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Left: Adzes, axes, and other hand tools sit on display in the Shipyard during CBMM’s Maritime Day celebration in June. On the cover: A participant in 2018’s Mid-Atlantic Small Craft Festival XXXV sails on the Miles River during one of the event’s annual excursions.
As you read through this issue, you’ll notice that it has a new emphasis—highlighting our community impact, bringing to the fore CBMM’s community engagement, and the bearing it has on those we serve. You.

Building partnerships with the local community is key to CBMM’s operations and success. During CBMM’s recent strategic plan review, a new vision statement was created: For CBMM to be broadly recognized for providing an engaging guest experience; for creating transformative educational programming; and a vital community partner. As a world-class maritime museum offering education, restoration, and exhibition programming for all ages, CBMM is dedicated to being an impactful community partner. This also brings additional positive impacts to the economy—locally, regionally, and statewide.

A now very outdated 2015 economic impact study recognized that in 2014, CBMM contributed $7.58M in economic impact to Talbot County and $6.29M to Maryland. According to the report, “if the museum did not exist, Talbot County would need to attract a factory that employs around 100 workers at an average of $16 per hour, with annual sales of over $6M to reach a similar local impact.” (We’re commissioning a new economic impact report in early 2020—I can’t wait to see how these numbers have changed over the past six years.)

CBMM supports more than 90 non-profits through its annual contributions of donations to silent auctions and other fundraising activities, and is committed to social responsibility when it comes to community involvement. With this, CBMM prioritizes more than 140 partnerships with other for-profit and not-for-profit organizations to help create a healthier and more robust business and community environment for all.

We’re also committed to improving our programs and services. In May 2019, CBMM’s Board of Governors approved a $1.3M investment to expand and renovate our Library and Collections facilities. It will deliver 3,950 additional usable square feet, and 4,480 additional linear feet of shelving storage, as well as increased large-object storage. Workspace for our staff, volunteers, interns, and guests will also be vastly improved.

This project is the first step in working to achieve the overall CBMM Master Plan, with the new Exhibition Building to follow suit.

We’ll keep you posted, from your Chesapeake Bay Maritime Museum. ★

KRISTEN L. GREENAWAY
President

CBMM supports more than 90 non-profits through its annual contributions ... and is committed to social responsibility when it comes to community involvement.

The Chesapeake Bay Maritime Museum is dedicated to being a valuable community partner with a positive impact on the economy. Throughout this issue, you’ll find a number of pop-ups highlighting some of our recent contributions. We hope we’ve made you proud. - KG
**Edna E. Lockwood travels the Bay on summer/fall Heritage Tour**

**Edna E. Lockwood**, the last historic sailing bugeye in the world and queen of the Chesapeake Bay Maritime Museum’s floating fleet, embarked this spring on a five-month heritage tour around the Chesapeake Bay.

*Edna* recently underwent a two-year restoration of her nine-log hull at CBMM. She was re-launched into the Miles River in St. Michaels, Md., in the fall of 2018. Through October, *Edna* is traveling to ports around the Bay, bringing free, experiential programming and interpretation of traditional Chesapeake Bay boatbuilding techniques, and the oystering industry. The tour is funded in part by the National Park Service.

The tour started at the annual Chestertown Tea Party Festival in Chestertown, Md in May, and includes 16 other ports, with pop-up stops to be announced along the way. In August and September, *Edna* can be found throughout Maryland and Virginia, including at both the Deal Island and Choptank Heritage skipjack races. All ports of call are weather dependent, with the full schedule at cbmmshipyard.org/ednalockwood.

During *Edna*’s stay at each port, CBMM crew will offer free deck tours, giving guests a chance to explore the bugeye while docked. For this tour, *Edna* will be sailed by Capt. Rose DiMatteo. DiMatteo is a graduate of Brevard College in North Carolina, with a Bachelor of Arts in wilderness leadership and experiential education, and a U.S. Coast Guard 100-Ton Master’s License with an Auxiliary Sailing Endorsement. DiMatteo has wide-ranging experience both in education and aboard boats, with a work history that includes serving as the assistant director of paddling programs for the Sultana Education Foundation in Chestertown, Md.; an educator and deck hand for the Lynx Educational Foundation in Nantucket, Mass; and an activity counselor for Camp Highlander in Mills River, N.C. She’s also been a crew member on a number of tall ships, including *Sultana* (where she served as first mate), *Lynx*, *Coaster II*, and *Spirit of Independence*.

Above: The Chesapeake Bay Maritime Museum’s 1889 bugeye *Edna Lockwood* is pictured sailing the Miles River in St. Michaels, Md. The National Historic Landmark underwent a two-year restoration of her nine-log hull from 2016–2018. *Edna* will be traveling to numerous ports of call this summer and fall on a heritage tour dedicated to educating the public about traditional Bay boatbuilding techniques and the oystering industry past and present.
THE CHESAPEAKE BAY MARITIME MUSEUM has been recognized for environmental stewardship and sustainable business practices as a Maryland Green Registry 2019 Leadership Award recipient, thanks to its new #LoveTheChesapeake campaign.

Maryland Green Registry’s leadership awards recognize organizations that have shown a strong commitment to the implementation of sustainable practices, the demonstration of measurable results, and the continual improvement of environmental performance.

In spring 2018, CBMM announced its intentions to work toward eliminating single-use plastics at its Miles River campus in St. Michaels, Md. The initiative is being implemented in collaboration with Mystic Seaport Museum in Mystic, Conn., with a goal to provide a benchmark for other maritime museums and their communities to replicate.

CBMM’s Sustainability Committee has worked through a process of departmental audits to identify both easy changes and greater challenges. Some initial shifts were put in place, such as replacing plastic bags with paper in the Museum Store, identifying water cartons and cans to replace bottled water, and implementing sustainable purchasing procedures to support staff in making this change.

The team also identified two major challenge areas on campus: providing access to drinking water throughout the park-like campus; and addressing waste from larger events. The team has taken steps to address these challenges, installing a drinking fountain/filling station in the At Play on the Bay Building, and contracting with Veteran Compost of Aberdeen, Md., to bring industrial composting to CBMM festivals.

“CBMM recognizes the efforts of our staff to encourage sustainability and help protect the Chesapeake Bay’s environment,” said CBMM President Kristen Greenaway. “We are honored to be recognized for our work and leadership in this ongoing effort.”

The Maryland Green Registry is a voluntary program that promotes and recognizes environmentally sustainable practices in organizations of all types and sizes statewide.

Above: Chesapeake Bay Maritime Museum Director of Education and Sustainability Committee Co-Chair Jill Ferris, Maryland Secretary of the Environment Ben Grumbles, and CBMM Volunteer & Education Programs Manager and Sustainability Committee Co-Chair Allison Speight, are pictured at the May Maryland Green Registry Annual Membership and Awards Event in Baltimore.
Visit the Maryland Green Registry website for tips and resources designed to help organizations set and meet their own goals on the path to sustainability.

“Maryland is celebrating the 10th anniversary of the Green Registry Program by honoring several outstanding leaders in environmental sustainability, including the Chesapeake Bay Maritime Museum,” said Maryland Department of the Environment Secretary Ben Grumbles. “This year’s winners join the more than 550 other members who have committed to environmental and energy stewardship and along the way saved more than $100 million annually.”

To learn more about CBMM’s efforts to #LoveTheChesapeake, visit cbmm.org/sustainability.

CBMM’s sustainability achievements include efforts that support energy efficiency; clean marina and boating practices; and the addition of rain gardens, swales, and a living shoreline to reduce stormwater runoff into the Miles River and Chesapeake Bay, while providing habitat for wildlife.
Above: CBMM volunteers gathered on June 13 for a reception to honor their service and dedication in bringing people closer to the Chesapeake Bay through their volunteer work. Nearly 300 volunteers collectively contributed 28,926 hours of service over the past year.

