique Woodscapes®, and Boatyard Program Manager Jenn Kuhn. Patterns for a lighthouse, owl, and sailboat will be available, with two sets of designs for each, ranging from beginner to advanced.

**Hunter’s Safety Course**
Wed.-Sat., October 17, 18, 19, 20 6-9pm, Wednesday-Friday in Van Lennep Auditorium Saturday, 9am-12noon at off-site location. $10 per person Students under 13 must be accompanied by an adult. Pre-register with Helen Van Fleet at 410-745-4941.
To purchase a hunting license or to hunt in Maryland, state law requires you to successfully complete a Hunter’s Safety Course. This course includes instruction in hunter responsibility, firearms and ammunition, firearm handling and safety, marksmanship and shooting fundamentals, principles of wildlife management, hunting, muzzleloader hunting, tree stand safety, first aid, water safety, and Maryland legal requirements. Firearms are provided.

**2nd Maritime Monster Mash**
Friday, October 19, 5:30-8pm on Fogg’s Landing $10 members, $15 non-members, children 12 and under free.
Chills, thrills and spooky family fun featuring dancing with DJ Chris Startt, costume prizes, ghost stories, haunted exhibits, refreshments, games for all ages, trick-or-treat for the kids, and a “Sea Nettle Nightmare” maze. Be on the lookout for Chessie, the legendary sea monster said to live in the Chesapeake Bay!
Oystering on the Chesapeake

From 10-4pm on Saturday, November 3, celebrate the Chesapeake’s oyster at the Museum’s OysterFest. The annual event features live music, oysters and other food, children’s activities, boat rides, oyster demonstrations, harvesting displays, retriever demonstrations, cooking demonstrations, and an oyster stew competition among regional chefs.

In addition to the Museum’s floating fleet of historic vessels, the Talbot County Watermen’s Association will have several boats on display to help share the stories of oyster dredging, hand tonging, patent tonging and diving for oysters. The Talbot County Watermen’s Association will serve freshly cooked Chesapeake Bay oysters on the half shell. In addition, hatchery-raised raw oysters and fried oyster sandwiches will be available. For those who prefer to celebrate oysters rather than eat them, pit beef, hot dogs and hamburgers, cold beer, caramel apples, warm apple cider, and more will be offered.

An oyster shaping contest among festival-goers and oyster stew competition among regional chefs will offer bragging rights for the winners; with limited samples of oyster stew served along Fogg’s Landing beginning at 11am. Local restaurants will perform cooking demonstrations of their signature oyster dishes throughout the day. This year’s event features special cooking demonstrations by Culinary Ambassador of the Chesapeake Bay and on-air personality John Shields, who will be available for book signings.

OysterFest boasts plenty of family-friendly, educational, and fun activities designed to help kids get to know the oyster and how important the bivalve is to the Chesapeake Bay. You can explore an oyster nursery, learn how oysters clean the Bay by building your own filter, participate in a retriever demonstration and a build-a-boat activity provided by the Model Guild will be available for a $3 fee.

Canoe and kayak demonstrations will take place along the Museum’s waterfront, and don’t miss the scenic river cruises and on-the-water oyster tongs demonstration with Chesapeake watermen. Conservation groups including Marylanders Grow Oysters, Chesapeake Bay Foundation, Oyster Restoration Project, and the Nature Conservancy will be on-hand to discuss efforts to clean and preserve the Chesapeake. In addition, the Smithsonian’s Fishmobile will offer visitors the opportunity to see live sturgeon, diamondback terrapins, horseshoe crabs, and other Bay creatures. The event is sponsored by Maryland Public Television, with its documentary Chesapeake by Air screened in the Van Lennep Auditorium during the event. The documentary captures the unparalleled wild beauty, history, and natural serenity of the Bay, all from above.

Admission to OysterFest is $15 for adults, $12 for seniors, and $6 for children between the ages of six and 17. Children five years and under and Museum members are admitted free. Food and boat rides are an additional cost. For more information, visit cbmm.org/oysterfest or call 410-745-2916.
The Chesapeake Bay Maritime Museum is recognized as a nonprofit organization under Section 501(c)(3) of the Internal Revenue Code. Gifts to May 5 and August 17, 2012 gifts were received between adults who visit the Museum and experience the Chesapeake Bay first hand through engaging educational programs, interactive exhibits like assisting our master shipwrights restore historic vessels, or taking an ecology cruise on our replica buyout. Donors whose gifts were received between May 5 and August 17, 2012 are listed below. Thank you for helping us impact more lives with a deeper understanding and appreciation for the Bay. You truly are our heroes, and we couldn’t do it without you! THANK YOU!

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