From their earliest days in the second decade of the 19th Century to their demise in the mid-20th Century, steamboats played a significant role in linking widely disparate sections of tidewater Maryland and Virginia. Regularly scheduled steamer service on the Chesapeake Bay, in which both passengers and freight were carried, began in 1813 and ended in 1962.

There were several types of steamboats on the Bay: the big, fast overnight packet steamers between Baltimore and Norfolk that carried passengers, freight, and mail; a large fleet of smaller vessels making multiple stops that linked many rural areas of the region with the big city; the colorful excursion steamers that carried passengers to the many resorts that once flourished on the Bay and its rivers; and those that ran in conjunction with trains.

The Bay's first steamer—the Chesapeake—made her first trip from Baltimore to Annapolis on June 13, 1813, and her second to Rock Hall on the Eastern Shore a week later. She then operated regularly from Baltimore to Frenchtown at the northern end of the Bay, where her passengers transferred to stagecoaches that took them to New Castle, Delaware, to board another steamer for the trip on to Philadelphia or New York. Later, the transfer was handled by trains. The Bay's second steamer—the Eagle—was the first

Editor's Note:
Jack Shaum is an accomplished steamboat historian and a veteran reporter who has worked in both print and broadcast journalism. He began his lifelong love of steam-powered vessels when he rode his first steamboat at the age of eight. From 2002 to 2011, he was editor-in-chief of the quarterly journal of the Steamship Historical Society of America, wrote a number of articles for that publication, and was its Mid-Atlantic columnist from 1975 to 2011. He is the author and co-author of several books on Chesapeake Bay steamboats, was the guest curator for the museum's recent exhibit "Vanished Steamboats: The Maritime Art of C. Leslie Oursler," and presented its PEM talk in September.
The Steamboats of the Chesapeake Bay
(Continued from page 1)

to travel between Baltimore and Norfolk, a route that would survive to become the very last steamboat line on the Bay.

Imagine a Chesapeake Bay in the early days with no bridge, no paved highways, no cars or trucks, and no rail lines. That meant two possible travel options—long overland trips by horse or carriage over bumpy or muddy roads, or sailing vessels that were wind-dependent—to transport people and goods between the rural areas and the city.

Steamboats, however, provided reliable service that adhered to regular schedules to get people and freight to and from their destinations. That meant farmers and watermen in rural areas were able to ship their products to market without delay. The boats were also a means of shipping manufactured goods such as tools, building materials, fertilizer, and clothing from the city to the rural areas. Passengers used the boats to shop in the big city, go to medical appointments, visit with friends and relatives, or take in theatre or other entertainment. The steamers, therefore, were an important element of the region’s economy.

The City of Richmond of 1913, seen in Baltimore Harbor, was one of the last two overnight steamers on Chesapeake Bay. She made her last voyage in 1962. (Photo from the author’s collection)

2016 has been a tumultuous year—and I’m not even talking about the larger events going on in the world. Here at the Calvert Marine Museum we have been swept along in the fast flowing tides of growth and change.

We closed the museum for renovation in January 2014, and did not fully reopen until October 2014, when our new estuarine biology exhibit River to Bay opened to the public. It took a year, but in 2016, the museum ship was in full sail, trimmed and fit. During the past year, we experienced our highest attendance on record, with 84,800 visitors; we had the highest membership with over 3,000 members, and the highest number of new members in one year. Our volunteer family, always strong, swelled to over 420 active volunteers, which does not include those who only volunteer for concerts. Our newly renovated Museum Store broke all records for the year, exceeding sales in every single month for a whopping 20% increase in sales overall. And of course, it was a banner year for the Waterside Concert Series, hosting five successful concerts. All this while carrying on a full schedule of educational programs, cruises, public programs, lectures ... well you get the idea.

At the end of April, Doug Alves retired after 25 years at the helm. Change is, by definition, challenging, a little scary, and potentially disruptive. As has been reported in previous issues, we conducted a national search, but in the end found the answer right here at home, when I agreed to step up. Consequently, the transition has been relatively easy and the change well managed. As we look forward, there is much yet to do. A new exhibit is going up on the mezzanine level in January. Completing the Maritime Gallery exhibit and Tim Scheirer’s masterpiece mural will be ongoing into the spring—hopefully completed in time for the Maritime Festival. The second phase of the renovation that will create three new education spaces on the second level is our highest priority. And beyond that there are projects large and small.