CBMM acknowledges volunteers for generous service

On June 13, 2019, the Chesapeake Bay Maritime Museum recognized a dedicated team of nearly 300 volunteers for their combined 28,926 hours of service over the past year. Several volunteers were recognized by CBMM for their work in boat restoration and maintenance, boat donations, buildings and grounds, education, exhibitions, Museum Store, and volunteer programming. The reception was generously sponsored by Patriot Cruises of St Michaels, Md., and Garden & Garnish of Trappe, Md.

Special recognition was given to volunteers with significant hours of cumulative service, including Mike Sweeney with 9,000 hours; Lloyd Devigne and Lorraine Glass, each with 7,000 hours; Roger Galvin with 6,000 hours; and Jerry Friedman, Ann Sweeney, and Bob Petizon, each with 5,000 hours. Many other volunteers were recognized for reaching milestones of 100 hours and above in their volunteer service toward CBMM.

“CBMM’s volunteers are vital to our success as an organization. They consistently provide necessary services that enrich the environment of our campus, and we’re very, very grateful,” said CBMM President Kristen Greenaway. “We are truly fortunate to have so many volunteers committed to helping our mission.”

CBMM is always looking for volunteers to help throughout various areas of its operations, including front desk assistants, interpretive educators, festival helpers, buildings and grounds assistants, and more. For more information, contact CBMM Volunteer & Education Program Manager Allison Speight at aspeight@cbmm.org or 410-745-4941, or visit cbmm.org/support/volunteer.

CBMM is a place for nearly 300 active adults from our local communities to participate in our ever-growing volunteer program. That spirit of service also carries over to CBMM’s employees, who volunteer with 32 local organizations.
Hough started volunteering with CBMM in 2011, and has contributed more than 3,000 hours of service to date, mostly as a tour leader and greeter. He also fills in from time to time as an interpreter on cruises to watch log canoe races aboard Winnie Estelle.

During his tenure, Hough has provided a kind and informational welcome to guests of all ages—regularly guiding both adults on docent-led tours, and children on any number of school field trips around CBMM's 18-acre waterfront campus.

“"I really enjoy the kids, because I like to see their eyes light up when you tell them something they've never heard that is interesting," says Hough. But he enjoys leading tours for adults as well, calling them more entertaining since it's a chance to interact with his peers.

Volunteering is an important part of Hough’s life—when he’s not helping out at CBMM, he can be found volunteering at the hospital in Easton, and “occasionally” he goes home, too. He says his favorite part of being a CBMM volunteer is recruiting others to do the same.

“What I personally enjoy the most is bringing new people into the museum that are going to be volunteers and teaching them how much fun it is,” Hough says. “I get a longevity out of it, that’s for sure. It's keeping me well." ★

CBMM's programs and tours are designed to bring the history, environment, and culture of the Chesapeake to life through themed explorations of our exhibitions, and 18-acre campus. During the past school year, CBMM served a total of 6,336 participants, including students, teachers, and chaperones, and issued 28 bus scholarships to help pay for 59 buses to bring 1,722 students to CBMM, who may not have been able to afford to visit otherwise.
Over the past 54 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**  
Vice President of Advancement  
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“CBMM has been in my estate plans for a very long time. As I became more involved in this incredible organization, I realized what a valuable community resource we are fortunate to have right here. My bequest gift is an easy way for me to help protect our valuable asset, and be a part of investing in its future.”

**Libby Moose**  
CBMM Board of Governors & Lighthouse Legacy Society Member
In the dark, icy waters of the winter North Atlantic, men aboard the U.S. Coast Guard Cutter Comanche observed the unmistakable flash as a torpedo struck the steamship Dorchester at 1:02 am on Feb. 3, 1943. Dorchester sank in about 20 minutes, leaving the survivors, many of them troops bound for the war in Europe, in lifeboats or the frigid water. Comanche picked up 97 survivors, but together with others picked up by the cutter Escanaba, only 229 of the 904 passengers and crew were rescued. Among those lost were four Army chaplains who gave their life vests to other men.

Comanche, along with the rest of the Coast Guard, had been assigned to the Navy for the duration of World War II. Built in Wilmington, Del., in 1934, the offshore cruising cutter was 165 feet long and built of steel, with light icebreaking capabilities and a geared steam turbine that drove her up to 12.8 knots.

After the war, the Coast Guard stationed Comanche at Norfolk, but with insufficient personnel to crew all of the available cutters, the vessel was decommissioned in 1947 and stored at the Curtis Bay yard near Baltimore. The following year, the Virginia Pilots Association purchased Comanche to bring pilots to vessels entering the Chesapeake Bay.

A ship’s portrait of Comanche acquired by the Chesapeake Bay Maritime Museum in 2018 shows the cutter as originally built, in Coast Guard white with a buff stack. A pair of 3-inch guns is visible under the foredeck canopy, and her foremost flies the Coast Guard service flag. Another cutter steams in the left background.

African-American artist Joe Selby (1893–1960) turned to ship portraiture to make his living after he was disabled. At the age of 12, he was working on vessels when a tow line snapped and broke his left leg, resulting in amputation and leaving him to live the rest of his life with a peg leg. Selby typically appeared on the waterfront and solicited boat owners—in this case, perhaps one of the cutter’s officers—for a portrait. In his early years, the artist charged just $5, but by the end of his career in the 1950s, his rate ranged between $25 and $75, according to the size of the painting. A dedicating plaque on the frame names Rear Adm. Arthur G. Hall as the cutter’s commanding officer from 1936 to 1938, so perhaps he was the intended recipient. Selby signed and dated the work 1936.

At CBMM, Registrar Katelyn Kean has begun the slow and careful process of cleaning the painting, hoping to reduce or remove minor smudges in the sky from fingerprints that years ago left oils on the surface of the painting.

This portrait carries layers of stories—of the vessel’s storied service, of its connections to the Chesapeake Bay, and of the portrait’s enterprising artist.
FROM SHIPWRECKS TO WOOD SOURCING:
The Research & Development Discoveries of Maryland Dove

by Kate Livie
HOW TO MARRY THE ORGANIC ARTISTRY of 17th-century tall ship construction with the scrupulous standards and planning of the 21st? At its core, that is the greatest challenge presented by the Chesapeake Bay Maritime Museum’s construction of the new Maryland Dove. Part slavish historical re-creation, part modern, Coast Guard-certified teaching and passenger vessel, Maryland Dove’s build has posed a series of fascinating challenges for the CBMM Shipyard. From the evergreen forests of Washington State to Swedish shipwreck museums, the R&D phase of the build required a vast amount of inquiry, collaboration, investigation, outreach, and boots-on-the-ground sleuthing. The result? Inspiration and innovation for a truly groundbreaking project that has redefined and elevated CBMM’s Shipyard’s craftsmanship, sourcing, and research.

Above: Shipwrights at the Chesapeake Bay Maritime Museum unload a shipment of southern live oak from Cross Sawmill in Georgia in April 2019, for use in the construction of the new Maryland Dove. These pieces will be used for the ship’s futtocks/frames, and one portion of her stem.
The first hurdle, according to CBMM Lead Shipwright Joe Connor, was mindset. Coming fresh off the Edna E. Lockwood project, the team was in an organic, problem-solving mode, and they relished the prospect of sinking their teeth into a 17th-century challenge. "We had this romantic idea that they were going to let us build a 17th-century boat the way it would have been built in the 17th century," Connor says. He and the Shipyard team anticipated working from a few compass strokes and creatively constructing the frame with a general sense of what the boat should look like—much like Jim Richardson had with the first iteration of Maryland Dove in the 1970s, and as British shipwrights would have in 1625.

It was not to be. Historic St. Mary's City was clear that this version of Dove needed to accommodate passengers—namely the thousands of Maryland school children that will experience a slice of early colonial life aboard the vessel in the future. It meant that instead of the time-travel period project CBMM’s shipwrights were expecting, the new Maryland Dove would need to meet Coast Guard certifications and all the modern safety and compliance standards they entail. "In some ways," Connor says, "Having a strict set of plans makes it easier. We know exactly how to proceed versus following this one-step process that is scaled up or down depending on the tonnage."

