A unique event occurred on December 16, 1979, a celebration of the christening and launching of the locally built skipjack Dee of St. Mary’s. As its 40th birthday approaches, the skipjack has been adopted by the Calvert Marine Museum, where it is used to educate students about the area’s ecology and heritage. This was not always its purpose. When the vessel was launched, its sole mission was to harvest oysters in the nation’s last commercial sailing fleet.

I well remember the Dee’s beginnings. In 1979, I lived just a few miles from where the skipjack was being built. When I arrived at the launch site on the shore of St. George Creek at Piney Point, Maryland, the weather was mild for mid-December and the atmosphere was festive. I joined a sea of other local folks waiting for the main event. The launch was well publicized in local and regional media outlets and the boat’s owner, Francis “Jack” Russell, had extended an open invitation to the whole community to join in. People came from far and wide and everyone was in high spirits.

The Dee of St. Mary’s was the first skipjack built anywhere in the Chesapeake region in decades. Its launching was a unique event and a cause for celebration. Making it even more unusual, this boat was constructed by a man who had never built a skipjack for a waterman who was not a sailor. At the time, all I knew about the skipjack was what I read in the newspaper. In my current position here at the museum, I have enjoyed researching the backstories of the owner, the builder, and the boat.

For years, Jack Russell, a St. Mary’s County waterman and oyster packing house operator, had dreamed of owning and operating his own skipjack. He had never worked in the skipjack fleet and didn’t even know how to sail a boat, but he admired the graceful lines of the skipjacks that he saw “drudging” for “arsters” in the Chesapeake Bay. He had harvested oysters his whole life, first with shaft tongs and then with patent-tongs, but he knew the dredge was the most efficient tool for harvesting the bivalve. Back then, Maryland’s public oyster beds were still productive and, under the right conditions, a skipjack was capable of catching her daily legal limit in record time. Skipjacks were the only vessels allowed to dredge legally for oysters in Maryland waters and, on Mondays and Tuesdays, were permitted to dredge under the power of their push boats.

Russell approached Francis Goddard, a well-known local waterman and an experienced boat builder, with his skipjack proposal. Goddard had built hundreds of wooden skiffs, workboats, and recreational boats, but never a large sailing vessel, much less a skipjack. Russell showed Goddard a set of skipjack plans prepared by William Hall, a naval

Continued on page 3
“What’s your vision for the museum?”

is a question I’ve been asked several times in recent weeks. It seems that whenever a new director arrives, that question is among the first he or she is likely to hear. Like my predecessor Sherrod Sturrock, I had the great fortune to serve as the museum’s deputy director before my promotion. Doing so provided me with considerable insight into the museum’s inner workings. However, unlike Sherrod, I had only two years of experience in that position prior to becoming director. As a result, my initial learning curve is a bit steeper than the one she experienced.

Put simply, my vision is to grow the Calvert Marine Museum and its positive community impact in a responsible and manageable way, using the museum’s core values and mission statement as a guide for how things should be done. I want to build and capitalize upon the success of my predecessors, and work toward achieving the museum’s recently developed site master plan. This plan is a bold one, and has been billed as a twenty-year undertaking. Fulfilling it will require the utmost amount of time, concentration, and effort. However, with proper fundraising, a good strategic master plan, and some well-conceived and thoughtful capital campaigns, I believe we can fully achieve everything during my tenure (and I turned forty-eight in August). This mission is something I will work toward realizing each and every day, knowing that I won’t be working alone, since the museum’s capable board and knowledgeable team of staff and volunteers will be right beside me each step of the way.

I am a Midwesterner who prides myself on a solid work ethic, fairness, and the ability to get things done. I grew up among the cornfields of central Indiana, and must admit that I occasionally re-watch the movie “Hoosiers” just to remind myself that anything truly is possible (and the real story of that 1954 high school team is even more amazing than the movie). My family on both sides hails from throughout Wisconsin, and is a mix of Czech, German, Irish, and Italian (or possibly Albanian – depends on who you ask) heritage. In fact, the nameboard from the German ocean liner George Washington that currently hangs on the south wall of the Maritime History Gallery is from the same exact ship that brought my Czech ancestors to America in 1911, so I have a very tangible personal connection to the museum.

Since moving to Southern Maryland in the spring of 2017, I have fallen in love with this wonderful organization. The Calvert Marine Museum is unique among its peers, interpreting the history and biology of the Chesapeake Bay through three very distinct but related lenses. Its people, however, make it the special place that our visitors want to return to again and again. It is those individuals, the staff and volunteers, who put forth the effort to develop and implement the programs, exhibits, and events which often make us the talk of Calvert County and Southern Maryland. I noticed almost immediately after beginning work here that the museum has a wonderful reputation among the residents and is almost universally loved by the whole region. This is a “problem” that many other museums of our size in similar types of communities would love to have. If you are reading this, you are likely to have your own connection and dedication to the museum and its mission — thank you for being a part of the magic.

