Mission Statement
The Chesapeake Bay Maritime Museum is dedicated to preserving and exploring the history, environment, and people of the Chesapeake Bay.

CBMM Values
Relevance: We provide meaningful and accessible experiences to everyone who cares about our Mission—all of our communities and constituencies.

Authenticity: We seek genuinely to represent the people and cultures whose stories we preserve and tell.

Stewardship: We value the priceless assets entrusted to us and accept their preservation and enhancement as our assets entrusted to us and accept their Stewardship.

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**President’s Letter**

by KRISTEN L. GREENAWAY

**THIS SUMMER,** with my nine-year-old and a very dear friend, I circumnavigated the Delmarva Peninsula in a 22-foot Grady White with 225hp outboard. My goal was twofold—to have our own small adventure, and to follow the voyage Robert de Gast made in 1973 in his 22-foot centerboard sloop, *Slick Ca’m*. De Gast tells his tale in his exquisite book *Western Wind, Eastern Shore: A Sailing Cruise around the Eastern Shore of Maryland, Delaware, and Virginia* (1975). It’s a heartwarming story of adventure and discovery, represented by dark and grainy black-and-white photographs, that aided my own search for sense of place, space, and landscape for this part of the world I now call home. De Gast completed his voyage in 23 days; we had the luxury of only eight.

I created a spreadsheet outlining de Gast’s daily itinerary, with the hope that we could ‘touch’ as many of his stops and overnight stops as possible. With a heavy book of Delmarva charts in one hand and *Western Wind, Eastern Shore* in the other, we navigated and read from his book, exploring shallow inlets that only shallow draft craft can reach.

At CBMM, helping our guests discover this very sense of place is a key part of our mission. How can we help you experience—in an authentic way as possible—what it means to breathe in the history, environment, and traditions of the Chesapeake Bay? For your heart to be lifted when you recognize the something very, very special, at the Chesapeake Bay Maritime Museum! And bring your questions! P.S. CBMM’s exhibition featuring de Gast’s work, *Robert de Gast’s Chesapeake*, opens May 12, 2017. For more information, visit cbmm.org.

CBMM welcomes new shipwright and apprentices for *Edna E. Lockwood* restoration

**THE CHESAPEAKE BAY MARITIME MUSEUM** recently welcomed Michael Rogers of Trappe, Md., as a shipwright, along with three professional shipwright apprentices to work on the 2016-2018 log-hull restoration of the historic 1889 bugeye *Edna E. Lockwood*. Joining Rogers on the project are apprentices Spencer Sherwood of Newport Beach, Calif., Lauren Gaunt of Pleasant Ridge, Mich., and Michael Allen of Barrington, R.I. The two-year restoration project is being managed by CBMM Boatyard Manager Michael Gorman and Shipwright J. Maris (Joe) Connor, rounding off a dedicated team of shipwrights, apprentices, and volunteers.

Underwritten through philanthropic support, CBMM’s professional shipwright apprentice program provides recent wooden boatbuilding school graduates on-the-job training through the restoration and maintenance of the largest collection of Chesapeake Bay watercraft in the world. All *Edna E. Lockwood* apprenticeships take place over one year, with the opportunity to renew for a second year through the project’s completion.

The team is restoring CBMM’s queen of the fleet and National Historic Landmark *Edna E. Lockwood* by replacing her nine-log hull in adherence to the Secretary of the Interior’s Standards for Historic Vessel Preservation. All work takes place in full public view at CBMM now through 2018.

“The opportunity to restore a log hull on this size and of such historical value is a once-in-a-lifetime opportunity for the restoration team and the people who come to watch the process underway,” commented Gorman. “Our shipwright apprentices will be learning skills that they will teach to other shipwrights as they move along in their careers, ensuring this unique Chesapeake building technique is preserved.”

Rogers brings experience as a self-employed shipwright and schooner captain to the project. As a past owner of the bugeye *Jenny Norman*, who has joined CBMM as a shipwright for the log-hull restoration of *Edna E. Lockwood*, the historic 1889 bugeye.

From left, Michael Allen, Lauren Gaunt, and Spencer Sherwood, three shipwrights apprentices who have joined the Chesapeake Bay Maritime Museum for the 2016–2018 restoration of the historic bugeye, *Edna E. Lockwood*.
CONTINUED ▶ His first connection to the Chesapeake Bay came from sailing in the Baltimore Harbor.

With experience on the Saving Sylvia II restoration project in Wilmington, N.C., Sherwood is looking forward to learning more about traditional boatbuilding techniques while a Seip Family Foundation Shipwright Apprentice at CBMM.

“My wife, Alexa, and I are thrilled to support the Chesapeake Bay Maritime Museum by sponsoring the Seip Family Foundation shipwright apprentices”

- Tom D. Seip, CBMM Board Chairman Emeritus

CBMM. Sherwood attended Appalachian State University in Boone, N.C., and Cape Fear Community College in Wilmington, N.C., where a professor introduced and connected him with the Chesapeake Bay.

