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On the cover: This map is one of several featured in the upcoming exhibition,
Exploring the Chesapeake—Mapping the Bay,
opening at CBMM on May 19, 2018.
ABOUT SIX MONTHS after I joined CBMM in mid-2014, I had a conversation with a staff member about how things had changed over their tenure at CBMM. He and other staff had noticed a flurry of activity on campus and were wondering when things were going to slow down and get back to normal. My response was, “This is the new norm.”

These last few months of activity have even accelerated that norm! We’re in the midst of developing a new Strategic Plan for 2018–2022, having outgrown our 2014–2019 Plan. Fourteen teams comprising 90 participants in all have been assembled to cover a range of topics, from our Mission statement, to our interactions with the town of St. Michaels and the Eastern Shore and beyond, to how the Strategic Plan integrates with the new Master Plan. The debates are lively, and we’re receiving terrific input from Board members, volunteers, staff, and various other stakeholder groups. Thank you to all for a very high level of engagement!

The Master Planning process has also been proceeding at a rapid pace. Since its kick-off in mid-2017, more than 10 workshops have been held, and the entire staff, along with many Board and volunteer members, have dedicated more than 1,000 hours to working hand in hand with Ann Beha Architects on building a long-term vision for the CBMM of the future. After the investigation of numerous options and alternatives, a very thoughtful and exciting campus vision has emerged—one that ticks all of the Master Plan objectives boxes. The Plan has been shared with the Board, which has approved the key plan “concepts”—essentially the Plan’s high-level vision—thus giving the go-ahead for detailed design and fundraising. While this is a critical milestone in the process, there’s much work to be done before shovels touch earth.

All in all, this “new norm” emphasizes our passion for and investment in CBMM’s future, and we trust our members and supporters feel very, very proud to be part of this world-class, smart, and relevant organization— I do!

Finally, I wish to acknowledge the retirement of Richard Scofield, our Assistant Curator of Watercraft, who has been on staff for 32 years—longer than any other staff member in the history of CBMM. Rich has been a fount of knowledge to me personally and professionally, in helping me integrate on the Eastern Shore, and in sharing his years of history, and passion, for all things CBMM.

On my very last note, you’ll see from this issue of the Log, and on cbmm.org, that there’s a heck of a lot happening this year at CBMM. Come visit, and share your experience with us!

P.S. Please join us from 6–8pm on June 21 for a Community Forum. We’ll be sharing our new vision for the CBMM of the future—and we’d like your feedback!
CBMM announces next restoration project

The Chesapeake Bay Maritime Museum has officially announced its next major shipyard project—a restoration of the 1912 tug Delaware. The restoration will begin with lofting this winter—following the launch of the 1889 bugeye Edna E. Lockwood in October 2018—and start in earnest in January 2019.

“This is a full stem-to-stern restoration,” said CBMM Shipwright James DelAguila, who will serve as lead on the project. “We’re excited to get started.”

With work taking place in full public view, CBMM’s shipwrights and apprentices will begin work on Delaware’s keel, stem, and horn timber in early 2019, then progress to framing and planking in the latter half of the year. Work on deck structures will follow, with the project anticipated to take two years.

Built in Bethel, Del., by William H. Smith, Delaware once hauled scows on Broad Creek—often laden with lumber—and towed ram schooners to and from Laurel, Del. Occasionally, she carried parties of young people to Sandy Hill for day trips on the Nanticoke River. Donated to CBMM by Bailey Marine Construction in 1991, Delaware is now a member of the floating fleet on display along CBMM’s waterfront campus.

Delaware

Built: 1912, Bethel, Del., by William H. Smith
Length: 39 ft, 8 in (12.13 m)
Beam: 11 ft, 4 in (3.47 m)

This project will run concurrently with—and adjacent to—the build of a new Maryland Dove, a joint effort between CBMM and the Historic St. Mary’s City Commission. Dove, a replica of the late 17th-century trading ship that brought the first settlers to what is now Maryland, is owned by the state of Maryland and operated and maintained by HSMC. Construction on Dove will also begin in January 2019.

“This is a truly exciting year for CBMM, thanks in large part to the flurry of activity in our shipyard,” said CBMM President Kristen Greenaway. “Working on these unique vessels helps us further tell the story of the Chesapeake Bay and the state of Maryland. We can’t wait to share them with our guests.”
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<th>Event</th>
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<td>Community Day, and Maritime Model Expo (Day 2)</td>
<td>May 20</td>
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<td>Boating Party Fundraising Gala</td>
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<td>Blessing of the Fleet</td>
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<td>Antique &amp; Classic Boat Festival &amp; Arts at Navy Point</td>
<td>June 15–17</td>
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<td>Big Band Night</td>
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<td>OysterFest &amp; Edna Lockwood Relaunch</td>
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<td>Watermen’s Appreciation Day</td>
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<td>Charity Boat Auction</td>
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Free admission for everyone.
Reduced admission for CBMM members and their guests.

Please remember to keep pets at home during festivals. Leashed pets are welcome at CBMM on non-festival days.

Carry-on alcohol is strictly prohibited at all events where alcohol is available for purchase.

