



*Edna E. Lockwood*

2016-2018 Historic Restoration

## MEDIA KIT

*“Today’s generations are unlikely to see Chesapeake Bay log boatbuilding on this scale, ever again.”*

– Pete Leshner, CBMM Chief Curator

*“Historically, the boat has been among the finest examples of man’s ingenuity and skill in constructing a functional implement of beauty and efficiency.”*

– R. J. Holt, CBMM Past President



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## ABOUT *EDNA E. LOCKWOOD*

54'3" LOD

16'9" BEAM

2'7" DRAFT

Launched October 5, 1889 in Tilghman Island, *Edna E. Lockwood* is an example of a Chesapeake Bay nine-log bugeye. John B. Harrison was commissioned to build the boat which then joined the hundreds of oyster dredgers on the Bay.

*Edna E. Lockwood* was put to work "drudging" oysters for 78 years, being the last of her kind to dredge oysters on the Chesapeake Bay. Following a brief career as a pleasure boat, she was donated to the Chesapeake Bay Maritime Museum by Jack Kimberly in 1973, "with the understanding that she be preserved and displayed... for the public's education." In 1975, restoration of *Edna Lockwood* began when she was stripped to her nine logs and reconstructed from the waterline up.

Oysters have been harvested on the Chesapeake Bay since early Native American times. With the lifting of the ban on oyster dredging after the Civil War, bugeyes began to appear on the Bay. Their dredges would pass over the oyster beds under sail, efficiently fishing but protecting the beds from being depleted at the same

time. When working, *Edna E. Lockwood* used two dredges, one port and one starboard. The bugeye would sail over the oyster bed dragging the dredges along the bottom. The correct speed had to be achieved to have a good catch; too slow and the dredges would dig in and anchor the ship; too fast and the scoop would skip across the bottom unable to pick up oysters. After 10 minutes of dredging, hand powered winches would haul up and dump the oysters on the deck for culling (sorting). During the oyster season, *Edna Lockwood* worked from morning until night seeking shelter in a creek nearest the oyster grounds. The crew would eat and sleep on board during the week, working all the while to fill the hold with oysters. At the end of the week, she would make the run to Baltimore for the oyster markets.

The life expectancy of a workboat on the Chesapeake at the time of her construction was only 20 years. Today, *Edna E. Lockwood* is the centerpiece of the Chesapeake Bay Maritime Museum's historic floating fleet, and is the last historic log-bottomed bugeye still under sail.

## What makes the 1889 bugeye *Edna E. Lockwood* unique?

- Last remaining historic, log-bottomed bugeye still sailing on the Chesapeake Bay
- Last bugeye that dredged the Bay (up to the early '70s)
- Registered National Historic Landmark
- Log-bottomed boats, built as fleets, can only be found on the Chesapeake Bay, with the exception of a few boats in North Carolina
- Descendants of Edna's builder, John B. Harrison of Tilghman Island, are still locally accessible
- Professional apprentices working on Edna Lockwood's historic log-hull restoration will preserve this particular type of boatbuilding by carrying forward the traditional building methods in their careers and work

For more information, visit [ednalockwood.org](http://ednalockwood.org)

Bethany Ziegler, CBMM, Content Marketing Manager  
213 N. Talbot St., St. Michaels, MD 21663

[bziegler@cbmm.org](mailto:bziegler@cbmm.org) | Office: 410-745-4995 | Mobile: 410-310-0607





# Edna E. Lockwood

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Built in 1889 by John B. Harrison on Tilghman Island for Daniel W. Haddaway, *Edna E. Lockwood* dredged for oysters through winter, and carried freight—such as lumber, grain, and produce—after the dredging season ended. She worked faithfully for many owners, mainly out of Cambridge, Md., until she stopped “drudging” in 1967. In 1973, *Edna* was donated to the Chesapeake Bay Maritime Museum by John R. Kimberly. Recognized as the last working oyster boat of her kind, *Edna Lockwood* was declared a National Historic Landmark in 1994. *Edna* is the last historic sailing bugeye in the world. More about the project, including progress videos and high resolution photos, is available at [www.ednalockwood.org](http://www.ednalockwood.org).

## Goals of the Restoration Project

- Restore our collection vessel and [National Historic Landmark](#) bugeye *Edna E. Lockwood* by replacing log members that are compromised with metal sickness and areas of dry rot, particularly in the ends
- Adhere to the Secretary of the Interior’s Standards for Historic Vessel Preservation Projects, including material selection (native old growth yellow pine) and techniques (traditional Chesapeake log construction as exhibited in this vessel)
- Conduct the work in CBMM’s restoration boatyard, where the work is highly visible to the visiting public.
- Engage apprentices in the project to pass these skills to the next generation of shipwrights



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[bziegler@cbmm.org](mailto:bziegler@cbmm.org) | Office: 410-745-4995 | Mobile: 410-310-0607



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## Restoration Timeline - Milestones

The *Edna E. Lockwood* historic log-hull restoration project is expected take approximately 25 months.

*The timeline for future dates are projections only, with the 1889 log-bottom bugeye to re-launch at CBMM's OysterFest celebration on October 27, 2018.*

**April, 2014** – The museum began searching for the logs in April, 2014, which proved to be difficult to source due to the length and width needed for the historic restoration. The logs are needed to replace the bugeye *Edna E. Lockwood's* nine-log bottom.

**Fall, 2014-April, 2015** – In preparation for the *Edna E. Lockwood* project, museum shipwrights and apprentices built *Bufflehead*, the first log canoe to be built since 1979, when *Tenacious* [sic] joined the fleet. She was built adapting the lines from an 1893 Robert D. Lambdin canoe in the museum's collection. The hull was constructed from three, 26-foot local loblolly pine logs, with the canoe and its spars constructed in full public view. She was launched April 22, 2015 along the St. Michaels harbor at CBMM's Blessing of the Fleet ceremony, and later raced in the Chesapeake's celebrated sailing log canoe races on the Chester, Tred Avon, and Miles rivers. See/download photos of *Bufflehead* under sail at <http://bit.ly/buffleheadsailsphotos>. See a time-lapse video of the build of *Bufflehead* at <http://bit.ly/howtobuildalogcanoe>. See/download photos of the sailing log canoe races at <http://bit.ly/logcanoeracephotos>.

**February, 2015** – CBMM hauled out the 1889 nine log bottom bugeye *Edna E. Lockwood* to enable the National Park Service to laser scan and photograph the historic boat's log hull. The information was put together by NPS's Heritage Documentation Programs to document the different parts of the hull and how they come together as a greater whole. For CBMM, the information gained has been turned into a 3-D model to aid museum shipwrights and apprentices in the restoration of *Edna E. Lockwood*.