Gaunt was introduced to the Chesapeake Bay through the Great Lakes Boat Building School in Cedarville, Mich. Her boatbuilding interests began while studying art at Michigan’s Kalamazoo College, and later as an intern at the San Diego Maritime Museum. While interning, Gaunt helped with the San Salvador project, the construction of a historically accurate working replica of Juan Rodriguez Cabrillo’s flagship San Salvador. CBMM’s Edna E. Lockwood will be Gaunt’s first historic restoration project. Gaunt is a Seip Family Foundation Shipwright Apprentice.

“My wife, Alexa, and I are thrilled to support the Chesapeake Bay Maritime Museum by sponsoring the Seip Family Foundation shipwright apprentices,” said CBMM Board Chairman Emeritus Tom D. Seip.

“We can’t wait to see Edna E. Lockwood’s historic restoration as it progresses, and the new skills these apprentices will learn from the project and hopefully pass on to others.”

RPM Foundation Shipwright Apprentice Michael Allen is experiencing his first connection with the Chesapeake Bay. With a background in arts administration at the University of Maine in Farmington, and boatbuilding at The Carpenter’s Boat Shop in Pemaquid, Maine, Allen looks forward to the milling of the loblolly pines that will be used for Edna’s hull. Allen also brings three years’ experience as a boatbuilder and carpenter from the non-profit WaterFire Providence in Providence, R.I.

“The Chesapeake Bay Maritime Museum is a very special place, and RPM Foundation is delighted to support CBMM’s apprenticeship program,” said Diane Fitzgerald, president of the RPM Foundation. “We learned about CBMM through one of RPM’s Ambassadors, Bud McIntire—a boat-builder and a car guy! The weekend of our visit—September 23–25—was the perfect juxtaposition of RPM’s automotive and maritime focus, as we enjoyed the St. Michaels Concours at CBMM and the grand opening of the Classic Motor Museum in historic St. Michaels.”

RPM Foundation (RPM) is an educational grant-making program of America’s Automotive Trust. RPM is funded by collector vehicle and classic boat enthusiasts to support youth and young adults on their pathways to careers in automotive/marine restoration and preservation along with the long-term interests of the collector vehicle and classic boat communities. Visit rpm.foundation for more information.

The Edna E. Lockwood historic log-hull restoration project is expected to take 25 months, with work on the logs now underway and completion of the vessel in late 2018.

Built in 1889 by John B. Harrison on Tilghman Island for Daniel W. Haddaway, Edna E. Lockwood dredged for oysters through winter, and carried freight—such as lumber, grain, and produce—after the dredging season ended. She worked faithfully for many owners, mainly out of Cambridge, Md., until she stopped “drudging” in 1967. In 1973, Edna was donated to the Chesapeake Bay Maritime Museum by John R. Kimberly. Recognized as the last working oyster boat of her kind, Edna E. Lockwood was declared a National Historic Landmark in 1994. Edna is the last historic sailing bugeye in the world. More about the project, including progress videos, is at ednalockwood.org.
Corrections

Because of an editing error in the Fall 2016 issue of The Chesapeake Log, the late John R. Kimberly, who donated the historic bugeye Edna E. Lockwood to CBMM, was incorrectly identified as the grandson of the founder of International Paper.

His grandfather, John A. Kimberly, was a founder of the Kimberly-Clark Corporation.

(Correction lettered in bold and thank our donors for their patience.)

We wish to express our gratitude to our generous supporters whose names were unfortunately omitted in the Annual Report published in the Fall 2016 Chesapeake Log. Our utmost apologies:

Honoring Gifts

Received between March 1, 2015 and February 29, 2016

We congratulate the honorees listed in bold and thank our donors for their thoughtful tribute gifts:

In Honor of John P. Aiken
Jerry E. Cox
In Honor of Robert S. Barrett
Theo B. Bean Foundation, Inc.
In Honor of Mark A. DeVries
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In Honor of Richard C. Tilghman
William Baker

In Memory of James C. Greenaway
Sue Earley
Tracey Johns

Volunteer Profile:

Helen & Winslow Womack by BETHANY ZIEGLER

It’s hard for Helen and Window Womack to pinpoint exactly when they first became CBMM volunteers. Winslow thinks his first year was 1985. Helen’s was sometime before that. “Things that you do that mean something to you, you bond with the rest of your life,” Helen said. “I just expect to be here.”

Even before they were volunteers, the Womacks were a part of CBMM. In fact, they were technically here first. They, along with their five children, spent weekends and summers on the Eastern Shore and were around when CBMM was being formed.

“We’ve known all the directors and the people who started it,” Winslow says. “When you’ve spent that much time here, you really feel like you’re part of the place.”

Sometime after they moved to Easton full time in 1970, the couple got involved as volunteers. Helen’s job was to be in specific buildings—the Hooper Strait Lighthouse and Bay History—and talk to guests, both about the exhibitions and to welcome them to campus. She also helped in the store, and both she and her husband have helped at the Mid-Atlantic Small Craft Festival since its second year.

Winslow, on the other hand, volunteered regularly in the Boatshop until around 2000, and still pitches in as needed. He was part of a crew of volunteers, a group he affectionately calls “the Boatshop gang,” that was involved with a number of projects around campus. The gang fixed furniture, built Volunteers, restored Thor, and painted and rehabbed exhibitions, among other things.

