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**SPRING/SUMMER 2017 THE CHESAPEAKE LOG**

**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 paramount responsibility—our collections, our campus and facilities, our financial resources, and the volunteers and staff who perform our Mission and make CBMM the rich enterprise it is.

Sign up to receive Navy Point News, featuring announcements and news about our programs, festivals, exhibitions, and more. Email havefun@cbmm.org to be added to our mailing list, or sign up online at cbmm.org.

The Chesapeake Log

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PRESIDENT’S LETTER
by Kristen L. Greenaway

CURRENTS
New exhibition to explore Potomac River waterfowling; Tall ships to dock at CBMM

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FEATURE
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ON THE RAIL
Pinning of Edna E. Lockwood hull begins; Pintail expected to launch in spring

CALENDAR
Upcoming attractions

Seems my Letter in the last issue of the Chesapeake Log on our Delmarva circumnavigation touched a number of people. I'm very grateful for the numerous phone calls and emails—thank you! If you'd like to read the full story of our trip, you can find it here: robertdegastschesapeake.org.

If I may tell you another story: I recently took possession of my very own boat, a 32-foot Cape Dory. I sold my last keeler, a 27-foot Raven (a NZ class design), in 1989, when I sailed out of New Zealand. I have so missed not having my own boat. Having another boat, for me and my family to explore the Bay from the water, makes me very happy. Just being out on the water makes me very happy. I hope this photo gives you some idea of how happy I was on that beautiful autumn afternoon late last year.

At CBMM, we're dedicated to giving others the opportunity to know what it feels like to have their own on-the-water experience. This summer, we'll again be offering boat rides on Winnie Estelle, and our small-craft rental program will be open for its third season. And on May 21, all boat rides—and museum entry—are free on Community Day!

When I was 13, I played Ratty in our school play. We all remember his famous line, “Believe me, my young friend, there is nothing—absolutely nothing—half so much worth doing as simply messing about in boats,” which I imparted with passion. A A Milne was absolutely right. And having been raised on a boat, I knew that, even at the age of 13.

But there’s no point being out on the water—or encouraging folks to get out on the water—if you don’t know how to swim! We are very proud to announce that CBMM recently signed a partnership agreement with a local community organization dedicated to teaching Eastern Shore children how to swim. Too many of our youngsters can’t, and are drowning unnecessarily. Our new partnership with SOS Sink or Swim will help continue this outstanding program. In its first year, 2014, SOS taught 250 children how to swim; in its second year, more than 550; and in its third year—2016—more than 730 children learned how to swim!

Education is the base rock of CBMM’s mission, and teaching youngsters how to swim is one of life’s major educational stepping stones. I am extremely proud that CBMM is now helping to make this happen.
New exhibition to explore Potomac River waterfowling

THE DEEP INFLUENCE of the nation's capital on the Potomac River's unique waterfowling tools, traditions, and culture will be explored in a new exhibition at CBMM, opening April 11, 2017.

Potomac Waterfowling: Gunning the Nation's River follows the harvesting history from 18th-century statesmen like George Washington, who wrote about memorable hunts of the Potomac's stunning numbers of waterfowl, to the 20th century, when the combination of Washington, DC's growing economy and the rich Potomac environment spurred both commercial and sport markets for waterfowl.

Through decoys, photographs, period objects, and historic documents, Potomac Waterfowling demonstrates the influence of Washington, DC, on the waterfowling culture of the Potomac—especially the decoys carved for the region's gunning clubs. Often commissioned from area craftsmen who hailed from far corners of the Chesapeake region, the canvasback rigs displayed a remarkable diversity of form. Whether the work of James “Corb” Reed, whose Chincoteague roots are evident in his stunning naturalistic decoys, or James E. Baines, who carved decoys for gunning on the Potomac that were dead ringers for Upper Bay birds, the melting-pot quality of Washington, DC, clearly extended to its waterfowling culture in creative ways.

“The Potomac River decoy style is unlike anywhere else—it encompasses techniques and details found all over the Chesapeake Bay,” said CBMM Director of Education Kate Livie, who is curating the exhibition. “Decoy carvers were bringing the traditional decoy forms from their hometowns to the Potomac region when they moved to DC for work. So, you see it all—from classic Upper Bay birds to Chincoteague stools, all created to harvest the Potomac's enormous waterfowl population.”

Potomac Waterfowling: Gunning the Nation's River is generously sponsored by Judy and Henry Stansbury, and the world's leading decoy auction firm, Guyette & Deeter. Entry to the exhibition is free for CBMM members or with general admission. Potomac Waterfowling will travel to the Waterfowl Festival in Easton, Md., November 10–12, 2017, and return to CBMM’s Waterfowling Building through March 2018.

Members of both CBMM and the East Coast Decoy Collectors Association are invited to a private exhibition preview reception beginning at 5:30pm on Friday, April 7, with light refreshments served. The reception is free for CBMM and ECDCA members, with space limited. Registration required by calling Nancy Wells at 410-745-4991, by April 1.
Tall ships to dock at CBMM

THREE REPLICA VESSELS will visit the Chesapeake Bay Maritime Museum in 2017, bringing with them the opportunity for guests to learn more about international and American maritime history.

“We are very excited for these ships to visit us this summer,” said CBMM President Kristen Greenaway. “They bring a great deal of history to our campus, and it’s truly a delight to share that with our guests.”

The schooner Sultana will be at CBMM beginning mid-day on Friday, May 12 and continuing through Thursday, May 25. Sultana will visit CBMM again Friday, June 23 through Monday, June 26.

While at CBMM, Sultana will host students in an under-sail environmental science program out on the Miles River during weekdays, and can be seen dockside over the weekend.

Sultana serves as an on-the-water classroom for learning about the history and environment of the Chesapeake Bay. An almost exact replica of a British schooner that patrolled the North American coast just prior to the American Revolution, Sultana provides day-long programs as well as live-aboard programs for participants.

On Thursday, July 6, Maryland Dove will arrive at CBMM and can be seen out on the Miles River and dockside through Monday, July 10. Local school groups will tour the ship, with Dove open for boarding to all CBMM guests from 9 am to 5pm July 8 to 10. Free public access will be available on July 8 from 5 to 8pm.

Maryland Dove is a re-creation of the late 17th-century trading ship that brought the first settlers to what is now Maryland. Built in a shipyard near Cambridge, Md., Dove is owned by the state of Maryland and operated and maintained by the Historic St. Mary’s City Commission.

The tall ship Pride of Baltimore II will be at CBMM on Friday, August 11 and remain dockside along CBMM’s campus through August 13, with deck tours offered from 9am to 5pm daily.

