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On the cover: The Chesapeake Bay Maritime Museum’s historic work in constructing a new Maryland Dove will wrap up this year, with the ship to sail to its homeport in Historic St. Mary’s City this spring. Flip to page 24 to learn more. Photo by George Sass.

Left: CBMM’s talented team of shipwrights worked hard over the winter months on Maryland Dove. Photo by George Sass.
Where do I start to outline what will be happening on campus over the next few months?! From the completion of a major Shipyard project, to opening new exhibitions, to breaking ground on a new phase in our Master Plan, your CBMM is going to be a flurry of activity and growth.

The new build of Maryland Dove is nearing completion and will be delivered to its owner, Historic St. Mary’s City, in just a few months. In every President’s Letter over the past few years, I have impressed how you must visit to see what CBMM has achieved in this build. Do not miss your chance. Nowhere else in the U.S. is a project of this historic nature happening—it’s happening at your CBMM.

To celebrate the history of the first Maryland Dove reproduction, Dove Tales—a new CBMM-curated exhibition that pays homage to the traditional work of Chesapeake Bay boatbuilders—will open in April. The personal narrative approach to Dove Tales will incorporate audio, video, and personal quotations along with photographs, mementos, tools, models, and more collected during the folklife documentation. The interviews reveal the work life and practices of the men and women who built the first reproduction of Maryland Dove in the 1970s, led by Dorchester County’s Jim Richardson, at a time when the wooden boatbuilding trade was thought to be dying.

Your CBMM is going to look physically different, too! For the last five years, we have been working through a campus Master Plan to help provide the physical resources necessary to fulfill our mission at the highest level, and the first pieces of it will be coming together over the next few months.

The renovation and expansion of our Library and Collections facilities—Phase I of the Master Plan—will be completed this spring, ensuring our commitment to the care and preservation of the 80,000 objects in our collection and our mission to tell the stories of the Bay through those objects and the people who built and used them. In April, we will break ground on Phase II of the Master Plan, a new 12,000-square-foot Welcome Center that will also showcase more of CBMM’s vast collection of historic watercraft, tell a more complete story of life on the Chesapeake Bay, and, most importantly, be an accessible and inclusive space for anyone wishing to learn and play at CBMM.

I tell you about these things not only to encourage you to visit, but to thank you for your continued support. None of this happens without you—our CBMM family.

Kristen L. Greenaway
Maryland Dove to launch this year

Nearly three years after beginning the largest construction project they have ever taken on, shipwrights at the Chesapeake Bay Maritime Museum have their eyes set on the finish line, with the construction of Maryland Dove scheduled to finish this spring.

“I am incredibly proud of my team and what they’ve accomplished,” said CBMM’s lead shipwright, Joe Connor, who has served as construction manager on the project since its inception. “We have assembled some of the most talented shipwrights I’ve ever worked with, and we’re all looking forward to seeing the ship sail away.”

In 2018, it was announced that CBMM had been selected to build a brand-new Maryland Dove for Historic St. Mary’s City. The ship, a representation of the early-17th-century trading ship that accompanied the first European settlers to what is now Maryland, is owned by the state of Maryland and operated and maintained by the Historic St. Mary’s City Commission. An earlier version of the ship, built in the 1970s by Cambridge’s Jim Richardson, was nearing the end of its useful life, and decades of new research meant that a new ship could be designed to be a more historically accurate representation of the original Maryland Dove.

Since that first announcement, construction of the iconic state ship has been the central focus of CBMM’s working Shipyard. After naval architect Iver Franzen was tapped to design the new ship, the lofting process began, with shipwrights turning the Boatshop floor into a lofting board on which full-size patterns and lines were drawn. Those patterns then came to life as they were shaped in a variety of woods—live and white oak, Osage orange, ash, and Cortez, just to name a few—and fixed to a lead backbone to give Maryland Dove its shape.

Work over the past few years, all done in public view, has seen the new ship move from concept to reality, with another major milestone completed in March when the ship was craned from the hard into the Miles River. Maryland Dove will remain in the water for the final steps in its construction, which include finish work and the installation of masts, rigging, and sails.

“It has been absolutely amazing to watch Maryland Dove come together, piece by piece, over the past few years,” said CBMM President & CEO Kristen Greenaway. “We are very grateful for everyone who has followed along with the ship’s progress, and we invite you to stay tuned as it nears completion."

Details for a celebration of the completion of Maryland Dove will be announced later via CBMM’s social media channels.
A frame is attached to Maryland Dove’s lead keel in November 2019. Framing was an early milestone in the project and served to give the ship its overall shape.

Maryland Dove sits in the Chesapeake Bay Maritime Museum’s St. Michaels, Md., Shipyard, inching closer and closer to its spring completion.

Joe Connor, CBMM’s lead shipwright and construction manager of its Maryland Dove project, works atop the ship.
Your planned gift to CBMM fortifies our foundation and builds your Chesapeake legacy.

For 57 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 an exceptional 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.giftplans.org

YOUR LEGACY
YOUR MUSEUM
OUR FUTURE

With the stroke of a pen, you can join CBMM’s Lighthouse Legacy Society
The Chesapeake Bay Maritime Museum is accepting submissions for its upcoming exhibition, The Changing Chesapeake. Although steeped in traditional culture, the Chesapeake has long been a place of change and evolution, and its history has been driven by response to that change. The Changing Chesapeake seeks submissions from students and adults alike in response to changes they observe in the landscape and life around them.

“For many people in this region, their lifestyle, familial and cultural experiences, and personal identity are intrinsically connected to the Chesapeake,” said Curator & Folklife Center Manager Jenifer Dolde. “As the fabric of our community evolves and the very appearance of the surrounding land and water is transformed during a single lifetime, we are called to mark this change, to voice our histories, our passions, our fears, and our hopes. Calling for and sharing these voices in a public exhibition documents who we are as a community and represents the ebb and flow of our cultural traditions over time.”

Artists are asked to consider the following questions as they create their pieces: How is climate change and/or the impact of humans on the environment shaping your Chesapeake community? How has the way you identify with and are inspired by the Chesapeake evolved? What would you want someone 100 years from now to know about your life and community traditions in the Chesapeake today? What is your vision for the future of life in the Chesapeake region?

