



**QUARTERLY**  
Fall 2005



Grace's Quarter Ducking Club • Maynard Lowery



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## On the Cover

The Mid-Atlantic Small Craft Festival features hundreds of amateur and professional boatbuilders and enthusiasts, who bring their kayaks, canoes, and one-of-a-kind skiffs to St. Michaels. This year's event—scheduled for Saturday, October 1, 2005—is the twenty-third annual festival, once again bringing together multiple generations of families and friends to “mess about in boats.”

## President's Message

The Museum plans to implement some of the most ambitious and forward-looking programmatic changes in its 40-year history. These changes will inspire enthusiasm and support from our members and visitors by demonstrating how our human assets relate to the enhancement of our exhibits, the relevance of our educational programs, the focus of our research, and the purposefulness of our service.

We encourage our members to provide their perspectives to help build a culture of reciprocal involvement. Such a culture entails:

- Setting rigorous but attainable standards that pay the highest regard for our members and friends by understanding their desires and expectations;
- Providing excellent service for each of our members, at the time he/she becomes a member, and continuing for long afterward;
- Encouraging staff, board, members, and visitors to share their perspectives and ideas about CBMM's future;
- Creating an environment in which we learn from one another, and from best practices at other national and world-class institutions;
- “Thinking globally, acting locally.” As agents of change for the future, as well as conservators of the traditions of the past, we will become a model for other museums through fulfilling our mission of collecting, preserving, and interpreting the maritime heritage of the Bay.

In the coming issues of *CBMM Quarterly*, during your visits to our campus, and through interaction with trustees and staff, you will learn more about our future plans. They range from inaugurating an aggressive changing exhibits program and reinvigorating our educational offerings, to improving and upgrading our permanent exhibits and engaging in more frequent conversations with you, our members.

Why not begin this conversation right now: “How well are we doing our job?” “What do you want to learn from a CBMM visit?” “What should we be doing that we are not doing?” “How can we become truly ‘world class?’”

As members of the Museum, you are both our severest critics and our most loyal friends. I look forward to hearing from you.

Thank you!

John R. Valliant  
*President*

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# Contents

Boat Shop volunteer Ed Thieler shows two young Crab Days visitors how to carve nameboards.

## Departments

To the Point	8
Profile	11
Events Calendar	C 1-4
The Tale End	22

\* Events Calendar is a special pull-out section that can be found between pages 11 and 12.

## Features

### The Boat Stops Here 3

A century ago, the arrival of a steamboat in many of the Bay's rural towns was the central activity in the community. Social life and commerce on the steamboat wharves is the subject of a new CBMM exhibit. By Pete Lesher.

### The Bay on the Big Screen 5

Independent filmmaker Doug Sadler captures the essence of the plight of the twenty-first century Chesapeake Bay waterman in his feature film *Swimmers*. By Michael Valliant.

### Duck Shot 12

The U.S. Army's Aberdeen Proving Grounds was once home to the Grace's Quarter Ducking Club—a choice hunting spot for wealthy Maryland, Philadelphia, and New York families. By C. John Sullivan, Jr.

### Maynard Lowery 17

Tilghman Island boatbuilder Maynard Lowery has built around 150 boats in fifty-five years. For all the Bay boats he has turned out, it is a non-native design—the cat boat—that he is known for. By Pete Lesher.

# The Boat Stops

By Pete Lesher, Curator



*In 1898 Chowan made the trip up the Nanticoke three times a week, stopping at rural wharves on Deals Island, Nanticoke, Bivalve, Tyaskin, and others on the way to Seaford. Chesapeake Bay Maritime Museum collection*



*Rural landings rarely had more than one steamboat wharf, but Claiborne, Maryland, had two: the Claiborne-Annapolis Ferry Company's Gov. Emerson C. Harrington is tied to its pier, while the B.C. & A. steamboat Cambridge is at the railroad terminal on the right. Bequest of H. Graham Wood, Chesapeake Bay Maritime Museum collection*

The unsettled, marshy banks of the Nanticoke River, on Maryland's lower Eastern Shore, give an impression that much of this river is undisturbed by people, but a century ago, this river was a commercial artery. Steamboats from Baltimore arrived at rural wharves two or three times a week, carrying goods and people from the metropolis and providing a cultural connection between urban and rural points around the Chesapeake. Steamboats carried whatever needed to arrive on schedule—foodstuffs subject to spoilage, livestock, mail, and passengers. Bulk goods like grain, fertilizer, coal, and lumber typically moved by schooners, which were subject to the vagaries of the winds, rather than by the more expensive steamboats.

The scheduled arrival of a steamboat was the center of activity for rural communities. Merchants arrived to receive shipments, farmers to ship produce, friends and family to receive visitors or see one off. The variety of goods that passed through even minor rural wharves was impressive. At Tyaskin, a small community with a post office and a wharf on the lower Nanticoke River, the list ranged from food to furnishings, fertilizer, and felines; lard, coffee, hominy, limes, and ice cream; washstands, wallpaper, picture frames, jute carpet, and mattresses; phosphate and guano; a coop of pigs and a box of cats. All of these items arrived in the space of a few months in 1998 at Tyaskin's steamboat wharf.

A new exhibit in the Museum's Bay History building features the commerce and social gatherings fostered by rural steamboat wharves.

Baltimore, Chesapeake, & Atlantic Railway Company.						
Nanticoke.		Chowan.		BALTIMORE.		
Origin	Tyaskin	Date	9.27.1898			
Ship	Chowan					
Goods	Chicago Phil Q	1	Box Frames			25 74
	B.F. Children	1	Cats			
	Wilmington sh	2	Boxes			50 40
	Campton sh	1	Box			
		1	Trunk			
		4	Keys			
		1	Box			

*The steamboat Chowan carried all sorts of goods to Tyaskin. On this day in 1898, picture frames and cats led the list on the manifest. Chesapeake Bay Maritime Museum collection*

# Here



*In 1927, the steamboat's arrival at Bushwood Wharf on the Wicomico River, a tributary of the Potomac, brought plenty of observers, not just those who were traveling or had something to ship. Bequest of H. Graham Wood, Chesapeake Bay Maritime Museum collection*

*Freight traveled by steamboat or sailing vessel, but these passengers are clearly awaiting the arrival of the steamboat. Photo by F. R. Webb, bequest of H. Graham Wood, Chesapeake Bay Maritime Museum collection*