With a need to make more room for the restoration project in CBMM's shipyard, the museum took down a pole shed, built 30+ years ago as a temporary structure. The structure came down on February 29, 2016; a video can be found at <http://bit.ly/poleshed> and photos at <http://bit.ly/poleshedphotos>

**March 5, 2016** – The loblolly pine logs needed for the *Edna E. Lockwood* restoration were delivered to CBMM, where they were off-loaded and preserved in the water until as the restoration continues. Johnson Lumber of Easton, Md. is delivering 16 logs—allowing overages if needed for the project—with the logs averaging 55-feet in length, and a 10-foot circumference.

**March 11, 2016** – CBMM hosted a panel of maritime preservation experts for a public boat restoration forum in its Van Lennep Auditorium. Highlights from CBMM President Kristen Greenaway can be found at <http://bit.ly/EdnaTakeaways>

— continued —

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# Edna E. Lockwood

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## Restoration Timeline - Milestones (continued)

**April, 2016** – CBMM installed a new timber frame structure that went up in a matter of four hours. The building will be the new home for CBMM's ship saw and planer.

**May – August, 2016** – A new sawmill, purchased through individual and foundation support, is scheduled to arrive in May and will be used for the two-year restoration project. *Edna* will be moved by crane from the marine railway to the adjacent area where the 1955 skipjack *Rosie Parks* was recently restored, as shipwrights prepare the logs and mill and tools are staged. Apprentices will be hired, and the boatyard will be prepared for the project. Educational programming for school groups and the general public is planned, with all work done in full public view.

**September - December 2016** – Project officially starts, with logs milled, keel log shaped, and all nine logs canted. Work on logs 1, 3, 5, and 7 will begin. Educational programming for school groups and the general public will be underway, with all work done in full public view.

**January – March, 2017** – Frames fabricated and installed, with work done on logs 2, 4, 6, and 8.

**April – June, 2017** – Hull completely assembled, fitting chunks. Fairing of the hull will begin, and *Edna* will be craned out. *Edna's* topsides will be prepared for removal, with the original hull preserved and stored for a future visual display on CBMM's campus.

**July-September, 2017** – Topsides and fasteners will be cut, with the bug-eye framed in preparation for a crane to remove *Edna's* topside in September, when it will be aligned with the new hull. Educational programming for school groups and the general public continues, with all work done in full public view.

**October-December, 2017** – Work begins on *Edna's* stems, fasteners and topsides, with her on display for CBMM's OysterFest celebration in October. The patent stern will be assembled to a new sternpost, with work on hatches and cabin sides.

**January-April, 2018** – Work on *Edna's* interior and contingency time planned for project, painting begins.

**May-July, 2018** – Scraping and painting of *Edna's* topsides and decks. General public and school group educational programming, with all work done in full public view.

**August-October, 2018** – Work on centerboard, new masts and rigging, with a ceremonial re-launch of the historic bug-eye set for OysterFest on October 27, 2018.

**December, 2018** – Plan for *Edna E. Lockwood* to race in September 2019 skipjack races and on her 2019 Bay-wide heritage tour.

**2019** – *Edna E. Lockwood's* planned Bay-wide heritage tour. ([See enclosed map](#))

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## Key Players in Restoration Project

Kristen Greenaway, CBMM President, fundraising and leadership over the project and CBMM, [kgreenaway@cbmm.org](mailto:kgreenaway@cbmm.org)

Michael Gorman, CBMM Shipyard Manager and *Edna Lockwood* Restoration Project Manager, [mgorman@cbmm.org](mailto:mgorman@cbmm.org)

Joe Connor, CBMM Lead Shipwright working on the project, [jconnor@cbmm.org](mailto:jconnor@cbmm.org)

James Del Aguila, CBMM Shipwright, [jdelaguila@cbmm.org](mailto:jdelaguila@cbmm.org)

Michael Allen, RPM Foundation Shipwright Apprentice, [mallen@cbmm.org](mailto:mallen@cbmm.org)

Spencer Sherwood, Seip Family Foundation Shipwright Apprentice, [ssherwood@cbmm.org](mailto:ssherwood@cbmm.org)

Zach Haroth, Shipwright Apprentice, [zharoth@cbmm.org](mailto:zharoth@cbmm.org)

Kenny Pusey, Paul M. Jones Lumber Co. President, Snow Hill, Md. – donated the logs to CBMM

Allen Johnson, Johnson Lumber Owner, Easton, Md. – delivered the logs to CBMM

CBMM Donors, with transportation costs of the logs generously underwritten by individual donors. The entire project, estimated at \$2.4 million, is planned to be funded primarily through philanthropic contributions, with some grant support. The project includes a planned 2019 Bay-wide tour of *Edna E. Lockwood* after restoration is completed ([See enclosed map](#))

Todd Croteau, National Park Service's Heritage Documentation Programs, led the 2015 project of taking the lines off of the 1889 log bottom *Edna E. Lockwood* through photogrammetry and laser technologies

Sandy Cannon-Brown, documentary filmmaker, will be covering the *Edna Lockwood* restoration on behalf of CBMM

Marc Castelli, Renowned Chesapeake artist, will be sketching the *Edna Lockwood* two-year restoration

Pete Leshner, CBMM Chief Curator, will be providing historical context on *Edna Lockwood*, the fleet of bugeyes, and their role on the Chesapeake, [plesher@cbmm.org](mailto:plesher@cbmm.org)

Steve Byrnes, CBMM Vice President of Operations, will be project managing for the *Edna Lockwood* restoration, [sbyrnes@cbmm.org](mailto:sbyrnes@cbmm.org)

Bill Gilmore, CBMM Vice President of Facilities Maintenance, will oversee campus logistics for the *Edna Lockwood* restoration project, [bgilmore@cbmm.org](mailto:bgilmore@cbmm.org)

Tracey Johns, CBMM Vice President of Communications, will be coordinating media relations and photographing the *Edna Lockwood* two-year restoration process, [tjohns@cbmm.org](mailto:tjohns@cbmm.org)

Bethany Ziegler, CBMM Content Marketing Manager, will be coordinating media relations and photographing and filming the project, [bziegler@cbmm.org](mailto:bziegler@cbmm.org)

For more information, visit [ednalockwood.org](http://ednalockwood.org)

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## Press Photos, Videos, More Information