In 1988, Pride of Baltimore II was commissioned as a sailing memorial to her immediate predecessor, the original Pride of Baltimore, which sank in 1986 due to a white squall off Puerto Rico. Both ships were built in Baltimore’s Inner Harbor as reproductions of 1812-era topsail schooners, or “Baltimore Clippers,” which helped America win the War of 1812 and finally secure its freedom.
Annual Festivals & Special Events  2017

**Tuesday, April 25**

Blessing of the Fleet

**Sunday, May 21**

Community Day

**Fri–Sun, June 16–18**

Antique & Classic Boat Festival
(& Arts at Navy Point)

**Saturday, July 1**

Big Band Night
Rain Date: Sunday, July 2

**Sunday, August 13**

Watermen’s Appreciation Day

**Saturday, September 2**

Charity Boat Auction
Preview Days: Thursday, Aug 31 & Friday, Sep 1

**Saturday, September 9**

Boating Party Fundraising Gala

**Fri–Sun, October 6–8**

Mid-Atlantic Small Craft Festival and Maritime Model Model Expo

**Saturday, October 28**

OysterFest

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**F** Free admission for everyone

**$** Reduced admission for CBMM members and their guests.

**🐶** Please remember to keep pets at home during festivals and special events. Leashed pets are welcome at CBMM on non-festival days.

** álcohol is strictly prohibited at all events where alcohol is available for purchase.

**Ticket** Tickets are available at the door on the day of the event. Advance festival tickets can be purchased online at cbmm.org.

**Cash** Credit cards will be accepted at the door for admission. Festival-goers are encouraged to bring cash for use inside the gates. Please note, the nearest ATM is about a five-minute walk from CBMM.

**Photos** Guests are encouraged to take photos and video of their visit to CBMM. Note: CBMM regularly photographs festivals and attendees for promotional use across various media. Permission to use is implied by your visit to CBMM.

**??** For more information, visit cbmm.org
WELCOME ABOARD…
your CBMM Members-Only Marina

CBMM is pleased to offer our boaters refurbished docks, upgraded power and water, climate-controlled showers, and the free use of bicycles, picnic tables, and ice chests. Our campus has recently been refreshed with new exhibitions and enhanced, faster Wi-Fi access for CBMM marina guests.

Our Boaters’ Guide has also been updated with changes to marina guidelines and overnight and hourly docking policies, all designed to enhance our boaters’ experience. The updated guide, found at cbmm.org/visit/docking, includes important policies covering holidays and festivals.

While you’re visiting, explore the beautiful neighborhood streets of St. Michaels. Many local restaurants and businesses offer discounts to CBMM members.

Make your group marina reservations today.
Contact Ed Rowe at 410-745-4981.

Slip reservations for holidays and festivals:
• Reservations for holidays and festivals are accepted only two weeks prior.
• Two-night minimum stay required.
• Full payment required at time of confirmation.
• 72-hour cancellation notice required for refund.
• No free overnight stay coupons.
• No hourly docking available.

Friendly Reminders for Boaters

• Watch your wake at all times when entering and exiting the harbor and marina areas.
• Call the Dockmaster on VHF Channel 16 or 410-745-4946 when you enter the harbor for slip assignment. Please understand there is no guarantee of specific slips.
• Upon arrival, please check in at the Welcome Center or Museum Store for registration information and to complete financial transactions for the duration of the stay.
• Overnight Docking is available to Mariner-level members and above. Check-in time is noon; check-out is 11:30am.
• Hourly Docking is available to Household-level members and above on G-dock between 9am and 2pm, based on space availability. Authorization by the Dockmaster is REQUIRED prior to arrival for slip assignment. No advance reservations are available for hourly docking.
• Dinghy Dock is available to CBMM members provided they check in at the Welcome Center upon arrival. Please use only a bow line to tie up, and leave the motor in the water. NO jet skis!
• Coupons for free overnight stays cannot be honored during festivals or holidays. Redeem at time of reservation.
• Please cooperate with your dock mates for electric. If you need the 30 AMP service, please do not use the 50 AMP service.
• When docking on a “T” head, please tie up at one end or the other, not in the middle. CBMM reserves the right to move your boat if needed to accommodate another boat.
• Dockage space at CBMM’s marina is to be used at the risk of the owner. CBMM shall not be liable for the care or protection of the boat, including all gear, equipment, and contents, or for any loss or damage.
• If you break something, please report it to CBMM marina staff.
• Pets are permitted as long as they do not disturb other guests. They should be leashed at all times.
• For safety reasons, pets and carry-on alcohol must remain on boats during CBMM festivals and special events.

Dockmaster: 410-745-4946
VHF Channel 16
cbmm.org/visit/docking
hen Dudley Boycott decided to donate his sailmaking equipment to CBMM last summer, he didn’t realize that he and the gear would be a package deal.

But after learning from Boatyard Program Manager Jenn Kuhn that he could help run the sail loft in the Bay History Building, both he and his equipment—including three sewing machines—found a new home.

Boycott, 94, first got involved with sailmaking in the 1950s after purchasing a Flying Dutchman from the Netherlands that came with cotton sails. Wanting to switch to something synthetic, he bought a 107 Singer sewing machine and got in touch with a friend named Harry Young, who owned a boatyard with a mold loft. Young was in the process of building a 37-foot motorsailer at the time and offered Boycott the space once he was finished.

“I made sails for myself, and other people had come along wanting me to make them a sail,” Boycott said. “It started as a hobby, but then I began to find out I could actually make some money doing it.”

By 1966, Boycott had been making enough money from sailmaking to pay for his family’s cruising (he’s had a number of boats in his lifetime), and it was time for a new house. One thing he knew he wanted? His own sail loft in the basement where he could continue and grow his business.

Part of Boycott’s recent donation to CBMM was a set of eight books containing patterns of sails he made in his home sail loft—about 1,300 of them. And that number doesn’t account for the sails he made in Young’s boatyard; Boycott estimates he made about 150 or so sails there that he didn’t record.

A CBMM member when CBMM first opened in 1965, Boycott said he and his wife used to sail over to St. Michaels from Baltimore’s Sparrows Point. In 2016, he moved to the area full time to be closer to, and make things easier for, his daughter. “Lots of luck with that,” he jokes.

As a volunteer, Boycott works in the sail loft on Thursdays and Fridays each week. He rides his bike to CBMM, a two-mile journey each way, “when the weather lets me.” So far, he’s made sail bags, an awning, and sail covers for *Rosie Parks* and Volunteer.

As for his favorite part of volunteering at CBMM, Boycott points to what he’s most familiar with—canvas work.

“I don’t know about helping any other way,” he said.
“For me, the lure of the water is to explore. I’m sometimes asked by certain friends who say, ‘Hey, we’re going to go out in the motorboat this afternoon. Want to come with us?’ Or, ‘We’re going to go sailing for an hour or so.’ And by and large, I tend to say no, because I need that adventure. I need to find out other places to explore.”

— Robert de Gast, 6/17/2015

Robert de Gast sought adventure. As a solo sailor, as a traveler, and as a photojournalist, when he found it, he shared it through his photographs and writings.

For much of his career, he found that sense of adventure on the Chesapeake Bay, which he discovered to be “one of the great cruising places in the world. I can think of very few others that have the same kind of variety. And the farther south you go, the more interesting it gets to me. There are fewer and fewer people when you go further south, get away from Baltimore, Annapolis, and so forth.”