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

Credit cards will be accepted at the door for admission. Festival-goers are encouraged to bring cash for use inside the gates. An on-site ATM is now located in the Museum Store.

Guests are encouraged to take photos and video of their visit to CBMM.

NOTE: CBMM photographs festivals and attendees for promotional use. Permission to use is implied by your visit to CBMM.

For more information, visit cbmm.org.
CBMM is pleased to offer our boaters convenient docking, power, climate-controlled showers, and the free use of bicycles. 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 the boater experience. The updated guide, found at cbmm.org/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 CBMM's Dockmaster at 410-745-4946

Slip reservations for holidays and festivals
▶ Reservations for holidays and festivals are accepted no more than two weeks in advance
▶ Two-night minimum stay required
▶ Full payment required at time of confirmation
▶ 72-hour cancellation notice required for refund
▶ 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 all members 9am–2pm Friday and Saturday, and 9am–5pm Sunday–Thursday, based on space availability. Dockmaster approval is REQUIRED prior to arrival for slip assignment. No advance reservations are available for hourly docking.
▶ 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 anything is damaged during your stay, 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.
ILGHMAN ISLAND NATIVE Linda Haddaway-King feels a deep connection to CBMM. It makes sense, really, considering her family’s history is literally on display here—inside Waterman’s Wharf hang photos of her grandfather’s hands baiting a trotline (pictured) and her uncle pulling up eel pots. “It’s very personal,” Haddaway-King says.

Serving as a volunteer at both CBMM and the Tilghman Waterman’s Museum, and as the executive director of St. Michaels’ Classic Motor Museum, Haddaway-King is a self-described “energetic people person” who clearly likes to keep busy. At CBMM, she’s run the Crab Cakes program, helped at festivals, assisted with school visits, and given just about every variation of tour offered for guests. “I just appreciate CBMM—I like to be here; I love to tell the stories,” she says.

Haddaway-King started volunteering at CBMM a few years ago, when she and her husband moved back to the area after living for a time in California and Pittsburgh, Pa. She says she left the Eastern Shore at 18 but always knew she wanted to come home, and she wanted CBMM to be part of her life when she did.

It’s her family heritage, the same one on display in Watermen’s Wharf, that she says gives her such a love for the Chesapeake Bay. Members of her family have been watermen since the 1700s, and Haddaway-King is happy that there are places where their contributions and ingenuity are celebrated.

“The watermen kind of get a bad rap, so I like to tell the story of how innovative they have to be,” Haddaway-King says. “They may not have gotten a scholarly education, but they’re educated in other ways.”

It’s not just sharing these positive stories that Haddaway-King loves about being a volunteer. She’s also built some wonderful relationships with other volunteers, saying she really enjoys the great variety of people CBMM attracts. More than anything, she’s had a lot of fun.

“I always encourage people to volunteer because it’s such a positive experience,” Haddaway-King says. “You’re getting to tell the histories and the stories—educating people—but you’re probably getting more out of it than they are in a lot of ways. It’s very fulfilling.”

BETHANY ZIEGLER
Navigating safe passage to or within the Chesapeake Bay was no simple feat in the first century of European settlement. Maps produced by explorer and Virginia settler John Smith and a generation of his imitators provided lines of latitude—but little else—to aid sailors before they came within sight of land. None of these were of much use in navigation.

Dutch publisher Johannis van Keulen began printing charts around 1680. When he included a chart of Virginia delineated by Claes Jansz Vooght, it covered the entire Chesapeake Bay and coastal areas as far as New Jersey.

Windrose lines radiate out from a number of selected points, intended to give sailors compass bearings that might help them find the mouth of the Bay. Along the coast and inside of the Bay, shoals are marked by shading, and a few soundings—numbers to indicate the depth of water—appear all the way up the Chesapeake.

Despite the soundings marked in the Chesapeake’s main channel and many of its tributaries, the van Keulen chart is not detailed enough to serve as a practical aid to mariners piloting their vessels within the Chesapeake Bay. Safe passage past the Chesapeake’s many shoals required
knowledge that was not yet committed to paper—the eyes and experience of a hired pilot.

Like a number of other cartographers of their day, neither van Keulen nor Vooght visited North America or commissioned a new survey. Instead, they gathered data from other sources. Their chart closely follows an excellent 1673 English map of Virginia and Maryland by Augustine Herrman. Herrman’s map had inspired other imitators, including William Fisher and John Thornton, who used it as a basis for a nautical chart that appeared in The English Pilot, The Fourth Book beginning in 1689. Van Keulen published his chart beginning in 1684.

In accordance with conventions of the day, van Keulen oriented his chart with north to the right, instead of north at the top as we generally see in today’s charts and maps.

Small symbols for houses indicate the locations of plantations, almost all of them clustered along the waterfront. A handful of towns are indicated at Warwick and James Town in Virginia, and at St. Mary’s, Arundelton (Annapolis), Baltimore Town (mistakenly located at the mouth of the Bush River), and Bohemia (now Chesapeake City) in Maryland. Other towns indicated on the map did not thrive: Calverton in Calvert County and one identified as “Beacon” in Kent County near modern-day Worton. A Beacon Creek is identified in that location by Herrman, and assigning the name to a settlement appears to be an error on the part of the mapmaker.