Strict plans did not preclude the shipwrights from upping the ante, however, in true CBMM fashion. They doubled down, seeking to achieve not only Coast Guard certification, but the rigorous A1 Standard classification of Lloyd’s Register—the highest level of craftsmanship possible in wooden boatbuilding. But all of this scrupulous planning and regulation couldn’t strip away the seductive appeal of 17th-century techniques. Connor saw a way. Perhaps the history could be infused through joinery and big timber construction—a
Above: To ensure the new Maryland Dove is as historically accurate as possible, CBMM and Historic St. Mary's City have worked closely with the Vasa Museum in Sweden. Vasa was a 64-gun warship from 1628 that was excavated between 1963–1967, representing the only almost fully intact 17th-century ship that has ever been salvaged. Drawings of single and double blocks, deadeyes and euphroes provided to CBMM by Fred Hocker, director of research at the Vasa Museum, have given shipwrights an idea of how to get started on the new ship's blocks and rigging. Drawings by Susana Vallejos, courtesy of Vasa Museum.

trademark of CBMM’s Shipyard and a missing component of the ‘70s Maryland Dove, which, according to Connor, “had been built like an oversized bugeye or buyboat, with small frames and galvanized boat spikes for fasteners.”

Going period-correct on the hull construction provided an opportunity to incorporate ground-breaking historical research. Working in collaboration with the Historic St. Mary’s City’s research team, CBMM shipwrights reached out across the Atlantic and the centuries to the Vasa Museum in Sweden. Vasa was a 64-gun warship that sank on its maiden voyage in 1628. Excavated between 1963–1967, Vasa is now housed by its namesake museum, representing the only almost fully intact 17th-century ship that has ever been salvaged.

CBMM’s team gleaned a wealth of construction detail from the curators at the Vasa Museum. “We picked up an incredible amount of information from the Vasa.” Connor says. “I have an entire notebook full of extreme detail about how the backbone went together, how they traditionally sized the timbers, the scale of everything, the exact sailing rig and configuration, even how they belayed the lines on deck.” Along with Vasa, another shipwreck, B-71 from 1624, provided other clues about material use.

What all this research amounted to was wood—lots and lots of wood. “The opportunity was there for us to use true 17th-century boatbuilding methods in the hull,” Connor says. “We’ll peg/trunnel fasten all the way through. There aren’t many chances to build a ship that’s going to be 90% wood—wood fasteners, wood joints, big timber joinery—and that’s where the artistry comes into the current build.”

Sourcing all of this wood posed another challenge. Since the 17th century, forests have dwindled while populations have grown. CBMM shipwrights are unique in their attention to wood sourcing—and given the limited quantity of big stands of timber on the Eastern Shore, that can involve shipwrights taking literal walks in the woods to find the perfect trees. For Maryland Dove, that sourcing reconnaissance became supersized, reaching across the watershed and, in some cases, far beyond.

For trunnels and blocks, Connor was able to reach out to Rick Carrion, skipper of the historic racing yacht Elf and a longtime friend of CBMM. Connor was invited to Carrion’s family farm in Cecil County, where he selected black locust and ash trees for harvest that were logged, transported, and then milled in-house at CBMM.

“We picked up an incredible amount of information from the Vasa.”

Joe Connor, Lead Shipwright

Above: To ensure the new Maryland Dove is as historically accurate as possible, CBMM and Historic St. Mary’s City have worked closely with the Vasa Museum in Sweden. Vasa was a 64-gun warship from 1628 that was excavated between 1963–1967, representing the only almost fully intact 17th-century ship that has ever been salvaged. Drawings of single and double blocks, deadeyes and euphroes provided to CBMM by Fred Hocker, director of research at the Vasa Museum, have given shipwrights an idea of how to get started on the new ship’s blocks and rigging. Drawings by Susana Vallejos, courtesy of Vasa Museum.
A nationwide search to identify the “right” Douglas fir needed for the decking and spars ultimately led to Washington State.

On this page: In early spring, Joe Connor visited Hama Hama, Wash., to gather Douglas Fir for use in the construction. This wood will be used for spars, decking, deck beams, and the main mast.
Osage, with its natural curve, supreme hardness, and durability, was identified as the ideal material for the knees, which strengthen and support deck beams and keels. CBMM forged a partnership with the Maryland Department of Natural Resources and Maryland State Foresters, with the goal of canvassing the state's public forest networks to locate and source lodging and hanging knees in the next few months.

For bigger curved timbers, “the difficulty is finding solid wood pieces we're not going to have to laminate or glue up,” Connor says. In particular, the curved compass timbers—used for the stem, deadwood, apron, frame, and some knees—required sourcing just the right materials. During the heyday of U.S. wooden ship construction in the 18th and 19th centuries, southern live oaks were particularly prized for use in compass timbers due to their natural curves and superior rot resistance. Huge forests of live oaks in South Carolina and Georgia were felled to meet the demand. But today, most ships are constructed from steel, leaving many of those forests to replenish over the past century. Connor himself did the legwork on sourcing exactly the right trees, heading to Cross Sawmill in Iron City, Ga., armed with mylar patterns of Maryland Dove’s frames so that he could hand-select the right live oak compass timbers.

Connor continued his national search as he sought the right Douglas fir for the decking and spars, eventually identifying appropriate timbers in Washington State. "The Hama Hama Logging Company allowed me to join their logging team in order to locate suitable trees for the solid wood spars," Connor says. "The trees came from their fourth-generation oyster and timber farm located on the Hood Canal on the Olympic Peninsula."

Although the search had already been exhaustive, sourcing needed to go further still. While 60 percent of the construction (mostly above the waterline) could be sourced through North American timbers, Historic St. Mary’s City needed the new iteration of Maryland Dove to last as long as possible—and that meant looking much farther south than Georgia for the tropical hardwoods that the project required.

“Conventional wisdom calls for the use of tropical hardwoods, because they will last the longest for planking and below the waterline,” says Connor. “But it was also important to us to make sure that wood was sourced ethically. We wanted to avoid wood that came from clearcutting rainforests.” After a lot of phone calls and emails, CBMM found a small South American sawmill in Suriname. More than 80 percent of Suriname’s landmass consists of unspoiled rainforest, thanks to the country’s rigorous conservation of its natural resources. The sawmill that partnered with CBMM sources logs ethically, from succession on Suriname government-owned land, ensuring that the completed Maryland Dove will be both environmentally sound, and built to last.

The discoveries during the research and development phase of the new Maryland Dove have been numerous, and they’ve pushed the limits of the CBMM shipwrights’ abilities and comfort zones—breathing an energy and zeal into the Shipyard for the many months of work ahead. Connor can’t wait to bring it all to the table. “We're getting a chance to use all the right materials, start with a really good design, and cut joints and install pieces that will outlive the craftsmen making them,” says Connor. “This is a once-in-a-lifetime opportunity—and it's incredibly exciting to be a part of that.”

Building partnerships is key to CBMM’s operations and success. Through the Maryland Dove project, CBMM is creating a lasting partnership with Historic St. Mary’s City, and, in the process, helping them educate around 25,000 Maryland school children who visit the ship each year.
VEN THE MOST CASUAL HISTORIAN recognizes that women’s swimwear became increasingly revealing, form fitting, and risqué during the 20th century, as women’s rights and roles in society advanced. These fashions are represented in art, media, popular culture, and even in the Chesapeake Bay Maritime Museum’s collection of more than 70,000 Bay-related objects.
CBMM’s spring opening of *On Land and On Sea: A Century of Women in the Rosenfeld Collection* provided an opportunity for the curatorial staff to explore this collection and the advances the swimwear within it reflect. Three swimsuits were selected for inclusion in the new exhibition, each representing different decades of women’s fashion, and demonstrating change over time. Although similar styles are can be seen in the various Rosenfeld images on the walls, these objects allow us to dive deeper into the histories of the swimmers who wore them.

Late 1800s swimwear, called “bathing dresses,” were just that—ankle-length dresses that fully covered the body. Swimming for women at this time was uncommon and was rarely done for sport or recreation. Men and women often swam separately, and bathing machines—large changing rooms rolled out directly into the water—were used to create gender barriers in swimming quarters. Bathing dresses or costumes in this time period were focused less on function, and more on modesty.