Born in the Netherlands, Robert de Gast immigrated to America with his family after World War II. With the draft on, de Gast volunteered in the U.S. Army, which gave him an extra year of service in exchange for some choice about his assignment, and at his request the Army trained him in photography. A year or two
after leaving the Army, he worked briefly as an assistant to Annapolis photographer Marion Warren, then set up his own studio and found work as a photojournalist for *The Skipper*, *US Naval Institute Proceedings*, and others.

His name received much more widespread recognition after the publication in 1970 of his first book, *The Oystermen of the Chesapeake*, a photo essay sprinkled with quotations that he collected from the oystermen.

“And so for one year I followed and photographed the oystermen on Maryland’s portion of the Chesapeake. I never asked them to pose or change their behavior. They, in turn, never refused me access to their boats, and I never met a man who didn’t offer to share his lunch with me.” —Robert de Gast, 1970 [Oystermen, 151]

Roger Taylor, editor for the new International Marine Press that released the book, challenged de Gast to write the text as well. In the process, this Dutch immigrant who lacked a high school education proved to have a gift for writing. He went on to produce three more books that combined his writing with his black-and-white photography: *The Lighthouses of the Chesapeake* (1973), *Western Wind, Eastern Shore: A Sailing Cruise Around the Eastern Shore of Maryland, Delaware, and Virginia* (1975), and *Five Fair Rivers* (1995), although by the last of these, he had dropped most of the photographs from the book.

Robert de Gast’s work came to the attention of the Chesapeake Bay Maritime Museum in the 1970s, when a traveling exhibition of his photographs, titled “Lighthouses of the Chesapeake Bay,” concluded its run at CBMM. Photographs from *The Oystermen of the Chesapeake* appeared in CBMM’s Oystering on the Chesapeake exhibition, which opened in 2002. In the following year, CBMM became the repository for his Chesapeake Bay photographs in black and white. With plans in place to feature this collection in a special exhibition, *Robert de Gast’s Chesapeake*, opening May 12, de Gast agreed to sit for a series of recorded interviews in the last year of his momentous life. Because he was so articulate, to the extent possible, the exhibition text uses de Gast’s own words from these interviews and from his books to tell his story and describe his work.
Robert de Gast told his photography students, “if you’re unhappy with the picture, you were not close enough.” This close-up of the Fresnel lens in Concord Point lighthouse appeared in de Gast’s book The Lighthouses of the Chesapeake. Photograph by Robert de Gast, 1969, collection of the Chesapeake Bay Maritime Museum.

Robert de Gast made several trips to Deal Island to document the work of the oystermen, and he captured this patent tonger leaving the harbor at sunrise. Photograph by Robert de Gast, 1969, collection of the Chesapeake Bay Maritime Museum.

de Gast collected the words of oystermen he observed and paired them with his photographs, using in this case, “I ain’t gonna let my son go drudgin’, but I can’t do nothin’ else myself.” Photograph by Robert de Gast, 1970, collection of the Chesapeake Bay Maritime Museum.

Robert de Gast described the methods of oystering: “Patent tongs allow the oysterman to work in deeper waters, since he need not depend on the length of his shafttongs to be able to reach the oysters. The patent rig is … raised and lowered with the help of a rope or cable. When the contraption hits the bottom … the jaws close and scoop up a number of oysters. After the tongs come out of the water, the oysterman reaches for the jaws, and opens them over his culling board.” Photograph by Robert de Gast, 1970, collection of the Chesapeake Bay Maritime Museum.

This image of his neighbors’ children playing on Mill Creek became a favorite of Robert de Gast, and he used it on his business card. The photographer recalled, “I had children of my own, and I was very often reporting on their activities, oftentimes involving the water, so I was always drawn to children in boats.” Photograph by Robert de Gast, 1959, collection of the Chesapeake Bay Maritime Museum.

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The shipwrights of the Chesapeake Bay Maritime Museum have rediscovered ancient skills and hidden intricacies as they carve a new log hull for 128-year-old bugeye Edna E. Lockwood, but try as they might, historians and researchers have failed to answer a nagging question about the old vessel’s past: Why would her first owner, Tilghman Island waterman Daniel W. Haddaway, name his new boat for a woman with no traceable connections to him or his family?

Edna E. Lockwood’s name has graced the dredger’s trailboards since October 5, 1889, when cheering throngs watched the launch at John B. Harrison’s Chicken Point shipyard. Author and historian Dr. Charles H. Kepner described the scene in his 1979 pamphlet detailing the history of the bugeye: “The new owner, Daniel Haddaway, a dozen members of his family and a handful of friends, rode the Lockwood down the makeshift ways to the water of the creek, which opens in turn out to the Chesapeake.” But there is no mention of Edna herself. Watermen traditionally name their boats for mothers, wives, sweethearts, or other relatives, but in this case, that link has been obscured by time and the lack of a logical explanation.

For the last several decades, CBMM curators and amateur history buffs have tried to find out who Edna was. They’ve pored through dusty record books, examined 19th-century census records, and scrolled through online databases looking for clues. To further complicate and frustrate the searchers, records show there were two Daniel W. Haddaways, Senior and Junior, who didn’t always use their suffixes when signing their names. Add to that the fact that records of the father and son have been confused by time and poor recordkeeping, and the task is even more challenging.

The interest in the bugeye and finding the real Edna was rekindled in 1989, when CBMM celebrated the 100th anniversary of the boat’s christening. Museum records show that a hot lead popped up late in that year when a CBMM visitor, Susan Lockwood Keefe from Pennsylvania, mentioned that her great-aunt was Edna E. Lockwood. When that comment was passed on to the curatorial staff, it caused a flurry of excitement. Then-curator Richard Dobbs, and board member Norman Plummer, took their Edna quest on the road and drove to Ephrata, Penn., to meet with Keefe and her mother, Mary Jane Lockwood Beeler. According to a report written by Plummer, Beeler told them her mother’s sister was Edna Edwin Lockwood, who was born in Havertown, Penn., in 1883 and died in 1904. The Lockwoods of Havertown, in Philadelphia’s western suburbs, were prosperous farmers and sold their produce at the Reading Terminal Market in Center City Philadelphia. In the expansive and bustling indoor market under the Reading Railroad Headhouse a few blocks from City Hall, they may have met and traded with seafood purveyors from Maryland. “However, neither Mrs. Beeler...
nor Mrs. Keefe know of any direct or indirect business connection between the Lockwoods and the Eastern Shore or Daniel Haddaway," Plummer wrote. The ladies speculated that their Aunt Edna, who "was sickly, may have been taken to the Eastern Shore for health reasons, but they have no information to prove that." Dobbs and Plummer were even further discouraged when the ladies said they had no diaries, journals or even post cards that could connect their Edna with the Eastern Shore.