The Calvert Marine Museum has been called the jewel of Calvert County, but I like to think of it as the heart of the community. A place where all are welcome; where people of all ages can explore, discover, and learn about this special place that we call home. As we look to the future I feel fortunate to be leading this remarkable museum. We are bursting with ideas, firm in our commitment, passionate about our work, and dedicated to our mission. Thank you for being part of the magic.
In the early days of the 19th Century, steamers were owned by individual entrepreneurs rather than by companies. Eventually, however, steamboat companies came into being, and over the life of the steamer era, no fewer than 20 companies operated steamboats to all corners of the tidewater area. The earliest vessels were all-wooden construction and were sidewheelers. Over time, wooden hulls gave way to iron and steel hulls and propellers, but superstructures continued to be wooden for the most part. The early vessels burned pine logs for fuel and carried auxiliary sails, just in case. Later steamers burned coal and then oil.

One of the most famous passenger-freight steamboat lines was one of the first and eventually became one of the oldest. The Weems Line had its origins as far back as 1819 and was incorporated in 1827. It operated a fleet of steamers, such as the Surprise, Eagle, Patuxent, Mary Washington, and Planter between Baltimore and Patuxent and Rappahannock River points, including Solomons and Fredericksburg, Virginia. The Weems Line was incredibly durable, surviving as an independent entity for 88 years before being merged with other lines that continued until the early 1920s.

In addition to running to well-known ports such as Solomons, Leonardtown, Cambridge, and Chestertown, steamers served rural areas such as the Piankatank River and Occohannock Creek in Virginia, Hudson Creek off the Little Choptank River in Maryland, Bushwood, and Rock Point, also in Maryland, and many more. The boats were literally the lifeline for such communities.

The steamers had to be rather modest in size to reach such wharves. The average boat was between 150 and 190 feet long and drew only about six feet of water. In some cases, their ability to reach certain country wharves was dependent on tides. Their speed, in most cases, was a little more than 10 miles an hour. They were overnight boats with staterooms and dining rooms that were famous for meals featuring Chesapeake Bay seafood. Below the passenger decks was the freight deck and in addition to general cargo, one could often hear livestock on its way to market.

A typical steamer would depart Baltimore about 4 p.m. and might stop at half a dozen or more wharves and not reach her final port until 24 hours or more after leaving Baltimore. She would then lay over for the night and retrace her steps.

This undated photo shows the steamer George Weems of the Weems Line in Baltimore Harbor during the 19th Century. Built in 1858, she was destroyed by fire in 1871. (Photo from the author's collection)

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**Sollers Wharf Store Bell**

By Dr. Ralph Eshelman

In the center of the Maritime History Gallery is an old post-mounted bell that kids enjoy ringing. What few visitors realize is that it has a story to tell. Back in the days when this region depended on steamboats for shipping and delivery of goods, as well as transportation for people, the steamboat wharf played an important role in daily life. A number of enterprising people established small general stores at the wharves to cater to these rural communities.

St. Leonard Creek is unique, as it had two steamboat wharves nearly opposite each other, on the north and south sides of the creek. The north side wharf was known as Mackalls Wharf and the south side wharf was Sollers Wharf. Remarkably, both wharves have stores that are still extant that represent rare survivals of structures related to the steamboat era.

The Mackalls Wharf store is located behind the Mackall House above the wharf site. The Sollers Wharf store is located on the shore below the Spout Farm House. Both are on private property. While the store proprietor would normally be present when a steamboat was scheduled to stop, customers could come at any time. At Sollers Wharf, the proprietor set up this bell and a customer had only to ring it to summon the owner from his house on the hill. This bell reminds us of a time when cars were scarce and corner convenience stores were far and few between.

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beginning the next morning. The longest such route took 36 hours and went from Baltimore to Washington, D.C. with the steamer stopping at 25 landings along the way. Interestingly, Baltimore was the home port for the vast majority of Bay steamers, even those calling at various locations in Virginia. Only a few steamboat lines were based in Norfolk, Virginia—mainly those that served the James River and Mobjack Bay in the lower Bay region.

