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 Hawkenson, Paul Ray, and Bob Whitleck 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, Muriel Friedman, Roger Galvin, Bob Petizon, and Mary Sue Traynelis with 2,000 hours.

Also recognized were volunteer groups including the Rosie Parks project. Special recognition was given to the volunteers who have donated 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.

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As the summer heat fades and gives way to cooier 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 wooden 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 tours, 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 Museum, but our mission to inspire an understanding of and appreciation for the rich and varied maritime heritage of the Chesapeake Bay and its people. Please cruise the Miles River aboard Mister Jim during an ecology cruise.

Over 2,500 members are embracing our Museum—record attendance at the Antique & Classic admission to special events, members discounts, docking privileges, 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’s important mission. We simply could not operate without their tireless and dedicated efforts, and we’re grateful for everything they do.

If you’ve brought an out-of-town guest to the Museum time and again, and 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 give a membership to a family member or friend. It will make you feel good—and your Museum and its important mission will love you for it! Yes, there’s a convenient envelope stapled inside, and I invite you to pull it out and give a membership as a gift for the fall.

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 time 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 Cresson, 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 downturn in the 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 also have 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 will soon 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, or 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.

There’s a convenient envelope stapled inside, and I invite you to pull it out and give a membership as a gift for the fall.

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 Museum, but our mission to inspire an understanding of and appreciation for the rich and varied maritime heritage of the Chesapeake Bay and its people. Please come visit your Museum this fall and enjoy what you, as a member, have helped to create and sustain.
Museum welcomes 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 Vice Chair Tom Seip, Treasurer Anne Nestlehutt, Joe Peters, and Barbara Viniar for their service. At the meeting, retiring board members were presented 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 Syscorp 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 Wheeling Jesuit University. He currently serves as president and board member of Temple B’Nai Israel in Easton. He and his wife Leslye 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 agencies 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.

August, the Museum bid farewell and good luck to long-time boatyard staff 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.
New Vice Presidents of Development and Constituent Services announced

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 managed high profile, issue-advancement campaigns, serving under General Colin Powell as communications director for the Presidents’ Summit for America’s Future—a joint initiative of Presidents Clinton and Bush to generate greater public support for America’s youth. His appointment comes at a critical time.

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.

“This 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 this past May after a 20-year career in banking administration and nine years in business development at the A.I. duPont Hospital for Children in Delaware.

“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 War of 1812 kiosk, now at the Museum’s entrance.

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’s connections with the sea began early, having worked as deckhand and mate on all manner of craft, including historic coastal schooners, tugs, dredges, and offshore fishing draggers. He’s the owner of a classic wooden sloop that he sailed on the Chesapeake for many years as a member of the Museum. 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 Hearst Newspapers, Newsweek, and several McGraw-Hill newsletters and magazines.

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Museum receives grant for War of 1812 exhibit

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Director of the Center for Chesapeake Studies Robert Forloney, Chief Curator Pete Leisher, St. Michaels Town Commission President Michael Vlahovich, and President Langley Shook stand next to the recently installed Star-Spangled Banner War of 1812 kiosk, now at the Museum’s entrance.
The Antique & Classic Boat Festival, held annually on Father's Day weekend, celebrated its 25th anniversary this year with nearly 5,000 visitors.

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.


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 Meier

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-T-A-S, the letters stop abruptly, with the right side just a sawn-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’ first berth was in Norfolk, where she worked for the next 43 years. As was true for most tugs, the majority of the Pocahontas’ career in this period was unrecorded. But her time maneuvering ships from their berths into the busy maritime traffic of Hampton Roads was not uneventful. Pocahontas was not uneventful. She worked for the next 43 years. As was true for most tugs, the majority of the Pocahontas’ career in this period was unrecorded. But her time maneuvering ships from their berths into the busy maritime traffic of Hampton Roads was not uneventful. Pocahontas was sold to a new owner in Philadelphia and renamed Dover, thereby requiring new nameboards.

Perhaps unwilling to waste a perfectly good piece of wood, the new owners simply turned over the old Pocahontas nameboards and cut off what they did not need. The decision not to reshape the sawn-off end of the board and the shallow carving are equally indicative of the new owner’s thrift andutilitarianism.