The boat’s centennial came and went with no resolution to the question. A few years ago, Tilghman Island bookstore owner and writer Gary Crawford picked up the hunt. With the help of his brother, Brian, whom he described as an amateur genealogist, he cast a wide cyber net for any and all Edna E. Lockwoods throughout the region, especially one with a Haddaway connection. Their extensive research had one major success: it found the most likely real Edna E. Lockwood. Crawford wrote about their findings in the October 2014 issue of the Tidewater Times. While it narrowed the search for the flesh-and-blood Edna, it also added to the mystery.

The Edna they found, Edna Elizabeth Lockwood, was born on January 31, 1889—just about the exact time John B. Harrison was starting to shape the logs of the bugeye—in Washington, DC. She was the first child of Edward J. Lockwood and Leila Crutchley Lockwood. A look at their respective family trees failed to turn up a Haddaway. The Lockwoods were married in Washington by Leila’s Methodist DC pastor, the Rev. Samuel W. Haddaway, an Eastern Shore native, but they found no direct link between the Reverend Samuel and waterman Daniel.

The digitized pages of Washington newspapers paint a picture of the socially active Lockwood family of Foggy Bottom. Their home in the 2100 block of H Street, Northwest (now in the heart of George Washington University’s campus) was the scene of parties and soirées for the young and old. Edna’s father, known as E.J., was 20 years older than his wife and was a well-established railway passenger agent whose name appeared in numerous newspaper advertisements promoting special fares and excursions by train to the Washington countryside, including day trips to Antietam and Harpers Ferry.

Edna’s name pops up regularly as a guest at parties at the homes of her “little friends,” where she regularly won dance contests and cake walks. She studied the piano and attended the Columbia Conservatory of Music, where she gave recitals and accompanied vocalists. She and her mother acted in a series of stage tableaus, a popular form of entertainment of the day. Directors would re-create scenes from history or famous paintings using elaborate backdrops and live actors in costume. In 1899, the Washington Evening Star, under the headline “JUBILEE REVELRIES, CONVENTION HALL A SCENE OF BEAUTY AND GAYETY,” reported on an evening of tableau performances including, “Washington at Valley Forge” and “The Discovery of America by Leif Ericson.” One of the
tableaus was titled “The Landing of the Pilgrims” and was presented by Mrs. E.J. Lockwood. Edna and her younger brother, Walter, were among the actors.

Edna and her social set were a staple of the papers, which seemed to track and report their every move. The *Washington Post* went so far as to detail when she was vacationing with friends in Norfolk and Virginia Beach or had visiting friends from out of town. Her grade school advancements were reported, as was her admission to business high school.

In 1909, at the age of 20, Edna married James E. Redman, a young Washington merchant and shop owner who was originally from Havre de Grace. The 1910 Census listed the new Redman family and their baby girl, Edna Marie, as living with the Lockwoods on H Street.

Within all the recorded detail of Edna’s life, there are no mentions of Haddaways, the Eastern Shore, or any connection to boats, not even a Sunday row on the nearby Potomac.

Similar public records searches on the other side of the Chesapeake Bay turned up much sketchier information about Daniel W. Haddaway, a Union Army veteran who served for a year in the Civil War. Every 10 years for decades, the U.S. Census listed him as head of his Tilghman Island household. The census takers wrote down his occupation as an “oysterman,” the same as most of his male contemporaries on the island. One of his sons, Daniel W. Haddaway Jr., was born in 1870. Historian Kepner notes that Daniel Haddaway worked the *Edna E. Lockwood* for just two seasons and sold her in 1892. “Haddaway then moved to Baltimore, where he spent the rest of his working life as a policeman.” He does not, however, mention if it was Haddaway Sr. or Haddaway Jr. who made the move, and therein lie other stories full of nautical intrigue.

The 1890 Census listed the occupation of Daniel Jr. as “sailor,” not “oysterman” like his father, Daniel Sr. Both were still recorded as living in the Tilghman family home in the 1900 Census. News accounts during the intervening decade report that a Daniel W. Haddaway, no Sr. or Jr. listed, was the captain of the sloop *Eliza Haywood* in the service of the Maryland Oyster Police. In December of 1898, the Baltimore *Sun* reported under the headline “Wholesale Arrest of Dredgers” that Captain Haddaway raided a squadron of dredgers inside the Choptank River, rounded them up, and headed them back into Tilghman, where their vessels were impounded until they paid fines. Among the captains charged were Harrisons, Fords, Norths, Howeths, Lowerys, and McQuays.

“Mate Mansfield of the Hayward stated to THE SUN correspondent that eight of the vessels surrendered without any resistance, but that the remainder had to be fired upon before being captured. The dredgers were caught ... on forbidden ground. There has been considerable dredging in those waters of late, and the police boats are having hard work to protect the interests of the tongers.”

So, was that aggressive, gun-toting police captain Daniel Sr. or Daniel Jr.? This is where it gets vague. Public records have Daniel Sr. still living on Tilghman, but Junior is recorded at a Charm City address a few years after that raid.

Was it young Daniel Jr. who commissioned his neighbor, John B., to build the bugeye in 1889? Documents in CBMM’s archive show only that the original owner
signed his name “Daniel W. Haddaway” in rudimentary cursive, again with no suffix. Again, the records raise more questions than answers.

While the real Edna E. Lockwood was giving piano recitals and studying her Gregg Shorthand in business classes, Daniel Jr. was ashore, working as a bartender on Pratt Street in the heart of Baltimore’s rough-and-tumble Inner Harbor waterfront. In 1910, Junior, now 40, married Angela Vicari. The 1910 Census lists him as head of household and the owner of a saloon.

A little over a year later, a bizarre chain of events connected to Haddaway’s bar unfolded in newspaper stories carried in newspapers across the country. “DEATH AND MUTINY,” screams The (Baltimore) Sun’s front-page headline on January 29, 1911. The crew of the bargeye Irene Ruth turned on their captain with hand spikes and a hatchet while dredging for oysters off Colonial Beach, Va. They killed the captain, first mate, and cook, jumped overboard, and swam ashore. They were later caught by a posse. During the investigation, other dredgers told authorities the bargeye had a reputation as a “hard-luck boat” because a crew member had drowned a few months before while working off the Eastern Shore north of Crisfield.

It didn’t take police long to figure out the drowned “sailor” was John A. McNamara, a Williamsport, Penn. businessman, whose body had washed ashore in December. McNamara had stopped in Baltimore on his way home from his mother’s funeral in Virginia and was missing until his body was found. Federal agents were working on his case when the mutiny took place, and they joined the investigation. It led them back to Daniel Jr.’s Baltimore bar.

The Reading (Pennsylvania) Times reported on March 2, 1911 that Haddaway had been charged with drugging and shanghaiing McNamara. The report quoted agents as saying that McNamara was drinking in the East Pratt Street saloon, where “his fine clothes and roll of money he displayed attracted the inmates.” They alleged that Haddaway and associates drugged McNamara and had him sign on as crew of the Irene Ruth. They loaded the unconscious traveler on the dredger, and it sailed out of the harbor. Papers reported that “McNamara was drowned when he tried to make his escape from the sloop, clad only in silk underwear.”