“If you look around here, almost everything you point to, we helped with,” Winslow says of the group, whose remaining members meet for lunch every other month. The Womacks are invaluable to CBMM to this day, with Helen volunteering twice a week at the front desk of the administration building, and Winslow working as a greeter in the Welcome Center on Thursdays.

The Womacks are invaluable to CBMM to this day, with Helen volunteering twice a week at the front desk of the administration building, and Winslow working as a greeter in the Welcome Center on Thursdays.

“You have a paternal/maternal instinct toward anything you have helped grow,” Helen says. “It’s been fun.”

(left) Volunteers Helen and Winslow Womack have been a part of CBMM for a number of years.

(above) CBMM’s Richard Scofield and Winslow Womack are pictured with boards Winslow carved for CBMM’s Edna E. Lockwood.
Volunteer with CBMM

The Chesapeake Bay Maritime Museum would not be the success it is today without the generous commitment of its dedicated volunteers. From March 1, 2015, through February 29, 2016, more than 27,027 recorded hours were served by volunteers. This dedicated group of active adults puts their hearts into many facets of CBMM’s operations. They help make a good museum a great museum.

Join our volunteer corps today, and you can help people build deeper connections to the Chesapeake Bay. Learn more at cbmm.org/support/volunteer.

Become a Docent

When: Tuesdays & Thursdays
February 28
March 2, 7, 9, 14, 16, 21, 23, 28, & 30
Time: 10am–12:30pm
Where: CBMM Van Lennep Auditorium

Join us for a volunteer docent training program that provides the basic information for becoming a CBMM interpreter. This 10-part training program, led by CBMM’s Director of Education Kate Livie, covers topics ranging from CBMM’s exhibits and collections to tour group management techniques. Volunteers must attend all sessions to qualify as a CBMM docent.

Registration is required by contacting CBMM’s Volunteer & Education Coordinator Allison Speight at aspeight@cbmm.org or 410-745-4941.

Contemporary Marine Art

by PETE LESHER

MARINE ART, encompassing seascapes, ship portraiture, harbor scenes, scrimshaw, and more, has deep roots in America, and the number of talented artists working in marine art genres continues to grow. Some 119 of these artists are represented in the 17th National Exhibition of the American Society of Marine Artists hosted jointly at the Chesapeake Bay Maritime Museum and Easton’s Academy Art Museum.

Among the paintings in this exhibition is John Barber’s Town Creek Harbor, a seemingly timeless scene that captures elements of change in the Chesapeake’s oyster fishery. On the surface, tranquility reigns: two wooden deadrise workboats floating comfortably in their slips, on a bed of sun-dappled water sheltered by surrounding structures and trees.

John Barber painted this from his observations at Town Creek Harbor in 2015—and even so recently, change is afoot—the last generation of wooden oystering boats and shuttered oyster houses fringing the Bay.

These docks are on Town Creek, a tributary of the Corrotoman River, near where it flows into the Rappahannock River on Virginia’s Northern Neck. The boat in the foreground is Cindy Marie, a 40-foot bow-stern workboat built at Montross, Va.—just a little farther up the Rappahannock from this setting. She was built in 1978, relatively new for a wooden workboat, as fiberglass was the preferred material for new workboats by the mid-1980s.

Cindy Marie is rigged for power dredging for oysters, long permitted in Virginia, but only allowed in Maryland since 1999.

Callis Seafood, operated by Lewis A. Callis beginning in 1959, once occupied the monochromatic cinder block building on the left. That same year, the oyster disease MSX infested Virginia waters, which led to the decimation of the oyster bars, doomed businesses, and drove hundreds of watermen off the water. After packing operations ceased, the building remained in use for a few years as Callis and then his son-in-law bought oysters from watermen and wholesaled them to other packers. Even after the building closed entirely, watermen have continued to use the adjacent pier.

The 17th National Exhibition of the American Society of Marine Artists will remain at the Chesapeake Bay Maritime Museum and the Academy Art Museum through April 2, 2017.

Give the gift that will last all year!

Exclusive offer just for CBMM members:

BUY A GIFT MEMBERSHIP FOR 50% OFF REGULAR PRICE

December 1 – December 20, 2016, only
Offer valid for Gift Memberships only

• Individual .......... $30 (reg. $60)
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• Supporter .......... $100 (reg. $200)
• Benefactor .......... $250 (reg. $500)
• Sustaining ......... $500 (reg. $1000)
• Life ................. $2500 (reg. $5000)
JOHN B. HARRISON

JOHN B. HARRISON lived long and prospered, but not without running into personal tragedies and natural disasters that could have sidetracked lesser men. John B., the famed boatbuilder who hand-crafted hundreds of classic Chesapeake watercraft, including the 1889 bugeye Edna E. Lockwood now being rebuilt by the shipwrights of the Chesapeake Bay Maritime Museum, was a man of many talents with interests in a wide range of businesses. He preserved ancient skills, introduced cutting-edge technologies, and acted as an agent of change, all while keeping a calm, cool countenance. He was born at the end of the Civil War and died at the end of World War II, witnessing the transition into the Modern Age from the vantage point of his home on Tilghman Island.