My Wisconsin ties have led me to be a follower of the legendary Green Bay Packer football coach Vince Lombardi, who once said that “Perfection is not attainable, but if we chase perfection we can catch excellence.” I am honored to have been chosen as the fourth person to lead this fine institution, and I truly intend to chase perfection.
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architect who worked at the Calvert Marine Museum. Goddard pondered Russell’s proposal, studied the plans, and agreed to take on the project. He optimistically estimated the cost of building the hull, mast, and boom would be around $60,000 and, barring unforeseen setbacks, would take about six months to complete.

To better understand the idiosyncrasies of the boats, Russell and Goddard visited working skipjacks at Tilghman Island and elsewhere around the bay and spoke with their seasoned captains. Goddard crawled all over the boats, making mental notes along the way. One vessel that interested him was the Lady Katie, captained by Stanley Larrimore. Built in 1956 by shipwright Bronza Parks, she was one of the newest skipjacks in the fleet, had a bit more deadrise in her hull, and possessed some modern features that appealed to Goddard. He made changes and modifications to the vessel design based on his observations and extensive boatbuilding experience and didn’t need to consult the naval architect’s plans. As Russell puts it, Goddard “built that skipjack many times in his mind.”

Before construction could begin, Goddard had to obtain the high quality wood that was needed for the project. He is very particular about the type and grade of lumber he uses in his boats. He insists wood for boat building “ain’t no account” unless it is tight grained with at least twelve growth rings to the inch. Familiar with the local sawmills and sources of lumber, he knew he could obtain most of the timbers for the boat locally, but the keel would need to be imported.

Goddard began construction by fashioning the skipjack’s keel from Douglas fir from California. He laid the keel in his yard beside his house at Piney Point on May 14, 1979. Like all of his boats, he began building the hull upside down, or, as he puts it, “bottom upwards.” Aside from the Douglas fir keel and keelson, all of the wood used to build the hull was cut and sawn locally. Harvey Zimmerman, a Mennonite sawmill operator at Loveville, Maryland, cut and milled most of the lumber for the boat. Goddard selected white oak to fashion the frames, stem, stern, king plank, and centerboard and used two-inch thick “spruce pine” (Virginia pine) planks for the deck, sides, and bottom.

With help from his sons Doug and Wayne and friend Tommy Goode, Goddard labored on the skipjack hull for months. When it came time to turn the hull over to continue its construction, Joseph “Shaky” Hughes rigged some chain falls, blocks, and come-alongs in the trees and a group of local men carefully turned the hull. Progress on the hull proceeded well, but was delayed a bit by wet weather, so a makeshift shelter was built to keep the boat dry. As the hull neared completion, master carver James “Pepper” Langley from the Calvert Marine Museum installed the trailboards and eagle figurehead he had crafted for the boat.

On Saturday morning, December 15, the 30-ton skipjack hull was towed slowly from Goddard’s yard down Piney Point Road by a truck hauling a special multi-axle trailer that Goddard had built for the occasion. The nearly 20-foot wide skipjack took up most of the highway during her slow cruise to the launch site near Swann’s Hotel at Piney Point. A nervous Jack Russell spent a sleepless night in a camper parked next to the boat to keep an eye on her.

The launch was timed to coincide with high tide on Sunday afternoon, December 16. In preparation for the event, the shore Exiting on page 4
had been graded and ramps put in place to form a makeshift launch site at Swann’s boat ramp. The plan was to ease the trailered skipjack, bow first, into St. George Creek where she would be pulled into deeper water by the Harry Lundeberg School of Seamanship’s tug *Susan Collins*.

After dignitaries had given their speeches and everyone had been publicly thanked, it took only seconds for Jack’s wife, Dee Russell, to crack the champagne bottle on the bow to christen the vessel *Dee of St. Mary’s*. The tide had already begun to ebb by the time they started easing the trailer into the creek. Boat horns blew and the crowd gave a mighty cheer as the skipjack’s bow touched the water, but the trailer’s tires soon mired in the creek bottom as it slipped off the ramp and became stuck. The tug *Susan Collins* tried to free her, but the trailer snagged on a submerged obstruction and held fast. With the tide going out and the boat only partially launched, pumps were set up in the bilge while the hull planks touching the water began to swell. A headline printed in *Soundings* wryly noted “Working skipjack didn’t exactly slide into history.” But the setback did not seem to dampen the spirits of the folks who attended the post-launch party and oyster scald at Swann’s. Russell spent that night in his boat’s cabin.

Over the next few days, while waiting for the right tide, Goddard and Russell were assisted by a crew from the seamanship school who monitored the vessel while taking certain precautions, like removing the rudder. Finally, as a light snow fell, a southeast wind pushed the tide high enough to allow the skipjack to float free with the aid of a diver from the school who cut the chains that were holding the trailer together. Just before 1:00 p.m. on December 20, the skipjack was afloat. The *Susan Collins* towed her to the nearby pier at Swann’s where her wooden hull was allowed to continue to swell and seal. Once her hull planks were sufficiently sealed, she was towed to Russell’s pier at his Sea Fruit oyster house on St. George Island where Goddard could continue his work to finish the vessel. After days of anxious anticipation, Jack Russell finally got a good night’s rest.