Most of the rivers had acquired their modern names by the publication of this chart, some of them with variant spellings—Potowmek, Patuxen, Seavorn, Patapsko, Sassquahana—except for the St. Michaels River, now called the Miles.

The van Keulen chart, on loan from a private collection, is one of more than 40 maps and charts that will appear in a special exhibition, Exploring the Chesapeake—Mapping the Bay, opening in CBMM’s Steamboat Building on May 19.
LONG LIVE THE QUEEN

CBMM AND THE EDNA LOCKWOOD RESTORATION

by KATE LIVIE
T'S BEEN A REIGN OF 129 YEARS—so it's hardly any surprise that she's starting to show her age. With more than a century on the water, harvesting oysters and hauling tomatoes, grain, horses, and passengers, Edna E. Lockwood—queen of the fleet, great lady of the Bay—was due for some much-needed TLC. But this one-of-a-kind budgeye has presented an unparalleled challenge—how to restore a vessel built with materials and techniques that were almost lost to time?

It's taken two years, but the Chesapeake Bay Maritime Museum is well underway on its most ambitious project yet—replacing Edna Lockwood's distinctive nine-log pine hull while rediscovering and reviving Chesapeake boatbuilding traditions along the way.

So much more than a workboat, Edna is the last remaining example of a Chesapeake Bay budgeye—a single vessel that connected the native dugout log canoes with the innovative “super canoes” sparked by the 19th-century seafood boom. Her yellow pine log hull represents both the versatility of the log canoe and ways Bay boatbuilders adapted upon it. It was vital that CBMM's shipwrights take the utmost care when replacing the original logs. But vessels built in 1889 don’t exactly come with a maintenance manual. Finding the methods and materials necessary to bring the budgeye back to working order would mean some serious research, sleuthing, and experimentation.

The first step was to try and discover how John B. Harrison had originally constructed Edna Lockwood back in 1889. Although CBMM shipwrights had learned a lot when her topsides were restored at CBMM in 1975, the original log hull had never been replaced. The best way to explore Edna’s unique hull construction, Shipyard Manager Michael Gorman discerned, was to experiment by building a new log canoe—Bufflehead. Completed in 2015, Bufflehead was the product of a mixture of hand tools, power tools, modern technology, and a bit of expert guesswork. Not a surprise when you consider that the diminutive log canoe was the first one to be built since 1979.

“For our shipwrights and apprentices,” says Gorman, “there's not a lot of information on log canoe construction anymore. Before we started working on the large logs for Edna, we thought we would try it on Bufflehead first. It allowed us to learn to balance efficiency with attention to detail—once you do the planning, you learn to trust it and just keep moving forward.”

Those large logs would prove to be the next hurdle for Edna Lockwood's restoration. When Edna was originally built.
on Tilghman Island, large stands of massive yellow pine trees were a regular feature of the Eastern Shore landscape. Fast-forward 100 years, and most of those towering monoliths had long ago been logged. To locate loblolly logs of the size (52 feet) and quantity (12) needed to replace Edna’s hull, a major effort was undertaken to identify any possible sources. Ultimately, after countless emails, phone calls, and a major press effort, a lumber company in Snow Hill discovered a forgotten stand of loblolly on a back lot. Once the donated logs were trucked to St. Michaels, they were rolled into the water to prevent their drying out and stored afloat for the next stage in the process.

Outside expertise was also sought before work started in earnest on Edna Lockwood. The National Park Service visited CBMM to laser scan and photograph her hull, producing a photogrammetric rendering that provided a map of the bugeye’s construction. These renderings would prove an invaluable map of how the puzzle pieces of Edna’s hull fit together. In addition, CBMM convened a brain trust of national maritime preservation experts to provide technical guidance and insight on the work that lay ahead.

Now armed with materials and a well-informed plan, CBMM shipwrights set to their task. In the fall of 2016, the 12 massive logs that had been stashed in a CBMM slip were removed from the water and onto the marine railway, then sent to the sawmill for cutting. Next, shipwrights and apprentices identified which of the 12 would become part of Edna Lockwood’s new hull. Shaping of the selected logs began over the winter using chainsaws, axes, and adzes—a combination of power and hand tools, just like Bufflehead. These shaped logs were then fitted together like a giant’s puzzle pieces in the spring of 2017 and carefully held together with pins.

Gorman admits this part of the project was daunting. Whereas typically he and Shipwright Joe Connor train the three CBMM apprentices on straightforward projects, the experimentation with Edna meant the seasoned shipwrights had to teach and learn simultaneously. “Joe and I had to teach people to think differently about boatbuilding, which was the biggest challenge—more than the tactile parts, like shaping the logs. We had to get everybody in the project into the mindset of manipulating these 3-D pieces and building a boat in this manner that had never been done before.”

Until this point, the hull had been inverted. For construction to continue, the hull was gently flipped over in April, finally revealing the massive curved form as it would appear once married to Edna’s decks. This was a watershed moment for the project, Gorman says. “Seeing that it was done correctly was a major win for the project. It breathed a little life into everybody, to see we hadn’t been toiling for seven months just to mess it up.” Two wing logs were attached in May, and in July, a crane then gently lifted this proto-hull up in one piece and placed it alongside where Edna Lockwood had been set on the hard. For a few weeks, Edna and her future hull sat side by side as sisters. Work continued steadily, as shipwrights readied Edna’s old hull for removal in late summer.