As with so many young men before him, John B.’s skills in wood were passed down from his father, Joseph L. Harrison, who built boats on Tilghman. After the Civil War, Maryland passed laws that prohibited oystering there when he was 12. He built his first bugeye at 17 and went on to build one a year by the time he was commissioned by David Haddaway to build Edna. Massive logs were harvested in the winter of 1888 and 1889. They were floated and hauled by teams of horses to the boatyard on the northeastern corner of the island, where John B.’s crew began hand-hewing the nine-log hull of the Edna in the spring of 1889. Kepner estimated that Harrison was paid $2,200 for the bugeye, complete with sails and rigging. He paid himself 25 cents an hour and his workers a dime an hour less.

"Blessed with an inquiring mind and an observing eye, John B. Harrison studied watercraft with the greatest care, attempting to improve the design of each successive vessel he built," wrote M.V. Brewerton in his classic book, Chesapeake Bay Log Canoes and Bugeyes. Interest in the life and time of John B. has been kept alive by the enduring good luck of Edna, now the oldest log-bottomed bugeye in existence, and the racing prowess of some of his more artful creations, the sleek and formidable log canoes Jay Dee and Flying Cloud.

An examination of CBMM archives reveals that John B. was much more than a wizard with wood. He was an entrepreneur who had more than one business ball in the air at all times. Copies of his various letterheads list him as a blacksmith, the proprietor of a general store and marine railway in Fairbank on the southern end of Tilghman, a carpenter (he was 16 when he built a house that is still standing on the island), a fisherman, the owner of shucking and packing houses, and a purveyor of “fresh and salted fish.” John B. had the uncanny ability to make money from anything that came out of or went into the sea.

In 1890, he married Amelia Covington, the 16-year-old daughter of another prominent Tilghman Island boatbuilder, Captain W. Sidney Covington. Amelia died in 1902, shortly after her 29th birthday, leaving John B. with three young daughters. A year later, he married Amelia’s younger sister, Lottie, and had four children, including John B. “Ben” Harrison III and Pauline. Another son, Thomas, died when he was 12.

Former CBMM Curator Richard J. Dobbs interviewed Ben Harrison and Pauline Harrison Jenkins in 1985 and 1986 in preparation for an article he wrote commemorating the 100th anniversary of Edna’s launch. They told him stories of their father’s busy life. Ben Harrison spoke of his father’s exploits as a partner in a successful fishing and packing operation started in 1909 on Poplar Island. Ben, who as a boy helped his father with the fishing business, recalled loading thousands of fish from the pound nets into their boat. In one haul, he recalled pulling in 13 tons of rockfish “with no undersized.”

Each spring, workers would set pound nets on Poplar Narrows and haul their catch to the island, where the fish were cleaned and packed in barrels. The fish were salted in the barrels through the summer and sold in the fall as “pickled herring.” The enterprise sold 1,200 to 1,500 240-pound barrels of fish a year to markets in Baltimore and Virginia. For several years, John B. sublet nets to four pound net operations, each employing two to three men, in exchange for a percentage of their catch. John B. was a familiar sight at the Avalon docks, where he met the Baltimore ferry with his horse and wagon to pick up merchandise for his Fairbank general store. He worked as a blacksmith, building and repairing oyster dredges and fabricating metal boat fittings and tools.

In the early 1900s, John B. acquired “Devil’s Island,” a man-made oyster-shell shoal in the Choptank River just a few hundred feet off Tilghman Island. There he set up his boat-building operation, shucking house, and lodging for his workers. At first, workers had to row out to the island, but eventually Harrison built a plank walkway from the shore.

Two stories are told about the origin of the island’s name. The first has it that workers felt trapped there, as if they were in the infamous French prison of the same name in the southern Caribbean. Dobbs’ notes of his interview with Ben Harrison tell another tale involving Walter Patterson, an oyster shucker who lived on the island.

“Patterson and his wife, Henrietta, went to Baltimore and brought back Indian feathers. One day, Ben made a visit (the causeway had been built) to the island, and Walter Patterson saw him coming. He dressed himself up with the feathers and an old coat. When Ben approached, Patterson jumped out and did a war dance. Ben took off and flew to the house and told his mother, ‘The Devil’s...
absorb as much water. When scow racing became all the
cad on the Eastern Shore, John B.’s boats had an early
version of a double-V hull, giving them more speed. Ben
Harrison remembered that his father had one of the first
automobiles on Tilghman Island, a Regal. Ben continued
to drive it until the axle broke. The four-cylinder engine
later powered one of his father’s boats.
His children remembered him as an even-tempered
man who was constantly wreathed in pipe smoke. One of
his employees recalled that he never used rough language
and that his strongest epithet was “Oh, Jack.”
Later in life, John B. became embroiled in one of the
more arcane debates of the Eastern Shore—whether one
should eat oysters in months that do not have an “R.” He
was a strong proponent of a steady diet of oysters “fried,
stewed, scalloped, roasted, or raw” without calendar-
restricted regulations.
“I ought to know oysters are good all the year round,” he
is quoted as saying. “I’ve eaten them that way since I was
a child. I think the younger generation doesn’t know what
is good for them. They’re busy drinking their cocktails and
dancing to this-here swing and other jazz stuff, and they
don’t stop to think of good, nourishing food.”
John B. built his last boat in 1944, at age 79. It was a
motorboat for his son, Ben, named Jay Dee.