Once the *Dee of St. Mary’s* was safely at her dock, the task of rigging the boat could begin. Goddard had intended to use locally sourced spruce pine for the boat’s mast, but could not locate a tree that was large enough to fashion the 76-foot timber. He finally found a log to fit the bill at Spicer Lumber Company at Wingate on the Eastern Shore. Goddard recalls that the massive tree trunk was twisted and “crooked as a damn black snake,” but had a tight grain and enough volume to shape a straight mast. Goddard and Russell joined George Bean who used his Goddard-built boat *Cathy Lynne* to tow the tree trunk across the bay. The crooked log did not tow well, but they got it back and Goddard set about the exacting task of shaping the log into a mast. Meanwhile, he laminated local spruce pine to build the 56-foot boom.

After the mast was stepped in the boat, the time consuming task of preparing and installing the rigging began. It took just over seven months to build and launch the hull of the boat, but preparing and installing the mast and sail rig and completing the finish work took even longer. Rigging a skipjack is an intricate and exacting process and requires finesse and expertise. Goddard and Russell studied other skipjack rigs and sought advice from experienced captains to complete the process. Russell ordered a set of custom-made Dacron mainsail and jib for the boat from Clarke McKenney and Larry Leonard at Solomons and began recruiting local men to crew the vessel. But it was not until the fall of 1980 that the skipjack was ready to sail in the oyster fleet. By then, Russell had nearly $90,000 invested in the boat and accessories.

The public debut of the *Dee of St. Mary’s* came during the thirteenth annual Blessing of the Fleet in late September, 1980, but she was still waiting for sails when Jack Russell led the boat parade in the Potomac River off St. Clements Island. The sails were installed just in time for the annual skipjack races held off Sandy Point Park in late October, 1980. The *Dee of St. Mary’s*, with her novice crew, was the last boat to cross the finish line, but completing the race was a victory in itself for the skipjack that had been begun just eighteen months earlier. Within days, the *Dee of St. Mary’s* would begin her decade-long career dredging oysters in the nation’s last commercial sailing fleet. But, that’s another story for another time.
The Chesapeake Beach Railway Museum falls under the auspices of CMM, and the ties between the two institutions continue to strengthen. In June, the Maryland Heritage Area Authority/Maryland Historic Trust awarded the Friends of the Chesapeake Beach Railway Museum a matching grant totaling over $100,000. The grant will fund a complete renovation of the core exhibit in the Railway Museum.

The Railway Museum is located in the original Chesapeake Beach railroad depot built in 1898. The building, listed on the National Register of Historic Places, is one of the few intact reminders of the Washington and Chesapeake Railway Company. Opened in 1900, Otto Mears’ resort brought pleasure seekers from Baltimore by steamship, where they disembarked on a mile-long pier extending into the bay, and day trippers from Washington by train riding the Honeysuckle Express. Mears built beachfront hotels, a racetrack, casino, bathhouses, and beaches. A 1,600-foot boardwalk was built along the water, offering a band shell, a carousel, a dance pavilion, a roller coaster, and entertainment booths.

The museum tells the story of both the journey and the destination. The museum opened in 1979 and the exhibit has not changed significantly since. It is due for an update. This project will accomplish two key goals: 1) create an off-site location where the collections can be stored and cataloged; and 2) re-create the fascinating story that the museum tells in a more relevant and engaging manner. The nearby Randle Cliff School, originally built to house African American students, has been sitting empty for several years. Under an agreement with Calvert County, grant funding will be used to renovate the space to meet the museum’s requirements for collections storage. Grant funds will also be used to refurbish the railway station inside, and to hire an exhibit designer/fabricator to work with the Friends and staff to create a new permanent exhibit. The grant was matched by the Friends of the Chesapeake Beach Railway Museum, Calvert County Government, the Town of Chesapeake Beach, and a private donor. If you would like to know more, join the museum, or consider volunteering, please contact Correine Moore at Correine.Moore@calvertcountymd.gov.

Things are on a roll at the Chesapeake Beach Railway Museum (CBRM)

By Sherrod Sturrock, CBRM Board Member

W hen I first came to Calvert County over 21 years ago to interview for the curator of paleontology position at the Calvert Marine Museum, I met with some members of the Fossil Club. Following our foray onto the beach below the cliffs, we retired to Sandy’s home in Scientists Cliffs, where she very generously gave me her copy of Bretton Kent’s book, Fossil Sharks of the Chesapeake Bay Region. During future visits, I learned that expressing my admiration for anything in her home meant that she was more than likely to offer it to me as a gift. Not only was Sandy one of the charter members of our Fossil Club, she was for many years the editor of The Ecphora, including its first editor (summer 1985). In the 1980s and 1990s, Sandy contributed a fossil column to the Bugeye Times. She was indeed a tireless educator, something I witnessed on many occasions when she would chime into one of her favorite fossil show-and-tells.