The Pennsylvania Railroad gained prominence in the Bay region in the latter part of the 19th Century and had many rail lines on both the Eastern and Western Shores. To eliminate competition from independent steamboat lines, which served many of the same areas, the railroad set about buying up as many of them as it could beginning in 1894. While some of the steamer lines were merged into new companies controlled by the railroad, others were phased out.

The shores of the Chesapeake were dotted with numerous resorts that were popular with people from Baltimore, Washington, and Annapolis. They had such names as Tolchester, Betterton, Chesapeake Beach, Bay Ridge, Fairview Beach, Love Point, and others. For this trade, a different type of steamer was developed. Many were big sidewheelers that were purely passenger boats, and the largest, such as the Dreamland, could carry several thousand day travelers. These resort trips were especially popular during the summer when thousands of people took advantage of them to get out of the hot city and enjoy the breezes on the Bay.

The steamer Cambridge is docked at Claiborne to take passengers aboard from the train on the dock to continue their trip to Ocean City. (Photo from the author's collection)

The longest excursion route was Baltimore to Chesapeake Beach (also known as Seaside Park) in Calvert County—a round trip of nearly 100 miles. The shortest went to little resorts such as Fairview Beach on Stony Creek just outside of Baltimore and took perhaps an hour. The trip from Baltimore to Tolchester, just across the Bay, was about two hours. It was also one of the most popular of the excursion routes.

Family groups boarded steamers like the Emma Giles or Louise with bulging picnic baskets and once they reached their destination, they staked out a picnic area, went swimming, or played on the amusement rides at many of the parks. After a few hours, they would re-board the steamer and be back in Baltimore in the early evening. These day-long excursions were especially popular with church groups and other civic organizations. On some nights after returning from their daytime runs, some of the steamers went out on moonlight cruises that featured dancing and other entertainment.

There were also two routes utilizing both steamboats and trains. A steamer ran from Baltimore to Love Point on the north end of Kent Island where it connected with a train that took travelers to Rehoboth Beach and Lewes in Delaware. The other route had a steamer running from Baltimore to Claiborne in Talbot County where passengers transferred to the train that took them on to Ocean City, Maryland. These routes proved to be very popular with beach-bound travelers and lasted a long time.

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The Norfolk and Washington Steamboat Company’s Norfolk and Washington of 1890 did not have separate dining rooms, so tables were set in a portion of the Saloon Deck. (Photo from the author’s collection)

In the waning years of the steamboat era, several companies offered cruise packages to supplement their regular passenger and freight business. (Photo from the author’s collection)
The biggest and fastest steamers on Chesapeake Bay were those of the Baltimore Steam Packet Company, better known as the Old Bay Line, and the Chesapeake Line. Throughout their long history, more than 50 of their boats ran nightly year-round in all kinds of weather between Baltimore and Norfolk on a very concise schedule. The Norfolk and Washington Steamboat Company offered a similar service between those two cities from 1890 to 1948. The Old Bay Line was the oldest of these companies, having been founded in 1840. Its 20th Century vessels were almost like miniature ocean liners with staterooms on multiple decks, lounges with stained-glass domes and fancy wrought iron railings, music rooms that featured live orchestras, and acclaimed dining rooms serving local fare. Later, in addition to freight, these steamers also carried passengers’ cars.

The steamboat era began to wane in the 1920s as roads improved and cars and trucks became more reliable, and railroads extended their reach. The devastating hurricane of August 1933 helped hasten things along by destroying many of the steamboat wharves in Maryland and Virginia. Patronage was down, so there was no incentive to build new wharves and, one by one, the lines disappeared. The Chesapeake Beach route ended on the eve of World War II. Steamboat service to Ocean City and Rehoboth had been supplanted by highway trips to Ocean City and Rehoboth. By 1950, only the Old Bay Line remained of the overnight lines.

The very last steamboats to regularly operate were the City of Norfolk and City of Richmond of the Old Bay Line. But they were old boats dating from 1911 and 1913 respectively, and because of post-World War II inflation, the company could not afford to build replacements. It wanted to continue, and lavished loving care on its two vintage steamers, but in the end maintenance and operating costs became insufferable. On Friday, April 13, 1962, the City of Norfolk made the last voyage for the company, ending its 122 years of service. At the time, the Old Bay Line was the oldest steamship company in the country and the last one with daily overnight service.