The early 1900s amplified women’s suffrage movements amid the era of first-wave feminism. Women across the United States focused on earning political, social, and economic equality. When searching through CBMM’s collection, curatorial staff came across a bloomer-style swimsuit that represents a transitional and risqué turn-of-the-century style in women’s swimwear fashion. Bloomer-style bathing suits were gaining popularity as swimming became a more common leisure activity. This swimsuit, which buttons on the shoulders and belts at the waist, allowed for more flexibility and function while swimming or boating.

A controversial introduction to American women’s swimwear is largely credited to Annette Kellerman, who took part in diving and swimming competitions against both men and women. When Kellerman came to Revere Beach, Mass., in 1907, she was arrested for indecent exposure for wearing a similar swimsuit that bared her arms and legs. The judge ruled that Kellerman could wear the suit only if she wore a swimming cape to the water’s edge. This event marked a change in what was considered acceptable for
Left: Bathing costumes in the 1920s were characterized by swimwear no shorter than mid-thigh length. Swimsuit police would patrol public beaches searching for violations of what would be considered indecent exposure. Dress-style swimwear was common, and the stylized V-neck and belted waist made the suits more form fitting. Dress-type bathing suit, cotton, c. 1920, gift of Rudolph W. Gleichman. Collection of the Chesapeake Bay Maritime Museum, 2004.9.3.

Below: A popular style in the 1950s, this one-piece suit illustrates the transition from wool- and cotton-blend materials to synthetic-blend swimsuit fabrics. In contrast to swimsuits of the early 1900s, swimwear began to silhouette the body and include body-accentuating pleats and ribbing. Bathing suit, cotton and nylon blend, c. 1950, gift of Danna Murden. Collection of the Chesapeake Bay Maritime Museum, 2004.45.1.
women and helped pave the way for future fashion that celebrates the feminine form and improved functionality. Kellerman's illegal 1907 swimsuit is almost identical to the 1910 bloomer-style suit found in CBMM’s collection. This suit, risqué for its day, reinforces the idea that women around the Chesapeake Bay were increasingly participating in maritime recreation and leisure activities, while attempting to shed the cultural boundaries of outdated beliefs surrounding women's identity.

While combing the collection for Rosenfeld-inspired objects, curatorial staff also selected the 1915 ladies race winner's trophy from the Cambridge Yacht Club, won by Cordelia Smith in her brother's hydroplane, Pep. When the 1910 bloomer-style bathing suit was pulled from the collection, staff noticed “Smith, C” written on the swimsuit tag. Research into the catalog record revealed that Rudolph W. Gleichman, Cordelia Smith’s son, had donated the swimsuit in 2004. The racing trophy and the revealing 1910 bathing suit together suggest that Smith was pushing the boundaries for women early in the 20th century.

Swimwear of the 1920s was considerably more liberal than earlier styles and showed uncovered arms and legs, but with restrictions. Swimwear for women was only legal if lengths reached no less than the mid-thigh. Bathing suit police would patrol public beaches and swimming areas for delinquent bathing suit wearers, and issue fines and arrests for indecent exposure. Throughout the decade, there are various accounts in which women would purposefully hike up their suits past the legal length in protest of the restriction. The 1920s marked political success for suffragettes, as evidenced by the passing of 19th Amendment, which granted women the right to vote, but social and cultural equality remained elusive. A swim cap and dress-style bathing suit mark this change from the traditional wear of the turn of the century. The stylized V-neck, belted waist, and more form-fitting silhouette illustrate changes within fashion that mimic advancements in women’s rights.

The 1950s marked the end of first-wave feminism and the rise of a second wave. During the Civil Rights Movement, women of all backgrounds began to protest inequality. A popular style in the 1950s, blue one-piece swimsuit pulled from CBMM’s collection illustrates a stark contrast from the 1900s bloomer-style bathing costume. Swimsuit material progressed from wool- and cotton-blend materials to synthetic-blend fabrics. This material, much like modern nylon and spandex, allowed bathers to dry off more quickly after swimming, and was more comfortable than itchy wool. Differing from swimsuits of the early centuries, '30s, '40s, and '50s fashion began to silhouette and accentuate the body by including pleats and ribbing.

Swimwear for women has changed dramatically over the past century, mirroring changes in feminine expression. The three swimsuits selected from CBMM’s collection for display in On Land and On Sea: A Century of Women in the Rosenfeld Collection illustrate this evolution from the 1900s to the 1950s, and help interpret the history of women across America, and on the Chesapeake Bay. ★

On Land and On Sea: A Century of Women in the Rosenfeld Collection was an opportunity for CBMM to highlight the stories of women throughout the 20th century, both in maritime roles and beyond. It was also the first time in CBMM’s 54-year history that we’ve had a major exhibition solely sponsored by women—47 to date. CBMM is dedicated to representing the culture of the entire Bay region, especially those whose history is often overlooked. Over the next few years, our staff is working to make that representation (and all of our priceless assets) more widely accessible to all through a new online cataloging system. Stay tuned!
Caroline
Construction of log canoe Caroline complete

AFTER EIGHT MONTHS OF WORK, Shipwright Apprentice Cole Meyerhoff reports that the construction of five-log canoe Caroline has finally been completed.

The bulk of Caroline’s hull was finished in early May, and staff worked through the summer finishing the detail work, including centerboard case supports, mahogany coamings, and deck work, in addition to the Tilghman-Island style canoe’s chicken beak, bowsprit, and outrigger. The canoe was also blessed ahead of its launch at CBMM’s June Maritime Day.

Once finished, the canoe left CBMM to have its hull painted and rig built, in time to participate in a few of the season’s later log canoe races. CBMM’s guests and members are invited aboard the 1920 buyboat Winnie Estelle this summer and fall for an up-close and personal view of these Chesapeake Bay sailing log canoe races, with cruises available through September. For tickets, visit cbmm.org/onthewater.★

Delaware
Shipyard staff construct new floating fleet workshop

SHIPTYARD MANAGER CHRISTIAN CABRAL reports that CBMM shipwrights and apprentices have completed the construction of a new floating fleet workshop. The new timber frame structure will serve as a dedicated workspace for CBMM’s four apprentices, for maintenance work on the floating fleet, and as the home base for the keel-up restoration of the 1912 river tug Delaware.

Over the summer, staff began construction of a pavilion that will house Delaware, and provide a living exhibit as the restoration continues. Their goal is to erect this structure, also a timber frame construction, in August. In tandem with the new building’s assembly, CBMM apprentices and shipwrights will also begin to shape Delaware’s now freshly milled keel, providing the backbone for the tug’s restoration.

To keep up with Delaware’s restoration and CBMM’s other Shipyard projects, visit cbmmshipyard.org. ★

CBMM is now engaged in certified workforce training, with our four-year apprenticeship program registered in 2018 by the U.S. Department of Labor and the Maryland Department of Labor, Licensing & Regulation. Our program covers 8,000 hours of real work experiences, as well as leadership and management skill development.★
MEMBER NIGHTS

Charity Boat Auction Preview
Date/Time: Thursday, Aug. 29, 5–7pm
Location: Fogg’s Landing
Cost: Free for CBMM members
Registration: 410-745-4991 or druzicka@cbmm.org

Interested in a new boat...and a good deal? Members have the opportunity to preview the boats for sale at CBMM’s Annual Charity Boat Auction, which takes place this year on Saturday, Aug. 31. Grab a beer and scout out your new ride, with Charity Boat Donation Program staff on hand to answer any questions.

Kiliii Yuyan Journeys in the Arctic
Date/Time: Wednesday, Oct. 2, 5–7pm
Location: Boatshop
Cost: Free for CBMM members
Registration: 410-745-4991 or druzicka@cbmm.org

Join award-winning photojournalist, filmmaker, and boatbuilder Kiliii Yuyan for an evening viewing scenes from his journey in the Arctic. Yuyan has contributed to National Geographic Magazine, Time, NPR, and the BBC.