I would like to thank her son John Roberts, III and his wife Debra for donating the balance of Sandy’s fossil collection to the museum. Sandy would be delighted to know that much of it will be used by our Education Department. Fortunately, Sandy’s love for fossils lives on in other members of the Calvert Marine Museum Fossil Club.

Skates and Rays

By Perry Hampton, Curator of Estuarine Biology

Recently the Estuarine Biology staff added two new Atlantic stingrays to our “Skates and Rays” touch tank, located just off the lobby of the Exhibition Hall. This exhibit, installed in 2003, was originally planned to be a three-year, temporary display. However, due to its overwhelming popularity, a decision was made to make it a permanent exhibit. The opportunity to see these fascinating creatures up close, and to safely touch them, has ensured that the exhibit remains as popular today as it was when first installed.

Skates and their close relatives, the rays, are often misunderstood and there has always been a lot of confusion about them as a group. That’s not surprising since they have a lot in common including flattened, diamond-shaped bodies with elongated tails, and similar behaviors that usually involve spending a lot of time on the bottom feeding on small crustaceans, worms, and the like.

Skates and rays also have another close relative, which may surprise some people: sharks. All three have a skeleton formed of cartilage rather than bone. This material is lighter and more flexible than hard bones and that seems to provide these animals with some advantages. The only hard parts in their bodies are their teeth, and in the case of some rays, the barb(s) in their venomous stingers. But back to our main question, what are the differences between skates and rays?

The biggest difference is in the way that they reproduce. Skates lay egg cases, while rays give birth to “live” young in a manner similar to that of mammals. Skates produce a leathery egg case that protects the embryo for several weeks or months as it develops. The egg cases are usually somewhat soft, and amber or dark brown in color while an embryo is developing inside. Most of us, however, are more familiar with their hard, black appearance when we find them dried up and empty on the beach long after the young skate has hatched and left the egg case. These we know as “mermaid’s purses”.

Another difference is that while many rays possess venomous “stingers,” skates never do. Many skates do have sharp thorny projections on their bodies that can inflict wounds,
but these are not venomous. There are a few species of rays that do not have the venomous stinger, but instead, much like an electric eel, can generate a powerful electrical charge to stun prey or defend themselves. Ironically, the largest kinds of rays, the mantas, which can reach up to 20 feet across and weigh almost 3,000 lbs., do not have venomous spines, eat only tiny plankton, and are completely harmless to humans.

At the museum, we display rays and skates of types that are typically found in or near the Chesapeake Bay. In addition to the Atlantic rays mentioned above, we have the very common “cownose ray” and “little skates.”

A ray by any other name ...

In our area, the rays that are officially known as cownose rays, are often referred to by anglers as “skates.” There is really no harm in calling them skates, even though it is technically incorrect, as long as everyone in the conversation knows what kind of animal is being discussed. But if someone from another part of the country happened to be listening in, they would likely be confused. Often a single fish species is known by several different common names throughout its range. This is an inherent problem with common names and one that seems to be far more prevalent with fish than other animal groups. This rarely happens with things like birds or mammals. A deer is a deer in Minnesota just as it is in Maryland. The lack of consistency with common names is why scientists like to use those long, difficult to pronounce, Latin names. Each species has only one universally accepted scientific name. Scientists in Russia, Scotland, the United States, or anywhere else will know which animal (or plant) is being discussed when the scientific name is used.
Change is Afoot

Some say that change is a good thing. Others really abhor the idea. One thing we can all count on, though, is the fact that change is inevitable. During the past six months, the Education Department saw some old faces leave and had some new faces join the team. This past spring we were joined by Vincent Turner, and Heather Maggard arrived in June. Both have been successful elsewhere, with Vincent having served as an education interpreter at the Bayside History Museum in North Beach and Heather as a teacher in St. Mary’s County. In September, Lisa Haycraft also joined the education team, and her resume includes having served as a science teacher at both the middle and high school levels. All three are new part-time educators, working with and alongside other education staff and volunteers to plan and implement the multitude of programs that the department offers.

There is also change at the top of the Education Department, as my promotion to museum director following Sherrod Sturrock’s retirement left CMM without a deputy director. Since the deputy director also serves as the department head for education, this meant that the education team was without a leader for a few months. On September 16, Rachelle Green assumed the position of deputy director for education and special programs. Rachelle comes to us from nearby Jefferson Patterson Park and Museum in St. Leonard where she served as the director of education, assistant director, and interim director over the course of the past four years. She holds master’s degrees in both Historic Preservation and Education and has twelve cumulative years of experience as a preservationist, educator, and museum administrator.

These four highly qualified individuals have filled the remaining vacancies in the department, and I am pleased to write that we are fully staffed for the first time in nearly a year! I feel good leaving this capable group of individuals to my successor. Beginning with the winter issue of the Bugeye Times, you’ll be hearing from Rachelle as she begins to craft and mold the department in ways that I am certain will be highly successful. Pictures of all four new education staff members are located either in this issue or the previous issue. The next time you visit the museum, please take the time to greet our new team members. I think you’ll find that they are all highly personable and very knowledgeable. Their work over the next fifteen months will be instrumental in ensuring that the museum properly honors and celebrates its 50th anniversary in 2020.