By Sept. 20, 2017, the separation was complete. With a crowd of cheering onlookers watching the spectacle, Edna
Lockwood was detached from her old hull by crane and united with the fresh support of her new nine logs. The old hull’s working days will continue, however, as part of CBMM’s collections—a fitting end for trees that might have been standing during the Revolutionary War, and certainly have more stories to tell guests about the days when bugeyes plied the Bay.

In the meantime, CBMM shipwrights spent their winter marrying the two sections of the boat, jacking up the bottoms to meet the frames. New stems and hatches were constructed, and the hull was lifted to its final height on the hard. Centerboard posts have been milled and fastened, and custom bolts made of bronze stock were used to fasten the new hull securely. Finally, the last element separating new from old Edna—the steel beams supporting her topsides—were removed and she was once again intact.

“It feels good to be done with the log portion of the project. Every day was a lot of problem-solving. So, as far as this project goes, it’s our most major milestone,” reports Gorman. “Now we’re just back to regular boatbuilding—sort of our bread and butter. The formula for execution and completion we’re using now has been put into place by years of learning. It’s a very comfortable space to be in, in terms of boatbuilding.”

With the grand log canoe experimentation and production piece complete after years of research, planning, and work, Gorman and the rest of the CBMM shipwrights are well on their way to seeing Edna Lockwood kiss the Miles River again when she launches on schedule at OysterFest in 2018. In the meantime, CBMM guests will get to see the final part of the show—the fit and finish of the restoration.

“We’re building cabins next, and planking the boat with regular old planks to fill in the gap between the top and the bottom,” Gorman says. “We’ve just ordered new sails, and we’ve made a new boom, and we’re in research mode on the old mast.”

Although it’s back to business as usual in the CBMM Shipyard in the restoration’s final stage, Gorman feels that the value of the hard work and research that have gone into Edna Lockwood leaves a lasting legacy for the shipwrights and apprentices, as well as for CBMM’s institutional knowledge as a whole. “We have seven people out there working on this project, and not one of them is from the Eastern Shore or even the state of Maryland, to my knowledge. But that crew is now the most knowledgeable crew in log canoe construction anywhere. And I think that’s a real testament to what we try to do at CBMM. It’s amazing how much we’ve learned.”
DRESSED IN THEIR HEAVY OVERCOATS, several Pennsylvania gentlemen arrived at Trumpington’s main house—a stately, 18th-century brick Georgian home south of Rock Hall on Kent County’s Eastern Neck—and immediately changed from their business attire into their gunning clothes. When they were ready, Ernest “Tot” Willson drove them by wagon along the Bay shoreline, to the bridge flanked by two rustic tundra swan carvings, and on to the Holly Grove Gunning Club, nestled among a stand of native holly trees.

Among the men was Frank Masland, heir to the Carlisle, Pa., company that supplied Ford with carpet for its automobiles and an avid conservationist who served on the National Parks Advisory Committee. Businessmen, bankers, doctors, and wealthy professionals, these gentlemen gunners and friends found the bounty and beauty of Kent’s shores and marshes irresistible and organized hunting clubs to lease land. “This song of the reeds is the voice of the marsh…. It is the siren’s call that lures us from the warm comfort of the fire to the cold raw chill of a winter’s sunless day,” Masland wrote in 1943.
In the 1920s, Trumpington drew summertime boarders who came from Baltimore to swim, socialize, and spend lazy summer evenings on the porch or in the parlor, graciously hosted by widow Julia Ringgold. Locals rented Trumpington’s Long Cove for hunting as early as the 1880s. By 1922, Dr. Whitehurst of Baltimore—who paid $100 a year to rent a spit of land cut off from Trumpington’s shore at high tide called Rush Island—practically pleaded with Ringgold to buy the marshland: “a small place for me to shoot ducks? I’ll promise not to bother you except in November, December and January.” His opportunity passed as the next generation inherited Trumpington, and Kent’s gunning clubs transitioned from outright ownership to long-term leasing of locally owned property.

It was the height of the Great Depression, and Julia Ringgold’s daughter, Mary, and her husband, farmer Tot Willson, recognized a good business opportunity when a member of the successful Cedar Point Club on nearby Eastern Neck Island approached them about renting Trumpington’s shore for gunning. From the outset, Willson managed the club carefully, keeping account and billing members for all he provided, which included a gunning guide, a live-in cook, waterfowl dressing services, hunting licenses, firewood, whiskey, and top-notch food such as steak and local oysters.

A month or more before the season opened, Willson and the guides cleaned the lodge and repaired boats, hunting blinds, decoys, and catwalks. Many years, ice and storms washed the blinds away or seriously damaged them, so they often had to be re-covered or rebuilt. Attracting waterfowl and enticing them to remain was the key to a successful club. Fortunately, nearly every Kent County boy grew up learning to hunt. “It was just born in them,” Willson’s daughter, Mildred Strong, related. Local guide “Splint” Downey reflected on the Holly Grove management: “Generally speaking, men who pay substantial sums of money for gunning will do so only if their guides provide them with good sport and if an operator is not knowledgeable and diligent in his management, he is apt to be unsuccessful at attracting customers.”