out there, the Devil’s out there.” John B.’s
business complex on Devil’s Island kept
expanding, and freshly shucked oyster shells
added to the size of the real estate. He
installed big copper pots and began stewing
and canning tomatoes and vegetables as
well as packing oysters and fish. He even
made tomato puree for a while, competing
against a little New Jersey company called
Campbell’s. A marine railway was built on
the island, and bigger boats were assembled
there with materials floated out from
Tilghman or the mainland. Records in the
archives show that John B. was a frequent
visitor to Baltimore, where he bought brass
fasteners, hinges, and portlights from the
William H. Whiting Co. on Pratt Street.
The great Chesapeake and Potomac
storm of 1933, the same terrible storm
that wrecked the entire mid-Atlantic coast
and cut the inlet at Ocean City, hit the
low-lying Bay islands with high winds
and waves for several days and inundated
the Eastern Shore. The tide surged ripped
Devil’s Island apart, destroying all but one
building and washing away the causeway.
The shucking and packing operation on the
island was closed for good.

As traditional as his early log-bottom
boats were, Harrison was quick to embrace
change. When the oyster dredging business
began to slow down after the turn of the
century, he began building plank-on-frame
powerboats for local fishermen, a 52-foot
freighter for the Bay trade, and yachts
for the wealthy in Maryland, Virginia,
Pennsylvania, and New Jersey. All the
while, he was crafting speedy log canoes
for the highly competitive racing circuit on
the Bay. A Baltimore newspaper account
from the 1890s reported a race featuring
his eponymous canoe, John B. Harrison saw
wagers as high as $200—about $5,300 in
today’s dollars.

John B. built Jay Dee in 1931, when he
was 66, and Flying Cloud the following year.
He experimented with two centerboards
in his log canoe Albatross and worked with
wood from up and down the East Coast.
It was noted that one of his boats made
of Georgia pine was quicker than those
made of local wood because it did not
CE ON THE CHESapeake Bay is bad news for shipping companies and watermen, who can be idled for weeks in a hard freeze. Although the Bay does not routinely freeze—and having ice thick enough for winter sports occurs only every few years—there are dedicated sailors in the region who keep an iceboat in the shed, ready for that occasion.

These “hard water sailors” look forward to those times when they can sail in below-freezing temperatures with good winds.

On a chilly December 31, 1917, with a high temperature of 9 degrees, Talbot County sailor and boatbuilder C. Lowndes Johnson recorded, “Then I got our old reliable ice boat down out of the shop and started putting it together... and in the evening I bent the sail and took her out but there was not enough wind to move much.” And the following day, “We have been skating and iceboating all day [on the Miles River]... I have never known such ice as there is now on the river and we are sailing everywhere, but have found a few small places which are not very strong and these we go around. I sailed... across the river several times. Most of the ice is very smooth and hard on top being a top coat of melted snow which is nearly the same as fresh water ice.”

Johnson and his brother, Graham, had constructed their 20-foot iceboat in January 1904, but the winter of 1918 provided their best opportunity for sailing it. On January 10, it was blowing a light gale and “we carried our mast away. We were on our way down and were going to time her back for a mile and were carrying too much sail.” To get the boat back on the water, they began making a new mast from an old spar the same day, and by the following afternoon, they were sailing again. Their teenage neighbor, John Earle, later recalled that little ice particles from the windward skate flew back and stung his face. He pulled his knit cap down tightly over his face and peered as best he could between the yarns.

The Johnsons’ iceboat, typical for its day, was simply a heavy, 20-foot-long keel plank with a lighter 12-foot runner plank fitted at a right angle. On either end of the cross piece was a skate fashioned from angle iron. In the stern, a third pivoting skate was steered by a tiller. The boat carried a jib and gaff mainsail.

Like the Johnsons’ boat, most iceboats were homebuilt until recent years. Iceboater Vance Strausburg recalled one that was made from the former cross at a community church in the Middle River area. He recalled iceboating on Middle River or Bush River almost every year in the late 1960s or early 1970s. Baltimore-area sailors continue to enjoy iceboating on tributaries of the upper Chesapeake.

Stern steering iceboats continued to appear on Chesapeake creeks and coves for decades, although a new type appeared in the 1930s that gradually displaced them—iceboats with a steering skeg in the bow, particularly the DN class, named for its sponsor, the Detroit News.

The International DN class had a transformational appearance on the Chesapeake 40 years ago in February. The winter of 1977 was the coldest in memory for the region, with overnight lows below freezing for 58 nights in a row. Ice closed the Chesapeake & Delaware Canal for the first time since it opened as a sea-level canal 50 years earlier. Barges delivering heating oil were frozen in. Oystermen wielded chain saws to cut holes in the ice directly over the oyster bars and worked from trucks and tractors instead of their boats. Ice formed around pilings, and the rising tide heaved them out, damaging wharves and piers on shorelines around the Bay.

In January 1977, the DN North American championship, followed by the Gold Cup World championship, was to have been held in Red Bank, N.J., but snowfall there made the ice unusable for the regatta. Veteran iceboater Homer Sieder had moved to St. Michaels several years earlier and reported clear ice, so the competition moved south—the farthest south the championship had ever been held before, or since—to the Miles River Yacht Club.