A Remembrance of Dick Day


Dick and Barbara Day were good friends and supporters of the museum’s Maritime History Department. In 1978, they exhibited some of their antique marine engines at the museum’s first Patuxent River Appreciation Days and continued the tradition, missing only one year. They established Heritage Engines and collected and exhibited their antique marine engines at shows throughout the country. In 1984, they began loaning and donating some of their meticulously restored marine engines to the museum for display. That year, Dick and Barbara moved to Leonardtown, Maryland. In 2001, Dick was instrumental in establishing the museum’s annual Antique Boat & Marine Engine show that attracts exhibitors from Maine to Louisiana.

Dick lived a long, happy, and adventurous life and will be missed by his museum family and his many friends and acquaintances. He is survived by daughter Betsy Piner (Charlie) of Tabernacle, New Jersey, grandchildren, and great-grandchildren. A celebration of the lives of Dick and Barbara Day will be held at the family home in Leonardtown Saturday, October 12, 2019, at 3 p.m.
Exhibits Update
By Carey Crane, Curator of Exhibits

USS Calvert Exhibit

The Calvert Marine Museum is home to the USS Calvert (APA-32) Collection. Veterans and members of the USS Calvert Association (USSCA) have generously contributed archival materials and artifacts to the collection over the years. In 2015, the association’s reunion was held near Baltimore and attendees traveled to Solomons to visit the museum. To mark the occasion, then Curator of Maritime History Richard Dodds, Registrar Robert Hurry, and the CMM Exhibits Department developed a USS Calvert case display for the Prince Frederick branch of the Calvert Library. The USSCA members’ enthusiasm inspired Richard to commission a scale model of APA-32 for the collection. However, we had not thought out a plan on where to exhibit the model and USS Calvert memorabilia.

The exhibits plan for the “Recreational Playground” display in the Maritime History Gallery included framing-in a wall behind the Cruis-Along cabin cruiser. The opposite side of the new wall faces the “A Continued Military Presence” display cases, providing a serendipitous berth for the new model and USS Calvert Collection items.

After Richard Dodd’s retirement, new Curator of Maritime History Mark Wilkins and Robert Hurry repurposed the USS Calvert library display content and included recently accessioned memorabilia and the ship model. The exhibits team has completed phase one of the display and is presently designing phase two, a floor-case component. The floor-case will include additional smaller artifacts and period film footage of the USS Calvert and crew in action. A portion of the USS Calvert Collection is on display at the Calvert Marine Museum at last.

A large wall case describes the ship and crew’s history of service. (Photo by Mel Gallipeau)

Volunteers Tom Younger and George Leah install an artifact as Curator of Exhibits Carey Crane eyes final placement. (Photo by Rob Hurry)

The USS Calvert Associates organization, the USS Calvert display model, and selected artifacts are featured in a smaller wall case. (Photo by Rob Hurry)
October 18

STEPHEN WADE

GETTING THEIR HANDS ON THE TUNE FROM THE FRONT PORCH TO THE LIBRARY OF CONGRESS AND BACK AGAIN

Award-winning musician and author Stephen Wade explores how traditional musicians reinvent songs, tunes, and stories. Now in the act of putting their hands on a traditional tune, gifted players transform it while connecting it to its history and to their own communities. Grammy-nominated musician, recording artist, and writer, Wade is best known for his long-running stage performances of Banjo Dancing and On the Way Home. The Washington Post writes of his performances, “Wade is a master of creating compelling narratives that entertain and inform.”

October 25

HANNEKE CASSEL BAND

PRESENTED BY THE SOUTHERN MARYLAND CELTIC SOCIETY AND THE CALVERT MARINE MUSEUM

The Hanneke Cassel Band features Tristan Clarridge on cello and Keith Murphy on guitar/vocals. Effervescent and engaging, Boston-based fiddler Hanneke Cassel is a performer, teacher, and composer whose style is a blend of the contemporary and traditional. Multi-instrumentalist, 5-time Grand National Fiddle Champion, and pioneering cellist, Tristan Clarridge creatively synthesizes traditional folk influences with elements of jazz, rock, and pop music, and is leading a revolution among young cellists throughout the USA. Newfoundland-born guitarist Keith Murphy is a proficient multi-instrumentalist. He applies considerable energy to the rhythmic side of music, becoming a valued band member and highly sought-after sideman on guitar, mandolin, and foot percussion. This performance is sponsored in part by the Ruddy Duck Brewery & Grill, Solomons. Tickets are $30 at the door. Discounts are available online at www.cssm.org/tickets.