**WEBSITE:** Visit CBMM's *Edna Lockwood* webpage [www.ednalockwood.org](http://www.ednalockwood.org) for full information and updates

**VIDEOS:** Find a collection of *Edna Lockwood* videos at <http://bit.ly/EdnaLockwoodVideos>

**PHOTOS:** Several collections of photos are on CBMM's Flickr page, and easily downloaded in high resolution format — [www.flickr.com/photos/cbmmphotos](http://www.flickr.com/photos/cbmmphotos)

- Edna E. Lockwood: 2016-2018 Restoration <http://bit.ly/EdnaRestorationPhotos>
- Edna E. Lockwood: Historic Photos <http://bit.ly/EdnaHistoricPhotos>
- Edna E. Lockwood: Getting ready for restoration - taking down the pole shed <http://bit.ly/poleshedphotos>
- Edna E. Lockwood: People Connected <http://bit.ly/EdnaPeople>
- Edna E. Lockwood: Restoration Drawings, Plans & Measurements <http://bit.ly/EdnaPlansDrawings>
- Edna E. Lockwood: Under Sail <http://bit.ly/EdnaUnderSail>
- Edna E. Lockwood: Delivery of logs for restoration <http://bit.ly/EdnaLogDelivery>
- Edna E. Lockwood: Moving off the railway, steeping masts <http://bit.ly/EdnaRailway>



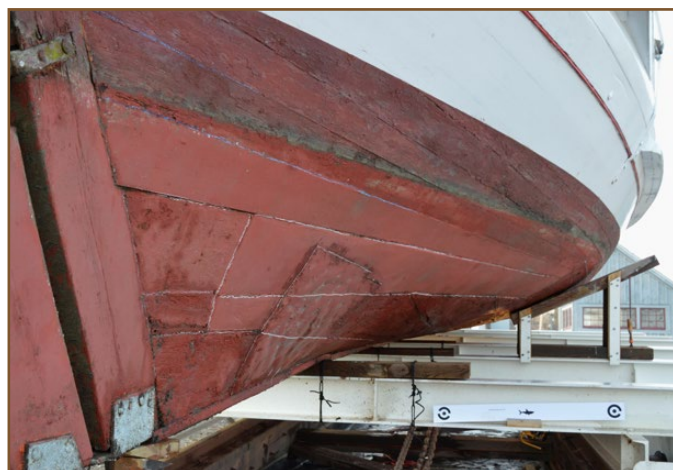
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# Edna E. Lockwood

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## NPS surveys log bottom bugeye, *Edna E. Lockwood*

(ST MICHAELS, MD – February 18, 2015) Chesapeake Bay Maritime Museum Boatyard Manager Michael Gorman, along with his apprentices and volunteers, have hauled out the 1889 nine log bottom bugeye *Edna E. Lockwood* this winter to make room for the National Park Service to laser scan and photograph the historic boat's log hull.

The information is being put together by NPS's Heritage Documentation Programs to document the different parts of the hull and how they come together as a greater whole. The project is part of the Historic American Engineering Record (HAER) Maritime Documentation Program, with the produced measured drawings added to the HABS/HAER/HALS Collection in The Library of Congress to document the last working oyster boat of her kind. For CBMM, the information gained will be turned into a 3D model to aid museum shipwrights and apprentices in the restoration of the *Edna E. Lockwood*.

The nine logs making up the historic bugeye's hull are in need of replacement, with the restoration project planned to begin in late 2015. Just as Native American dugout canoes were formed by carving out one log, this bugeye's hull is constructed of a series of pinned logs shaped and hollowed out as a unit.

In 1889, at the age of 24, John B. Harrison of Tilghman Island built the *Edna E. Lockwood*, the seventh of 18 bugeyes he was to build. Harrison also built the log canoes *Flying Cloud* and *Jay Dee*.

Built for Daniel W. Haddaway of Tilghman Island, *Edna E. Lockwood* dredged for oysters through winter, and carried freight—such as lumber, grain, and produce—after the dredging season ended. She worked faithfully for many owners, mainly out of Cambridge, MD, until she stopped “drudging” in 1967. In 1973, *Edna* was donated to the Chesapeake Bay Maritime Museum by John R. Kimberly. Recognized as the last working oyster boat of her kind, the *Edna E. Lockwood* was declared a National Historic Landmark in 1994.

To see video of the NPS at work on the *Edna E. Lockwood*, visit [www.bit.ly/Edna\\_NPS](http://www.bit.ly/Edna_NPS). For more information on the *Edna E. Lockwood*, visit [www.ednalockwood.org](http://www.ednalockwood.org).

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# Edna E. Lockwood

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## Logs Delivered for *Edna E. Lockwood*

(ST. MICHAELS, MD – March 5, 2016) The 1889 log-bottom Chesapeake bug-eye *Edna E. Lockwood's* loblolly pine logs have been secured after a two year search, thanks to a very generous donation by Paul M. Jones Lumber Co. of Snow Hill, Md.

On the morning of March 5, 2016, delivery of the loblolly pine logs needed for the restoration of the nine-log bottom hull of the 1889 bug-eye *Edna E. Lockwood*— the last historic log-bottomed bug-eye still under sail and a registered National Historic Landmark—took place at the Chesapeake Bay Maritime Museum in St. Michaels, Md. where *Lockwood* is the queen of the Museum's fleet of historic Chesapeake Bay boats.

With transportation costs of the logs generously underwritten by individual donors, the pine logs were trucked to the museum in St. Michaels, Md. and submerged in the Miles River for preservation until the restoration project continues.

Johnson Lumber of Easton, Md. delivered 16 logs—allowing overages if needed for the project—with the logs averaging 55-feet in length, and a 10-foot circumference.

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# *Edna E. Lockwood*

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## CBMM hosts March 11 forum on restoring *Edna E. Lockwood*

(ST. MICHAELS, MD—February 22, 2016) On Friday, March 11, 2016, the Chesapeake Bay Maritime Museum in St. Michaels, Md. will convene a panel of maritime preservation experts for a public forum on its planned 2016-2018 restoration of the National Historic Landmark Chesapeake Bay bugeye *Edna E. Lockwood*. The program runs from 9:00 to 12:00 noon in the museum's Van Lennep Auditorium with a panel that includes specialists in wooden vessel restoration, maritime documentation, and historic vessel preservation. The forum is free and open to the public, with limited seating and advanced registration required.

Participating on the panel will be John Brady of Independence Seaport Museum, Todd Croteau of the National Park Service Maritime Program, Richard Dodds of Calvert Marine Museum, John England of Deltaville Maritime Museum, Quentin Snediker of Mystic Seaport Museum, and George Sargent of Calvert Marine Museum.