There is no cost to participate. Works will be accepted in a variety of media, including photography, painting, sculpture, video/film, digital arts, textiles, performance art, literary works, and more. CBMM staff will pre-screen submissions and submit them for community curation to an interdisciplinary panel that will seek to represent a wide range of ideas and perspectives. Submissions will be accepted through Sept. 1, 2022, with an anticipated February 2023 exhibition opening.

Visit bit.ly/ChangingChesapeake for more guidelines and to submit a work. For more information, email ChangingChesapeake@cbmm.org. Themes, guidelines, and submission form are also available in Spanish.

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The Changing Chesapeake, opens in 2023, and is a community response exhibition that invites members of the public to create art that responds to changes they observe in the landscape and life around them. Visit bit.ly/ChangingChesapeake to learn more.
2022 FESTIVALS + SPECIAL EVENTS

SATURDAY & SUNDAY, APRIL 2-3
Eastern Shore Sea Glass & Coastal Arts Festival

FRIDAY-SUNDAY, JUNE 17-19
Antique & Classic Boat Festival & The Arts at Navy Point

SATURDAY, JULY 2
Big Band Night
Rain Date: July 3

SUNDAY, AUG. 14
Watermen’s Appreciation Day

SATURDAY, AUG. 27
Charity Boat Auction

FRIDAY-SUNDAY, SEPT. 30-OCT. 2
Mid-Atlantic Small Craft Festival

SATURDAY, OCT. 29
OysterFest

SATURDAY & SUNDAY, NOV. 19-20
Eastern Shore Sea Glass & Coastal Arts Festival

Before You Arrive...

With the exception of certified service dogs, pets are not permitted on CBMM grounds during special events and festivals. To learn about our daily pet policy, visit cbmm.org.

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 located in the Museum Store.

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

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

For more information, visit cbmm.org.
Welcome aboard!

CBMM Members-Only Marina

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](http://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 or visit [cbmm.org/docking](http://cbmm.org/docking)

SLIP RESERVATIONS FOR HOLIDAYS & FESTIVALS
Reservations for holidays and festivals accepted no more than one month 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 for slip assignment when you enter the harbor. Please understand there is no guarantee of specific slips.

▶ Upon arrival, please check in at the Welcome Center for registration information and to complete financial transactions for the duration of your 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 for slip assignment is REQUIRED prior to arrival. No 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.

DOCKMASTER
410-745-4946
VHF Channel 16
[cbmm.org/docking](http://cbmm.org/docking)
dockmaster@cbmm.org
For volunteer Don Parks, a Cambridge, Md., native and the son of a waterman, every visit to the Chesapeake Bay Maritime Museum feels like coming home.

“I crabbed and oystered. I did all that stuff with my dad before he passed away,” said Parks. “Everything here, I know a lot about. And it’s really refreshing to come back and look at everything.”

Parks first joined CBMM’s volunteer team in 2000. After 22 years, he is now just 20 hours shy of an impressive 6,000 hours of volunteer service. In that time, he’s been a docent who teaches guests about crabs at Waterman’s Wharf, a crew member on buyboats Mister Jim and Winnie Estelle, an assistant delivering boats for the Charity Boat Donations Program, and, most recently, a guest host who loves to walk aboard the skipjack in the Oystering on the Chesapeake building and explain what the life of a crew member would have looked like.

Becoming a CBMM volunteer was something Parks said he always envisioned doing after retiring from a long career in education, but it’s not his only retirement project. While serving in the U.S. Air Force shortly after graduating from high school, he discovered a talent and passion for writing that followed him to college and throughout his life. Working in his professional career as a school principal, Parks had done some freelance writing for regional magazines. After retiring from his full-time position, he decided to try his hand as an author.

“I started going up all the rivers on Maryland’s Eastern Shore in my boat. I’d go up as far as I could go. And I would have at least two interviews for every river… each river became a chapter of my first book, and that’s how it started. And then the second book was on the Upper Bay rivers,” said Parks. “I had so much fun interacting with these people that I thought, ‘I’m going to do that, I’m going to do some books about that.’ So, the next four books were short biographies of people that (I met) along the way.”

In total, Parks has written six books, all with a Chesapeake theme. His latest, Islander’s War, is his first attempt at historical fiction and dramatizes the struggles of traditional Chesapeake Bay island communities in the early 20th century. Several of Parks’ books are available in the Museum Store, signifying that both they, and he, have a home at CBMM.
You may know that between the Liberty Lottery of 1766 and today’s state-licensed casinos, the state of Maryland has vacillated between enshrining a ban on lotteries in its state Constitution and cracking the door open for private lotteries, locally licensed slot parlors, and, later, a state lottery. But did you know that this checkered on-again, off-again history of legalized gambling intersects with maritime settings?

Although not legal, local establishments advertised “amusement devices”—a euphemism for slot machines—in Southern Maryland counties as early as 1910. Slots appeared in restaurants, bars, and small stores—“everywhere except churches,” as former Maryland delegate John Hanson Briscoe (1934–2014) of St. Mary’s County
quipped. Although not yet legalized in the state, federal tax was paid on 2,039 slot machines in Maryland in 1944—double the number of federal stamps issued in Nevada, the only place where slots were legal. Residents complained that schoolchildren had access to slots and gambled their lunch money at the bus stop, and penny slot machines at the Marshall Hall amusement park on the Potomac River seemed particularly targeted to children.

In 1947, Maryland permitted four counties—Charles, St. Mary’s, Calvert, and Anne Arundel—to license and tax slot machines, dubbed “one-armed bandits” by their critics. Each county proceeded to open the door to legalized slot parlors by local referendum. For the next 21 years, these counties became the only places outside Nevada with legalized slot machine gambling. Gambling quickly spread across the Potomac River, just feet or yards from Virginia, where strict anti-gambling laws remained in place. Enterprising individuals in Charles and St. Mary’s counties took advantage of Maryland’s peculiar state boundary—which runs along the low water mark on the Virginia side of the Potomac River—and moored gambling boats to piers off the Virginia shore. These floating ventures attracted far more gamblers than they could have on the Maryland shore alone, where there was more competition. Virginia communities and towns in Leesylvania, Fairview Beach, Colonial Beach, and Muse’s Beach each had casinos licensed in Charles County; Cole’s Point had one licensed in St. Mary’s County. Federal law prohibited transporting these machines across state lines, so they could have on the Maryland shore alone, where there was more competition. Virginia communities and towns in Leesylvania, Fairview Beach, Colonial Beach, and Muse’s Beach each had casinos licensed in Charles County; Cole’s Point had one licensed in St. Mary’s County. Federal law prohibited transporting these machines across state lines, so they were brought by water from the Maryland shore of the Potomac to the gambling boats moored on the Virginia side.