All About Oysters
Date/Time: Thursday, Nov. 7, 5–7pm
Location: Van Lennep Auditorium
Cost: Free for CBMM members
Registration: 410-745-4991 or druzicka@cbmm.org

Join us for local oysters! This fun-filled night of buck-a-shuck oysters served by our celebrity shuckers is an annual favorite.

AFAD SHIYPARD PROGRAMS

Stand-Up Paddle Workshop
Date/Time: Saturday and Sunday, Aug. 10–11, 9am–4pm
Location: Workshop Annex
Cost: $200, with a 20% discount for CBMM members
Registration: cbmm.org/standuppaddle

CBMM’s Shipyard Education Programs Manager Jenn Kuhn and shipyard volunteer John Aiken will lead this two-day workshop on basic paddle construction, with participants learning bent shaft laminating and shaping skills. Each participant will go home with their own custom-made paddle. Materials and basic tools are included in the registration fee.

Nameboard Basics
Date/Time: Saturday, Aug. 24, 9am–4pm
Location: Workshop Annex
Cost: $75, with a 20% discount for CBMM members
Registration: cbmm.org/nameboardbasics

Carver and master model maker Ed Thieler will give participants the basic skills necessary to carve their very own nameboard. Materials and basic tools are included. Participants are encouraged to bring a bagged lunch.

Greenland Paddle Workshop
Date/Time: Saturday and Sunday, Sept. 7–8, 10am–4pm
Location: CBMM Workshop Annex
Cost: $200, with a 20% discount for CBMM members
Registration: cbmm.org/greenlandpaddle

Have you been planning a longer kayak trip, or are you just tired of paddling with your “euro spoon” paddle? If you’re looking for a simpler, lighter way to paddle, join CBMM’s Shipyard Education Programs Manager Jenn Kuhn in constructing your own cedar Greenland Paddle. Materials and basic tools will be provided. Participants are encouraged to bring a bagged lunch.

Skin-on-Frame Kayak Workshop
Date/Time: Saturday, Sept. 28–Sunday, Oct. 6, 8:30am–6pm
Location: CBMM
Cost: $2,100 for all participants
Registration: workshops@seawolfkayak.com

Seawolf Kayak returns to CBMM this fall with their traditional kayak-building workshop. Learn how to build your very own skin-on-frame kayak alongside master kayak designer Kiliii Yuyan, and expert builder Addie Asbridge. For information on what to expect, skin-on-frame models, and more, visit seawolfkayak.com.

Open Boatshop
Date/Time: Thursdays, Sept. 12, Oct. 17, Nov. 14, Dec. 12, 5:30–8:30pm
Location: Boatshop
Cost: $35, with a 20% discount for CBMM members
Registration: cbmm.org/shipyardprograms

Have an idea for a woodworking project, but don’t know where to start or have the tools you need? Come to the Boatshop to work on these projects under the guidance of one of CBMM’s experienced shipwrights.
Decommissioning Your Motor
Date/Time: Saturday, Oct. 12, 9am–noon
Location: CBMM Mill Street Workshop (109C Mill St., St. Michaels, Md.)
Cost: $40, with a 20% discount for CBMM members
Registration: cbmm.org/decommission

Join CBMM’s marine mechanic Josh Richardson to learn how to decommission your outboard motor. Richardson has 17 years of experience working in marine mechanics, and will help participants prepare and safely winterize their motors.

Pull and Haul
Date/Time: Saturday and Sunday, Oct. 19–20, 10am–4pm
Location: CBMM Workshop Annex
Cost: $100, with a 20% discount for CBMM members
Registration: cbmm.org/pullandhaul

Be a part of history and join CBMM shipwrights in this two-day workshop to make handmade blocks for Maryland Dove. These blocks are integral to the ship’s rigging, and will be used throughout for raising and lowering sails.

Lie-Nielsen Hand Tool Event
Date/Time: Friday, Oct. 25, 10am–6pm, and Saturday, Oct. 26, 10am–5pm
Location: Boatshop
Cost: Included with general admission on Friday, and with OysterFest admission on Saturday

Lie-Nielsen Toolworks will set up in CBMM’s Boatshop this fall for one of their signature Hand Tool Events. The two-day event will feature demonstrations on hand tool techniques, and creating period furniture, plus opportunities for participants to purchase new tools.

Block Prints
Date/Time: Friday, Nov. 1, 5:30–7:30pm
Location: Van Lennep Auditorium
Cost: $35, with a 20% discount for CBMM members
Registration: cbmm.org/blockprints

Join artist and printmaker Kevin Garber in exploring the incredible block prints of Philip McMartin (1930–2009). McMartin’s original block prints will be on display while Garber demonstrates the process of pulling a successful print from one of the blocks.

Bring Your Own Motor (and Parts)
Date/Time: Saturday, Nov. 2, 9am–noon
Location: CBMM Mill Street Workshop (109C Mill St., St. Michaels, Md.)
Cost: $40, with a 20% discount for CBMM members
Registration: cbmm.org/bringyourmotor

Do you have a problem with your motor and the parts to fix it, but aren’t sure how to go about it? This course is for you. Join Josh Richardson in this hands-on workshop to fix your own outboard motor.

Build Your Own Classic Sea Chest
Date/Time: Thursday, Nov. 7–Sunday, Nov. 10, 10am–4pm
Location: CBMM Workshop Annex
Cost: $650, with a 20% discount for CBMM members
Registration: cbmm.org/seachest

In this four-day workshop led by retired Virginia Military Institute professor Grigg Mullen, participants will have the opportunity to hone their woodworking skills while constructing their very own 19th century-style sea chest. The construction of the chest focuses heavily on using hand tools to create the beveled dovetail-joined ends and sides.

Celestial Navigation
Date/Time: Saturday and Sunday, Nov. 16–17, 10am–4pm
Location: Van Lennep Auditorium
Cost: $350, with a 20% discount for CBMM members
Course fee includes a copy of The Celestial Navigation Mystery: Solved. The purchase of a Davis Master Sextant Mark 15 is optional, but can be made at the link below.
Registration: cbmm.org/celestialnavigation

CBMM welcomes Capt. David Bell, U.S. Coast Guard-licensed Master mariner, for this two-day celestial navigation course. Bell has been teaching and using celestial navigation at sea for more than 40 years, most recently for the State University of New York Maritime College. He’s also the author of The Celestial Navigation Mystery: Solved.

CBMM strives to create an engaging and transformative guest experience by providing year-round classes, workshops, lectures, and educational opportunities for visitors of all ages.
EDUCATION PROGRAMS

Boater’s Safety Course
Date/Time: Wednesday and Thursday, Aug. 7–8, 5–9pm
Location: Van Lennep Auditorium
Cost: $25 per person, with a 20% discount for CBMM members
Registration: cbmm.org/boatersafety

Led by CBMM Shipyard Manager Christian Cabral, Boater’s Safety courses teach participants the basics needed to safely and confidently operate a vessel on Maryland waterways. Individuals and families with children 12 and older are welcome to participate. Maryland boaters born after July 1, 1972, are required to have a Certificate of Boating Safety Education. Graduates of this two-day Department of Natural Resources-approved course are awarded a certificate that is good for life.

Symposium on Building the New Maryland Dove
Date/Time: Friday, Sep. 13, 10am–4pm
Location: Van Lennep Auditorium
Cost: $10, with a 20% discount for CBMM members
Registration: cbmm.org/dovesymposium (Seating is limited)

With construction underway on the new Maryland Dove, join staff from Historic St. Mary’s City and CBMM to explore the history of the original Ark and Dove, and the research, design, and construction plan for the new build. The day’s events will include a morning talk, afternoon panel discussion, and dockside tours of the current Maryland Dove.

Fall Speaker Series: Women On Land and On Sea
Date/Time: See following schedule
Location: Van Lennep Auditorium
Cost: $7.50 per session, with a 20% discount for CBMM members. Register online for all five sessions and receive an additional discount.
Registration: cbmm.org/speakerseries, 410-745-4947, or lseeman@cbmm.org

CBMM’s newest exhibition, On Land and On Sea: A Century of Women in the Rosenfeld Collection, explores evolving roles of women through much of the 20th century, as seen through the camera lenses of Morris and Stanley Rosenfeld. This Fall Speaker Series dives deeper into the shifts that the Rosenfelds captured, and picks up where the exhibition leaves off in the 1970s, exploring the complexities of cultural change as well as the personal connections of women involved in different aspects of the maritime world.