Guides rose before the gunners, placing the decoys out in the water strategically, based on the wind direction and the location of the blind. When the gunners arrived at the blind, a flask of hot coffee in hand, the guide remained to advise them when to shoot and worked with their hardy Chesapeake Bay and Labrador retrievers to bring in the downed birds. “It was really hard work,” Willson’s son-in-law, Robert Strong, recalled: “We milked 50 cows... We would go get them in the morning and milk them and then when we got finished [with] that I’d go down here and guide for those fellows [in] those booby blinds, for ducks. Put decoys out and then when we’d get up close to 4 o’clock come back again and milk.” Often, the guide’s day did not end until after 6pm.

Although it was illegal, baiting with corn was a common practice among gunning clubs. Guide Joe Downey remembered putting out between a half ton and a full ton of corn each day. “The water was shoals—it was only maybe three foot at the most—and they would drive the horse and the wagon right out in there and run it up and down the shore and bait it.” The corn attracted diving ducks such as canvasbacks, black heads (scaups), and redheads, cultivating a healthier and more sustainable bird population. Though ostensibly flouting the rules against baiting, Willson imposed his own strict restrictions on the number of birds taken and how often a blind could be used each week. When enforcement stepped up in the 1950s, baiting decreased, and so did the number of ducks. At the same time, Canada Geese—drawn to the feast of corn left behind in fields by mechanical pickers—became the object of waterfowl gunners, changing the target and techniques of the hunt.

Left: Gunners wade to shore as their guide prepares to pull in the decoy rig, c. 1940. Courtesy of the Trumpington Collection.

Above: Tot Willson presiding at the Holly Grove table, c. 1940. “He made it a point to carve the fowl,” one club member recalled. Courtesy of the Trumpington Collection.
In 2008, a powerful summer storm took down more than 50 of the club’s namesake holly trees. Erosion continues to threaten the shoreline, despite the planting of saltmarsh grasses, bulkheading, and the creation of groins along the shore. Rush Island has now disappeared entirely beneath the Chesapeake Bay. Yet, Holly Grove continues to hold its charm for gunners, and an active club operates to this day under the management of Willson’s grandson. The lure of the waterfowl hunt still reigns, just as it did for Masland in 1943:

“The friendly eye of the light shining in the cabin grows dimmer. At the far end of the Grove, the sky, as yet untouched by the advance of the sun below the horizon, seems bright as we wend our way through the unyielding blackness of the heavily interlaced holly trees that hide from our view the heavens’ secret of the day to come… The decoys are out. We are settled in the blind. The guns are ready. The dog is at our knee. The blind is chill and dank and dark. The reeds that line it beat a louder chorus, for the advancing sun brings the wind with it. The dog’s head stirs against our leg for he has heard what we soon shall hear, the never-to-be-forgotten whir of wildfowl wings beating their way through the darkness about our heads.”

Kent’s Carvers and Clubs: Guides, Gunners and Co-Ops opens Saturday, April 14, at CBMM. The exhibition shares the stories of Maryland’s Kent County carvers and hunting clubs through a collection of decoys, oral histories, historic photographs, and other artifacts. Entry to the exhibition is free for CBMM members or with general admission.

Generously sponsored by Judy and Henry Stansbury, and the world’s leading decoy auction firm, Guyette & Deeter.
Over the past 53 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 and environment 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

"Judy and I update our wills periodically as most of us need to do. We added CBMM in our planned giving plans maybe eight years ago when I became pretty active on the Board and fell in love with the museum, staff and fellow board and committee members. CBMM is just a great place doing great work. And it is getting better every day."

Henry H. Stansbury
CBMM board emeritus
Shipwrights start next phase of *Edna E. Lockwood* restoration

Chesapeake Bay Maritime Museum Shipyard Manager Michael Gorman reports much work has been done on the historic restoration of the 1889 bugeye *Edna E. Lockwood* in St. Michaels, Md.

*Edna*’s new bottom has been permanently fastened to the original topsides with bronze bolts, each made from scratch out of ½” bronze rod, with soldered nuts and washers forming the head. CBMM shipwrights and apprentices will have fabricated more than 300 bolts by the time the restoration is complete later this year.

Shipwright James DelAguila led new shipwright apprentice Zach Haroth in fabricating *Edna*’s new centerboard case. The case’s 4”-thick sides were pinned every 18” with bronze, in the same manner that *Edna*’s logs are held together. The inside of the centerboard case was also lined with more than 200 feet of 16-gauge copper for antifouling and preservation purposes.

Seip Family Foundation second-year apprentices Michael Allen and Spencer Sherwood have teamed up to install her new double-sawn frames and mast steps. Made of white oak and bolted with custom bronze bolts, the frames and steps keep the masts in place and handle tremendous loads when underway.

Planking *Edna* has begun in earnest—all rotten hood ends have been staggered back, and the inner stem and sternpost replaced—thus, the gap between old and new will be closed. Shipwright Joe Connor will handle the stern, while Gorman will plank the bow, and the work of the two will meet in the middle. All new planking will be sawn from the leftover *Edna* logs.