Businesses in waterfront communities facing the Chesapeake Bay cashed in on the opportunity as well. The Rod ‘N’ Reel restaurant in Chesapeake Beach was one of 37 establishments in 1961 hosting a total of 704 slot machines across Calvert County. That number was outstripped by 1,028 slots in St. Mary’s and 1,926 in Charles. Slots became a cornerstone of the Chesapeake Beach economy, and the same was true across the Anne Arundel County boundary in North Beach.

Coin-operated, cash payout slot machines boosted the economy of Southern Maryland communities, even eclipsing the tobacco crop. The machines also brought increased crime, political corruption, and the impoverishment of families with members who became addicted to gambling. Campaigns to eliminate slots in individual counties were unsuccessful.

In his 1962 re-election campaign, Governor Tawes was persuaded to include the abolition of slots as a platform issue. The Maryland legislature enacted the ban in 1963, with a complete phase-out in 1968. Slots made a minor reappearance in 1971, when they were permitted in nonprofit organizations or as video bingo machines, which did not meet the state’s definition of the banned machines, in some of the same restaurants that had earlier hosted cash payout slot machines. In 2010, when casinos began opening again in Maryland, slot machines were confined to just five—and now six—venues around the state.

A mechanical slot machine from either Chesapeake Beach or Deale, Md., is now included in the Chesapeake Bay Maritime Museum’s collection, a gift of Guy and Jim Manfuso in honor of their father, who collected the machine when it was removed from a restaurant nearly 60 years ago. For the price of a nickel, a pull on the lever on the right spun three drums. When they stopped spinning, particular combinations of watermelons, cherries, sevens, or other options generated a payout, which came tumbling out at the bottom. The heavy machine, labeled “pull gently” in self-adhesive letters applied by the gambling parlor, is a relic of an era of waterfront gambling on the shores of the Chesapeake Bay, a short-lived economic boom accompanied by all the challenges that come with gambling.

Left: Slot machine used in a waterfront restaurant in Chesapeake Beach or Deale, Md. Gift in honor of John G. Manfuso, Jr., by his sons, collection of the Chesapeake Bay Maritime Museum, 2022.1.1.

Above: Gamblers work the machines at a slot parlor over Maryland waters at Fairview Beach, Va., July 4, 1959. Frederick Tilp Collection, Calvert Marine Museum, P-08265.
The Eastern Shore is known to change slowly. We love our traditions and cleave to them passionately—a characteristic of the native Eastern Shoreman that can be charming even as it impedes progress. But good things can come from this stewardship of the past. One of the very best Eastern Shore traditions might be the log canoe races on summer weekends: throwbacks to the Chesapeake’s golden age of sail race on the Chester, Miles, and Tred Avon rivers. Lavishly overpowered with huge sails, these elegant anachronisms are balanced with human ballast in competitions that could have taken place anytime in the last 150 years.

It makes sense that someone like Francis “Franny” Schauber would own one of these beautiful time travelers. Listening to Schauber talk is a little like reading Gilbert Byron’s book, The Lord’s Oysters. Born in 1946, when the Chesapeake was still a place where the rivers served as roads, he’s about as classic an Eastern Shoreman as they come. Schauber was raised in Chestertown, Md., and spent his boyhood hanging out around boats crabbing and hunting. In 1963, as a teenager in the Sea Scouts, he was introduced to log canoes through his friend Sonny Usilton and then-sportswriter for the Kent County News Hurtt Deringer. Both happened to crew for a local vessel named Mystery in summer races and thought Schauber might like to try it. Little did he know that his new hobby would shape the path of his entire life, and preserve an important part of Chesapeake heritage along the way.

Mystery is a vessel with a long history in the log canoe world. One of 20-plus log canoes in the contemporary racing fleet, Mystery was built for one reason—racing.
Unlike the dual-purpose 19th-century log canoes that straddled the line between waterman’s workboat and yachtsman’s plaything, Mystery was no hybrid. Constructed in 1932 by Price Sinclair Builders in Oxford, Md., it was built for Easton’s John D. Williams to add to his collection of racing log canoes. Williams was an undertaker and antiques dealer by day, a pragmatic combination that allowed him to bury clients and then sell their belongings. The rest of the time, he pursued his passion for log canoe racing.

Williams and many of his early 20th-century cohort represented the Johnny-come-latelies of the log canoe world, elites capable of investing thousands of dollars in pleasure craft. It was a new sort of owner for a new version of the sport, one that was started by watermen in the mid-19th century, before engines or cars, log canoes were the gold standard for working on the water or getting from place to place. And, just like two pickup trucks idling at a red light, log canoes could turn from workhorses to drag racers on a whim.

According to the Chesapeake Bay Maritime Museum’s chief curator, Pete Lesher, the first documented log canoe race was in 1859—but the sport likely started long before then as oystermen raced back to harbor or raced just for fun. After the turn of the century, however, watermen were upgrading their old sailing log canoes with practical in-board engines—a technological advance that almost spelled the end of the era of log canoe races. But in the meantime, the sport had become beloved by yachtsmen, who were able to bring back log canoe racing.