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 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, a part of the Museum’s historic collections, into living tradition.

Using the pattern Burgess laid out, and with the original nameboard as a guide, Garlick carved out the missing “TAS,” just as the original was made 124 years ago. The original trialboard (left), paired with a carving done recently by John Garlick.

Profile: John Ford

by Tracey Munson

Whether presiding over an Easton Town Council meeting as a long-standing elected official, or working and volunteering as the Chesapeake Bay Maritime Museum’s staff liaison with the Mid-Atlantic Small Craft Festival’s (MASCF) steering committee, one thing remains the same—John Ford makes sure every voice is heard.

Now serving as Facilities Manager, Ford has been with the Museum and the festival since 1990. Along the way, he’s also served as Historic Cemeteries of Easton President, Easton Planning and Zoning Chair, Easton Town Council Ward 1 Representative, and Easton Town Council Chair.

“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.”

Ford was born in Iowa, and lived in Wisconsin before moving to Easton, MD, in 1966. He earned his BA in English from Towson University. Prior to working with the Museum, Ford kept close to the Chesapeake Bay through work at Crockett Brothers in Oxford and a marine construction company in Queenstown. Around that same time, Ford met Peggy Joseph of Havre de Grace at their respective best friends’ wedding. “We walked down the aisle together as part of the wedding party,” commented Ford. They later married in 1978, followed by the birth of their son Ben, on St. Patrick’s Day, 1983.

Volunteers play a critical role serving the Museum’s mission. Whether you donate time at the reception desk, building boats, or leading tours, the Museum appreciates and welcomes any amount of time you are able to offer. Contact Director of Events and Volunteer Programs, Melissa Spielman at mspielman@cbmm.org or call 410-745-4956.
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 planked 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.

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 Jean 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 part of Captain Johnny’s household you had to work. From their early teen years on, the boys helped their father run crabs in the summer and early fall from the western shore over to picking plants in Crisfield, watermelons from North Carolina to Baltimore, and tomatoes and potatoes from fields throughout the Eastern Shore. The Ward family hauled seed oysters from the James River up the Rappahannock River for planting, and wintertime was spent dredging for crabs.

As it did for families and businesses throughout the country, World War II spelled many changes for maritime industries in the Chesapeake. During the postwar decades, trucks increasingly were used in place of boats for hauling industries in the Chesapeake. During the postwar decades, trucks increasingly were used in place of boats for hauling goods and sea to keep their roots in the maritime world alive and well.

The Ward brothers began carving out a niche for themselves by hauling corn, soybeans, wheat, and barley from the western and eastern shores of the Bay for delivery to Baltimore. As the centuries-old production of grain in the Chesapeake grew increasingly consolidated, the Wards continually upgraded to larger vessels. By the 1960s, Floyd T. was commanding the Mary S. Lewis, a ninety-foot oyster dredge boat purchased from Bridgeport, Connecticut. At two hundred tons, Mary S. Lewis approached a practical limit for what a wooden vessel could haul. So in the 1970s the Wards made the leap to steel boats, starting with the John W., a Newport News-built barge on which they installed a pilot house and two engines. A decade later they made their shift to tugs, heading down to New Orleans to purchase the Grain-Me, a sixty-foot, 1000 horsepower push boat. Since then, they have added three other tugs to their small fleet. From ocean port pickup points in Tappahannock, Kilmarnock, Kinsale, Baltimore and Seafood, the Ward tugs had grain to Perdue processing and export facilities in Seafood, Salisbury, and Norfolk. The switch to tugs and barges has allowed the Wards to maintain the ties of tide and trade that connect their family to the Bay’s history.

Before joining the family business, John M. Ward’s son Jay went through the Newport News Apprenticeship School of Shipbuilding. He learned a great deal from the program, but his hands-on tug education really took off when he worked as a deckhand for his father. As Jay explains, his father taught him a lot about working on the water and about playing as a team. One thing he learned from his father, Jay says, is that when “the weather’s bad and it’s cold…nobody wants to be in those situations. Everybody’s got to be in there and you kind of make the best of it.” With Jay at the wheel of the Capt. Johnny, the Ward family shows every sign that it will keep moving with the changes in the fruit of fields and sea to keep their roots in the maritime world alive and well.