With the end in sight, *Edna*’s new sails have been ordered, with an arrival date of Aug. 1. Traditional Rigging Co. of Appleton, Maine, has been selected for their specialty in period sailmaking and handwork. Traditional Rigging Co. has also agreed to document the process of the sailmaking so that the public can access pictures and progress on ednalockwood.org.

Next up for the team is constructing new cabin houses and hold hatches. Now that the centerboard case is complete, a new deck beam will need to be made and the king plank reinstalled. Once the planking and final fairing are complete, sanding and painting will finish off the project.

*Edna* will re-launch in St. Michaels at CBMM’s OysterFest on Saturday, Oct. 27, 2018. To learn more, visit cbmm.org.
APPRENTICE FOR A DAY

AFAD participants build Acorn skiff

CBMM has announced a new project for its Apprentice for a Day public boatbuilding program—a private commission for a 12-foot Acorn skiff, designed by Iain Oughtred.

This sailing/rowing skiff is lapstrake construction using glued okoume. With construction steps scheduled over 24 weeks, the program takes participants from lines and lofting to the final launch in July.

By constructing a boat from start to finish, AFAD participants of all levels will learn traditional boatbuilding techniques under the direction of CBMM’s professional shipwrights and volunteers. Participation is limited, with registration required.

AFAD participants can take part in the whole process or can sign up for specific dates. A "Journeyman’s Special" package, which includes any four days for one reduced price, makes a great gift and can diversify the experience to include several different learning opportunities.

Individual classes are $45 for CBMM members and $55 for non-members. The four-session Journeyman’s Special is offered at $150 for CBMM members and $200 for non-members. Participants must be 16 or older, unless accompanied by an adult.

Updated photos of the project are being posted at bit.ly/afadpics, with the detailed boatbuilding schedule and more information at cbmm.org/shipyardprograms. To register for AFAD, call CBMM Shipyard Program Manager Jenn Kuhn at 410-745-4980 or email afad@cbmm.org.
MEMBER NIGHTS

MEMBER PREVIEW OPENING
Kent County: Guides, Gunning Clubs, and Carving Co-ops
Date/Time: Friday, April 13, 5–7pm
Location: Small Boat Shed, Waterfowl Building
Cost: Free for CBMM members
Registration: 410-745-4991 or jmills@cbmm.org

Cradled by the Chester River and the Chesapeake Bay, Kent County’s rich environment has fostered a long tradition of waterfowl guiding, gunning clubs, and decoy carving. Carvers created unique rigs that were commissioned and gunned over on secluded Kent County coves teeming with waterfowl. This event is generously underwritten by Judy & Henry Stansbury and Guyette & Deeter.

Brew & Chew: Bring a Friend Night
Date/Time: Thursday, May 3, 5:30–7pm
Location: CBMM Shipyard
Cost: Free for CBMM members
Registration: 410-745-4991 or jmills@cbmm.org

Bring a friend and stop by our working Shipyard to check out what’s new, enjoy tasty treats courtesy of Eat Sprout, sip on brews, and listen to some tunes. Members are encouraged to invite a friend who hasn’t experienced CBMM so they can get a taste of all CBMM has to offer.

PUBLIC OPENING
Floating Fleet Exhibition
Date/Time: Friday, June 1, 5–7pm
Location: Docks in front of Steamboat Building
Cost: Free; general public welcome

For the first time ever, our floating fleet of historic vessels will be docked side by side to showcase the breadth of Chesapeake Bay watercraft. Be sure to bring your smartphone to access the digital treasure trove of stories and interpretation that will accompany our boats on Watermen’s Wharf.

Sailing, Sailing
Date/Time: Wednesday, July 25, 5–7pm
Location: At Play on the Bay Building, Navy Point
Cost: Free for CBMM members
Registration: 410-745-4991 or jmills@cbmm.org

What better way to spend a summer evening than watching sailboat races from the beautiful At Play on the Bay deck, looking out over Navy Point? These 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.

SHIPYARD PROGRAMS

Apprentice for a Day Boatbuilding Program
Date/Time: Most weekends through July 15, 10am–4pm
Location: CBMM Boatshop
Cost: $45 CBMM members; $55 non-members
Journeyman’s Special (four individual classes): $150 CBMM members; $200 non-members
Registration: cbmm.org/shipyardprograms, 410-745-4980, or afad@cbmm.org

Learn traditional boatbuilding skills under the direction of CBMM shipwrights while helping to build a boat. Join Shipyard Program Manager Jenn Kuhn in building a 12-foot Iain Oughtred Acorn skiff. Participants ages 16 and younger must be accompanied by an adult.

Recommissioning Your Outboard or Inboard Motor
Date/Time: Wednesday, April 25, 5:30–8:30pm (outboard); Saturday, April 28, 9am–Noon (inboard)
Location: CBMM Boatshop
Cost: $30 CBMM members; $45 non-members
Registration: cbmm.org/outboardrecommission or cbmm.org/inboardrecommission

Josh Richardson, CBMM’s marine mechanic, will lead two workshops on recommissioning your engine. Richardson will lead participants through checking the engine’s running condition and its temperature, ignition, and starting systems and will demonstrate how to replace the fuel filter.