“It was a revival driven by nostalgia and regional identity,” Lesher said. “And the need to create enough sailing log canoes for the critical mass that drives racing. For example, the establishment of the Miles River Yacht Club (MYRC) in 1921 is really motivated by a desire to formalize and sustain the sport. When the MRYC creates the Governor’s Cup, that provides an even stronger incentive for the patrician class to commission new log canoes and to restore old ones to sail power.” Ever since, watermen...
and working-class people have been a minority in the log canoe world. All of this makes Schauber’s ownership of Mystery unique. For almost 50 years, the canoe has been lovingly maintained and raced by Schauber and his wife, Suzy, who also own and operate Schauber’s Lumber & Sawmill near Crumpton, Md. That Mystery is a boat owned by working people is an important distinction to the Schaubers. “We were outsiders, we were all farm boys when I started racing Mystery,” Franny Schauber said. “All those people down there in St. Michaels and Oxford that raced them, I wasn’t in their circle. I was an outsider … I still think they see me as an outsider.”

When Franny Schauber started crewing on Mystery as a teenager, the canoe was only a year out from winning the coveted Governor’s Cup in 1962. Though originally built as a secret weapon to defeat Flying Cloud in that race (it was named Mystery for the secrecy around the build), it had taken almost 30 years to sail to victory under the ownership of John Whittum. During Schauber’s early days crewing on the boat, Whittum was often in Steamboat Springs, Colo., where he worked as a teacher. Summers off meant that Whittum returned in time for the racing season, but eventually Schauber took on maintenance of Mystery during the off-season at a makeshift railway at Whittum's property. Other upgrades followed, including a new, taller mast that allowed for larger sails and more impressive speeds. “For a few years there, we were pretty hot,” Schauber said. By 1976, Whittum had less time and fewer financial resources to direct toward the canoe. That’s when Schauber and his wife stepped in to take over.

The couple met through log canoe racing in 1966. Suzy’s father was a member of MRYC, and Franny met her on the yacht club porch, where she was reading Grapes of Wrath. Their romance always included log canoes, and Mystery became an important part of their courtship and early marriage. Outside of the racing season, Suzy and Franny sailed Mystery for fun, taking out friends and having adventures. It seemed natural to assume ownership
of the log canoe that meant so much to them. "He told us, make me any offer," Schauber said. "The boat was sitting down at Grays Inn Creek [a tributary of the Chester River]. We ended up buying it for a couple thousand bucks, and then we put a lot of work into it."

Mystery was showing its age and needed to be rebuilt, so the Schaubers put the canoe on a trailer and eventually moved it to their new business, a lumber mill located between Chestertown and Crumpton in Queen Anne’s County, Md. Ironically, even that endeavor was influenced by Mystery. Schauber had spent so many years sourcing wood to repair the log canoe that he’d built up a robust network of log sources and mills on the Eastern Shore.

"Fran was in charge of hunting up [lumber] if Mystery broke a bowsprit or something, white oak, longleaf yellow pine, stuff like that," Suzy Schauber said. "He was wheeling and dealing with a little sawmill owned by an Amish family near the Benedictine School in Ridgely, Md., and when the Amish family moved to Kentucky, we bought the sawmill needed a lot of work and the only way to accomplish that on a budget was for Fran, Suzy, and the crew to do a lot of it themselves. After having Mystery sit out the racing season for a few years, they shored up the hull to get it back into the fleet. With help from friends Jim Stevenson and Mike Dickinson, they took Mystery down to its original five logs and glued them together with white cedar and West System epoxy. "Mystery doesn’t have any fiberglass, to this day," Schauber said.

Schauber estimates that they’ve rebuilt Mystery twice over the years. Thanks to their lumber mill, the log canoe has been maintained with the best wood the Eastern Shore can provide. "It’s got sassafras decks, white cedar and cypress encasing. Those original logs are rotted, deteriorated, but they are still there, sealed in epoxy," Schauber said. "I built the mast and designed the rudder." And he isn’t done yet. As of the time of this interview, he was hard at work to build
a new centerboard.

Log canoes are expensive to maintain and sail, even if you do much of the work yourself. And that's the biggest change in log canoes Schauber has observed during his 60 years racing them. "Now, you gotta have money," Schauber said. "Today it's a money sport. There's nobody like me that does everything himself. Every board in Mystery, I cut down and timbered myself—we did it all. We've never put it in a boatyard."

From sails to transportation costs, tenders to insurance, log canoe ownership has only become more expensive—prohibitively so for racing newcomers whose passion for log canoes might run deeper than their pockets. "You have to persevere to buy a log canoe. There's so much time and money required. I've known so many canoes that died in people's backyards because they didn't have thousands of dollars to rebuild them."

The Schaubers might be a dying breed within the racing community, but their enthusiasm for another racing season is evergreen. Mystery has been a part of the Schauber family since the very beginning, and it's clear they've had a lot of fun owning it. "Mystery is our log canoe and our boat," Suzy said. "We used to sail it to race weekends with the mainmast in the foremost spot and a small sail on. We'd take two dozen eggs, scrapple, Bing cherries, and a huge frying pan and cook these hellacious regatta breakfasts. One New Year's Day, we even sailed it up to Chestertown from Rolph's Wharf [on the Chester River] and had a champagne toast out on the water."

"We're coming up on 50 years of marriage, and Mystery has been a big part of that," Franny Schauber said. Suzy agrees. "Mystery is our little child that has grown up with us. John Whittum's mother used to call me 'Mother of Mystery.'"

There's joy in being the man of Mystery as well. "I like to race on it, and I like to see it win. I've known hundreds of people that have raced on Mystery with me—judges, lawyers, farmers. And now I have the children of the people I was racing with in the '60s out on it." When asked if he sees an end in sight, Franny Schauber doesn't answer directly, as is his way. "I'll keep ... racing as long as I can."

GENTLEMAN JIM AND THE "HIPPIES"

Shipbuilding & Communal Living in Lloyds

by JENIFER DOLDE
In 1973, 28-year-old Fred Davis’ ambitious plan to build a two-masted three-sail bateau—named Charlotte E. Foster for his deceased mother—led him to use his inheritance to buy 100 acres in Lloyds adjacent to Jim Richardson’s boatyard, where he intended to soak up as much wisdom and advice as he could from his sage neighbor. A Virginia Tech industrial arts graduate and one-time exhibit technician at Mystic Seaport Museum, Davis had spent his childhood summers in Cambridge with his uncle, S. Owen Davis, an artist who worked designing boats in the Oxford Boatyard. The Davises and Richardsons were distant cousins.