November 15

KNUCKLE DUSTERS

The Knuckle Dusters have performed traditional old-time fiddle, swing, ragtime, country, blues, and hillbilly-jazz music for diverse audiences across the Mid-Atlantic States. While some bands are “jam” bands, the Knuckle Dusters just might be America’s best “museum band” with performances at the Smithsonian American Art Museum and the Textile Museum in DC, the B&O Railroad Museum in Baltimore, the Museum of the Shenandoah Valley in Winchester, Virginia, and at the Central Park Zoo in New York City. The Knuckle Dusters are colorful characters with a deep repertoire matched only by their miles of musical experience.

November 29

TIMOTHY SEAMAN

Timothy Seaman delivers a special Thanksgiving weekend treat for the family. Seaman is a master of the hammered dulcimer, creating cascades of beautiful sound. Every selection is introduced in a manner that creates a meaningful context, enriching the experience of listening. His musical genre is a vibrant self-styled blend of Appalachian, classical, Celtic, and contemporary approaches. He also plays the flute, whistle, mountain dulcimer, vocals, and psaltery. In anticipation of the Christmas season, listen for a few favorite carols rendered in new and stirring ways to usher in the holidays.
Summer Camps

Boat Camp

Campers enjoyed smooth waters for their Patuxent River paddle. (Photo by Lori Cole)

Boat campers line up to launch their new boats. (Photo by Lori Cole)

Junior Paleontologists Camp

Curator of Paleontology Stephen Godfrey instructs campers in sculpting models of specimens. (Photo by Kevin Allor)

Camps exploring along Parker’s Creek. (Photo by Kevin Allor)

Campers Amaia Caton and Ella Shultz compare fossil finds at Cove Point Beach. (Photo by Kevin Allor)
Summer Camps

Museum Adventure Camp

Adventure camper with bug specimens. (Photo by Kevin Allor)

Camper Oliver Dyson’s sister takes a turn at the wheel of the Wm. B. Tennison. (Photo by Kevin Allor)

Jenny Eitel and other campers net specimens on the museum’s salt marsh. (Photo by Kevin Allor)

Road Scholars

Road Scholars learn about hearth cooking at Historic St. Mary’s City. (Photo by Lori Cole)

Robin Stringer guides Road Scholars in creating a lighthouse art project at Annmarie Sculpture Garden. (Photo by Lori Cole)

Some Assembly entertain Road Scholars in the museum’s Maritime History Gallery. (Photo by Lori Cole)

Costumed interpreters demonstrate food preparation techniques at the Spray plantation kitchen at Historic St. Mary’s City. (Photo by Lori Cole)
Douggie Douglass and Steve Grossman shared Steve’s fossil shark teeth collection with guests. (Photo by Doug Hood)

A young guest encounters a live shark in the museum’s lobby. (Photo by Doug Hood)

Sharkfest was the first opportunity many visitors had to take advantage of the new megalodon jaws photo op. (Photo by Doug Hood)

Guests visit the popular seahorse tank in the Estuarine Biology Gallery. (Photo by Doug Hood)

Visitors enjoy a rare opportunity to touch chain dogfish. (Photo by Doug Hood)

A tropical storm watch and light rains did not dampen the spirits of guests visiting the otters. (Photo by Doug Hood)
Sherrod Sturrock’s Retirement Celebration

“And Now… A New Adventure Begins!” was the theme of the retirement celebration held in the Harms Gallery for Sherrod Sturrock. (Photo by Doug Hood)

Sherrod received a lifetime pass to attend the museum’s Maritime Performance Series. (Photo by Doug Hood)

Repairing Bugeye Volunteer

Volunteers Jim Wilson and Ray Brule affect repairs to the masts of the Volunteer. (Photo by Rob Hurry)

Patuxent Small Craft Guild volunteers reinstalled the repaired masts the old fashioned way using lines, blocks, and an A-frame. (Photo by Rob Hurry)

Staff Cruise

Museum staff enjoyed an end of summer cruise aboard the Wm. B. Tennison to welcome Rachelle Green to the CMM family. (Photo by Perry Hampton)

Rachelle Green tries her hand at the wheel of the Wm. B. Tennison under the watchful gaze of Capt. Bill Nichols and Mate Jeff Nikolaus. (Photo by Perry Hampton)
Volunteer Council Annual Meeting

On Thursday, September 19, the Volunteer Council held its annual meeting in the Harms Gallery with the main order of business being the election of officers for the upcoming year. The meeting was formally opened by Ray Brule, council president. He talked about the accomplishments of the last year, including the scholarship program which awarded seven scholarships in the amount of $750 each. Ray Brule, a member of the nominating committee, presented the slate of officers: Lowell Martin, president; Rae Dera, vice president; Tim Wakeman, treasurer; Margo Sinback, secretary; and Denita Sanders, corresponding secretary. With hearing no nominations from the floor, the slate of officers was approved. CMM Director Jeff Murray thanked the Volunteer Council for another great year and congratulated them on their accomplishments. Jeff also introduced the new deputy director, Rachelle Green, and she spoke about how impressed she is with the council and how she looks forward to working closely with them in the upcoming year. Following the meeting, the volunteers were treated to dinner. A special thank you goes to Janet Addiss for the delicious hams and baked beans she prepared.