A short Sun story on April 5, 1911 reported that Haddaway was acquitted of all charges, but his associate was convicted and sentenced to nine months in prison. The Baltimore City Directory listed Daniel W. Haddaway, no suffix, and his wife, Angela, still living in the city in 1926. He was working as an insurance agent, and there his trail goes cold.

Edna Lockwood Redman apparently lived a less social life after her marriage to James, and her name showed up as Edna L. Redman in some real estate records. James, who became a government clerk, died in 1969, and Edna passed away in Washington, DC, in 1974.

No records have been found that show any connection between Edna E. Lockwood of Washington, DC, and either of the Haddaways of Tilghman, Daniel Sr. or Daniel Jr.

“We are pretty sure we know who the Edna was named after,” CBMM Curator Pete Lesher said. “We just haven’t found out why.”
Before the plastic tubs of jumbo lump, special, and backfin crabmeat of the 20th century, or the colorful cans full of soft, briny oyster meats in the 19th, there was an earlier commercial fishery in the Chesapeake—shad. This founding fishery fed the Continental Army during the Revolutionary War, sparked mortal discord over fishing access on the Susquehanna River, and shaped politics for more than a century. It also marked the change from winter to spring in the Chesapeake Bay.

*Alosa sapidissima*, or American Shad, are anadromous fish that spawn in coastal tributaries but spend the rest of their lives in the ocean. Each spring, millions of Bay-born shad return to their natal waters to reproduce—a torrent of silvery life that has historically spelled release from the grim starvation of late winter. Throughout the watershed, shad were essential for survival—as an account from the upper Susquehanna in 1773 suggests: “Never was the coming of the shad looked for with more anxiety or hailed with more cordial delight. The fishing season dissipated all fears, and the dim eye was soon exchanged for the glance of joy and the dry, sunken cheek of want assumed the plump appearance of health and plenty.”

From the Native Americans of the primeval Chesapeake to the watermen of the 20th century, shad’s Bay-wide arrival spurred innovation and industry. As millions of shad coursed upstream, so followed the unfurling of seine nets, the construction of weirs and traps, and the development of small, nimble watercraft designed to efficiently harvest this glorious bounty.

Despite the remarkable inventions spurred by shad, today they are largely a postscript in the modern Chesapeake story. No longer the harbinger of spring’s gentle arrival, the Bay’s fishery has been closed for almost 30 years. The hungry maw of commercial fishing in the 19th and early 20th centuries first impacted shad populations. Enormous gill and seine nets, sometimes up to six miles wide, efficiently captured an estimated 900,000,000 pounds of shad per year between 1821 and 1850.

But overfishing was just one element of their decline. Shad need clean rivers with access to headwaters, and the increasing construction and pollution of the Chesapeake in the 20th and 21st centuries created a degraded, dammed Bay that further reduced their populations. By the 1970s, just 2,200 pounds of shad were harvested per year. Consequently, Maryland closed the shad harvest in 1980, and Virginia followed suit in 1994. These protective moratoriums, although common sense, have meant that only older generations still remember the meaty satisfaction of a shad roe fried up with bacon or the thrill of a seine net heavy with gleaming shad. They are our first forgotten fish.

Yet in the depths of the Chesapeake Bay Maritime Museum’s collections, the shad’s impact on the culture and economy of the Chesapeake is vibrantly represented. From planks used to cook shad for hungry constituents at tidewater Virginia grip ‘n’ grins, to petite flat-bottomed skiffs created to navigate the shad-rich waters of the Choptank, the legacy of the shad fishery lives on.

Dozens of oral histories recount the ways that the lives of Chesapeake residents revolved around shad each spring. An interview with Melvin Engle, a Choptank
waterman and farmer whose family worked the river near the Dover Bridge, colorfully recalled the age of rail and the way he and other shad fishermen used the train traffic of the early 20th century to their advantage: “If you could get right up against that railroad bridge when the train come along with the shad seine, boy, you’d knock the s—t out of shad. … That old train would scare them into the nets. Everybody tried to get to the railroad bridge.”

The importance of the shad fishery throughout the Chesapeake is particularly well represented in CBMM’s small craft collection. The variety and diversity of vessels used in the shad fishing industry is a reminder that each state—and sometimes each tributary—had its own unique take on what form best suited a shadding boat.

*Lorraine* is a 24-foot gilling skiff used in Betterton, Md., for fishing on the upper Bay’s Sassafras River. Gilling was a fishing technique that used fine nets to snare fish by their gills as they attempted to swim upstream through the mesh—an exceptionally fine way to fish for shad.

*Lorraine*’s owner, Lewis P. Crew, was a longtime waterman who took advantage of his gilling skiff’s sturdy utility and commodious beam both in shad season and out. In the late 19th century, Betterton was one of the upper Chesapeake’s premier resort towns, and tourists would disembark from regular steamboats all summer long to enjoy its wide beach and comfortable hotels. Shad season over, Crew would remove his scale-spangled nets from *Lorraine*, erect a little canopy over her, and rent her out to vacationers at the going rate of $2 an hour.

South on the Chesapeake, shad vessels were built for smaller water. These heavily built small craft were often flat bottomed and narrow, allowing them to thread the marshy, shallow channels of southern rivers like the Choptank and the Nanticoke. Several examples in CBMM’s collections from Sharptown, Md., a little Nanticoke town just over the state line from Delaware, are smaller than their Betterton counterparts but still capable of carrying a ton of wriggling fish in their needle-like hulls. Sharptown’s shad “barges”—a specialized, town-specific variation of the shad skiff—represent a fishery that originated in the 18th century, when shad throughout the Chesapeake were harvested for the first time in commercial quantities, salted, packed into barrels, and sent to destinations along the East Coast and the Caribbean.

An article from the *Baltimore American* in 1907 conveys the vital role shad played in the town’s springtime economy and culture. “In the early history of this town, shad fishing was the principal industry. In fact, for many years, it was a special cash income to the laboring people, who sacrificed everything like work for the spring fishing for shad.”

Despite the centrality of shad to life (and boatbuilding) on the Nanticoke and greater Chesapeake Bay, by the

Shad were typically harvested with large nets and pulled into vessels or ashore by hand. In the 18th and 19th centuries, the labor force behind this fishery was largely enslaved, and on rivers like the Potomac, these African-American fishermen and women kept the international shad industry fueled with hundreds of thousands of pounds of fish each spring.

*Shad fishing on the Potomac*, ca. 1851. Image courtesy of the Library of Congress Collections.
early 20th century there was a grim outlook for the shad fishery's future: “Not a single shad seine has been made here this season, the first time in the history of the town. For the last eight years or so, the shad have been diminishing. Last year the number of shad caught here was the smallest recorded, and this season not a single boat will float a seine.” For a town that had developed its own special boat to harvest shad, this was a serious and alarming change indeed.