At age 65 and contemplating retirement, “Gentleman Jim”—an apt sobriquet given to the boatbuilder by Randall Pfeffer in a 1978 Wooden Boat article—may have felt a new urgency to pass on the knowledge and skills of his craft. “We ended up reaching a point where we argued over a lot of stuff and had a lot of fun. I think at one point he took a decidedly fatherly interest,” Fred Davis recalled of the bateau build in Chesapeake Bay Magazine. They visited Spicer’s, the local lumberyard, and Richardson helped him choose the right wood for the project. “Mr. Jim taught me the way to use an adze and broad axe. I used hand tools for everything.” Taking a page from Richardson’s book, Davis invited other young shipwrights from Richardson’s yard to live with him in exchange for household chores and assistance in building Charlotte E. Foster.

Davis’ farm, called Monsieur’s Folly, boasted a somewhat ramshackle historic house dating to the early 1800s. Stories abound surrounding the hippies who came to work at the Richardson yard in the 1970s, “a menagerie of interesting people,” recalled Stan Davis, a cousin of Fred Davis. David Westergard remembered: “I guess most of us were hippies. No, just people, kids … people looking for … an interesting project, and just a bit of a challenge, and hands on, and that’s what it took.” Westergard’s family spent summers traveling up and down the East Coast living aboard their boat and eventually moved to Kent Island. After graduating high school, he abandoned college studies to crew aboard a schooner, sealing his passion to build traditional boats. When he returned to Maryland, he sought out Jim Richardson and was hired on the spot. He joined Richardson’s crew of young boatbuilders, some of whom had been there before the work on Maryland Dove began.

After leaving his midwestern liberal arts college in 1976, Jim Elk found himself volunteering for a project at Philadelphia Maritime Museum, where he learned
“there was this guy down on the Chesapeake” working on traditional boats. With Jim Richardson in semi-retirement, Elk found himself hired on at $3 an hour under the supervision of Richardson's son-in-law, Jim Brighton. “The wages were low ... they ... weren't losing much by trying me, so he hired me,” Elk recalled: “There was always a skipjack on the railway,” and the local log canoe fleet was perpetually in need of repairs or a new mast. Another major project was shaping the 100' lower mainmast for the frigate Constellation; the massive log from which it was fabricated was floated by barge from Baltimore. “It was pretty amazing having to square that up and taper it ... to meet the specs for it working on that ship.” They used chainsaws for the first cuts but after that used just axes and adzes, employing power tools only for the finishing touches. After this project, there was a core group of hard-working young people who were receptive to instruction and had strong woodworking skills, people Mr. Jim knew he could rely on.

Over the next year, two more young experience seekers joined the Richardson yard crew: Fred Asplen and June Wingo, both Dorchester County locals who lived on Fred Davis’ farm. It was Fred Asplen, a former Duke University student, who connected with their neighbor, Jim Richardson. “Mr. Jim invited Fred and me over to dinner … to ask us if we wanted to come work for him,” Wingo remembered with a laugh. “And Fred and I just looked at each other and said, ‘Yeah, of course, we will’ … It was just following my desire ... for serendipity.” Wingo spent her childhood plying the Choptank River in an aluminum rowboat, then worked at Phillips Crab House in Ocean City, and spent winters surfing and living simply in Puerto Rico. When she returned to Cambridge, she joined friends living at the farm. “I’m not going to call it a commune because it was not. We all had jobs outside of the house.”

The lifestyle at Davis’ farm spilled over to Richardson’s yard as the number of young people living and working together grew. “We laughed a lot. And we worked hard ... Fred and I had a garden at the boatyard. We gobbled our lunch down and would go work in the garden. But why not have a garden at the boatyard [also] and share food?” Wingo said. Catherine Moore, another local and a Mount Holyoke art history graduate who sojourned at Richardson’s after completing a project for the Maryland Historical Trust,
recollected that group baked bread each week, made yogurt with milk from a nearby farm, and made homemade granola. “It was a very healthy lifestyle.” Shipwrights who lived elsewhere gathered at the farm for meals and square dancing.

As with any large project, keeping the Maryland Dove project on budget was a challenge. Although Jim Richardson hired a few more experienced craftsmen, most of the crew were paid extremely modest wages. “It was enough that we could afford to … take turns bringing a six-pack of beer so that after we finished, especially in the hot summer, we could go sit in the water somewhere and float our beers and yuk it up and massage each other’s shoulders. So, it was a great life,” Wingo said. “We knew we had a job to do. Everyone pretty much loved what they were doing and wanted to be there. And we joked around and laughed as much as possible. We had fun. But we were serious. We had to be.”

Under the patient Richardson’s wise tutelage, the young boatbuilders’ hard work ethic, openness to new learning experiences, and cooperative home-to-work relationships combined to make this unconventional team succeed. Some of Gentleman Jim’s “hippies” continued on the path to become skilled craftsmen and boatbuilders, while others did not. “It was kind of living for the moment,” Moore noted. “But it didn’t have a future in it for me. I wasn’t going to be a boatbuilder.” Wingo felt much the same: “I was not looking for a career … It was a job. It was amazing. For me to have had that experience at the age that I was, in my 20s … I have no regrets. And I had no aspirations.”

For others on the Richardson crew, boatbuilding became a lifelong calling. Westergard moved to Nova Scotia, where he continues to build traditional wooden schooners and sloops. “Doing that work with Mr. Jim certainly set me up as far as confidence goes … It certainly inspired me,” Westergard said. Elk worked in boat restoration and maintenance before opening Elk Spar & Boat shop in Bar Harbor, Maine, in 1990. “Right now, I’m as old as Jim Richardson was … when we built the Dove … And so, I live on this island in Maine where there’s this great tradition of wooden boatbuilding, and I’m like the only one up here now who can do some of the work that I do … So, it’s dying out in this area … And
that’s what ... that was happening when I left Maryland.”