Bring Your Own Motor
Date/Time: Saturday, May 12, 10am–1pm
Location: CBMM Shipyard
Cost: $30 CBMM members; $45 non-members
Registration: cbmm.org/bringyourmotor

Join Josh Richardson for a morning in the Shipyard assessing the condition of your outboard motor. A limited number of participants are invited to bring their own outboard for assessment. Those with specific questions about their own motor are also invited to attend.

Engine Immersion
Date/Time: Saturday, June 9, 9am–noon
Location: CBMM Shipyard
Cost: $28 CBMM members; $35 non-members
Registration: cbmm.org/engineimmersion

Ever wondered what to do if your outboard motor ends up underwater? In this three-hour course, CBMM will immerse an outboard engine in the river, haul it out, diagnose it, and demonstrate how to get it back in working condition.
SHIPYARD PROGRAMS (continued)

**Tool Sharpening**
**Date/Time:** Saturday, Aug. 11, 9am–noon
**Location:** CBMM Boatshop
**Cost:** $24 CBMM members; $30 non-members
**Registration:** cbmm.org/toolsharpening

If cared for properly, edge tools can last generations, making well-honed tools that cut like new every time. Participants will learn the proper preparation for sharpening and honing hand plane irons, chisels, gouges, and other carving tools. Bring your tools, sharpening stones, or nothing at all.

**Nameboard Basics**
**Date/Time:** Saturday, Aug. 18, 10am–4pm
**Location:** CBMM Boatshop
**Cost:** $44 CBMM members; $55 non-members
**Registration:** cbmm.org/nameboardbasics

Join experienced carver and model maker Ed Thieler in learning the basic skills necessary for carving a nameboard. Materials and tools will be provided.

YOUTH AND FAMILY PROGRAMS

**Lighthouse Overnights**
**Date/Time:** Available dates at cbmm.org/lighthouseovernights
**Location:** 1879 Hooper Strait Lighthouse
**Cost:** $40 per person (12-person min/18-person max)
Fee includes overnight stay in the lighthouse, a dedicated CBMM educator, cost of program activities, two-day admission to CBMM, a complimentary drop-in cruise on our buyboat Winnie Estelle, and a souvenir patch for each child.
**Registration:** To submit a program request, visit cbmm.org/lighthouseovernights. For additional inquiries, email Laurel Seeman at lseeman@cbmm.org or call 410-745-4947.

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. Designed for youth groups, children’s organizations, and scouts ages 8–12 (and their chaperones), the program is available Fridays and Saturdays in the spring and fall, beginning at 7pm and ending at 9am the following day.

**Rising Tide Program**
**Date/Time:** Mondays–Thursdays, 3:30–5:30pm
View current class schedule at cbmm.org/risingtide.
**Location:** CBMM Boatshop
**Registration:** Sign up at cbmm.org/risingtide.

Build a boat from log to launch! This year, Rising Tide students are building two 16-foot Smith Island Outboard Skiffs that will be launched at CBMM’s Community Day in May 2018. Students may sign up for a single class or for every class. No experience necessary. Rising Tide is open to students in grades six to nine; students in grades 10 to 12 may also apply for admission to the program.

**Family Day at CBMM**
**Date/Time:** Saturday, April 21, 10am–2pm
**Location:** CBMM campus
**Cost:** All activities included with general CBMM admission; educators may register at cbmm.org/familyday 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.

Learn more:
For festival information and event listings, see our Annual Festivals & Special Events cut-out, on page 7.
YOUTH AND FAMILY PROGRAMS (continued)

Family Boatshop
Date/Time: Saturdays, May 12 and Aug. 4, 10am–4pm
Location: CBMM Boatshop
Cost: Includes one youth (age 10 and up) and one adult: $45 CBMM members; $55 non-members; $20 second youth
Registration: cbmm.org/shipyardprograms

Join Jenn Kuhn, CBMM’s Shipyard Program Manager, in the Boatshop for a family experience building steam-bent bird feeders. Children must be accompanied by an adult. Materials included.

ON-THE-WATER PROGRAMS

Paddling with CBMM’s President
Date/Time: Saturday, June 2, 10am–noon; Rain date: June 9
Location: Fogg’s Cove
Cost: $44 CBMM members; $55 non-members (kayak rental included); $24 CBMM members; $30 non-members (no rental)
Registration: cbmm.org/presidentpaddle

Join CBMM President Kristen Greenaway for a demonstration on how to use a Greenland paddle, followed by a paddle on the Miles River. An accomplished kayaker, Greenaway is a frequent participant in the annual WaterTribe Everglades Challenge, a 300-mile, day/night small craft paddle from Tampa, Fla., to the Florida Keys.

Small Craft Rentals
Date/Time: Open Saturday and Sunday: June 2–10
Open Friday through Sunday: June 22–Aug. 26, Sept. 7–30, Oct. 12–21
Cost: Visit cbmm.org/smallcraftrentals for rates and info
Location: Fogg’s Cove
Registration: Drop-ins welcome; reservations encouraged to 410-745-4980 or jkuhn@cbmm.org

Members of the public are invited to get out on the water in one of the small craft built through our Apprentice for a Day Program. Small wooden sailing skiffs, kayaks, and rowboats are available for daily or hourly rentals. Prices vary per vessel for CBMM members and non-members; visit cbmm.org/smallcraftrentals for more information.