What the Sharptown residents observed firsthand was the first, perilous decline of shad that started in the late 19th century. Increasing populations and streamlined canning processes redoubled demand for the sweet, bony fillets, whose name in Latin means “most delicious herring.” The female shad's rich roe sacs were particularly prized, fried up in scrambled eggs or wrapped with bacon. Yet each serving of roe meant not only demise of the female shad, but up to 600,000 of her fry. In an attempt to address the plummeting population, Maryland and Virginia established restocking shad hatcheries in the late 19th century, releasing millions of fry into Chesapeake rivers annually.

Even as those efforts might have borne fruit, further upstream, major dam projects—especially on the Susquehanna, the most significant shad habitat in the Chesapeake—were obstructing shad from their spawning grounds. In the 18th century, the first mill dams in the Susquehanna had sparked tensions among riverside communities who relied on the spring run of shad for food and for their livelihoods—tensions that sometimes resulted in bloodshed. Despite the clamor for free access to shad, the writing was on the wall. The first large Susquehanna dam was built in 1835, followed by others in 1866, 1904, 1910, 1926, and 1932. Despite early regulations calling for fish passages on all dams and the expensive addition in 1991 of a fish lift at Conowingo, the largest dam, the Susquehanna and other major Chesapeake tributaries were all but barricaded to the spring shad runs.

Despite redoubled attempts to hatch more shad and restock rivers, by the 1970s and 80s, the shad fishery had
effectively vanished. Only 945 shad were collected at the Conowingo fish passage during the entire period between 1972 and 1980. The subsequent closure of the fisheries did little to restore the once-epic spring runs, and federal and state initiatives to remove obsolete dams have been similarly ineffective.

As the shad gradually attenuated, so did living memory of the Chesapeake’s once-mighty shad fishery. A few communities still keep the torch alive, though—continuing their shad festivals with shad brought in from other states. In Baltimore, some savvy farm-to-table chefs are starting to reconnect with the satisfying toothiness of shad roe.

A visit to the Chesapeake Bay Maritime Museum shows that the shad story also lives on—echoing loudly in the region’s traditions. Today’s recreational anglers, pound-netting watermen, and wooden boatbuilders walk in the shadow of the shad fishery’s long legacy with every rod they cast, every net they haul, and each skiff they carefully shape. A closed chapter in the Chesapeake’s rich maritime past, the silvery shad, though fleeting, is not forgotten here.

Left: Shad planking was a popular way to prepare shad in order to avoid the hundreds of tiny bones in each rich filet. Fish were butterflied and attached to planks, which were placed next to open fire to allow the heat to melt the bones and infuse the fish with savory smoke. “Shad plankings” were community events, and became so popular with Virginia politicians to curry favor with constituents that today the term is synonymous with politicking.


Above: The gilling boats of 19th-century Betterton, Md., transformed into pleasure craft with the arrival of tourists each summer season. The Lorraine, a gilling skiff in the collection of the Chesapeake Bay Maritime Museum, is a perfect example of this type of multi-functional, sturdy shadding boat.

Visitor’s Tip:
Lorraine, and other iconic Chesapeake watercraft, can be seen in CBMM’s Small Boat Shed.
Pinning of Edna E. Lockwood hull begins

Pinning of the nine loblolly pine logs to be used in the log-hull restoration of the historic 1889 bugeye Edna E. Lockwood officially began in February 2017.

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. Shipwright apprentices working on the project are generously supported by the Seip Family Foundation and RPM Foundation. All work takes place in full public view at CBMM’s waterfront campus now through 2018.

Over winter 2016, shipwrights and apprentices prepared molds for the outside shape of Edna’s hull, worked on construction of her three cabins inside the boatshop, and continued to shape logs.

Through spring, 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. When the restoration is complete, Edna will be placed on the marine railway and re-launched at CBMM’s OysterFest in 2018.

More about the project, including progress videos, can be found at ednalockwood.org.

Pintail expected to launch in spring

Work continues on the 25-foot draketail Pintail, with an anticipated spring 2017 launch. Construction began in January 2016 through CBMM’s Apprentice For A Day (AFAD) Public Boatbuilding Program.

Pintail’s Atlantic white cedar decks, forward and aft bulkheads, white oak engine bed logs, and stainless rudder stuffing box have been installed. The curved forward coaming and aft curved rub rail were steam bent from sapele during one of AFAD’s newly added Family Boatshop programs, then scarfed to the straight coaming running aft and the gunwales running forward.

Next to be installed are the floors, the midship and aft seating, and toe rails. Work continues on the duck walk (the area along the waterline around her stern), cutting through the stern for the exhaust, the engine box, and the steering gear. In the spring, her Yanmar two-cylinder diesel engine will be installed, she will be painted white with a red bottom, and her sapele coaming, gunwales, and seats will be left bright.

Pintail is for sale upon completion. For more information about programs and the purchase of Pintail, contact Jenn Kuhn at 410-745-4980 or jkuhn@cbmm.org. See more photos of the project at bit.ly/CBMMPPintail.
“Beverly and I decided to establish a Charitable Remainder Unitrust (CRUT) with CBMM as the beneficiary for several reasons. First, we believe strongly in the mission of CBMM, especially its importance to our community. We therefore wanted a means to continue our support of CBMM after we’ve passed on. At the same time, we didn’t feel we could make a significant capital gift, as that would diminish our income, which we need to maintain our historic property. A CRUT provides us with the desired result, as we will continue to receive the income from the trust for the remainder of our lives, and CBMM will receive a substantial gift after we pass on.”

Richard C. Tilghman
Board of Governors

Over the past 50 years, the Chesapeake Bay Maritime Museum has created a lasting legacy: we are the world’s leading institution dedicated to exploring and preserving the history, environment, and people of the Chesapeake Bay through authentic, hands-on experiences.

Making a planned gift is a wonderful way to show your support and appreciation for CBMM and its mission while accommodating your own personal, financial, estate planning, and philanthropic goals. With smart planning, you may actually increase the size of your estate and/or reduce the tax burden on your heirs. Just as importantly, you will know that you have made a meaningful contribution to CBMM.

Please contact us for assistance or to discuss your personal situation and objectives.

Liz LaCorte
Director of Development
410-745-4956
llacorte@cbmm.org
cbmm.giftplans.org

Your planned gift to CBMM fortifies our foundation and builds your Chesapeake legacy.
MEMBER NIGHTS

Potomac Waterfowling Member Preview
Friday, April 7
5–7pm, Waterfowl Building
RSVP required to 410-745-4991 or nwells@cbmm.org

Potomac Waterfowling: Gunning the Nation’s River follows the harvesting history from 18th century statesmen like George Washington, who wrote about memorable hunts of the Potomac’s stunning numbers of waterfowl, to the 20th century when the combination of Washington, DC’s growing economy and the rich Potomac environment spurred both commercial and sport markets for waterfowl.

Members of both CBMM and the East Coast Decoy Collectors Association are invited to a private exhibition preview reception. Light refreshments will be served.