An impressive number of Richardson’s *Maryland Dove* boatwrights—including Paul Hawkinson, Jay Dayton, and his son-in-law Tom Howell—later worked at the Chesapeake Bay Maritime Museum, where they continued to restore and build wooden boats, instructing new generations as Jim Richardson taught them and preserving the Chesapeake’s traditional boatbuilding skills. Hawkinson summed up the impact of that mentorship on his life: “What I learned there, what I share with the younger people that I’m working with ... to be able to teach, mentor, and encourage younger folks in the trade is an incredible blessing. And that’s the legacy of what I learned from Jim Richardson.”

★

In 1978, Dorchester County’s Jim Richardson and a team of young workers completed *Maryland Dove*, a representation of the vessel that escorted colonists to the province in 1634. As the Chesapeake Bay Maritime Museum’s working Shipyard completes the new *Maryland Dove* in 2022, curatorial staff will draw from CBMM’s oral history archive and new interviews with the 1970s boatbuilders for an exhibition titled *Dove Tales*. Exploring how the various iterations of the ship have served as important interpretive tools, the exhibition will connect Marylanders with the state’s early history and with boatbuilding as a living historical tradition in the Chesapeake region. In many ways, the current *Maryland Dove* project builds upon Richardson’s project and pays homage to the traditional work of Chesapeake boatbuilders.

While museum curators typically draw on material culture for exhibitions, conducting library research using primary sources and scholarly literature, the personal narrative approach to *Dove Tales* will incorporate audio, video, and personal quotations, along with photographs, mementos, tools, models, and more collected during the folklife documentation. The interviews reveal the work life and practices of the men and women who built *Maryland Dove* in the 1970s, at a time when the wooden boatbuilding trade was thought to be dying out. Nevertheless, master boatbuilders such as Jim Richardson persisted in teaching these traditional skills and techniques, and that legacy continues. Richardson-trained boatwrights came to work at the Chesapeake Bay Maritime Museum and, more than 40 years later, CBMM’s shipwrights actively preserve and interpret these skills on a daily basis.

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**Dove Tales**

April 21—December 31, 2022

Steamboat Building

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Visit the Museum Store at the Chesapeake Bay Maritime Museum to see a fresh batch of new merchandise, from clothing showcasing your favorite members of CBMM's floating fleet of historic vessels, to one-of-a-kind pieces made by CBMM staffers and local artists.

Purchases made in the Museum Store directly support CBMM's mission to preserve and explore the history, environment, and culture of the entire Chesapeake Bay region, and to make this resource available to all. Don't forget—CBMM Members get store discounts year-round!
Planking, other projects completed on Maryland Dove

CBMM’s Shipyard staff is excited to report that progress on Maryland Dove has continued at a rapid pace.

The ship’s main and quarter decks have now been decked in solid, old-growth Douglas fir (2¼” thick, clear vertical grain to be exact). Meanwhile, the planking crew has focused on steaming and installing cedar planking along the bulwarks.

With planking completed, an angelique cap rail has added the finishing touches to the deck, and the Osage orange chicken beak (or gammon piece) and gammon knee have been put in place and are awaiting the final fitting and installation of the bow sprit.

In addition to work on the deck, Shipwrights are accomplishing work below deck to create the cabin soles and respective framing for the head and galley. Electrical, bilge, and fire suppression systems are also being installed.

Meanwhile, in the rigging shop, staff members are dressing the spars with hand-crafted cleats and final touches. This process includes adding coats of varnish, weaving sword mats, steam bending hanks, and fitting some of the smaller sails.

Whether the project is small or large in scale, all are leading to crucial next steps, including the uprigging process once Maryland Dove is in the water.

★

Photos by George Sass
### Member Nights

#### Dockside with Windon Distilling & the Floating Fleet
- **Date/Time:** Wednesday, May 25, 5–6pm
- **Location:** Hooper Strait Lighthouse
- **Cost:** Free for CBMM Members
- **Registration:** bit.ly/DocksideMemberNight

Enjoy self-directed dockside tours of CBMM’s floating fleet with an authentic Chesapeake Bay cocktail, sponsored by Windon Distilling and hosted by a team of CBMM’s passionate and knowledgeable docents.

#### Marine Photography with Mark Hergan
- **Date/Time:** Friday, July 22, 5–6pm
- **Location:** Van Lennep Auditorium
- **Cost:** Free for CBMM Members
- **Registration:** bit.ly/HerganMemberNight

Back by popular demand, Chesapeake Bay sailor and photographer Mark Hergan will join CBMM to share some of his recent work, plus insider tips and tricks to capturing stunning maritime images.

#### After Hours in the Shipyard
- **Date/Time:** Thursday, Aug. 11, 5–6pm
- **Location:** Shipyard
- **Cost:** Free for CBMM Members
- **Registration:** bit.ly/ShipyardMemberNight

Come to campus after hours for an insider look at the latest projects in the Shipyard.

#### Apprentice for a Day Shipyard Programs

#### Coffee & Wood Chips
- **Date/Time:** Mondays, April 11, June 20, July 18, & Aug. 15, 10–11am
- **Location:** Virtual Program
- **Cost:** $10, free for CBMM Members
- **Registration:** bit.ly/ShipyardPrograms

Connect with CBMM from home by joining Shipyard Education Programs Manager Jenn Kuhn for updates on all that is happening in CBMM’s working Shipyard. Topics may include progress on the 40’ deadrise and buyboat builds, the restoration of the 1912 river tug *Delaware*, and work being done on CBMM’s floating fleet of historic vessels.

#### Women’s Woodworking: Part 1
- **Date/Time:** Saturday–Sunday, June 4–5, 9am–5pm
- **Location:** Shipyard
- **Cost:** $180, with a 20% discount for CBMM Members
- **Registration:** bit.ly/WomensWoodworking

Shipyard Education Programs Manager Jenn Kuhn will host this two-day, women-only introduction to woodworking. Participants will not only take home a custom-made mallet, but will learn how to make a cut list, buy lumber, and measure lengths and angles. Participants will also learn how to safely use a table saw, band saw, miter saw, router, drills, Sanders, and a variety of hand tools, while also learning about lamination and finishes.