The session opens at 9:00 a.m. with an introduction to the 1889 Tilghman-built oystering vessel, *Edna E. Lockwood*, which has been a floating exhibition at the Chesapeake Bay Maritime Museum since 1967. Later in the forum, the panel will review the recent documentation of Edna's hull through photogrammetry and laser scanning, followed by an overview of what lies ahead in the restoration project. The panel will address a series of questions and technical problems anticipated in the restoration, with the public invited to ask questions and offer comments.

Built in 1889 by John B. Harrison on Tilghman Island for Daniel W. Haddaway, *Edna E. Lockwood* dredged for oysters through winter, and carried freight—such as lumber, grain, and produce—after the dredging season ended. She worked faithfully for many owners, mainly out of Cambridge, Md, until she stopped “drudging” in 1967. In 1973, *Edna* was donated to the Chesapeake Bay Maritime Museum by John R. Kimberly. Recognized as the last working oyster boat of her kind, *Edna E. Lockwood* was declared a National Historic Landmark in 1994.

“This type of boatbuilding is specific to the Chesapeake Bay,” said CBMM Chief Curator Pete Leshar. “Just as Native American dugout canoes were formed by carving out one log, a bugeye’s hull is unique in that it is constructed by hewing a set of logs to shape and pinning them together as a unit. Over the next two years, museum guests will have incredible opportunities to watch the restoration progress and to see a boat built in a way you can find nowhere else, and in full public view.”

*Highlights from the Edna Lockwood Restoration Symposium*  
from CBMM President Kristen Greenaway can be found at [ednalockwood.org](http://ednalockwood.org).

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## New trailboards carved for *Edna E. Lockwood*

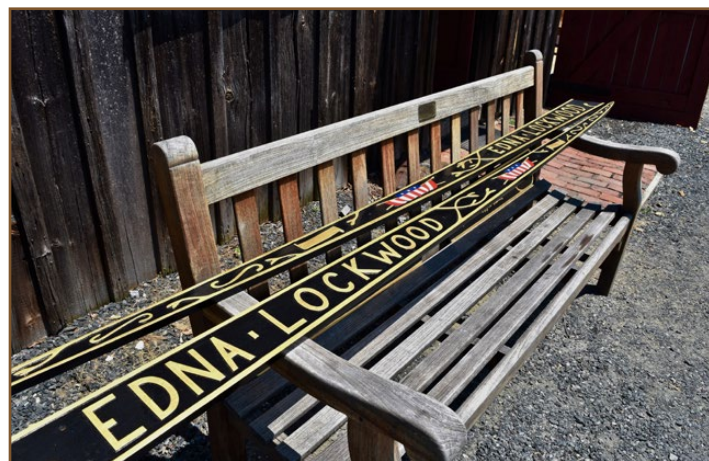
(ST MICHAELS, MD – July 11, 2016) The Chesapeake Bay Maritime Museum's queen of the floating fleet, *Edna E. Lockwood*, recently received replacement trailboards which were handcrafted by Winslow Womack of St. Michaels, Md. The painted trailboards are relief carved out of New England white pine.

Womack is a longstanding volunteer at CBMM, and has carved numerous trailboards for many of the boats in CBMM's floating fleet, including the recently restored 1955 skipjack *Rosie Parks*.

*Edna Lockwood's* log bottom is under a two-year restoration, with all work done in full public view. The logs for the project were recently sourced and delivered to CBMM, with the historic bug-eye now hauled out due to interior cracks in her logs. The name boards will be mounted on Edna's longhead when the restoration is complete.

Built in 1889 by John B. Harrison on Tilghman Island for Daniel W. Haddaway, *Edna E. Lockwood* dredged for oysters through winter, and carried freight—such as lumber, grain, and produce—after the dredging season ended. She worked faithfully for many owners, mainly out of Cambridge, Md., until she stopped “drudging” in 1967.

In 1973, *Edna* was donated to the Chesapeake Bay Maritime Museum by John R. Kimberly. Recognized as the last working oyster boat of her kind, *Edna E. Lockwood* was declared a [National Historic Landmark](#) in 1994. More about the project is at [www.ednalockwood.org](http://www.ednalockwood.org).



**Left:** CBMM Assistant Curator of Watercraft Richard Scofield, left, stands with CBMM volunteer and carver Winslow Womack, right, who recently used a relief carving technique to craft these new trailboards for the 1889 log-bottom *Edna E. Lockwood*, currently under restoration at CBMM through 2018.

**Right:** A closer look at the detail of these hand-crafted trailboards, beautifully carved by longtime CBMM volunteer Winslow Womack of St. Michaels, Md.

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## CBMM welcomes new shipwright and apprentices for restoration

(ST MICHAELS, MD – October 15, 2016) The Chesapeake Bay Maritime Museum has recently welcomed three professional shipwright apprentices to work on the 2016-2018 log-hull restoration of the historic 1889 bugeye *Edna E. Lockwood*. Joining the project are Spencer Sherwood of Newport Beach, Ca., Lauren Gaunt of Pleasant Ridge, Mi., and Michael Allen of Barrington, R.I. The two-year restoration project is being managed by CBMM Boatyard Manager Michael Gorman and Shipwright J. Maris (Joe) Connor, rounding off a dedicated team of shipwrights, apprentices, and volunteers.

CBMM's professional shipwright apprentice program is underwritten through philanthropic support, and provides recent wooden boatbuilding school graduates on-the-job training through the restoration and maintenance of the largest collection of Chesapeake Bay watercraft in the world. All *Edna Lockwood* apprenticeships take place over one year, with the opportunity to renew for a second year through the project's completion.

The team is restoring CBMM's queen of the fleet and National Historic Landmark *Edna Lockwood* by replacing her nine-log hull, in adherence to the Secretary of the Interior's Standards for Historic Vessel Preservation. All work takes place in full public view at CBMM's waterfront campus in St. Michaels, Md., now through 2018.

"The opportunity to restore a log hull on this size and of such historical value is a once-in-a-lifetime opportunity for the restoration team and the people who come to watch the process underway," commented Gorman. "Our shipwright apprentices will be learning skills that they will teach to other shipwrights as they move along in their careers, ensuring this unique Chesapeake building technique is preserved."