On Land and On Sea: A Talk with the Author
Thursday, Oct. 10, 5:30pm

As the author of On Land and On Sea: A Century of Women in the Rosenfeld Collection, the book upon which this exhibition is based, University of Delaware Rosenberg Professor Emeritus of Sociology Margaret Andersen Rosenfeld, will discuss what inspired her book—a panorama of women’s lives over the course of the 20th century as viewed through the Rosenfeld Collection. The Rosenfeld Collection, famed for its collection of maritime photography and owned by Mystic Seaport Museum, includes close to one million images, many of which tell different stories about 20th-century social history.

There’s No Make-up in Kandahar: In Uniform and in Command in the U.S. Navy
Wednesday, Oct. 16, 2pm

With more than 4,300 flight hours and 425 carrier arrested landings to her credit, Capt. Valerie Overstreet has led an impressive career in naval aviation. Following a Pentagon policy change in 1993, she was one of the first women to fly combat missions, and was the first female commander of the “Wallbangers,” an E-2C Hawkeye squadron. Today, she balances her current assignment as Deputy Superintendent/Chief of Staff at the United States Naval Academy with her responsibilities as a mother of two young children.

Reconsidering the Roles of Women on the Chesapeake
Wednesday, Oct. 23, 5:30pm

Women have played significant roles in the fisheries, maritime industries, and communities along the Chesapeake Bay, yet their stories are often missing from the historical record and in historical narratives. Associate Curator of Collections Jenifer Dolde, will discuss the portrayals of Chesapeake women from the CBMM collection as captured by the lenses of well-known photographers, cultural historians, and ordinary people, and will suggest new ways to interpret women’s place in our region’s history.

continued
Messing About in Boats
Wednesday, Nov. 6, 2pm

By day, Kristen Greenaway is at the helm of the Chesapeake Bay Maritime Museum as the institution’s first female president. Her connection to the water runs much deeper, however. In this talk, Greenaway will share stories of her many adventures on boats propelled by sail, power, and paddle, from living aboard a 32-foot wooden yacht as a child, to sailing with an all-woman crew in the inaugural two-month Auckland-Fukuoka (Japan) Yacht Race, to competing in the annual 300-mile WaterTribe Everglades Challenge. Her experiences are varied, and she is quite the storyteller.

At the Helm of Kalmar Nyckel
Wednesday, Nov. 13, 5:30pm

Within the world of tall ships, heritage tourism brings the maritime past to life for present day audiences. In this talk, Capt. Lauren Morgens will discuss her role as the first female captain of Kalmar Nyckel, an accurate replica of a 17th-century Dutch pinnace, and the official tall ship of Delaware. With two decades of experience in sailing tall ships, Morgens is notable for both her leadership and seamanship, overseeing paid officers and volunteer crew to bring Kalmar Nyckel to ports along the eastern seaboard.

YOUTH & FAMILY PROGRAMS

Family Boatshop
Date/Time: Saturday, Aug. 3, 9am–4pm
Location: Boatshop
Cost: Includes one youth (age 10 and up) and one adult: $75, with a 20% discount for CBMM members; $20 for each additional youth
Registration: cbmm.org/shipyardprograms

Bring your family to join carver and master model maker Ed Thieler, and learn the basic skills needed to carve your very own nameboards. Materials and basic tools are included. Participants are encouraged to bring a bagged lunch.

Lighthouse Overnights
Date/Time: Fridays and Saturdays in September and October
Location: Hooper Strait Lighthouse
Cost: $40 per person (12-person min/18-person max)
Fee includes one overnight stay in the lighthouse, a dedicated museum facilitator, the cost of program activities, two days’ admission to CBMM, and a souvenir patch
Registration: cbmm.org/lighthouseovernights

Your group can spend the night in our 1879 Hooper Strait Lighthouse! Travel back in time to experience the rustic life of a 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 6pm and ending at 9am the following day.

On the weekend of the program, groups may also choose to add a drop-in scenic river cruise aboard the 1920 buyboat Winnie Estelle at a discounted rate, subject to seasonal availability.

Homeschool Day
Date/Time: Monday, Sept. 9, 10:30am or 1pm
Location: CBMM
Cost: $5 per person; accompanying younger siblings 5 and under are free
Registration: cbmm.org/homeschoolday

Homeschool students and their adults are invited to come to CBMM’s fall Homeschool Day, selecting either a morning or afternoon program to explore the history of the greatest oyster factory on Earth, the Chesapeake Bay, and how the oyster shaped the culture, industry, and environment of the Bay and its people. Participants will use maps, activities, and giant oyster shells to learn about a time when oysters lay thick as stones; hear the tales of the Oyster Wars and an oyster gold rush in the cabin of a skipjack; and investigate close-up an oyster nursery’s crabs, fish, and baby mollusks. Families are encouraged to bring a bagged lunch and picnic on campus. The Campus Challenge scavenger hunt will also be available for families to explore other museum highlights at their own pace. Individual families and co-op groups alike are welcome to attend.
Family Day
Date/Time: Saturday, Oct. 12, 1–4pm
Location: CBMM
Cost: Included with regular museum admission; free for CBMM members
Registration: 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 activities and family-friendly exhibits, perfect for a day of family fun. Compete in the crab challenge course, see the schooner AJ Meerwald on its visit to St. Michaels, climb to the top of the Hooper Strait Lighthouse, view progress on the new Maryland Dove, and more!

ON-THE-WATER PROGRAMS

Community Ecology Cruise
Date/Time: Wednesday, Aug. 14, 10–11:30am
Location: CBMM
Cost: $20, with a 20% discount for CBMM 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 watching the sky for eagles, ospreys, and herons. Families with children are encouraged!

Guided Paddle and Tasting
Date/Time: Saturday, Aug. 24, 9am–1pm
Location: Launching from Bellevue Landing (Oxford-Bellevue Ferry, Royal Oak, Md.)
Cost: $35 without kayak rental; $65 with kayak rental; 20% discount for CBMM members. Tasting included with registration fee
Registration: cbmm.org/paddles

Ever wanted to watch the log canoe races from the water? Join us for a paddle along the Tred Avon River to watch the iconic log canoe races, stopping along the way to cool off with a treat from the acclaimed Scottish Highland Creamery. Participants should dress accordingly, wear sunscreen, and bring water and snacks. Anyone bringing their own kayak must also bring a personal floatation device (PFD); if the PFD does not meet CBMM’s standards, we will provide you with one.

Log Canoe Cruises
Date/Time: See schedule below
Location: All cruises depart from CBMM
Cost: $35, with a 20% discount for CBMM 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.

Race Schedule:
• Saturday, Sept. 7, 9:30am and 1:30 pm (MRYC Labor Day Series)
• Saturday, Sept. 14, 9:30am and 1:30pm (MRYC Higgins/Commodore Cups)
• Sunday, Sept. 15, 9:30am (CBMM Bartlett Cup)

Full Harvest Moon Paddle
Date/Time: Saturday, Sept. 14, 5:30–8:30pm
Location: Launching from Claiborne Landing Boat Launch (Claiborne Landing Road, Claiborne, Md.)
Cost: $20 without kayak rental; $35 with kayak rental; 20% discount for CBMM members
Registration: cbmm.org/paddles

This September, paddle participants will have a chance to gaze at the Full Harvest Moon from the Eastern Bay. Participants should dress accordingly, and bring water and a head lamp. Good for both the beginner and intermediate paddler. Anyone bringing their own kayak must also bring a personal floatation device (PFD); if the PFD does not meet CBMM’s standards, we will provide you with one.