The steamboat era on Chesapeake Bay was every bit as colorful as that on the Mississippi. It has been said that if the Chesapeake had a Mark Twain to extol its virtues, perhaps its steamboat era would be equally remembered. Fortunately, there is a very complete photographic record of the era, along with many artifacts such as those in the collection of the Calvert Marine Museum, to tell the story of Chesapeake steamboats.

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**St. Mary’s Paddlebox Eagle Carving**

By Dr. Ralph Eshelman

One of the more impressive artifacts in the museum’s steamboat exhibit is a beautifully carved wooden eagle with spread wings. Steamboats were often adorned with carvings. Sometimes a carved eagle graced the pilot house, but more often the paddlewheel box on sideward steamers was ornamented with elaborate designs and wood carvings. This carving graced the paddlewheel box of the St. Mary’s, one of the favorite steamboats working the Patuxent River for the Weems Steamboat Company and, later, the Maryland, Delaware, and Virginia Railway Company.

On a December night in 1907, a storm drove several Chesapeake Bay steamboats aground. One of the steamboats, the St. Mary’s, grounded hard on a shoal near Benedict. Despite all efforts the next day, the crew could not free her. That night, a fire broke out and the entire superstructure of the once proud steamer was completely destroyed except for this eagle carving. Mounted on the outside of the paddle wheel box, it fell into the water as the wheel box burned. Harris Speeding found the eagle carving floating on the river near Benedict and stored it in his tobacco barn, which in 1939 he sold to R. Johns Dixon. Former Calvert County Commissioner and later State Senator Bernie Fowler convinced Mr. Dixon to donate the eagle to the Calvert Marine Museum in 1985.

Not only is this carving a beautiful addition to the museum collection but the story behind this carving is a reminder of a horrible incident on the Patuxent River over a hundred years ago. Imagine what this carving must have looked like when the gold leaf was fully intact shining brightly in the sunlight while St. Mary’s traversed the Patuxent River.
Editors Note: Our river otters are known to visitors by their stage names “Bubbles and Squeak,” but each animal also has a distinct name used by the animal husbandry staff.

This holiday season, guests will again be met by two river otters engaging each other and enjoying varietal enrichment provided daily by the aquarists. Training sessions have yielded previously untapped behaviors that enable better veterinary care and reinforce keeper-animal relationships. And for the first time, the otters were presented a Christmas tree adorned with treats and ornaments specially designed for them to enjoy as they ventured into their exhibit together for the first time.

Live streaming video of the otter holding area will soon allow anyone to observe daily feedings and training sessions (typically 9-9:30 a.m., 1-1:30 p.m. and 3:45-4:15 p.m.) via the internet. In the meantime, check out Calvert Marine Museum’s YouTube channel or Facebook page for recent video of otter introductions and Christmas tree enrichment! Special thanks go out to our aquarists—Linda, Lori and Laura—who have implemented new training techniques, and to John and Wendy Peters for their loyal support of our Estuarine Biology staff and otter collection. You all make CMM a special place every day! 📸

(Photos by Estuarine Biology Staff)
Members of the Department of Paleontology at the Calvert Marine Museum have discovered how rewarding it can be to partner with avocational paleontologists. They extend our reach in amazing ways by collecting and donating thousands of scientifically important fossils to the museum (Figure 1), preparing and helping to curate our collection, and contributing to public education and citizen science projects. In the case of George Klien, this keen enthusiasm resulted in a publication. We are pleased to announce the most recent publication from the Calvert Marine Museum Press, authored by Mr. Klein (Figure 2) entitled: “Skeletal Anatomy of Alligator and Comparison with Thecachampsia.” (Available as either a free PDF or for sale in print—both at: http://www.calvertmarinemuseum.com/276/CMM-Publications).

During the Miocene epoch (23 – 5 million years ago), at least two species of large crocodiles (Thecachampsia sericodon and Thecachampsia antiquus), lived in southern Maryland. From time to time, their fossilized remains are found along Calvert Cliffs. In this work, Mr. Klein has compiled an annotated photographic atlas of the skeleton of the living Alligator and comparative examples of the fossilized bony remains (where available) of Thecachampsia. I expect that this work will inspire on several fronts and further our understanding of extinct alligators and crocodiles by bringing new finds to light.