With experience on the Saving *Sylvia II* restoration project in Wilmington, N.C., Sherwood is looking forward to learning more about traditional boatbuilding techniques while a Seip Family Foundation Shipwright Apprentice at CBMM. Sherwood attended Appalachian State University in Boone, N.C. and Cape Fear Community College in Wilmington, N.C., where a professor first introduced and connected him with the Chesapeake Bay.

Gaunt was first introduced to the Chesapeake Bay through the Great Lakes Boat Building School in Cedarville, Mi. Her boatbuilding interests began while studying art at Michigan's Kalamazoo College, and later as an intern at the San Diego Maritime Museum. While interning, Gaunt helped with the *San Salvador* project, the construction of a historically accurate working replica of Juan Rodriguez Cabrillo's flagship *San Salvador*. CBMM's *Edna Lockwood* will be Gaunt's first historic restoration project. Gaunt is a Seip Family Foundation Shipwright Apprentice.

"My wife, Alexa, and I are thrilled to support the Chesapeake Bay Maritime Museum by sponsoring the Seip Family Foundation shipwright apprentices," said CBMM Board Chairman Emeritus Tom D. Seip. "We can't wait to see *Edna Lockwood's* historic restoration as it progresses, and the new skills these apprentices will learn from the project and hopefully pass on to others."

— continued —

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# Edna E. Lockwood

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## CBMM welcomes new shipwright and apprentices restoration (contd.)

RPM Foundation Shipwright Apprentice Michael Allen is experiencing his first connection with the Chesapeake Bay. With a background in arts administration at the University of Maine in Farmington, and boatbuilding at The Carpenter's Boat Shop in Pemaquid, Me., Allen looks forward to the milling of the loblolly pines that will be used for *Edna's* hull. Allen also brings three years' experience as a boatbuilder and carpenter from the non-profit WaterFire Providence, in Providence, R.I.

"The Chesapeake Bay Maritime Museum is a very special place and RPM Foundation is delighted to support CBMM's apprenticeship program," said Diane Fitzgerald, president of the [RPM Foundation](#). "We learned about CBMM through one of RPM's Ambassadors, Bud McIntire—a boat-builder and a car guy! The weekend of our visit—September 23-25—was the perfect juxtaposition of RPM's automotive and maritime focus, as we enjoyed the St. Michaels Concours at CBMM, and the grand opening of the Classic Motor Museum in historic St. Michaels."

[RPM Foundation](#) (RPM) is an educational grant-making program of America's Automotive Trust (AAT). RPM is funded by collector vehicle and classic boat enthusiasts to serve youth and young adults on their pathways to careers in automotive/marine restoration & preservation along with the long-term interests of the collector vehicle and classic boat communities. Visit [www.rpm.foundation](http://www.rpm.foundation) for more information.

The *Edna Lockwood* historic log-hull restoration project is expected to take 25 months, with work on the logs now underway and completion of the vessel in late 2018.



From left, Michael Allen, Lauren Gaunt, and Spencer Sherwood, three shipwrights apprentices who have joined the Chesapeake Bay Maritime Museum.

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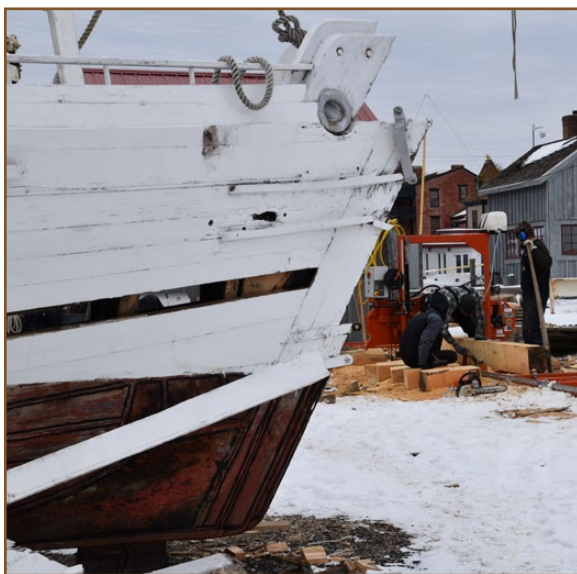
For more information, visit [ednalockwood.org](http://ednalockwood.org)  
Bethany Ziegler, CBMM, Content Marketing Manager  
213 N. Talbot St., St. Michaels, MD 21663  
[bziegler@cbmm.org](mailto:bziegler@cbmm.org) | Office: 410-745-4995 | Mobile: 410-310-0607





# Edna E. Lockwood

2016-2018 Historic Restoration



## Nine logs identified for *Edna E. Lockwood* restoration

(ST MICHAELS, MD – January 17, 2017) Shipwrights and apprentices at the Chesapeake Bay Maritime Museum have identified all nine of the loblolly pine logs to be used in on the 2016-2018 log-hull restoration of the historic 1889 bugeye *Edna E. Lockwood*.

“We’re very excited to have the final logs selected for this once-in-a-lifetime restoration,” said CBMM Boatyard Manager Michael Gorman. “Things are really starting to come together.”

The team is restoring CBMM’s queen of the fleet and National Historic Landmark *Edna E. Lockwood* by replacing her nine-log hull, in adherence to the Secretary of the Interior’s Standards for Historic Vessel Preservation. Shipwright apprentices working on the project are generously supported by the Seip Family Foundation and the RPM Foundation. All work takes place in full public view at CBMM’s waterfront campus on the Miles River in St. Michaels, Md., now through 2018.

In March 2016, 16 loblolly yellow pine logs measuring more than 3-foot in diameter and over 55-foot long were delivered to CBMM after a two-year search, thanks to a very generous donation by Paul M. Jones Lumber Co. of Snow Hill, Md. With transportation costs of the logs underwritten by individual donors, the pine logs were trucked to St. Michaels by Johnson Lumber of Easton, Md., and submerged in the Miles River for preservation. This fall, the logs were moved onto the sawmill and rough-shaped as the crew began to identify which logs would be selected for the hull.

“It was very important to us to choose the right logs for this project,” Gorman said. “We were looking for old trees with tight grain, and we’re really happy with our results so far.”