Elf Classic Yacht Race Spectator Cruise
Date/Time: Saturday, Sept. 28, 10:30am–12:30pm
Location: Cruise departs from CBMM
Cost: $35, with a 20% discount for CBMM members
Registration: cbmm.org/elfcruise

Join us for a special cruise aboard CBMM’s 1920 buyboat Winnie Estelle to watch the ninth annual Elf Classic Yacht Race, taking place again this year on the Miles River. This annual race is sponsored by the Classic Yacht Restoration Guild, and the Chesapeake Bay Maritime Museum. This spectator cruise will depart at 10:30am so that passengers can view the traditional 19th-century yacht racing start, which includes captains rowing their tender boats from land.
Since 1982, the Benedictine Adult Services program has been supporting community living and independent living skills for persons with developmental disabilities, and CBMM is honored to partner with this life-changing organization.

CBMM MUSEUM STORE

We are now proudly offering products made by participants in the Benedictine Adult Services program, including dog treats from its Sweetly Made Bakery, greeting cards, candies, artwork, and more!

Come see what’s new in the Museum Store, or call 410-745-4936 to place an order today!
It's been an exciting and eventful year at the Chesapeake Bay Maritime Museum. While CBMM’s educational, curatorial, and shipyard teams all launched many new programs and projects, I wanted to call out two initiatives that merit special attention:

- **Maryland Dove.** From a competitive bid process, CBMM was selected to build a new *Maryland Dove*, a reproduction of the early 17th-century trading ship that accompanied the first European settlers to what is now Maryland. The contract between CBMM and Historic St. Mary’s City Commission was signed in late December 2018. On June 1 of this year, during CBMM’s inaugural Maritime Day, we reached a major project milestone with the laying of the keel. All work building *Maryland Dove* will be done in full public view, allowing the public to experience every stage of the project. The goal of the updated ship design is to be as close to the c. 1630 original as possible, including historical features that were not known when the first reproduction *Maryland Dove* was launched in 1978. The new ship is targeted for sea trials in late 2021.

- **Rising Tide.** CBMM’s Rising Tide After-School Program teaches students basic boatbuilding and woodworking skills. Students are encouraged to become more academically prepared to achieve long-term success, whether on a college or vocational track, having gained skills in mathematics, engineering, team-building, and project management. Now in its fifth year, the program has more than quadrupled its student base from approximately 20 students to more than 85. For a young mind, the experience can be both lasting and significant.

Embarking on new initiatives and creating successful and growing programs is great. Even better is the impact these bring to the community in terms of increased employment, new skills, and learning for our youth and the increasing number of visitors to the area.

Thank you for your support of the Chesapeake Bay Maritime Museum—whether you’re a member, guest, volunteer, sponsor, board member, or someone who shares our love and enthusiasm for the Bay and its people.

**P.S.** – Fall is a great time to visit CBMM. Remember to view *On Land and On Sea: A Century of Women in the Rosenfeld Collection*, featuring the work of famed maritime photographers Morris and Stanley Rosenfeld. *On Land and On Sea* reveals the social and historical context of women in a maritime context over the better part of the 20th century through the lenses of the Rosenfelds’ cameras.
Gifts to the Collection

CBMM’s impressive collection of more than 70,000 Bay-related artifacts and archival materials depends in large part on the generosity of individuals. This past year, we received more than 1,000 ship and sail plans, around 200 photographs, 18 manuscript collections, and 130 books. We are enormously grateful to the donors who contributed to CBMM’s collection. A few highlights are shown here.

**Highlights include:**
A collection of sketches, watercolors, and drawings by Owen Davis, an artist and designer who worked at the Oxford Boatyard; a quarterboard for the bugeye *Ernst Langhammer*; the 1736 “Virginia and Maryland” map by Herman Moll; a J.L. McCready “Navy Brand” oyster display box; the 1864 log canoe *Glide*; a bell from the ferry *John M. Dennis*; ballroom chairs from the Tolchester Hotel; a collection of sketches by “Gunning the Chesapeake” author Roy E. Walsh; yacht photographs by R. Howe Lagarde; images of Tilghman Island’s watermen in the 1970s by James Hosier; and objects and papers from sailmaker Claude Dudley Boycott.
CBMM is grateful to the following friends who donated a variety of items to the collection over the past year:

- John Adams
- Rolf Anselm
- Janet & Dennis Berg
- Margaret & Stan Davis
- Donna & William Dudley
- Robin Earle
- Carol & Charles Elton
- Estate of Geoffrey Footner
- Peter Evans
- Maria & John Fischer
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- Sandra Freter
- Frank Galletti
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- June & George Hansell
- Warren Harding
- Linda & Maurice Heartfield
- Sarah Henderson
- Julie Moriarty Hockaday & Robert Hockaday
- James Hosier
- Jillian Ferris & John Jallade
- Rick Kollinger
- Arthur LaFord
- Howe Lagarde
- Mariana & Ronald Lesher
- Sewell Matthews
- Davy McCall
- Carol & Lawrence McCanna
- Harriett & Ellicott McConnell
- Robert McCormack
- Holly McCoy
- Rod Merrill
- Janet & Jeffrey Messing
- Stuart Moisan
- Leslie & William Morrison
- Geraldine & Francis Newton
- Frances & Sumner Parker
- Mary Ann & Walter Parsons
- Kay & Robert Perkins
- Ellen & Norman Plummer
- Potapskut Sailing Association
- Schuyler Ritter
- Judy & Henry Stansbury
- Eric Steinlein
- The Comet Class Yacht Racing Association
- Linda & Austin Walmsley
- Barbara & Scott Watkins
- F. Wheelan
- April & Kathleen White


### ASSETS

<table>
<thead>
<tr>
<th>Asset</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cash and Cash Equivalents</td>
<td>$5,227,329</td>
</tr>
<tr>
<td>Accounts and Grants Receivable</td>
<td>2,841,115</td>
</tr>
<tr>
<td>Split-Interest Receivable</td>
<td>509,394</td>
</tr>
<tr>
<td>Contributions Receivable</td>
<td>2,468,267</td>
</tr>
<tr>
<td>Inventories at Lower of Cost or Fair Value</td>
<td>491,400</td>
</tr>
<tr>
<td>Pre-Paid Expenses</td>
<td>72,650</td>
</tr>
<tr>
<td>Planned Gifts Investments at Fair Value</td>
<td>8,514</td>
</tr>
<tr>
<td>Long Term Investments at Fair Value</td>
<td>12,259,978</td>
</tr>
<tr>
<td>Land, Buildings, and Equipment (Net of Depreciation)</td>
<td>9,598,081</td>
</tr>
<tr>
<td><strong>TOTAL ASSETS</strong></td>
<td><strong>$30,918,728</strong></td>
</tr>
</tbody>
</table>

### LIABILITIES AND NET ASSETS

#### LIABILITIES

<table>
<thead>
<tr>
<th>Liability</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accounts Payable and Accrued Expenses</td>
<td>$442,319</td>
</tr>
<tr>
<td>Billings in Excess of Cost, Shipyard Projects</td>
<td>1,107,394</td>
</tr>
<tr>
<td>Deferred Income and Deposits</td>
<td>137,853</td>
</tr>
<tr>
<td><strong>TOTAL LIABILITIES</strong></td>
<td><strong>$1,687,566</strong></td>
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</tbody>
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#### NET ASSETS

<table>
<thead>
<tr>
<th>General Fund</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>Without Donor Restriction, Undesignated</td>
<td>11,092,564</td>
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<tr>
<td>Without Donor Restriction, Board Designated Emergency Reserve</td>
<td>287,378</td>
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<tr>
<td>Without Donor Restriction, Board Designated for Endowment</td>
<td>3,078,300</td>
</tr>
<tr>
<td>With Donor Restriction</td>
<td>14,772,920</td>
</tr>
<tr>
<td><strong>TOTAL NET ASSETS</strong></td>
<td><strong>$29,231,162</strong></td>
</tr>
</tbody>
</table>

| **TOTAL LIABILITIES AND NET ASSETS**                             | **$30,918,728**|

#### OPERATING INCOME

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contributions &amp; Grants</td>
<td>17%</td>
</tr>
<tr>
<td>Admissions &amp; Special Events</td>
<td>19%</td>
</tr>
<tr>
<td>Store Gross Profit</td>
<td>5%</td>
</tr>
<tr>
<td>Membership</td>
<td>11%</td>
</tr>
<tr>
<td>Membership</td>
<td>11%</td>
</tr>
<tr>
<td>Facilities Rentals &amp; Other Income</td>
<td>4%</td>
</tr>
<tr>
<td>Education</td>
<td>5%</td>
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<tr>
<td>Endowment Distribution</td>
<td>12%</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$4,189,553</strong></td>
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</tbody>
</table>