#### Shipyard Work Days
- **Date/Time:** Saturdays, July 9, 23 & Aug. 6, 10am–4pm
- **Location:** Shipyard
- **Cost:** $60, with a 20% discount for CBMM Members
- **Registration:** bit.ly/ShipyardPrograms

Join CBMM shipwrights on select Saturdays to hone your woodworking skills and learn a bit about boatbuilding, while helping build a 40’ buyboat. Projects will vary week-to-week and will focus on the fundamentals of boatbuilding, while following the progress of the build.

#### Education Programs

#### Volunteer Interest Meeting: Docent Focused
- **Date/Time:** Tuesday, May 10, 2–3pm
- **Location:** Virtual Program
- **Cost:** Free
- **Registration:** bit.ly/CBMMVolunteerInterest

Calling all future CBMM docents and tour guides! Anyone interested in joining CBMM’s volunteer team is welcome, with this discussion focusing on volunteers wishing to lead interactive tours and programs for guests.

#### Boater’s Safety Course
- **Date/Time:** See schedule below
- **Location:** Virtual Program
- **Cost:** $25, with a 20% discount for CBMM Members
- **Registration:** bit.ly/BoaterSafetyCourses

Boater’s Safety Courses teach participants the basics needed to safely and confidently operate a vessel on Maryland waterways. Individuals and families with children 10 and older are welcome to participate. Maryland boaters born after July 1, 1972, are required to have a Certificate of Boating Safety Education. Participants must attend all three sessions and pass the Department of Natural Resources exam to earn a certificate that is good for life.

#### Schedule:
- **Mondays, April 11, 18, & 25, 5–8pm**
- **Tuesday–Thursday, May 17–19, 5:30–8:30pm**
- **Tuesday–Thursday, July 19–21, 5–8pm**
- **Tuesday–Thursday, Aug. 23–25, 5–8pm**
Volunteer Interest Meeting
Date/Time: Saturday, July 9, noon–1pm
Location: Virtual Program
Cost: Free
Registration: bit.ly/CBMMVolunteerInterest

Learn more about how you can participate in the Chesapeake Bay region’s communities with CBMM! Through behind-the-scenes and public-facing work, CBMM volunteers contribute their time, talents, and experience to help our guests make personal connections to the history, environment, and culture of the Chesapeake. Designed for adults and teens interested in joining CBMM’s volunteer team.

Youth & Family Programs

Spring Lighthouse Overnight Program
Date/Time: select Friday and Saturday evenings, Spring and Fall only, 7pm–9am
Location: Hooper Strait Lighthouse
Cost: $50 per person (12-person min/18-person max) Includes one overnight stay, a dedicated museum facilitator, two days admission to CBMM, and a souvenir patch.
Registration: bit.ly/LighthouseOvernight

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. The program is designed for youth groups, children's organizations, and scouts ages 8–12 and their chaperones. Groups may also choose to add on a scenic river cruise aboard the 1920 buyboat Winnie Estelle at a discounted rate, subject to weather and seasonal availability.

Homeschool Day
Date/Time: Thursday, April 14, 10:30am–12pm OR 1–2:30pm
Location: CBMM Campus
Cost: $5 per person, free for children 5 and under
Registration: bit.ly/SpringHomeschoolDay

Homeschool students and their adults are invited to CBMM’s Homeschool Day, selecting either a morning or afternoon program to focus on the history, culture, and environment of the Chesapeake Bay region. This season, homeschoolers will participate in the Chesapeake's Best Crab Cakes Immersive Tour to learn about Chesapeake geography, biology, and economics.

Salad Box Family Workshop
Date/Time: Saturday, April 23, 10am–noon
Location: Workshop Annex
Cost: $25 per person with a 20% discount for CBMM Members. Includes materials for one salad box. If desired, multiple adults and children can work on one project simultaneously.

Registration: bit.ly/SaladBoxWorkshop

Join CBMM's Workshop Education team to build a small tabletop garden for your backyard or patio! Affectionately known as a salad box, this project is large enough to grow multiple harvests of salad greens and herbs but is small enough to fit on a table. All tools, materials, and instruction will be provided. Children must be at least 10 years old and accompanied by at least one participating adult.

Rising Tide After-School Workshops
Date/Time: Mondays, Tuesdays, & Thursdays through May, 3:30–5:30pm
Location: Workshop Annex
Cost: Free
Registration: risingtide@cbmm.org

This spring, Rising Tide will offer in-person, after-school programming for students in grades 6-9. Students will learn tool management and use, team collaboration, project design and development, and workshop safety through the building of unique, fun projects. Registration is required, but CBMM welcomes new students at any time during the semester. Sign up for a single class, or every class. No experience necessary.

On-the-Water Programs

Full Moon Paddles
Date/Time: See schedule below
Location: See locations below
Cost: $30 without kayak rental; $50 with rental; 20% discount for CBMM Members
Registration: bit.ly/PaddlePrograms

Join CBMM ACA-certified staff for two evening paddles to enjoy an evening sunset and full moon. Participants are invited to bring their own kayak or rent one from CBMM. We ask paddlers to wear a mask if unvaccinated, bring water, a head lamp, and a PFD if not renting one of our kayaks. Good for both the beginning and intermediate paddler. Participation is limited, and anyone aged 16 or younger must be accompanied by an adult.

Sunset Cruises
Date/Time: See schedule below
Location: Aboard Winnie Estelle
Cost: $45 per person; 20% discount for CBMM Members
Registration: bit.ly/CBMMSunsetCruise
Bring someone special for an evening aboard *Winnie Estelle* to watch the sun set over the beautiful Miles River. All cruises board 15–30 minutes before the start times listed.

**Schedule:**
- Friday, June 3, 7:30–9pm
- Friday, June 10, 7:30–9pm
- Friday, June 17, 7:30–9pm
- Friday, June 24, 7:30–9pm
- Friday, July 1, 7:30–9pm
- Friday, July 8, 7:30–9pm
- Friday, July 15, 7:30–9pm
- Friday, July 22, 7:30–9pm
- Friday, July 29, 7:15–8:45pm
- Friday Aug. 5, 7:15–8:45pm
- Friday, Aug. 12, 7–8:30pm
- Friday, Aug. 19, 7–8:30pm
- Friday, Aug. 26, 7–8:30pm

**Wednesday Night Racing Spectator Cruises**
**Date/Time:** Wednesdays, June 8, July 13, & Aug. 3, 5:30–7:30pm
**Location:** Aboard *Winnie Estelle*
**Cost:** $30 per person, with a 20% discount for CBMM Members
**Registration:** bit.ly/CBMMCruises

Spend an evening on the Miles River watching the Wednesday Night sailboat races from the deck of CBMM’s 1920 buyboat *Winnie Estelle*. This spectator cruise offers a great introduction to sailboat racing, in a casual but competitive atmosphere.