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, 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 cbmm.org/all.
I n 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 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 come together for Holt that February and moved quickly. On April 26, Holt arrived aboard the Rosie Parks, en route to her new home at the Museum, 1975.

The Museum had established a “Skipjack Fund” for the express purpose of buying a skipjack and Holt had looked at a few boats, including the Rebecca T. Ruark. He then learned that the well-respected oysterman Captain Orville Parks was in ill health and had come ashore for good. Parks’ skipjack, the Rosie Parks, was well known on the Bay, having won several honors in the Sandy Point and Deale Island windjammer races. Holt began working behind the scenes with Luke Brown, an Annapolis boat broker who had warned the world in 1939 about advancing German air power; a member of the agency that evolved into NASA; and 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.” The letter appears to be more of a record keeper than breaking news because on the very same day, Holt began laying out his goal to buy Rosie to members of the Museum’s board.

“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; a member of the agency that evolved into NASA; and had served as head of the Smithsonian’s National Air and Space Museum.

Holt started out his letter by writing, “Along with the Master Plan, we should include plans on the floating exhibits.” He went on, “It was brought to my attention that Captain Orville Parks, owner of the Rosie Parks, suffered a heart attack several weeks ago and the Rosie Parks is no longer dredging. She is now available for purchase. As you know, the Rosie Parks is the best known Skipjack on the Bay and was built by B.M. Parks in 1955. She is equipped with Dacron sails and has been kept in yacht condition since she was launched. While Captain Parks is asking $30,000 for the Rosie, we could probably get her for $25,000. The public relations value of acquiring the Rosie Parks would be of great importance to the Museum.”

Later in the letter, Holt writes “I have talked with Richardson’s Boat Yard and they advised me that the Rosie Parks is in better condition than any other.”

The letter was sent to the full Board of Governors with the salutation “Gentlemen: An opportunity to correct a deficiency in the Museum’s Floating Exhibit, i.e., the acquisition of a skipjack, has come unexpectedly to the Museum. Until now, no boat has been available and until now the proper facilities to berth and maintain a skipjack, although in the final phases of construction, had not been completed and, therefore, were unavailable. The situation has changed. Probably the best known and most desirable skipjack on the Bay is available.”

Wilcox went on to assure his fellow board members that “this is not a ‘double dip’ attempt. It is, however, an appeal to you to help us with this project by soliciting a contribution or contributions from others possibly in your sphere of influence and contact. Your participation will allow us to take advantage of an opportunity which undoubtedly will never be duplicated as an addition to the Museum’s collection of Bay oriented exhibits.”

In a P.S., Wilcox wrote, “Such donations are, of course, tax deductible.” Wilcox’s appeal worked, the full amount was raised and the purchase of Rosie Parks was completed.

On April 24, Holt sent a letter to the Avon-Dixon Agency in Easton adding Rosie to the Museum’s insurance policy. Veteran Eastern Shore journalist Anne Stinson joined the crew and dignitaries who boarded Rosie in Cambridge the morning of April 26, 1975, to chronicle its voyage to St. Michaels for The Star-Democrat.

The black and white photo on page 19 is of Orville Parks and Museum Director R.J. “Jim” Holt aboard the Rosie Parks, en route to her new home at the Museum, 1975.

Annie Stinson reading her 1975 Star-Democrat story on the Museum’s purchase of the Rosie.
History on the Half Shell

by Kate Livie

It was in Act Two of William Shakespeare’s The Merry Wives of Windsor that the world first encountered the phrase “Why 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 clung 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 that “the world is your oyster” is to see all life’s possibilities as pearls arrayed on the half-shell, yours for the plucking.