#### OPERATING EXPENSES

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Museum Store &amp; Guest Services</td>
<td>24%</td>
</tr>
<tr>
<td>Education &amp; Volunteer Programs</td>
<td>8%</td>
</tr>
<tr>
<td>Special Events &amp; Rentals</td>
<td>8%</td>
</tr>
<tr>
<td>Advancement</td>
<td>7%</td>
</tr>
<tr>
<td>Communications &amp; Marketing</td>
<td>8%</td>
</tr>
<tr>
<td>Curatorial &amp; Exhibitions</td>
<td>9%</td>
</tr>
<tr>
<td>Shipyard &amp; Apprentice Programs</td>
<td>14%</td>
</tr>
<tr>
<td>Administrative Expenses</td>
<td>17%</td>
</tr>
<tr>
<td>Camp Maintenance &amp; Operations</td>
<td>24%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$4,183,300</strong></td>
</tr>
</tbody>
</table>
### STATEMENT OF ACTIVITIES YEAR ENDED FEBRUARY 28, 2019

#### REVENUES

<table>
<thead>
<tr>
<th>Description</th>
<th>Without Donor Restriction</th>
<th>With Donor Restriction</th>
<th>Total 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contributions</td>
<td>$611,582</td>
<td>$3,600,663</td>
<td>$4,212,245</td>
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<tr>
<td>Membership</td>
<td>476,821</td>
<td>–</td>
<td>476,821</td>
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<tr>
<td>Grants</td>
<td>83,874</td>
<td>–</td>
<td>83,874</td>
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<tr>
<td>Special Events</td>
<td>280,652</td>
<td>–</td>
<td>280,652</td>
</tr>
<tr>
<td>Admissions</td>
<td>649,263</td>
<td>–</td>
<td>649,263</td>
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<tr>
<td>Grounds Rentals</td>
<td>170,335</td>
<td>–</td>
<td>170,335</td>
</tr>
<tr>
<td>Education Programs</td>
<td>123,354</td>
<td>–</td>
<td>123,354</td>
</tr>
<tr>
<td>Change in Value of Split-Interest Agreements</td>
<td>31,211</td>
<td>–</td>
<td>31,211</td>
</tr>
<tr>
<td>Investment Income</td>
<td>138,527</td>
<td>69,781</td>
<td>208,308</td>
</tr>
<tr>
<td>Rental and Other Income</td>
<td>22,425</td>
<td>–</td>
<td>22,425</td>
</tr>
<tr>
<td>Sales of Donated Boats (Net of Expenses of $83,458)</td>
<td>531,167</td>
<td>–</td>
<td>531,167</td>
</tr>
<tr>
<td>Shipyard Income</td>
<td>355,818</td>
<td>–</td>
<td>355,818</td>
</tr>
<tr>
<td>Assets Released from Restriction</td>
<td>4,145,916</td>
<td>(4,145,916)</td>
<td>–</td>
</tr>
<tr>
<td><strong>TOTAL REVENUE</strong></td>
<td><strong>$7,824,264</strong></td>
<td><strong>(475,472)</strong></td>
<td><strong>$7,348,792</strong></td>
</tr>
</tbody>
</table>

#### EXPENSES

<table>
<thead>
<tr>
<th>Description</th>
<th>Without Donor Restriction</th>
<th>With Donor Restriction</th>
<th>Total 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Program Expenses</td>
<td>$4,707,056</td>
<td>–</td>
<td>$3,799,517</td>
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<tr>
<td>Administrative</td>
<td>821,385</td>
<td>–</td>
<td>800,953</td>
</tr>
<tr>
<td>Fundraising</td>
<td>395,117</td>
<td>–</td>
<td>337,362</td>
</tr>
<tr>
<td><strong>TOTAL EXPENSES</strong></td>
<td><strong>$5,923,558</strong></td>
<td>$0</td>
<td><strong>$4,937,832</strong></td>
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</tbody>
</table>

#### CHANGES IN NET ASSETS

<table>
<thead>
<tr>
<th>Description</th>
<th>Without Donor Restriction</th>
<th>With Donor Restriction</th>
<th>Total 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CHANGES IN NET ASSETS</strong></td>
<td><strong>$1,900,706</strong></td>
<td><strong>(475,472)</strong></td>
<td><strong>$1,982,752</strong></td>
</tr>
</tbody>
</table>

#### NET ASSETS, BEGINNING OF YEAR

<table>
<thead>
<tr>
<th>Description</th>
<th>Without Donor Restriction</th>
<th>With Donor Restriction</th>
<th>Total 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NET ASSETS, BEGINNING OF YEAR</strong></td>
<td><strong>$12,557,536</strong></td>
<td><strong>$15,248,392</strong></td>
<td><strong>$27,805,928</strong></td>
</tr>
</tbody>
</table>

#### NET ASSETS, END OF YEAR

<table>
<thead>
<tr>
<th>Description</th>
<th>Without Donor Restriction</th>
<th>With Donor Restriction</th>
<th>Total 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NET ASSETS, END OF YEAR</strong></td>
<td><strong>$14,458,242</strong></td>
<td><strong>$14,772,920</strong></td>
<td><strong>$29,231,162</strong></td>
</tr>
</tbody>
</table>

#### FUNCTIONAL EXPENDITURES, All Funds

<table>
<thead>
<tr>
<th>Programming</th>
<th>Admin</th>
<th>Fundraising</th>
</tr>
</thead>
<tbody>
<tr>
<td>79%</td>
<td>14%</td>
<td>7%</td>
</tr>
</tbody>
</table>

Our goals are to maximize the percentage of your investment toward programs for the community, to minimize borrowings to protect our future, and to maximize the endowment to provide world-class programming for generations to come.
Honor Roll of Donors

We extend our deepest gratitude to our donors for gifts received between March 1, 2018, and Feb. 28, 2019. It is only through the generosity of our friends and supporters that CBMM can fulfill its mission and impact lives by igniting a spark of interest and passion for the Chesapeake Bay and its heritage and culture. Gifts of $100 or more to The Annual Fund, Boating Party, Comprehensive Campaign, Collection, Endowment, Pre-Boating Party, Sponsorships, or otherwise restricted are listed here. Please see The Annual Impact Report online at cbmm.org for an inclusive list of all donors. Every gift is greatly appreciated! Thank you!

CBMM works hard to be as accurate as possible in compiling information for our Honor Roll of Donors. If there are any errors or missing information, please contact Vice President of Advancement Liz LaCorte at 410-745-4956.

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Dennis Seymour
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IMPACT REPORT  2018–19  9
Abby Siegel & Gerald Silverstein
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Kim & Shaye Sims
Nancy Sims
Robert Siner
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Eva Smorzaniuk & Philip Dietz
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Suzanne Williams
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Pam & Joseph Doll
Alice Dorshow
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Kristin Durfee
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Mary & Charles Fairbank
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Cheri Fisher
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Karen Hussey
Ann Hymes
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Alfred J. Intintoli
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Lesley & Fred Israel
Hal Ivey
John Jackson
Eric Jahan
Jerry Louis Jana
David Jeffery
Jason Jenkins
Fred Keer
Gene Kiley
Howard Kirchner
Harold Klinger
Severin Kodderitzsch
Christopher Kozel
Karl Krieger
Albert Kubeluis
George Robert Lawrence
Ellen Laws
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Ingo Martens
Kristen Martin
Glenn Marvin
Wayne Mason
Stuart Matthison & Philip Walker
Don Mayorga
Robert McCully
Dawn McLaughin
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Bruce McWilliams
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