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Bethany Ziegler, CBMM, Content Marketing Manager  
213 N. Talbot St., St. Michaels, MD 21663

[bziegler@cbmm.org](mailto:bziegler@cbmm.org) | Office: 410-745-4995 | Mobile: 410-310-0607





# Edna E. Lockwood

2016-2018 Historic Restoration

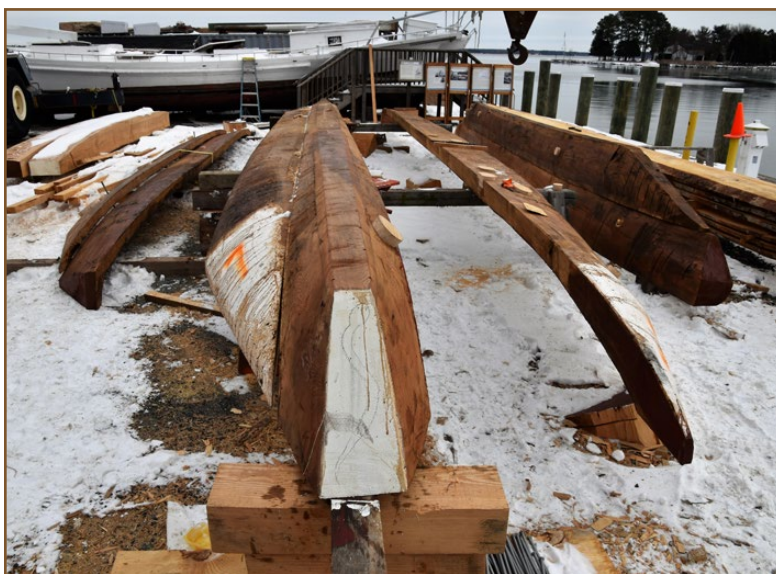
## Nine logs identified for Edna E. Lockwood restoration (continued)

Over the rest of the winter, shipwrights and apprentices will be preparing molds for the outside shape of *Edna's* hull, constructing her three cabins inside the boatshop, and continuing to shape and pin logs. The beginnings of the hull are on display now in the boatyard.

Through spring 2017, the new log hull will be assembled and the original four frames present in the bugeye will be located and installed to reinforce the hull. When the restoration is complete, *Edna* will be placed on the marine railway and re-launched at CBMM's OysterFest in 2018.

Built in 1889 by John B. Harrison on Tilghman Island for Daniel W. Haddaway, *Edna Lockwood* dredged for oysters through winter, and carried freight—such as lumber, grain, and produce—after the dredging season ended. She worked faithfully for many owners, mainly out of Cambridge, Md., until she stopped “drudging” in 1967. In 1973, *Edna* was donated to the Chesapeake Bay Maritime Museum by John R. Kimberly. Recognized as the last working oyster boat of her kind, *Edna Lockwood* was declared a National Historic Landmark in 1994. *Edna* is the last historic sailing bugeye in the world. More about the project, including progress videos, is at [ednalockwood.org](http://ednalockwood.org).

Established in 1965, the Chesapeake Bay Maritime Museum is a world-class maritime museum dedicated to preserving and exploring the history, environment, and people of the entire Chesapeake Bay, with the values of relevancy, authenticity, and stewardship guiding its mission. Serving more than 75,000 guests each year, CBMM's campus includes a floating fleet of historic boats and 12 exhibition buildings, situated in a park-like, waterfront setting along the Miles River and St. Michaels' harbor. For more information, visit [cbmm.org](http://cbmm.org).



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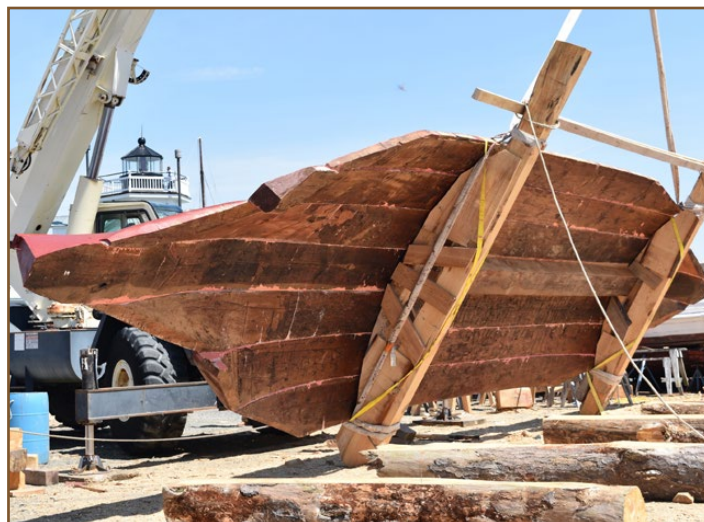
Bethany Ziegler, CBMM, Content Marketing Manager  
213 N. Talbot St., St. Michaels, MD 21663

[bziegler@cbmm.org](mailto:bziegler@cbmm.org) | Office: 410-745-4995 | Mobile: 410-310-0607



# Edna E. Lockwood

2016-2018 Historic Restoration



## Edna's new hull takes shape

(ST MICHAELS, MD – August 15, 2017) Chesapeake Bay Maritime Museum Boatyard Manager Michael Gorman reports work continues on the historic restoration of 1889 bugeye *Edna E. Lockwood*, with each of the nine-logs making up her new hull pinned together and shipwrights fitting chunks in her bow and stern over the summer. *Edna Lockwood* represents the last of her kind, as the oldest historic log-hull bugeye still under sail.

It was a busy spring in the boatyard, with the hull flipped via crane in April and the two wing logs pinned to the rest of the assembled hull in May. In July, the hull was moved around the boatyard to sit directly next to *Edna E. Lockwood* in preparation for the next steps in her restoration. In September, *Edna's* topside will be moved to the new hull so shipwrights can begin to marry the two, an important step in the restoration project. New stems, hatches, additional structure will be installed this fall, and sails will be sent out to have new ones made.

The team is restoring CBMM's queen of the fleet and National Historic Landmark *Edna E. Lockwood* by replacing her nine-log hull, in adherence to the Secretary of the Interior's Standards for Historic Vessel Preservation. Shipwright apprentices working on the project are generously supported by the Seip Family Foundation and the RPM Foundation. All work takes place in full public view through 2018, when *Edna* will be placed on the marine railway and launched at CBMM's OysterFest in October.

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# Edna E. Lockwood

2016-2018 Historic Restoration

## Shipwrights start next phase of *Edna Lockwood* restoration

(ST MICHAELS, MD – September 25, 2017) Chesapeake Bay Maritime Museum Boatyard Manager Michael Gorman reports that a major step has been made in the historic restoration of 1889 bugeye *Edna E. Lockwood*, with her existing topsides lifted by crane to sit directly above her new nine-log hull. *Edna Lockwood* represents the last of her kind, as the oldest historic log-hull bugeye still under sail.

In mid-September, the topsides were successfully transferred to sit just above the new hull, which shipwrights finished shaping earlier this year. At the same time, *Edna's* original 1889 hull was moved to the other side of CBMM's campus, where it will eventually be put on display.