The museum also hosts a fossil club, to which many of its members contribute articles or content to its newsletter, The Ecphora. (See the most recent issue here: http://www.calvertmarinemuseum.com/204/The-Ecphora-Newsletter)

Like other CMM departments, we also host interns. This past summer, five interns took part in all our fossil-related activities. On the professional side of our department, we sent out fossil care packages to schools containing representative Miocene fossils for their use in educational programs. In addition to our ongoing field work (i.e., the excavation of scientifically important fossils from along Calvert Cliffs), all three members of our department (John Nance, Paleontology Collections Manager; Donald Morgan III, Assistant Curator of Paleontology; and myself) delivered educational outreach events to students at all academic levels in Anne Arundel, St. Mary’s, and Calvert County.

Sharkabet: A Sea of Sharks from A to Z Coming to CMM in January 2017

Sharkabet is an exhibit based on the book Sharkabet: A Sea of Sharks from A to Z by Ray Troll and features his whimsical fishy paintings of both living and extinct species of shark. Each letter of the alphabet is represented by a different type of shark—some living, some extinct.

“It’s an alphabetical look at the world of living and prehistoric sharks for kids of all ages. Although anyone with an interest in these toothy, denizens of the deep should find this an exciting exhibit.” said Ray Troll.

The exhibit was produced by The Patricia and Phillip Frost Museum of Science in Miami, Florida, and is on loan to the museum through December 2017.

OUT AND ABOUT

Bill and Carol Wright motoring in the Patuxent River aboard their electric skiff Carol Jeanne. (Photo by Rob Hurry)

Former state senator and World War II veteran Bernie Fowler places a wreath at the On Watch Memorial during the annual Veterans Day ceremony. (Photo by Bob Hall)

Museum Patuxent Small Craft Guild members, museum staff, and others attending the dedication of the electric skiff Carol Jeanne. (Photo by Mel Gallipeau)

Members of the Patuxent Small Craft Guild working to stabilize the Ark at its temporary site next to the Drum Point Lighthouse. (Photo by Rob Hurry)

PIRATE DAY

Pirate Lori reading the book How I Became a Pirate during Pirate Day. (Photo by Bob Hall)

Doug Smith holds his daughter Evie while Bonnie Grimes paints her arm during Pirate Day. (Photo by Bob Hall)

Captain Kevin and Captain Kate: The terrible “Ks” perform the pirate dance on Pirate Day. (Photo by Bob Hall)
Activities & Events

**PATUXENT RIVER APPRECIATION DAYS**

![The Boumi Temple Color Guard leading the parade at Patuxent River Appreciation Days.](Photo by Bob Hall)

![Linh Phu helps Juniper and Forest Sherrin build a model boat.](Photo by Bob Hall)

![Country Memories perform on the music stage.](Photo by Bob Hall)

![Patuxent Voices perform in the Corbin Pavilion.](Photo by Rob Hurry)

**PEM TALKS** Paleontology, Estuarine Biology, Maritime History

- Pete Lesher, Chief Curator at the Chesapeake Bay Maritime Museum, presenting his PEM Talk on steamboats on the Chesapeake in November. (Photo by Rob Hurry)

- Former CMM director Ralph Eshelman spoke on the role of steamboat landings in Southern Maryland during his October PEM Talk. (Photo by Rob Hurry)
The 7th Annual Maritime Performance Series at the Calvert Marine Museum continues through March 2017. Performances begin at 7 p.m. in the Harms Gallery and beer and wine are available for sale. Ticket prices vary per show and can be purchased in advance online at www.bit.ly//MaritimePerformanceSeries or at the door. The series is sponsored in part by Holiday Inn Solomons.

Friday, January 27 / Ken and Brad Kolodner Trio with Rachel Eddy
Regarded as one of the most influential hammered dulcimer players and Old-Time fiddlers in North America, Baltimore's Ken Kolodner has joined forces with his son Brad Kolodner, a rising star in the clawhammer banjo world. They are joined by fiddler, guitarist, and vocalist Rachel Eddy. Together, they infuse their own brand of driving, innovative, tasteful and unique interpretations of traditional and original fiddle tunes and songs. Tickets are $15 online, $20 at the door.