Volunteer Council officers (left to right) are Ray Brule, past president; Rae Dera, vice president; Lowell Martin, president, and Margo Sinback, secretary. (Photo by Rob Hurry)

Staff UPDATE

ARRIVALS:

Deputy Director of Education and Special Programs Rachelle Green has joined the museum! Rachelle holds a bachelor’s degree in History from the University of Delaware, a master’s degree in Historic Preservation from the University of Kentucky, and a master’s degree in Secondary Education from St. Joseph’s University in Philadelphia. In addition, she earned a museum studies certificate from Northwestern University. She has twelve cumulative years of experience as a preservationist, educator, and museum administrator. Most recently, she has served as the director of education, assistant director, and interim director for Jefferson Patterson Park and Museum in St. Leonard. She is a native of Delaware who has lived in Calvert County for the past four years with her lovable hound, Hattie. According to Rachelle, “Joining the Calvert Marine Museum this fall has been the highlight of my year! I am thrilled to be part of this amazing institution that serves the residents of Calvert County and southern Maryland. I look forward to learning more about our maritime, estuarine, and paleontological history through the museum’s programs and events in 2020!”

On September 16, Lisa Haycraft joined the Education Department as a part-time exhibits interpreter. Lisa is originally from central Illinois and has a bachelor’s degree in Biology from St. Louis University and a master’s degree in Secondary Education from the University of Nebraska. Among her many accomplishments is a decade of teaching science in middle and high school settings.

DEPARTURES:

After two and a half years as director of philanthropy with the Calvert Marine Museum Society, Pam Paterson retired in August and plans to set a course for the islands on her boat this winter. Pam was instrumental in the development of planned giving, bequests, donor relations, major gifts, events, grants and grant management, and charitable gift annuities. Further, she has developed the foundations of support that will get the museum’s next capital campaign off the ground and flying. The Calvert Marine Museum is grateful to have had someone of Pam’s caliber and skill set lead these important activities. We wish Pam continued future success, and for fair winds and following seas as she begins a new chapter in her life.
Save in the Museum Store  
Join us for Coffee and Doughnuts from 10-11am on the 20th of each month. We will have beautiful new things for you to browse and a free gift for our members who spend a minimum of $50 during that first hour of the day. Of course, members save 20% all day on the 20th of every month and 10% off on every other day.

We invite you to “Be A Patron” on Sunday, December 1, during Museum Store Sunday! You will find plenty of beautiful and inspired gifts, whether you are looking for the perfect little hostess gift, a treat for yourself, or a special occasion gift. As always, your purchases support the programs and projects of the museum. Members save 25% all day and will draw a coupon at checkout for the opportunity to increase their savings to 30, 35, or 40%. Or be the lucky CMM member to get your entire purchase for FREE! Tell your friends and neighbors about Museum Store Sunday — we’ll treat non-members to 20% off their purchase all day!!

Finally, museum members have traditionally enjoyed 20% savings during the Solomons Christmas Walk and we like traditions. The Christmas Walk has been shortened to just one day this year, Saturday, December 7, but we will honor the CMM member holiday discount of 20% Friday, December 6, through Sunday, December 8. Shop late during our extended hours Saturday of 6-9 p.m. and enjoy some holiday music and refreshments.

See you soon!

Remembering Robert Pfeiffer  
Our good friend, CMMS board member, and longtime volunteer Robert Pfeiffer died on Friday, September 20, after a two-year struggle with cancer. Bob was one of the people the museum could always count on. Despite working a demanding full-time job in the D.C. area, whenever we needed him for a museum function, he found the time and energy to respond, usually with his partner, Shirley Mihursky, at his side. In 2017, he capped off 20 years of CMM volunteer service by joining the Board of Governors, where he contributed his unique experience and insider perspective. Bob was also a musician, playing guitar with his good friend Eric Skow. He often appeared at PRAD, Lotus Kitchen, and other local venues — crediting the museum’s request that he help Stephen Godfrey accompany carols at the annual chili party with putting music back into his life.

Bob grew up in Northern Virginia, but Calvert County was always part of his life. His parents owned a cottage in Scientists Cliffs, where Bob and his two brothers would visit in the summers. After college, Bob returned to Calvert County, bought his own cottage, and taught science at Calvert High School. Later, he ran American’s Clean Water Foundation in D.C. and then the Oyster Recovery Partnership in Annapolis, working as a construction manager between times.