Sailors from the Midwest, New Jersey, New York, New England, Canada, Germany, Holland, and Poland arrived to take advantage of the conditions. Three local sailors scrambled to form a local contingent, purchasing or borrowing DN class iceboats and registering for the event, including St. Michaels dentist John Mautz, who bought his boat from regatta chairman Bill Connell for $1,000. Log canoe skipper Jimmy Wilson sailed a newly acquired DN. Vance Strausburg had a home-built DN that he had sailed locally, but it proved not to be competitive, so he sold his boat to St. Michaels sailor John White, who entered the races with it, and Strausburg bought a new one.

Iceboating has unique perils, including rough ice and open water. Ice formed on brackish Chesapeake water is softer than that on freshwater lakes. Just a day or two of warm weather could ruin the ice, but the cold continued. By the weekend of February 5-6, though, pressure ridges had formed on the ice, which was 8 to 10 inches thick in most places on the Miles. Hitting the ridges spelled catastrophe for about 10 of the 98 boats registered for the North Americans, especially at speeds of nearly 60 miles per hour attained in the 20-knot winds with gusts to 25. Capsizes not only damaged the boats, but catapulted sailors onto the ice, resulting in injuries for several of the participants. On the first weekend of sailing, iceboater Stan Nadler of New Jersey broke his nose when his boat fell into a hole that had opened where the tide ran faster.

Local sailor Mautz did well enough in the qualifying rounds to make the finals in the North American championship. He didn’t finish the third race, however, because a port tack iceboat failed to give way and collided with him. Washington Post reporter Angus Phillips quoted Mautz recalling, “It all happened so fast,” and noted that Mautz “still didn’t know who it was” at the end of the day.

The North American championship concluded on Monday, February 7, with Michiganian John
Schuch winning the five-race final series. The following day, the World Cup got under way, and Henry Bossett of Red Bank, N.J., took the honors.

The iceboating during the long, hard freeze of January and February 1977 had a lasting impact on the Chesapeake. The newly acquired iceboats were stored in local garages and reappeared every icy winter that followed. January White still has the same iceboat and brings it out when the ice gets thick enough, which occurred in 2004 and 2007. In 2004, the local group had several good days of sailing on the Miles, on ice more than 7 inches thick. By 2007, when the ice next appeared, they sailed the boats in Claiborne Cove off Eastern Bay, where the water is uniformly shallow, “so it’s super safe, other than crashing and bruising,” according to local sailor Roger Pickall. “If the ice is talking to you, if it’s groaning, if it’s pinging, if it’s making noise, you’re on good, solid ice,” says Pickall. Local sailors consider the Miles River risky because of the greater depth and current under the ice, which will open holes—often in the same places that caused problems in 1977. In February 2015, two iceboats went through these holes on the Miles River. While the sailors were rescued immediately, recovery of the iceboats had to wait until the following day.

Pickall, who considers himself a novice in the sport, says, “It’s quite a thrill, that’s for sure.” The boats go so fast, “you create your own wind. When you feel yourself slowing down, you just heat it up [steer closer to the wind]. You’re always sailing close-hauled.”

Ice Dancer (left) and the Mautz family iceboat rest on the ice on Claiborne Cove, 2009. Both of these boats were acquired in 1977 when the DN Iceboat World Cup was held at St. Michaels. Photo by Michael J. Keene, courtesy of the photographer.

4 Reasons to Donate to CBMM’s Annual Fund:

1. Inspire school children to protect the Chesapeake Bay
2. Teach traditional boatbuilding skills to a new generation
3. Preserve and exhibit Chesapeake history for everyone
4. Help our guests discover an amazing sense of place

Why do you donate?

CBMM’s Annual Fund supports everything from hands-on education programs for all, to engaging restoration projects, and protecting the irreplaceable objects in our collection.

For more information on CBMM’s Annual Fund, please contact Carly Faison at cfaison@cbmm.org or 410-745-4950 or visit cbmm.org/support/donate
Edna E. Lockwood

THIS YEAR MARKED the start of a major project for the Chesapeake Bay Maritime Museum, the 2016–2018 historic restoration of the queen of our fleet, the 1889 nine-log-bottom bugeye Edna E. Lockwood.

In March, 16 loblolly yellow pine logs measuring more than 3’ in diameter and over 55’ long were delivered to CBMM after a two-year search, thanks to a very generous donation by Paul M. Jones Lumber Co. of Snow Hill, Md. With transportation costs of the logs underwritten by individual donors, the pine logs were trucked to St. Michaels by Johnson Lumber of Easton, Md., and submerged in the Miles River for preservation.

In May, Edna E. Lockwood was moved by crane from the marine railway to the hard in preparation for the historic restoration of her nine-log hull. This fall, logs have been moved to the sawmill and rough shaped as the crew begins to identify which will become a part of the hull. This winter, logs will continue to be shaped and pinned together with traditional tools such as the adze. By the end of spring 2017, the new log hull will be assembled and the original four frames present in the bugeye will be located and installed to reinforce the hull. Edna will be placed on the marine railway and launched at OysterFest 2018, the last Saturday in October.

Edna E. Lockwood is a rare survivor—the last of the historic log-hull bugeyes afloat—and is without a doubt the most significant boat in CBMM’s collection. In 1986, Edna was nominated to the National Register of Historic Places. Progress updates and more about the project can be found at ednalockwood.org.