Friday, February 17 / The Redwine Jazz Band plays Mardi Gras
The Redwine Jazz Band performs pure American jazz. The band is led by clarinetist Ben Redwine, recently retired from the US Naval Academy Band, and former clarinet professor at The Catholic University of America, Washington, DC. Guitarist Tom Mitchell was a member of “Dan Hicks and his Hot Licks” band. A Baltimore resident, he is a popular performer of swinging jazz and “hokum” music. Bassist John Previti, the premier jazz bassist on the East Coast, was Danny Gatton's bassist for nearly two decades. Tickets are $12 online, $15 at the door.

Friday, March 17 / The Benjie Porecki Trio
The Benjie Porecki Trio pays homage to jazz as one of the true American art forms, playing classic jazz standards with fire and intensity. Keyboardist Benjie Porecki is a 20-year music industry veteran who has played with Carlos Santana, Stevie Wonder, Chaka Khan, and many others. Drummer Mark Prince displays mastery in virtually all genres of music and has played with professional musicians across the industry. Zack Pride, a graduate of Oberlin Conservatory, went on to study with some of the preeminent masters of acoustic bass, and is a member of the Army Band, “Pershing’s Own”. Tickets are $15 online, $20 at the door.

Eastman Handcrafted Guitars & Mandolins donated a beautiful rosewood and mahogany acoustic guitar and hard case (valued at $700) to support the Maritime Performance Series. The guitar is being raffled and the drawing will be at the last maritime concert. Tickets are $10 each or 3 for $20 and available online, at all concerts, and at the Museum Store.
Volunteer Spotlight  
By Sherry Reid, Volunteer & Events Coordinator

As we prepare to ring in the New Year, it is a great time to pause and reflect on 2016. I personally have so many blessings and many of them are here at CMM. Our volunteer family has grown to a record-breaking 465 members that come from many different backgrounds, offering their diverse talent, knowledge, and experience. Each of our volunteers brings something unique to the museum and it takes all of us, volunteers and staff, working together to make CMM the best it can be.

In 2016, our volunteers assisted with events and programs at CMM including five Waterside concerts, Fossil Egg Hunt, Solomons Maritime Festival, Fish Migration Day, Sharkfest, PRAD, First Free Fridays, Road Scholars, Little Minnows, Seas Squirts, and summer camps – just to name a few. They also assisted with the day to day operations of the museum volunteering to do lighthouse tours, fossil preparation, work in the library, boat restoration, exhibit interpretation, feeding the fish, testing the water quality, working in the store, assisting visitors at the information desk, and crewing on the Dee of St. Mary’s. In FY16, our volunteer family logged 32,043 hours, which is equivalent to almost $850,000—wow! Regardless of whether our volunteers gave one hour or one thousand hours, we count our blessings for each of them. As I always say, every volunteer and volunteer hour counts. Thanks to our volunteers for giving so much to CMM and our visitors; we couldn’t do it without them!

STAFF UPDATE

Welcome

Judith Kane
The Maritime History Department is pleased to welcome Judith Kane as the museum’s new part-time photo cataloger. Judi is no stranger to CMM, having been a volunteer since June 2014 in the Museum Store and Discovery Room, as well as helping at the information desk and with special events. She can also be found two weekends a month at the Solomons Visitor Center working as customer service attendant. Judi, a resident of Dowell, retired from the U.S. Department of Transportation in 2011 as management analyst/team leader. She will be taking up her duties as photo cataloger in January 2017, based at the Paul L. Berry Reference Library.

Pamela Paterson
The CMM Society is excited to introduce Pamela Paterson as the new Director of Philanthropy. Living in St. Mary’s County, Pam Shubert Paterson has served as Director of Philanthropy at several retirement communities throughout Maryland including Asbury Solomons. She and her husband spend most weekends restoring their 30-year-old sailboat at Zahniser’s Marina. Pam is very happy to once again be living and working in Southern Maryland.

Paleontology Department

Donald Morgan
In October, Assistant Curator of Paleontology Donald Morgan attended the annual Society of Vertebrate Paleontology meeting held in Salt Lake City, Utah. Donald presented on his graduate research, which involved the description of a juvenile plesiosaur. The conference is the largest meeting of vertebrate paleontologists in the country and attracts researchers from all over the world. This facilitates research collaboration on a global scale. One of the highlights of the meeting was hearing the presentation by Dr. David Norman from Cambridge University on the preservation of brain tissue in a dinosaur!
The museum is governed by a board that serves dual functions. The Board of Governors is appointed by the Calvert County Board of Commissioners to oversee museum functions and advocate for the museum. These same individuals also make up the Board of Directors of the Calvert Museum Society, Inc., our non-profit arm. This year we are saying goodbye to three board members and welcoming three new members into the fold. Completing his second three-year term, Jim Tate is rotating off. Jim served on the executive board as Treasurer and has filled many other functions during this tenure. Karen O’Brien completed her first three-year term. Karen served as Vice President during her last year, but is moving on to accept heavy responsibilities with Calvert Memorial Hospital. And finally, A.J. Benn, who served on the board previously and returned for a second three-year term. A.J. and his wife Celeste have retired out West. We wish all of them the very best in their new adventures.