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 waterline, oysters were a staple of their diet, as their middens attest. And these were no palm-sized dainties of the kind we relish today—rather, they were hulking ten-inch monsters, platter-scaled 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 I 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 gourmandizing mises en home. In the wilderness of the New World, where much of the local plant lore was unknown and the average immigrant unkilled 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 “corduroy 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 shell, 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 politicos all cut a slice diners, 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 wettely fueled the economy. Towns like Crisfield sprang up virtually overnight on the shores of the Chesapeake, oriented toward their lifefood, their engine, the fertile oyster reefs that crowned the Bay’s bottom.

From the African-American women who shucked oysters in the unheated packing houses to the powerful railroad magnates who flooded their rail roads 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 repopulate 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 oyster harvesting 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 equated opportunity in the Chesapeake, and as we approach a watershed moment in their harvest, they now represent the possibility for change, for dialogue, and for balance. Oysters, once valued only for their flavor, are now championed by conservation organizations as one of the Bay’s “founding fish”—creating habitat, kicking off the food chain, and most importantly, filtering the Chesapeake’s most formidable modern foe: algae.

Watermen, too, tout oysters as one of the last prospects for dialogue, and for balance. Oysters, once valued only for their flavor, are now championed by conservation organizations as one of the Bay’s “founding fish”—creating habitat, kicking off the food chain, and most importantly, filtering the Chesapeake’s most formidable modern foe: algae.

Rosie docked along side the lighthouse, circa 1975.

Stinson says she has great memories of that day, and her old friend Captain Orville. “He was such a gentleman, a little on the formal side, but always warm and welcoming to me.” She says she had sailed on Rosie Parks before that day, reporting her first story about oystering. “I hadn’t done an 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 on the water.”

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 Luykx. 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.”

Like oysters? See page 23 for information on the Nov. 3 OysterFest.
Woodcuts with Kevin Garber
Thursday, September 20 in the Boat Shop
3:30-8pm; $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 McSparran woodcut of the early 1600s. 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 skippers on weekends in Fogg’s Cove. During the winter months, models are built. The 48-inch skijump 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 21, 7-9pm; Saturday, October 19 & 20, 7-9pm
$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
Sunday, September 30
On Saturday, September 28, 29 & 30 in the Bay History Building Friday, 6-9pm; Saturday & Sunday, 9am-5pm
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6th Annual St. Michaels Concours d’Elegance
Sunday, September 30
This 6th Annual St. Michaels Concours d’Elegance features coachbuilt automobiles, along with other significant, award-winning motorcars 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.

The Concours kicks off with a participant welcome reception on Friday, September 28 at the Museum followed by a motor tour on Saturday, September 29. The round-trip motor tour begins at the Inn at Perry Cabin and travels to the Hyatt Regency Chesapeake Bay in Cambridge, before returning to St. Michaels.

On Saturday, September 29, a gala fundraiser at the Harbourtowne Golf Resort and Conference Center in St. Michaels is open to the general public and features cocktails, dinner, and a live auction. Tickets for the gala fundraiser are limited and available for purchase prior to the event.

On Sunday, September 30, the main event welcomes the public to the Museum with the display and judging of participating automobiles and an accompanying fashion show. Food and beverages will be provided by the Crab Claw Restaurant. Sponsors for the event include Jaguar Land Rover Annapolis, Porsche of Annapolis, Maryland Life magazine, and The Shore Life magazine.

General admission for Sunday’s event, which takes place from 10am to 4pm on September 30, is $30 for members and $35 for non-members, with all proceeds benefiting the children and adults served by the Museum’s educational, exhibit, and boat restoration programs. Tickets can be purchased in advance at the Museum’s welcome center the day of the event. For more information, visit smcde.org or call 410-745-4978.

Mid-Atlantic Small Craft Festival XXX, October 6 & 7
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.

Museum visitors can marvel at the craftsmanship and innovation used in traditional and contemporary small watercraft while enjoying the Museum’s waterfront campus and hands-on exhibits, including the new boat exhibit and the historic restoration of the skijump Race Parks.

Sailing skiffs, rowing shells, kayaks, canoes, paddle boats, prams, and one-of-a-kind boats will be on display in the water throughout this family-oriented event. Boat owners hailing from all over the country will be available to share their knowledge and boating experiences with visitors.