Rosie Parks

CBMM’s 1955 skipjack Rosie Parks, built by celebrated Dorchester County boatbuilder Bronza Parks, took first place for the second consecutive year in the 20th Annual Choptank Heritage Skipjack Race in Cambridge, Md., on September 24, 2016. At the helm was Capt. Joe Connor, a shipwright at CBMM.

Captain Orville Parks, Bronza’s brother and the waterman who owned Rosie, took immense pride in his boat and raced her in the annual skipjack races at Deal Island and Sandy Point, winning more often than any of his rivals.

Pintail

BOATYARD PROGRAM Manager Jenn Kuhn reports that work continues on the 25’ Draketail Pintail throughout the remainder of the year, with an anticipated spring launch.

Construction began in mid-January through CBMM’s Apprentice for a Day Program. Her hull has been completed with the deck beams and the floors installed. She will be fitted with an area in her forepeak for storing miscellaneous gear, and participants have decided there will be no cuddy cabin due to the narrowness of her beam.

Some of the work to be completed throughout the winter includes building the engine box, adding the floorboards, installing the rudder, the stuffing box, the decks and coaming, the steering gear, the gunwales and spray rails, and the duck walk (the area along the waterline around her round stern), and building the forward and aft seating areas. Her Yanmar two-cylinder diesel engine will be installed, she will be painted white with a red bottom, and her coaming and gunwales will be left bright.

CBMM plans to sell Pintail upon completion. If interested, please contact Jenn Kuhn at 410-745-4980 or jkuhn@cbmm.org. See more photos of the project at bit.ly/CBMMPintail.

(bit photo) Chesapeake Bay Maritime Museum President Kristen Greenaway and Shipwright Joe Connor, captain of Rosie Parks, celebrate the win in the 20th Annual Choptank Heritage Skipjack Race with State Senator Adinnie Eckardt, left.

(bottom left) Crew members, family and friends gather onboard Rosie Parks before the start of the Choptank Heritage Skipjack Race in September.
Wednesday Open Boatshop  
December 7  
5–8pm, Boatshop  
$30 CBMM members; $40 non-members  
Registration required to 410-745-4980 or afad@cbmm.org

Have an idea for a woodworking project but just don’t know where to start or perhaps don’t have the tools you need? Come to the Boatshop to work on your project under the guidance of a CBMM’s experienced shipwrights.  

Apprentice For a Day Boatbuilding Program 
Saturday & Sundays  
10am-4pm, Boatshop  
$45 CBMM members; $55 non-members  
Journeyman Special (four individual classes):  
$150 CBMM members; $200 non-members  
Drop-ins welcomed. Registration encouraged to 410-745-4980 or afad@cbmm.org

Learn traditional boat building skills under the direction of CBMM shipwrights while helping build a boat. Work will continue on Pintail, the 25’ Draketail under construction in the shop for the remainder of the year. Upon completion of Pintail, AFAD participants will work on restoring a Rushton canoe, and then begin building a Lapstrake dinghy, with a 2017 start date TBD. Participants aged 16 and younger must be accompanied by an adult.

Nameboard Basics Workshop 
Saturday, March 11  
9am-4pm, Boatshop  
$50 CBMM members; $75 non-members  
Maximum of six participants  
Registration required to 410-745-4980 or afad@cbmm.org

Join carver and model maker Ed Theiler in learning the basic skills necessary for carving a name board. Materials and tools provided.

Winter Speaker Series: Exploring Chesapeake Stories
Cost per program for each session is $6 for CBMM members or $8 for non-members. Register for all sessions and save: $20 for members, $28 for non-members.

Registration required to 410-745-4941 or aspeight@cbmm.org

Whether true to life or fictional, recounted from memory or put to music, captured in prose or photos, contemporary Chesapeake stories explore the creative, surprising, and compelling relationships between the Bay and the people who live and work in waterfront communities. In CBMM’s four-part winter series, writers, photographers, musicians, and historians will explore how the Bay’s environment, culture, history, and people inspire their work.

Choptank Odyssey book talk with Tom Horton and Dave Harp  
Wednesday, February 8, 2pm, Van Lennep Auditorium

Songs, Stories and Lore of the Bay with musicians and storytellers Tom McHugh and Tom Anthony  
Wednesday, March 8, 2pm, Van Lennep Auditorium

Voice of the Chesapeake with oral historian and WRNR DJ Michael Buckley  
Wednesday, March 15, 5pm, Van Lennep Auditorium

Feeling the Chesapeake Love: bestselling Wind Chime series author Sophie Moss  
Wednesday, March 22, 2pm, Van Lennep Auditorium
Family Day at CBMM featuring the Maryland Geographic Alliance’s Giant Map of Maryland
Saturday, April 8, 10am–2pm
All activities included with regular museum admission; educators may register at http://bit.ly/CBMMFamilyDay for FREE family admission
Get hands-on with our campus! Your family will have a chance to explore CBMM through hands-on activities and family-friendly exhibits, perfect for a day of family fun. Take a “Quest Card” and find your way around campus, examining the critters that live on an oyster reef, trying your hand at trotlining, and testing the quality of the water in the Miles River.
Children of all ages can also take a “feet-on” approach to geography through the Maryland Geographic Alliance’s Giant State Map. What better way to explore the Old Line State than a 20’x16’ map on which you can explore, hop around, compete, collaborate, and have lots of fun!