His love for the Chesapeake Bay and his belief in the work that the museum does drew him to CMM. For years, he was a key part of the Waterside Music Series core team, making sure that the bars were staffed, stocked, and ran smoothly. This past season was the first time he was unable to fulfill that role in over a decade. Bob was a big part of our CMM family. Since 1998, he put in over 2,472 volunteer hours and was named Volunteer of the Year in 2015. He and Shirley are Bugeye Society members and Capital Campaign donors. To quote Director Jeff Murray, “Bob is, quite simply, a magnificent person who has chosen to share his talent and love with the rest of us.” We will miss his cantankerous spirit, lopsided smile, and keen insights. He was an original.
2019 Waterside Music Series

The museum kicked off the 2019 Waterside Music Series with a one-day sell out of our first concert! Kane Brown, who opened the season on June 1, had skyrocketed to the top of both the country and rock charts in 2018, so tickets were in high demand. A great benefit of membership is the opportunity to purchase tickets before they go on sale to the general public. Over 40% of the Kane Brown tickets were sold to our members — so thank you for supporting us year-round through your membership! In addition to seeing Kane Brown, concert attendees also enjoyed two other rising country stars, Ryan Hurd on the main stage, and local favorite, Jackson Dean on the side stage.

Independence Day celebrations started early in Solomons when Earth, Wind & Fire hit the stage on July 3. These R&B originals thrilled over 5,200 people with their classic hits and fan favorites. This remarkable concert brought many new faces to the museum and the audience, old and new, was one big, happy, fan-struck family. Seeing Earth, Wind & Fire receive the Kennedy Center Honors after appearing on our stage was icing on the cake.

Our concert season wrapped up on August 2 with a mix of country and rock music from the Spin Doctors and Gavin DeGraw on the main stage, and Phillip Michael Parsons on the side stage. The Spin Doctors had a great time touring the museum’s exhibits before their performance, and Gavin thrilled fans by staying to sign autographs long after the show ended.

Sponsors, staff, and droves of volunteers work behind the scenes to put together great summer concerts for the museum. The attention to detail, ownership, and dedication of so many people in the community add to the success of these events. The popularity of the concert series contributes to the financial health of the Calvert Marine Museum. In recognition of the importance these concerts have had over the years for the people who support the museum, we are opening a Waterside Music Series temporary exhibit in the Mezzanine Gallery in the spring of 2020. It will be a great time to revisit all your favorite shows.

Thank you for your support, and if you get the chance, please thank our sponsors below for believing in us year after year: PNC Bank, Prince Frederick Dodge/Jeep, Asbury - Solomons, Atlantic Broadband, Bay Weekly, Bozick Distributors, Inc. – Coors/Coors Light, Chesapeake Bay Area Pizza – Papa Johns Pizza, City Wide Mechanical, LLC, COMCAST, Cumberland & Erly, LLC, DirectMail.com, Equity Resources, Holiday Inn – Solomons, Isaac’s Restaurant, O’Brien Realty, Quick Connections, Roy Rogers, Solomons Volunteer Rescue Squad & Fire Department, Somar Communications, Southern Maryland Blue Crabs, Southern Maryland Newspapers, Sunshine’s Catering, Tidewater Dental, TITLEMAX LLC., Top Hat Rentals, W.M. Davis, Inc., WKIK, 98 Star FM, and Results Gym.

The museum kept the summer music coming on July 26 with Brett Eldredge and Cassadee Pope. On a beautiful evening, and fans gathered early to take advantage of the great food served in the beer garden and live music on the side stage by local favorite, John Luskey.

Photos by Auggie Selckmann
Give the Gift of Membership

A Gift Membership to CMM is a great idea for friends and family any time of year, but especially for the holidays. Share the secret — a museum membership offers opportunities for friends and loved ones to discover the remarkable world of the Chesapeake, where fresh and saltwater meet to form the largest estuary in North America.

Membership is a gift that will offer lasting memories and first-hand experiences all year long! Call Lisa Howard at 410-326-2042 x16.

Don’t Miss Out – Update your email address today!

Almost all of the museum’s communication with members is done through email. Please make sure your current email address is on file with the Membership office. Please call Lisa Howard at 410-326-2042 x16 to update your email address today!

Are You Using Your Membership Benefits?

All members of the Calvert Marine Museum receive:

- Free admission year-round.
- A 10% discount on purchases in the Museum Store (and 20% off on the 20th!)
- Insider invitations to exhibit openings and events.
- Our quarterly newsletter full of interesting articles and museum news.
- The opportunity to register for programs and purchase concert tickets before the general public.

As your support increases, so do your benefits. Call Lisa Howard at 410-326-2042 x16 to determine what membership plan is best for you!

Waterside Concerts Increase Membership

Thanks in part to Kane Brown, Earth Wind & Fire, Brett Eldredge and Cassadee Pope, and Gavin DeGraw and the Spin Doctors, the Calvert Marine Museum has welcomed over 650 new members since March. Museum members have many advantages, including the ability to order concert tickets a week prior to the general public, and many music fans join CMM to take advantage of this perk. We look forward to seeing them visiting the museum or participating in one of our programs during the year as well.

Thank you again for your continued support — the concerts are the museum’s largest fundraiser. Be sure to renew your membership to get great seats for the summer 2020 summer concert series! And now that you’re a member, explore all of the other advantages that your membership offers.

Membership TIDBITS

By Lisa Howard, Membership & Development Associate

WORKING THE WATER

PHOTOGRAPHY BY JAY FLEMING

Open in the Mezzanine Gallery
Ending December 31, 2019