**New to Paddling Workshop**
**Date/Time:** Saturday, June 11 OR Sunday, June 12, 9am–1pm
**Location:** Fogg’s Landing
**Cost:** $55 without kayak rental; $75 with rental; 20% discount for CBMM Members
**Registration:** bit.ly/PaddlePrograms

Are you new to paddling or just want to refresh your skills? CBMM ACA-certified staff will host two on-the-water sessions this summer focused on the fundamentals of paddling, covering topics like pre-paddling preparation, equipment overview, self-rescue, and more. Dress for being outdoors, wear water shoes and sunscreen, and bring water and any snacks you will need for the duration of the program. Participation is limited, and anyone aged 16 or younger must be accompanied by an adult.

**Eco Cruises**
**Date/Time:** See schedule below
**Location:** Aboard *Winnie Estelle*
**Cost:** $25 per person, with a 20% discount for CBMM Members
**Registration:** bit.ly/CBMMCruises

Adults and children of all ages are encouraged to join us for a citizen science excursion on the Miles River. This up-close and personal exploration of the Chesapeake Bay’s unique habitat and ecology offers opportunities for passengers to try their hand at water testing and explore the critters on an oyster reef, all while cruising in the breeze on CBMM’s buyboat *Winnie Estelle*.

**Schedule:**
- Wednesday, June 22, 10–11:30am
- Tuesday, July 12, 10–11:30am
- Thursday, Aug. 18, 1–2:30pm

**Log Canoe Cruises**
**Date/Time:** See schedule below
**Location:** Aboard *Winnie Estelle*
**Cost:** $40 per person; 20% discount for CBMM Members
**Registration:** bit.ly/CBMMCruises

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

**Schedule:**
- Saturday, June 25, 1:30pm
- Sunday, June 26, 9:30am
- Saturday, July 30, 9:30am and 1:30pm
- Sunday, July 31, 9:30am

**Guided Paddles and Tastings**
**Date/Time:** See schedule below
**Location:** See locations below
**Cost:** $55 without kayak rental; $75 with rental; 20% discount for CBMM Members. Tastings included with registration fee.
**Registration:** bit.ly/PaddlePrograms

**Skipton Creek & Triple Creek Winery**
**Date/Time:** Saturday, July 16, 9am–2pm (rain date: July 17)
**Location:** Launches from Skipton Landing in Cordova, Md.

**Pickering Creek Audubon Center**
**Date/Time:** Saturday, July 30, 9am–1pm (rain date: July 31)
**Location:** Launches from Pickering Creek in Easton, Md.

**Tred Avon River & Scottish Highland Creamery**
**Date/Time:** Saturday, Aug. 27, 9:30am–1:30pm (rain date: Aug. 28)
**Location:** Launches from Bellevue Boat Ramp, Oxford-Bellevue Ferry, Royal Oak, Md.
CBMM staff will lead three kayak paddles around Talbot County waterways this summer, each concluding with a tasting from a local business. All events are good for intermediate paddlers.

Paddlers are asked to wear a mask if unvaccinated and to bring a PFD if not renting one of CBMM’s kayaks. Good for both the beginning and intermediate paddler. Participation is limited, and anyone aged 16 or younger must be accompanied by an adult. Please dress accordingly for being outdoors, wear sunscreen, and bring water and any snacks you will need for the duration of the paddle.

**Paddling with the President**
**Date/Time:** Wednesday, Aug. 31, 5:30–7:30pm (rain date: TBD)
**Location:** Fogg’s Landing
**Cost:** $30 without kayak rental; $50 with rental; 20% discount for CBMM Members
**Registration:** bit.ly/GreenawayPaddle

Join CBMM President & CEO and avid paddler Kristen Greenaway in a relaxed evening paddling along the Miles River and up Long Haul Creek. Participants will have a chance to learn how to paddle using Greenaway’s preferred Greenland paddle. Participants are invited to bring their own kayak or rent one of ours. We ask paddlers to wear a mask if unvaccinated and to bring water and a PFD if not renting one of our kayaks. Good for both the beginning and intermediate paddler. Participation is limited, and anyone aged 16 or younger must be accompanied by an adult.

**Special Events**

**Evening Yoga on Navy Point**
**Date/Time:** Tuesdays, May 3, 10, 17, 24, & 31, and June 7, 14, 21, & 28, 5:30–6:30pm
**Location:** Navy Point
**Cost:** $20 for a single session; $90 for the full May series; $70 for the full June series; 20% discount for CBMM Members
**Registration:** bit.ly/MayEveningYoga or bit.ly/JuneEveningYoga

Jenn Swaine, owner and certified yoga instructor at Eastern Shore Yoga, will lead participants in a mixed-level flow sunset yoga class on CBMM’s Navy Point. Participants are required to bring their own mats, props, and water. In the Shed or pushed to the following day.

**Morning Yoga**
**Date/Time:** Saturdays, June 11 & 25, July 9 & 23, and Aug. 6 & 20, 9–10:15am
**Location:** Navy Point or CBMM’s Oystering building
**Cost:** $20 for a single session, $110 for full series; 20% discount for CBMM Members
**Registration:** bit.ly/MorningYogaCBMM

Join Eastern Shore Yoga for CBMM’s first-ever Saturday morning yoga series. Certified instructors will lead yogis through 75 minutes of mixed-level flows. Classes will be held on CBMM’s Navy Point, next to the Bell Tower, or on the deck of the Oystering building. Rain location is the Small Boat Shed. Participants are required to bring their own mats, props, and water.
Let us help you get out on the water this summer—and at a great price!

CBMM makes the process of donating or buying a boat simple and straightforward. Transactions are handled proficiently by experienced CBMM staff.

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