The next phase in the restoration will see shipwrights begin the process of marrying the two sections of the boat, and jacking the bottom up to meet frames. New stems, hatches, additional structure will also be installed this fall, and sails will be sent out to have new ones made.

The team is restoring CBMM's queen of the fleet and National Historic Landmark *Edna E. Lockwood* by replacing her nine-log hull, in adherence to the Secretary of the Interior's Standards for Historic Vessel Preservation. Shipwright apprentices working on the project are generously supported by the Seip Family Foundation and the RPM Foundation. All work takes place in full public view through 2018, when *Edna* will be placed on the marine railway and launched at CBMM's OysterFest in October.

To keep up with the project, including progress update videos, visit [ednalockwood.org](http://ednalockwood.org).



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[bziegler@cbmm.org](mailto:bziegler@cbmm.org) | Office: 410-745-4995 | Mobile: 410-310-0607





# Edna E. Lockwood

2016-2018 Historic Restoration



## Shipwrights combine hull, topsides of bug-eye *Edna Lockwood*

(ST MICHAELS, MD – November 20, 2017) Chesapeake Bay Maritime Museum Boatyard Manager Michael Gorman reports the historic restoration of *Edna E. Lockwood* is right on schedule, with her new hull now attached to her existing topsides. The 1889 bug-eye and National Historic Landmark is set to launch at CBMM's OysterFest 2018, scheduled for Saturday, October 27.

Fall and winter saw a very active shipyard at CBMM, with shipwrights and apprentices going through several steps to combine the two pieces of the boat. Her outer stems were removed, shims were added to make up for hidden material behind frames, plank lines were mapped, and the hull was jacked up to its final height on the hard. Additionally, centerboard posts were milled and fastened, bronze stock was used to make custom bolts to fasten the new hull, and *Edna's* old hull was moved to storage, with the intention of the piece eventually being a permanent exhibition. They will move on to planking next, and will be replacing the cabin house.

The restoration team is reviving CBMM's queen of the fleet *Edna Lockwood* by replacing her nine-log hull, in adherence to the Secretary of the Interior's Standards for Historic Vessel Preservation. Shipwright apprentices working on the project are generously supported by the Seip Family Foundation and the RPM Foundation. All work takes place in full public view on CBMM's waterfront St. Michaels campus. To learn about the project, visit [ednalockwood.org](http://ednalockwood.org).

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# Edna E. Lockwood

2016-2018 Historic Restoration

## Zachary Haroth joins Chesapeake Bay Maritime Museum

(ST MICHAELS, MD – January 9, 2018) Zachary Haroth of Saratoga Springs, N.Y., has joined the Chesapeake Bay Maritime Museum as a shipwright's apprentice.

Haroth comes to CBMM following a year of study at the Northwest School of Wooden Boat Building in Port Townsend, Wash. He also holds a Bachelor of Fine Arts in sculpture from the State University of New York at New Paltz, and has work experience with Mills Entertainment in Saratoga, N.Y., and the Montana Conservation Corps. Having spent time in Virginia Beach, Haroth grew up learning the importance of the Chesapeake Bay watershed.

"We're very pleased to have Zachary come on board, and hope he is able to learn a lot from our shipwrights while here," said CBMM Shipyard Manager Michael Gorman. "The majority of apprentices completing our Shipwright Apprentice Program have taken jobs in the boatbuilding or maritime industries, working in commercial shipbuilding yards or small boat yards around the Bay. Others have become shipwrights on large vessel construction projects and several are working in the maritime museum industry."



Haroth will be assisting with the restoration of 1889 bug-eye *Edna Lockwood*, a National Historic Landmark and queen of CBMM's floating fleet. This is the final year of the historic restoration project, taking place in full public view in the shipyard through her re-launch at OysterFest on Saturday, Oct. 27, 2018. For details and progress updates, visit [ednalockwood.org](http://ednalockwood.org).

Beyond restoration and public programming, CBMM's Shipyard is working to pass fading maritime skills on to a new generation of wooden boatbuilders. CBMM's Shipwright Apprentice Program is on-the-job training in the form of a professional apprenticeship which gives apprentices the opportunity to work on a wide variety of

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[bziegler@cbmm.org](mailto:bziegler@cbmm.org) | Office: 410-745-4995 | Mobile: 410-310-0607



# Edna E. Lockwood

2016-2018 Historic Restoration

## Winter brings progress to CBMM's *Edna Lockwood* restoration

(ST MICHAELS, MD – February 21, 2018) Chesapeake Bay Maritime Museum Shipyard Manager Michael Gorman reports much work has been done over the winter on the log-hull restoration of *Edna E. Lockwood*. Queen of CBMM's historic fleet of Chesapeake boats and a registered National Historic Landmark, the 1889 log-bottom bugeye is the last of her kind and set for re-launch at CBMM's OysterFest in St. Michaels, Md. on Saturday, October 27, 2018.

*Edna's* new log bottom has been permanently fastened to the original topsides with bronze bolts, each made from scratch out of ½-inch bronze rod, with soldered nuts and washers forming the head. CBMM shipwrights and apprentices will fabricate more than 300 bolts when the restoration is complete later this year.

Shipwright James DelAguila led new shipwright apprentice Zach Haroth in fabricating *Edna's* new centerboard case. The case's 4-inch thick sides were pinned every 18-inches with bronze, in the same manner that *Edna's* logs are held together. The inside of the centerboard case was also lined with more than 200-feet of 16-gauge copper, for antifouling and preservation purposes.

Seip Family Foundation second-year apprentices Michael Allen and Spencer Sherwood have teamed up to install *Edna's* new double-sawn frames and mast steps. Made of White Oak and bolted with custom bronze bolts, the frames and steps keep the masts in place and handle tremendous loads when the bugeye is underway.

Planking *Edna* has begun in earnest—all rotten hood ends have been staggered back, and the inner stem and sternpost replaced—thus the gap between old and new will be closed. Shipwright Joe Connor will be handling the stern, while Gorman will plank the bow, with the work of the two meeting in the middle. All new planking will be sawn out of the leftover *Edna* logs.

With the end in sight, *Edna's* new sails have been ordered, with an estimated arrival date of August 1. Traditional Rigging Co. of Appleton, Maine, has been selected for their specialty in period sailmaking and handwork. Traditional Rigging Co. has also agreed to document the sailmaking process, with photos and progress reports posted on [ednalockwood.org](http://ednalockwood.org).