Two of our current board members have been appointed for a second three-year term: Joanna Yakaitis and Jack Fringer. The commissioners appointed three new members to the board to fill vacancies. They will begin their terms in January:

Don McDougall is no stranger to the museum. He served two terms on our board, most of that time as president. He spearheaded our successful capital campaign effort and helped reshape the Bugeye Ball. Since his retirement from NLX, he has become an entrepreneur and volunteer board member for community and environmental causes that he cares deeply about. We are deeply grateful that the museum is one of his causes.

Dixie Miller is a longtime CMM volunteer and very active in the community. She has served on the Foundation Board of Directors of the College of Southern Maryland, the Calvert Memorial Hospital Foundation Board of Trustees, the Calvert Hospice Board of Directors, the Commission for Women, and received many awards and recognitions for her work.

Bob Pfeiffer, our current Volunteer of the Year, is a long-time supporter of the museum. Bob started out as a high school science teacher in the Calvert County public schools. He later served as the Executive Director of the Oyster Recovery Partnership in Annapolis and the Program Manager for America’s Clean Water Foundation, as well as a stint as the Capital Projects coordinator for Calvert County. Bob currently works as a Project Manager for MacDonough, Bolyard, Peck in Columbia, MD.

CHANGES IN DEVELOPMENT DEPARTMENT

Starting in January, you will see lots of changes in the CMMS Development Department. Vanessa Gill is becoming the Director of Promotions and will focus her considerable energy on what she does best: raising cash to support our programs and exhibits. Vanessa will oversee the Waterside Concert Series, Cove Point rentals, facility rentals at the museum, and fundraising events.

We are excited to announce a new position, Director of Philanthropy. Recognizing the need to broaden our efforts in development, the Board of Directors created this position to concentrate on building a planned giving program, stewarding memberships, growing endowments, managing corporate and foundation giving and annual giving, and creating an annuity program. We are delighted to welcome Pamela Paterson, who will be taking up the post January 23. Pam brings almost 20 years of development experience to her job here. She has lived in the area since 1990, and started her career at Jefferson Patterson Park and Museum in the late 1990s as their first development director. She has most recently served as the Director of Philanthropy at the Collington Episcopal Life Care Community in Mitchellville, Maryland.
Friends gathered under the Drum Point Lighthouse for a perfect fall evening on Saturday, October 29, in support of our skipjack, the Dee of St. Mary’s. Almost 100 guests indulged in the fattest and saltiest oysters on the half shell and enjoyed heavy hors d’oeuvres, beer and wine, live music and a silent auction from 4 – 7 p.m.

The event raised over $20,000 and all proceeds will support the purchase of a new mainsail. Special thanks for the community support received from event sponsors, ranging in gifts of $50 up to $2,500. Locally farmed oysters were donated by Hollywood Oyster Company, Kellam’s Seafood—Point Lookout Oyster Company, Patuxent Seafood Company, and Shore Thing Shellfish, LLC.


Live music by the waterfront was provided by Jeff Farius, Gary Rue, and Bill Thompson. Seasonal brews were compliments of Bozick Distributors and wine was donated by Port of Call Liquors. Plan to join us next year in October for an evening of good food, fun and friendship, all while supporting the Dee of St. Mary’s, our treasured Chesapeake workboat.

Aww…Shucks Fundraiser a Great Success!

By Traci Cimini

THE MUSEUM STORE
Chart Your Way Through 2017!

By Maureen Baughman, Director of Retail Operations

Thank you for supporting our Museum Store! This year we resolve to provide you with fun, beautiful, and educational gifts inspired by the Chesapeake Bay and all of the men, women, and critters who share this incredible region with us. Come in and share in our journey as we chart our way through 2017.