Bring a Friend Member Night
Thursday, May 18
5:30–7pm, Boatyard
RSVP required to 410-745-4991 or nwells@cbmm.org

Shipwright Educator Matt Engel will offer an overview of CBMM’s Rising Tide boatbuilding program for Talbot County middle school students. Students will be working that day until 5:30pm, so feel free to arrive a few minutes early to watch them in class. You’re also encouraged to “bring a friend” to introduce them to CBMM membership. There’s no better way to support the Chesapeake Bay than being a CBMM member.

Robert de Gast’s Chesapeake Member Preview
Tuesday, June 13
5–7pm, Steamboat Building/Van Lennep Auditorium
RSVP required to 410-745-4991 or nwells@cbmm.org

In the very first exhibition to showcase the black-and-white photography of Robert de Gast, members will have the opportunity to view approximately 80 photographs curated from CBMM’s collection of more than 10,000 by de Gast and hear from Chief Curator Pete Lesher. De Gast’s photography gained widespread attention with the publication of his book The Oystermen of the Chesapeake in 1970. This stunning exhibition is not to be missed.

Sailing, Sailing Member Night
Wednesday, July 26
5–7pm, At Play on the Bay Building, Navy Point
RSVP required to 410-745-4991 or nwells@cbmm.org

What better way to spend a summer evening than watching sailboat races from the beautiful At Play on the Bay Building on CBMM’s Navy Point? Wednesday-night races are a lot of fun—competitive and good-natured from beginning to end. This will be an amazing evening with spectacular views.

Charity Boat Auction Member Preview
Wednesday, August 30
5–7pm, Steamboat Building/Foggs Cove
RSVP required to 410-745-4991 or nwells@cbmm.org

One of the Chesapeake Bay Maritime Museum’s biggest fundraisers is the annual Charity Boat Auction, which takes place this year on Saturday, September 2. Donated boats are offered for sale and purchased by the highest bidder. CBMM members are offered an advance preview of all boats for sale, both on land and in the water.

BOATYARD PROGRAMS

Apprentice For A Day Boatbuilding Program
Most Saturdays & Sundays
10am–4pm, CBMM Boatshop
$45 CBMM members; $55 non-members

Journeyman Special (four individual classes):
$150 CBMM members; $200 non-members

Drop-ins welcomed; registration is encouraged.
Call 410-745-4980 or afad@cbmm.org

Learn traditional boatbuilding skills under the direction of CBMM shipwrights while helping build a boat. Participants ages 16 and younger must be accompanied by an adult.

Wednesday Open Boatshop
April 12 and May 10
5–8pm, CBMM 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 these projects under the guidance of one of CBMM’s experienced shipwrights.

Women’s Woodworking
Saturday, June 3, 9am–5pm
Sunday, June 4, 9am–4pm
CBMM Boatshop
$110 CBMM members; $130 non-members

Registration required: bit.ly/womenswoodworking17

Join Boatyard Programs Manager Jenn Kuhn for a women-only class in the basics of woodworking, with no prior experience necessary for participants. Both power and hand tools will be demonstrated. Each participant will leave with her own handmade mallet and the confidence and skills to work on projects at home.
**Nameboard Basics**  
**Saturday, July 8**  
9am–4pm, CBMM Boatshop  
$50 CBMM members; $75 non-members  
Join carver and model maker Ed Thieler in learning the basic skills necessary to carve a nameboard. Materials and tools provided.

**Basic Tool Sharpening for Woodworkers**  
**Wednesday, July 19**  
5–7pm, CBMM Boatshop  
$20 CBMM members; $30 non-members  
With proper care, your edge tools can last for generations. By keeping them well honed, you will find they can cut like new every time. Learn the basic techniques to put a mirror finish on your aging tool collection. This workshop will cover the proper preparation, sharpening, and honing of hand plane irons, chisels, gouges, and other carving tools. Bring your tools, or sharpening stones, or CBMM will provide.

**Marlinspike Arts**  
**Saturday, August 19**  
10am–4pm, CBMM Boatshop  
$45 CBMM members; $55 non-members  
In this one-day workshop, Richard Scofield, CBMM’s Assistant Watercraft Curator and a rigger for more than 50 years, will demonstrate various marlinspike seamanship techniques (decorative and practical). Participants will learn the basics of splicing line while mastering the techniques for tying classic sailor’s knots.

**EDUCATION PROGRAMS**

**Boater’s Safety Courses**  
April 12 & 13 | May 17 & 18 | June 21 & 22 | July 19 & 20  
Two-day courses, 6–10pm both evenings  
Van Lennep Auditorium  
$25 per person  
Individuals and families with children ages 12 and over are welcome to participate in our Boater’s Safety certification program and learn the basics needed to operate a vessel on Maryland waterways. Maryland boaters born after July 1, 1972 are required to have a Certificate of Boating Safety Education. Graduates of our two-day Department of Natural Resources-approved course are awarded a certificate that is good for life.

**EDUCATOR WORKSHOP SERIES**  
Educators are invited to attend a series of free teacher workshops to be held this summer at CBMM:  
**National Geographic Educator Certification Phase 1 Workshop**  
Wednesday, June 21, 1:30–3:30pm  
Tuesday, July 18, 1:30–3:30pm  
Open to all PK–12 formal, informal, and homeschool educators  
Educators will learn about National Geographic’s new Educator Certification Program and begin the process to become one of the first Nat Geo Certified Educators in the nation. The Certification Phase 1 workshop introduces the new National Geographic Learning Framework, which covers the skills and knowledge that teach children about the world and empower them to succeed and make it a better place.

**Chesapeake’s Best Crab Cakes Educator Workshop**  
Tuesday, August 15, 10am–3:30pm  
Best for PK–5 educators, but open to all  
Educators will follow the blue crab from the Bay to the table in this hands-on workshop that emphasizes Chesapeake geography, biology, and economics. Designed to complement the Chesapeake’s Best Crab Cakes Immersive Tour, the workshop explores the relationship between people and the blue crab. Educators will leave with resources to implement the accompanying 5E Model Lesson in the classroom.

**Lighthouse Overnights**  
Your group can spend the night in our 1879 Hooper Strait Lighthouse! Travel back in time to experience the rustic life of a late 19th-century lighthouse keeper with hands-on, interactive activities, games, and stories. The program, designed for youth groups, children’s organizations, and scouts, ages 8–12 (and their chaperones), is available Fridays and Saturdays in the spring and fall, beginning at 7pm and ending at 9am the following day.  
Visit [bit.ly/lighthouseadventures](http://bit.ly/lighthouseadventures) for available dates or to submit a program request.  
**COST:** The program fee is $40 per person, with a 12-person minimum, 18-person maximum. The fee includes the overnight stay in the lighthouse, a dedicated CBMM educator, the cost of program activities, two days’ admission to CBMM, a complimentary drop-in cruise on our buyboat Winnie Estelle, and a souvenir patch for each child. For inquiries about the program, email Allison Speight at aspeight@cbmm.org or call 410-745-4941.
Family Day at CBMM
Featuring the Maryland Geographic Alliance’s “Giant State Map” of Maryland
Saturday, April 8, 10am–2pm
All activities included with regular CBMM admission.
Educators may register at bit.ly/cbmmfamilyday for free family admission.
Get hands-on with our campus! Your family will have a chance to explore CBMM through activities and exhibits that are 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?