Live music, scenic river cruises, food, and beverages will be available to round out the weekend festival. On Saturday, Museum boatyard staff and Chesapeake Wooden Boat Builders School instructors will be on hand to offer boatbuilding workshops and maritime demonstrations. Beginning at 1pm, a lively race of small craft out on the Miles River can be watched from the Museum’s waterfront and docks. Festival-goers can also vote for their favorite boat, with the People’s Choice award and others announced Saturday evening to participants.

On Sunday, festival-goers are invited to bring nautical items to swap or sell at a traditional swap meet. The Mid-Atlantic Small Craft Festival is free for Museum members and children under six, otherwise admission is $13 for adults, $10 for seniors, and $6 for children ages 6 to 17, with all museum exhibits open throughout the two-day festival. For more information, visit cbmm.org/mascf or call 410-745-2916.

30th Mid-Atlantic Small Craft Festival
Saturday & Sunday, October 6 & 7

Girl Scout Woodworking Badge Day
Saturday, October 13, from 1-4pm in CBMM Boat Shop $12 per participant. Register with the Girl Scouts of the Chesapeake Bay at 302-456-7182.

The Chesapeake Bay Maritime Museum will be holding a Girl Scout Badge Day in collaboration with the Girls Scouts of the Chesapeake Bay Council. Offered to cadettes, the requirements for a Woodworker badge will be fulfilled through fun hands-on activities, exciting tool demonstrations and exploration of the real-life boats at the Museum, taught by Shipwright Jennifer Kuhn.

Intarsia Wood Plaque Workshop with Mary Sue Traynells
Friday, October 12, 5:30-8pm in the Boat Shop Saturday, October 13, 10am-4pm (with break for lunch) $70 members, $85 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 Woodsaics©, 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, 5-30pm 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-treats 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!
calendar

Model Sailing Club Races
Sunday, October 21 at Farm Point, Fogg's Cove
See description on page 21.

Winterization with Paul Rybon
Thursday, October 25 from 6-7pm in the Boat Shop
For information, contact Model Guild Director Bob Mason at 410-745-3266 or email bobmason@atlanticbb.net.

CBMM’s Friday Open Boat Shop
Friday, October 26 from 5:30-8:30pm
See description on page 21.

Half-Hull Model Workshop
Saturday & Sunday, October 27 & 28
9am-5pm in the Bay History Building. $80 for members, your questions will be answered.

MEMBER NIGHT:
Exhibit Spotlight: Women of the Maritime World
Wednesday, November 7 at 5:30pm. $5 members, $10 non-members. Pre-register with Helen Van Fleet at 410-745-4941 by Oct. 16. RSVP to Cheryl Miller at 410-745-4943.

Oystering on the Chesapeake
is Saturday, November 3

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, live 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 dockside to help share the stories of oyster dredging, hand tonging, patent tonging and diving for oysters have been long traditions of the Chesapeake Bay. The Talbot County Watermen’s Association will serve freshly caught Chesapeake Bay oysters on the half shell. In addition, hatching-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 slurping 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 scavenger hunt or face painting, or watch dip-net making and oyster demonstrations. Build-a-boat activities provided by the Model Guild will be available for a $3 fee.

Dogs can even have fun, with retriever demonstrations taking place along the Museum’s waterfront, and don’t miss the scenic river cruises and on-the-water oyster tonging demonstrations with Chesapeake watermen. Conservation groups including 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, Philip’s Fishmobile’s Seafood Market will provide an up close and personal look at some of the world’s finest Chesapeake oysters, the “Outlaw Gunner,” and conversation with experts in the “Outlaw Gunner,” and conversation with experts in the oystering industry.

For more information, visit cbmm.org/oysterfest or call 410-745-2916.

working waterfront:
Delaware Thursday, November 1 at 6pm in Van Lennep Auditorium
$8 for members, $10 for non-members
Pre-register with Helen Van Fleet at 410-745-4941 by Oct. 16. RSVP to Cheryl Miller at 410-745-4943.

CBMM’s Friday Open Boat Shop
Friday, November 9 & 23 from 5:30-8:30pm
See description on page 21.