We’ve filled our shelves full of kits, activities, and projects so that you can “unplug” with your children and grandchildren and enjoy some quiet time together. “CMM: Unplugged” event, January 14-16, 2017, will point you in new directions. Spoil your sweetheart or treat yourself to a special piece of jewelry during our Jewelry Trunk Show, February 10-12. A box of delicious sea salt caramels, free with $50 jewelry purchase, will help sweeten your way home. “OtterMania” is March 31, and we’re giving away a free plush otter to whoever guesses how many of your favorite critter we’ve got in a special display! Enjoy browsing in the store and explore our new children’s book selections.

Stay in touch with all of the museum’s departments via Instagram or Facebook. Our followers are treated to fun videos of our critters, glimpses into behind the scenes work, event and program information, as well as a first look at new merchandise in the Museum Store!

Join us this year as we chart new territory!

JACK WILLIAMS

Former CMM board member John “Jack” Wright Williams, 95, of Solomons, passed away on December 19, 2016. Jack served on the CMM Board of Directors from 1987 to 1989 and from 1992 to 1997. In 1997, he was the Board Chair. Born in Calvert County, he was a U.S. Navy veteran of World War II who served with amphibious forces, including the D-Day invasion. Jack served on numerous boards, committees, and commissions, even after his retirement from the Mutual Fire Insurance Company of Calvert County in 1988. He was a very active resident of Asbury of Solomons and volunteered for a variety of local causes.
MEMBERSHIP UPDATE
By Lisa Howard, Membership and Development Coordinator

Members’ Party 2017 – We Sure Are Lucky to Have YOU as a Member!

On Sunday, March 12, be sure to visit the museum for a special Members’ Open House in the Harms Gallery. We are lucky to have you as a member and want to thank you for your support. Every year we look forward to the Members’ Party because it allows the museum staff to spend time with our members and their families. Getting to know you is one of the true pleasures of the party each year.

More information on the Members’ Party will arrive in your inbox soon.

Happy New Year from your Membership and Development Coordinator!

As 2016 comes to a close, I reflect back and my, what an exciting year it has been at the museum! We had our most successful membership year to date as we welcomed 1,169 new members! It has been great getting to know our members and I look forward to meeting many more of you during 2017. Keep your eye on our website (www.calvertmarinemuseum.com) and your email for information on events that are exclusively for members. It is sure to be an exciting year that you will not want to miss!

If you ever have any questions or concerns about your museum membership, or just want to introduce yourself and say hello, please call me at 410-326-2042 x16, email me at howardla@co.cal.md.us or just drop by—my door is always open. Here is wishing all of our members and friends a happy and prosperous 2017. I look forward to seeing you at the museum!

Membership Trip Planned for March 26, 2017!

Details are still being finalized, but keep an eye out for our detailed announcement for a fun-filled day visiting National Harbor’s MGM Casino with the bus also making stops at the Tanger Outlets and the National Harbor Waterfront. The bus trip will leave from the Calvert Marine Museum and make a pick-up in Dunkirk. Call Lisa Howard at 410-326-2042 x16 for more information and watch your inbox for an Eblast providing more details.

YOU@email.com

We need your email to ensure that you don’t miss out on member exclusives and future CMM events! Almost all of our membership communication is done through email so please update your email with the membership office today. You can email your current address to howardla@co.cal.md.us or you may call 410-326-2042 x16

SAVE THE DATE—Bugeye Ball Set for April 1, 2017

The Bugeye Ball is a must-attend evening of dining, dancing, gaming tables, raffles, and adventure. Mark your calendars and make your reservations early. More information will be available in mid-January. Tickets to the Bugeye Ball are $150 per person. Attendance is limited. Sponsorship opportunities ranging from $500 and above are available. Tax-deductible donations in any amount are also welcome. Please contact Lisa Howard at 410-326-2042 x16 or howardla@co.cal.md.us for more details about the event or to discuss sponsorship.

2017 Bugeye Ball Chance to Win

Win a week-long trip for two to Belize & stay at the Beaches & Dreams Resort, or select a beautifully designed piece of jewelry from Dickinson’s Jewelers. Chance tickets are $100 each and only 200 tickets will be sold. Winners need not be present to win. Two winners will be drawn. The first winner in attendance will have the first choice.