Homeschool Day
Wednesday, April 12, 10:30am
$4 per person, accompanying siblings 5 and under FREE
Registration required: bit.ly/cbmmhomeschoolday
Homeschool students and their adults are invited to CBMM’s spring Homeschool Day. In the morning, students will be divided into small groups to conduct a hands-on exploration of the water quality of the Miles River, including dissolved oxygen, salinity, and water clarity tests, and an oyster cage biodiversity survey. Afterward, families can bring a bag lunch and picnic on campus before exploring CBMM’s exhibitions at their own pace as part of a Campus Challenge scavenger hunt. Individual families and co-op groups alike are welcome to attend.

Family Boatshop
Saturdays, April 15 and May 20
10am–4pm, CBMM Boat Shop
$45 CBMM members; $55 non-members
/includes one adult & one child; $20 for second adult
Registration required: bit.ly/cbmm_familyboatshop
Join CBMM shipwrights in the boatshop for a family experience helping to complete Pintail, a 25-foot Draketail under construction, restore a canoe, or start a new build. For ages 10 and older, accompanied by an adult.

Free Fishing on Fridays
Fridays beginning in April, 3–5 pm
FREE; Children ages 8 and under must be accompanied by an adult
Enjoy fishing and crabbing on CBMM’s waterfront. Basic equipment and bait will be provided. No fishing license required.
This is a weather-dependent activity.
Please call 410-745-2916 to confirm availability.

Sea Squirts Summer Camp
9:30am–12:30pm Monday through Friday
CBMM Dorchester House
$125 members; $150 non-members
Registration required: bit.ly/cbmmseasquirts17
Explore the magic of the Chesapeake Bay’s people, animals, and environment through creative, hands-on activities, stories, games, and crafts at CBMM’s Sea Squirts Summer Camp. Scholarships are available.

Chesapeake Critters: Take a closer look at the critters that live in the Chesapeake, large and small.
June 19–23: 4–6-year olds; June 26–30: 7–9-year olds

Time Travel Adventure Week: Journey back in time to explore life in the Chesapeake through the ages.
July 3–7: 4–6-year olds (No camp on July 4)
July 10–14: 7–9-year olds

Clever Creations Week: Check out some impressive inventions that blend science and technology with art, and find inspiration to create your own!
July 17–21: 4–6-year olds; July 24–28: 7–9-year olds

Bay Explorers Week: Chart your course for a Chesapeake adventure!
July 31–August 4: 4–6-year olds; August 7–11: 7–9-year olds

Rising Tide After-School Boatbuilding Program
Tuesdays and Thursdays through June
3:30–5:30pm, CBMM Boatshop
FREE, but class size is limited. For students in grades 6–9.
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.

Rising Tide Summer Camps
June 19–23; July 3–7; July 24–28; August 7–11; August 21–25
FREE; Registration required: risingtide@cbmm.org or 410-745-4974
CBMM’s Rising Tide summer camp is a full-day, hands-on program for students entering grades 6 to 9, where campers create, explore, and have fun through Bay-focused activities. Each weeklong camp includes woodworking and boatbuilding, on-the-water activities, and adventures to locations such as Wye Island and Tuckahoe State Park.
ON-THE-WATER PROGRAMS

Small Craft Rentals
Open Saturday and Sunday only: May 27 to June 11
Open Wednesday to Sunday: June 21 to August 27
10am–4pm, Foggs Cove
Drop-ins welcome; registration encouraged: 410-745-4941 or aspeight@cbmm.org

Members of the public are invited to get out on the water in one of our small craft built through our Apprentice For A Day program. Kayaks, rowboats, and small wooden sailing skiffs are available for daily or hourly rentals. Prices vary per vessel, for CBMM members and non-members. Visit cbmm.org for more information.

Sailing Vessels: $20 per hour for CBMM members or $30 per hour for non-members. Daily rates of $100 per day for CBMM members or $160 for non-members

Rowing Vessels: $10 per hour for CBMM members or $20 per hour for non-members. Daily rates of $50 per day for CBMM members or $100 for non-members.

Please note, admission to CBMM is not required to rent a small craft.

Community Ecology Cruises
Tuesday, June 20, 10–11:30am; Thursday, August 3, 1–2:30pm
CBMM adult members: $15 per person
Non-members: $20 per person
Registration required: bit.ly/cbmmonthewater

Enjoy a summer ecology excursion on CBMM’s Winnie Estelle. Adults and kids are welcome on this up-close and personal exploration of the Miles River and its unique habitat and ecology. Learn how to monitor the water quality of the river, try your hand at water testing, and explore the critters on an oyster reef, all while cruising in the breeze on the Chesapeake Bay Maritime Museum’s buyboat. Birders will enjoy the route, which passes Long Point Island, known for its eagle and osprey populations and heron rookery. Families with children are encouraged!

Log Canoe Cruises
$25 members, $35 non-members
Registration required: bit.ly/cbmmonthewater

Enjoy a river cruise to watch the log canoe races on the Miles River from our buyboat, Winnie Estelle. Log canoe races are a quintessential Chesapeake pastime, and from a shady spot onboard Winnie’s deck you’ll get an up-close and exciting look at the action. Amateur photographers, sailing aficionados, or wooden boat enthusiasts will all find something to enjoy on CBMM’s log canoe cruises! Departs from CBMM.

Saturday, June 24, 1:30pm
Miles River Yacht Club 4th of July Series

Saturday, July 29, 9:30am or 1:30pm
MRYC Governor’s Cup Series

SPECIAL EVENTS

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

For three days, participants will explore various presentation tracks tailored to the apprentice, journeyman, and master. Through a variety of hands-on activities, presentations, and panel discussions, conference participants will explore the relationships between small and large boat educational programming. Using a maritime heritage museum as the focus of regional efforts, participants will learn how to engage other maritime/marine organizations and school systems, and how to make stronger connections to post-secondary education and careers.

Exhibition Opening: Robert de Gast’s Chesapeake
Friday, May 12
Robert de Gast’s photographs of the late 1960s and 70s documented the Chesapeake’s oystering industry, shorelines, and lighthouses at a watershed moment, both for the Bay and for photography. Deftly incorporating modern abstract elements into images that conveyed grit, humor, and atmosphere, de Gast masterfully represented the last days of the Chesapeake’s maritime golden age. Robert de Gast’s Chesapeake features masterpieces selected from more than 10,000 images in CBMM’s de Gast collection.

See what’s new in the Museum Store!
The winter doldrums are over and we have a fresh, new look! Stop in and explore our new spring and summer merchandise.

Spring/Summer Store Hours: 9am–5pm (May–October)
Waterfront Weddings at CBMM

For more information or to schedule a private tour:
Wedding & Events Coordinator Liz Cowee
410-745-4944 | lcowee@cbmm.org
cbmm.org/weddings

Chesapeake Bay Maritime Museum
213 North Talbot Street
St. Michaels, MD 21663

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