Working Waterfront: Tide, Trade, and Tugs, The Ward Family of Delta City
Friday, November 16, 6pm in Van Lennep Auditorium $8 for members, $10 for non-members
Pre-register with Helen Van Fleet at 410-745-4941
The Ward family of Delmarva, Virginia, operates one of the last “mom and pop” tugboat companies on the Chesapeake Bay. Join us for an evening of conversation as several generations of the Ward family share stories of transporting crabs, oysters, produce, grain, and other goods by wooden buy boats, tug, and barge throughout the tributaries of the Bay.

Working Waterfront:
Women of the Maritime World
Thursday, November 29, 6pm in Van Lennep Auditorium $8 for members, $10 for non-members
Pre-register with Helen Van Fleet at 410-745-4941
Join us for an evening of discussion with some of the women who make the maritime world tick. Headed by Nancy Taylor Robson, author of The Wheelhouse, the talk will explore women’s experiences living and working on-board tugs as the wife of a tugboat captain and a licensed mate. The conversation will also include the voices of other salty females from all kinds of work, both educational and industrial, within the traditionally male field.

MEMBER NIGHT: Shop ‘til You Drop!
Wednesday, December 5 at the Museum Store, 5:30pm
Find distinctive holiday gifts at our Museum Store, specially stocked for the season. Members receive a 25% store discount and free gift wrapping, while enjoying wine and refreshments as they shop.

Fundamentals of Waterfowling Workshop
Friday, December 7 at 6pm, Bay History Building
Saturday, December 8 at 9:30am, Van Lennep Auditorium
Pre-register with Helen Van Fleet at 410-745-4941
Targeted toward beginner and intermediate hunters, this workshop offers the basics of gunning for Chesapeake waterfowl. On Friday, a workshop features a discussion and tour of the Museum’s decouy, firearms, and waterfowling vessel collections. Saturday’s program features hands-on demonstrations and classes, with participants working with masters of the sport to hone their calling techniques, rig layout and strategy, and retriever skills. The workshop will provide an up close and personal look at some of the world’s finest Chesapeake decoys, the tools and tales of the “Outlaw Gunner,” and conversation with experts in the waterfowling industry. All participants must have Hunters Safety Certification. Children over 12 are welcome to register with an adult chaperone. Price to be determined, call for information.

December

Member Night: Exhibit Spotlight: Oystering on the Chesapeake
Wednesday, November 7 at 5:30pm, 9:30pm in Van Lennep Auditorium
$8 for members, $10 for non-members
Pre-register with Helen Van Fleet at 410-745-4941
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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.

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For more information, visit cbmm.org/oysterfest or call 410-745-2916.
We are extremely grateful to you, our donors, for your gifts to the Museum. Your support makes a huge impact on the lives of children and 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 your lives more with a deeper understanding and appreciation for the Bay. You truly are our heroes, and we couldn’t do it without you! THANK YOU!

The Chesapeake Bay Maritime Museum is recognized as a nonprofit organization under Section 501(c)(3) of the Internal Revenue Code. Gifts to CBMM are deductible to the full extent allowed by law. Please consider including CBMM in your trust or estate plans. Find out how you can leave a legacy of support for the Museum’s important mission by contacting Kent Stevenson at 410-745-4950.
Members! Dock with Us

**OCTOBER SPECIAL:**
WEEKDAY DOCKING $1 PER FOOT
(Sunday through Thursday, excluding holidays)

**INVITE A FRIEND:**
First-time members are eligible to receive $1 per foot docking discount. Just mention the “October Special” when reserving your slip.

Open every day, the Museum offers 30+ slips, electric, pump-out, showers, and other amenities.

**RESERVATIONS REQUIRED**
For details call 410-745-4946, reach us on VHF16 or email dockmaster@cbmm.org.

30% off
AND MORE ON SELECT MERCHANDISE WHILE SUPPLIES LAST
Cannot be combined with any other discount

You’ll find a great selection of specialized Museum merchandise featuring the **1879 Hooper Strait Lighthouse**, the legendary skipjack **Rosie Parks**, and more—including handcrafted jewelry, ornaments, clothing, ceramics, model boat kits, and regional books.

410-745-4962 • cbmm.org/myshopify.com