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Bethany Ziegler, CBMM, Content Marketing Manager  
213 N. Talbot St., St. Michaels, MD 21663  
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# Edna E. Lockwood

2016-2018 Historic Restoration

## Winter brings progress to CBMM's *Edna Lockwood* restoration (contd.)

Next up for the team is constructing new cabin houses and hold hatches, with all work being done in full public view, now through October. A new deck beam will need to be made and king plank reinstalled, now that the centerboard case is completed. Once the planking and final fairing is completed, sanding and painting will finish off the project.

Built in 1889 by John B. Harrison on Tilghman Island for Daniel W. Haddaway, *Edna E. Lockwood* dredged for oysters through winter, and carried freight—such as lumber, grain, and produce—after the dredging season ended. She worked faithfully for many owners, mainly out of Cambridge, Md., until she stopped “drudging” in 1967. In 1973, *Edna* was donated to the Chesapeake Bay Maritime Museum by John R. Kimberly. Recognized as the last working oyster boat of her kind, *Edna E. Lockwood* was declared a National Historic Landmark in 1994.

“This type of boatbuilding is specific to the Chesapeake Bay,” said CBMM Chief Curator Pete Leshar. “Just as Native American dugout canoes were formed by carving out one log, a bugeye’s hull is unique in that it is constructed by hewing a set of logs to shape and pinning them together as a unit. Through October, museum guests will have incredible opportunities to watch the restoration progress and to see a boat built in a way you can find nowhere else, and in full public view.”

To learn more, visit the Chesapeake Bay Maritime Museum on the Miles River in historic St. Michaels, Md., or at [cbmm.org](http://cbmm.org).



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Bethany Ziegler, CBMM, Content Marketing Manager  
213 N. Talbot St., St. Michaels, MD 21663  
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# Edna E. Lockwood

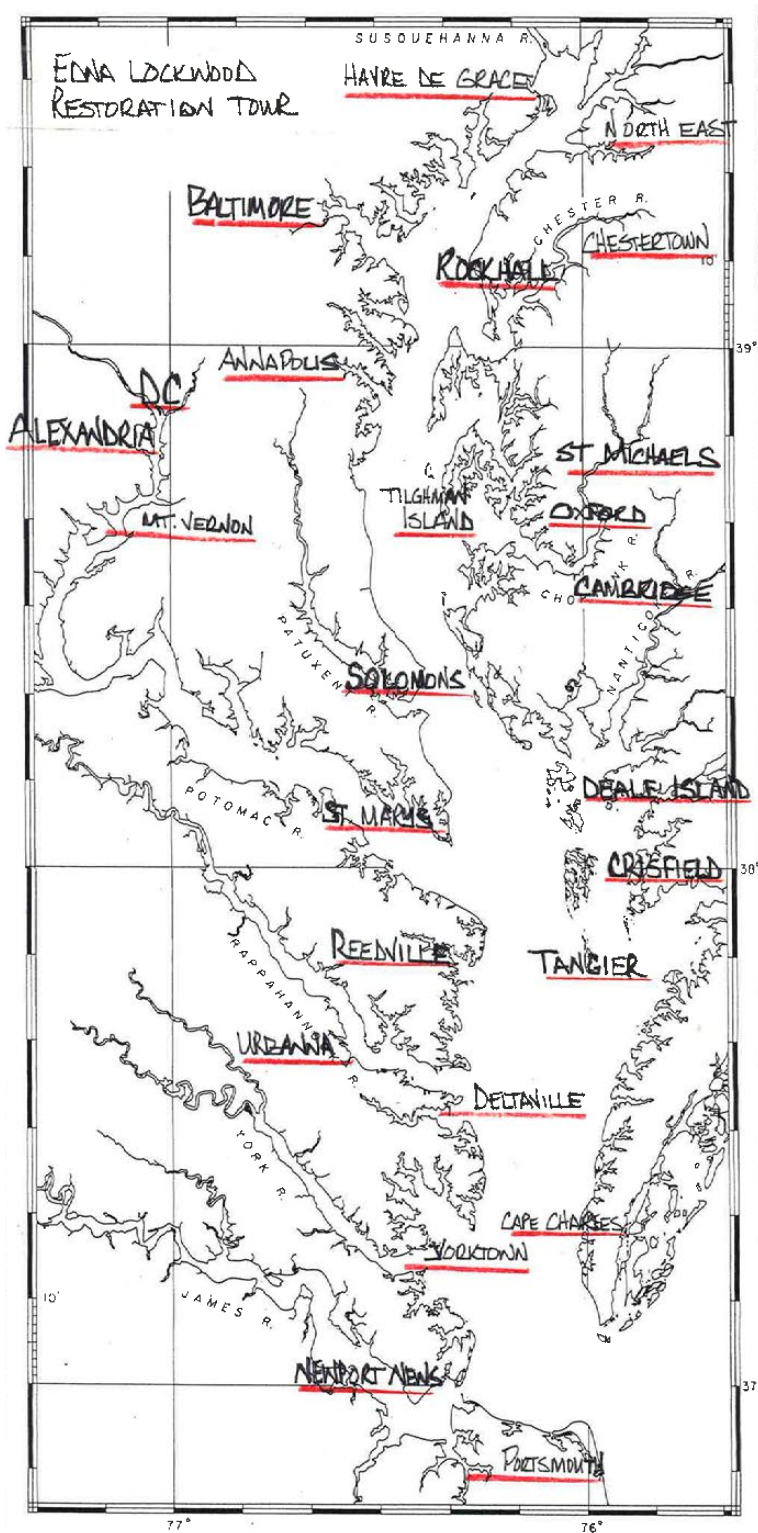
2016-2018 Historic Restoration

## Edna E. Lockwood's planned Bay-wide heritage tour — 2019

*Edna E. Lockwood* is one of the most exciting symbols of the maritime heritage of the Chesapeake Bay—an anthology of the stories that reflect the history, environment and people of the region—and is a prime example of what other maritime museums/museums can do with such a resource nationally and internationally as a symbol of this heritage.

In this respect, *Edna* will tour around the Chesapeake Bay during the summer of 2019, following her relaunch, to visit ports important to her past as well as those historically important in the oystering industry and those where large audiences can be introduced to her.

With a seasonal captain, portable dockside exhibition, and an extensive online interpretive “real-time” and historic presence, this tour will enable broad messages about the heritage of oystering and industry—and the people who built and crewed like vessels—on the Chesapeake Bay told through the particular story of this unique surviving vessel to be carried to new audiences distant from St. Michaels.



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