ON-THE-WATER PROGRAMS (continued)

Community Ecology Cruises
Date/Time: Tuesday, June 19, 10–11:30am; Thursday, July 12, 1–2:30pm; Wednesday, Aug. 8, 10–11:30am
Location: CBMM Boatshop
Cost: $16 CBMM members; $20 non-members
Registration: cbmm.org/onthewater

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

Log Canoe Cruises
Date/Time: See full schedule below
Location: All cruises depart from CBMM.
Cost: $28 CBMM members; $35 non-members
Registration: cbmm.org/onthewater

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, and wooden boat enthusiasts will all find something to enjoy on CBMM’s log canoe cruises!

Race Schedule:
Saturday, June 23, 1:30pm
Miles River Yacht Club 4th of July Series
Sunday, June 24, 9:30am
MRYC 4th of July Series
Saturday, July 28, 9:30am and 1:30pm
MRYC Governor’s Cup Series
Sunday, July 29, 9:30am
MRYC Governor’s Cup Series
Saturday, Sept. 8, 9:30am and 1:30pm
MRYC Labor Day Series
Saturday, Sept. 15, 9:30am and 1:30pm
MRYC Higgins/Commodore Cups
Sunday, Sept. 16, 9:30am
CBMM Bartlett Cup
Spring has Sprung at the Museum Store!

Stop by the Museum Store today to see our new merchandise and fresh look for spring! Browse through specialized CBMM merchandise, Chesapeake Bay books, nautical apparel, nautical and sea life jewelry, and housewares available only at CBMM.

Become a CBMM member and receive a discount.

Call 410-745-4963 or email store-services@cbmm.org
Explore the magic of the Chesapeake Bay’s people, animals, traditions, and environment! Weekly camp offerings rotate between age groups, with sessions for children ages 4–15. Each session is limited to a maximum of 12 children, with an emphasis on creating a fun, hands-on learning environment that includes on-the-water and environmental activities, stories, games, crafts, and other creative projects. Scholarships available.

For more information and to register, visit cbmm.org/summercamps. Members receive a 20% discount on camp tuition.

1. **Choose your theme (below)**

2. **Find out when the theme is available for your age group (right)**

3. **Register at cbmm.org/summercamps**

### SUMMER CAMP THEMES

**Adventures, Aweigh!**
Be bold. Take a chance. Dare to see all there is to see!

**Bay Explorers**
Chart your course for a Chesapeake adventure!

**Chesapeake Critters**
Take a closer look at the critters that live in the Chesapeake, large and small.

**Clever Creations**
Check out some impressive inventions that blend science and technology with art, and find inspiration to create your own!

**Down by the Bay**
It’s summer on the Chesapeake! Where would you rather be than on the shores of the Miles River?

**Red, White, and Bay**
Join us for a star-spangled spectacular!

### SEA SQUIRTS (ages 4–6)
Camp runs 9am–noon, Monday–Friday.
$120/week CBMM members; $150/week non-members.

- **June 25–29:** Bay Explorers
- **July 2–6:** Red, White, and Bay*
- **July 9–13:** Chesapeake Critters
- **July 23–27:** Down by the Bay
- **July 30–Aug. 3:** Adventures, Aweigh!
- **Aug. 6–10:** Clever Creations

* No camp July 4; prorated cost of $96 for members, $120 for non-members.

### TERRAPINS (entering grades 1–3)
Camp runs 9am–3pm, Monday–Friday.
$240/week members; $300/week non-members.

- **July 2–6:** Red, White, and Bay*
- **July 16–20:** Chesapeake Critters
- **July 30–Aug. 3:** Adventures, Aweigh!
- **Aug. 13–17:** Bay Explorers

* No camp July 4; prorated cost of $192 for members, $240 for non-members.

### HERONS (entering grades 4–6)
Camp runs 9am–3pm, Monday–Friday.
$240/week members; $300/week non-members.

- **July 16–20:** Chesapeake Critters
- **Aug. 13–17:** Bay Explorers

### BUILD IT. BOAT IT. (entering grades 4–9)
A collaboration between CBMM’s Rising Tide program and the Sultana Education Foundation. Campers will spend part of their day working on a week-long project in the shipyard, and then head out on a paddling adventure with Sultana staff members.

Camp runs 9am–3pm, Monday–Friday.
$240/week members; $300/week non-members

- **July 9–13:** Grades 6–9: Canoeing and kayaking
- **Aug. 6–10:** Grades 4–6: Canoeing
Charity Boat Auction held annually on Saturday of Labor Day weekend

We accept and sell donated boats all year long!

CBMM Charity Boat Donation Program

Whether you donate or buy a boat, 100% of the proceeds support the children and adults served by our education, curatorial, and boatbuilding programs.

For a free evaluation of your boat for donation purposes, or to inquire about a boat for sale, contact the Boat Donations team at 410-745-4942 or kwalpole@cbmm.org.