Rising Tide After-School Program
Tuesdays and Thursdays through June 3:30–5:30pm, Boatshop
Free, but class size is limited. For Talbot County students in grades 6 to 9. Transportation is available from Easton. Registration required to Matt Engel at 410-745-4974 or mengel@cbmm.org
CBMM’s Rising Tide after school boatbuilding program teaches students basic boatbuilding skills in a welcoming, relaxed environment. Students apply the principles they learn in math and science while using hand and power woodworking tools. When the weather allows, students learn boat handling, navigation, and other skills while paddling, rowing, sailing, power-boating, and fishing on the Miles River.

Exhibition Opening: 17th National Exhibition of the American Society of Marine Artists
Saturday, December 10
Chesapeake Bay Maritime Museum in St. Michaels, and the Academy Art Museum in Easton
This exhibition highlights the works of artists recognized as the best in contemporary marine art by ASMA’s juried competition, and includes more than 120 works of painting, sculpture, and scrimshaw from the nation’s leading marine artists, including Susie Anderson, Sheri Farabaugh, and Russ Kramer. Representing a wide variety of subject matter, medium, technique, and inspired vision, the works were juried from more than 500 paintings and sculpture submitted for consideration. The exhibition will be on display to the public at both venues through March 31, 2017.

Teaching with Small Boats Alliance Conference
Thursday, April 27–Saturday, April 29
Registration only: $150;
Registration PLUS on-campus lodging: $180
More information and registration at teachingwithsmallboats.org

CBMM Voted Best Small Marina 2016 by Marinalife Magazine
Located in the heart of St. Michaels’ historic district along St. Michaels Harbor and the Miles River, CBMM’s marina is within a short walk to the area’s best restaurants, specialty shops, and other attractions.
Learn more at cbmm.org
To see more of what’s happening at CBMM, flip through the albums on our Flickr page at flickr.com/photos/cbmmphotos and follow us on Facebook, Twitter and Instagram!

A Rising Tide After-School Boatbuilding Program participant learns about crabbing on a warm day in early fall. Most days, students in the program can be found working on a series of projects in the Boatshop, from building a toolbox to eventually building a railbird skiff. Rising Tide teaches Talbot County Middle School students basic boatbuilding skills in a welcoming, relaxed environment. Transportation is available between Easton and CBMM through a partnership with the Easton Family YMCA.

CBMM hosted the 12th Annual Chesapeake Bay Buyboat reunion in August, giving the public the rare opportunity to see and board a collection of historic buyboats from around the Mid-Atlantic region.

450 guests attended Rounding the Mark, the 19th Annual Boating Party Fundraising Gala at the Chesapeake Bay Maritime Museum in September, including Board Chairman Jim Harris and his wife, Pam. A highlight of the event was a visit from America, the 139-foot replica of the schooner that started the America’s Cup tradition.

A number of hands-on workshops throughout the year brought members and the general public to CBMM to learn skills like woodworking, carving, mosaics, metal casting, and tool sharpening, among others.

OysterFest, the Chesapeake’s favorite fall festival, saw huge crowds return to CBMM in October. The day’s festivities included a stew competition won by Bistro St. Michaels Executive Chef Matt Robbins for the second year in a row, oysters served just about every way imaginable, and a slurping competition that challenged participants to finish six raw oysters on the half-shell in speedy fashion.

Work on the Edna E. Lockwood historic log-hull restoration project continued this fall, with a new shipwright and three apprentices joining Boatyard staff. The project is expected to take 25 months, with work on the logs now underway. Pictured is RPM Foundation Shipwright Apprentice Michael Allen shaping one of the center logs for the new hull. To stay up-to-date on the project, visit ednalockwood.org.

Talbot Watermen Association brought the 7th annual Watermen’s Appreciation Day to CBMM on Sunday, August 14. Maryland Governor Larry Hogan paid a visit to St. Michaels for the festival, and even went for a spin with one of the participants in the watermen’s rodeo boat docking contest.

Pintail, the 25’ Draketail being built through CBMM’s Apprentice for a Day Program, was flipped by participants this summer for work on her topside to continue. Construction began in January, and the boat will launch in spring 2017. Pintail is for sale upon completion. If interested, please contact Jenn Kuhn at 410-745-4980 or jkuhn@cbmm.org.
When you donate to or purchase a used boat from CBMM’s Boat Donation Program, you are supporting the children and adults served by our education programs.

CBMM’s Boat Donation Program is one of the most reputable, highly experienced operations on the East Coast. We accept all manner of craft year-round, and offer long-standing boat sales and lease/charter operations, as well as the much-anticipated Charity Boat Auction held annually on Saturday of Labor Day weekend. Through your generosity, you are helping to ensure the sustainability of the Chesapeake Bay Maritime Museum for future generations. To receive a no-obligation evaluation of your boat for donation purposes, or to inquire about current inventory, contact Lad Mills at 410-745-4942 or Todd Taylor at 410-745-4990, or visit cbmm.org/auctionboats.