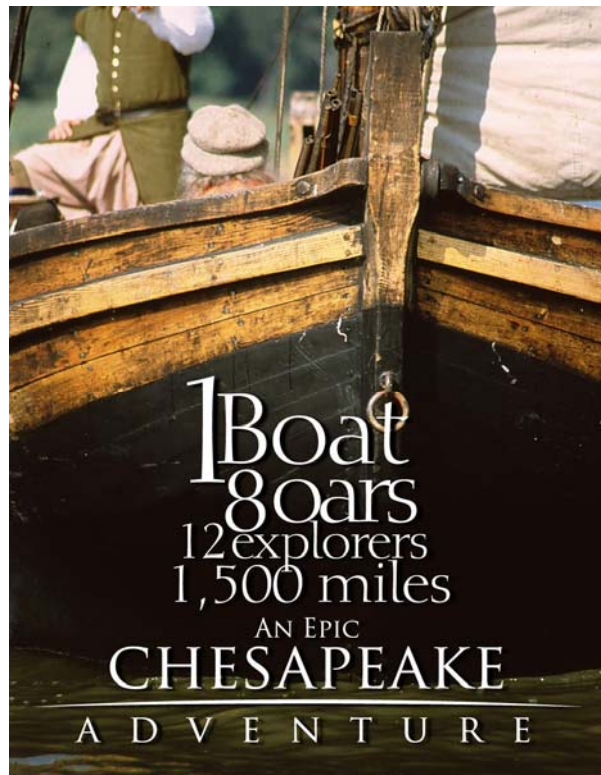




CAPTAIN
JOHN SMITH
FOUR HUNDRED PROJECT



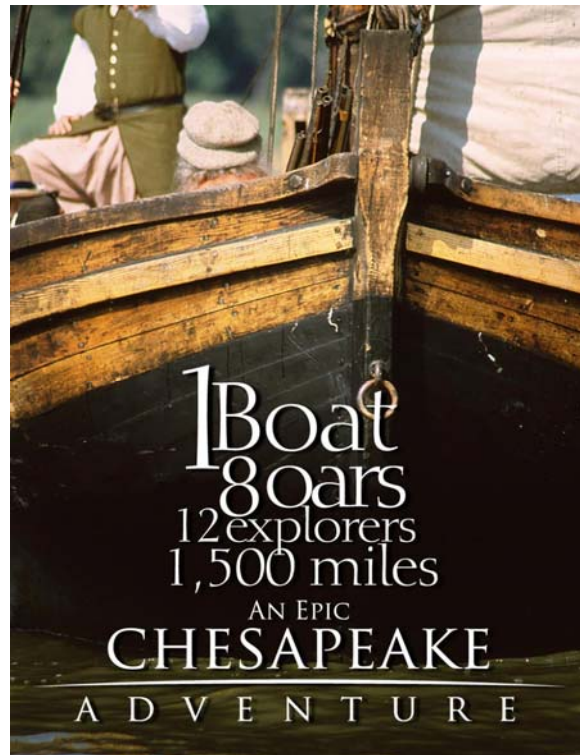
OFFICIAL PRESS MATERIALS

For the latest information visit
www.johnsmith400.org



Sultana Projects, Inc.
P.O. Box 524 / 105 South Cross Street / Chestertown, Maryland 21620
410-778-5954 / 410-778-4531

An Epic Chesapeake Adventure
Official Press Materials



On May 12, 2007, a crew of 12 modern explorers will board a 28-foot open boat, or “shallop,” at Jamestown and embark on a 121-day voyage to retrace Captain John Smith’s historic 1608 Chesapeake expedition. Propelling themselves solely by oar and sail, the crew of the 2007 voyage will follow Smith’s route to every corner of the Chesapeake, introducing millions of people to this important episode in our nation’s history while blazing the path for America’s first National Historic Water Trail.

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AN OVERVIEW

The Captain John Smith Four Hundred Project



CAPTAIN JOHN SMITH.

June 2, 1608: One year after the founding of Jamestown, Captain John Smith and 14 English settlers set out in a small open boat on one of the most important voyages of exploration in American history. Alone in a foreign land, Smith's expedition spent over three months exploring the Chesapeake in a quest for precious metals and a Northwest passage to the Pacific. Beset by storms, heat, and sickness, the expedition nevertheless managed to map nearly every major tributary of the great estuary while traveling over 2,500 miles. Though Smith and his men failed in their stated quest, they succeed in recording an ecosystem teeming with fish, crabs, oysters, and waterfowl. The explorers also recorded their remarkable encounters with the diverse Algonquian, Iroquoian, and Siouan-speaking peoples that had inhabited the region for over 10,000 years. Smith's expedition ultimately opened the Chesapeake to thousands of European settlers, altering forever the face of the Bay and profoundly changing the lives of those living around it.

On May 12, 2007, a crew of 12 modern explorers will board a replica of Smith's 28-foot open boat, or "shallop," and embark on a 121-day voyage to retrace the 1608 expedition. Propelling themselves by oar and sail alone, the 2007 voyage will follow Smith's route to every corner of the Chesapeake, introducing millions of people to this important episode in America's history while blazing the path for America's first National Historic Water Trail.

Known as the *Captain John Smith Four Hundred Project* this ambitious reenactment is being undertaken by Sultana Projects, a non-profit organization based in Chestertown, Maryland, in partnership with the Friends of the Captain John Smith Chesapeake National Historic Trail, a group of organizations that includes the Chesapeake Bay Foundation, The Conservation Fund and the National Geographic Society.

GOALS OF THE PROJECT

The *Captain John Smith Four Hundred Project* has two principal goals:

1. Provide Educational Opportunities

Provide high quality public educational experiences focusing on the world of the early 17th century Chesapeake, with a specific emphasis on the historical impact of Smith's expedition and the environmental changes that have taken place in the Bay's ecosystem in the 400 years since Smith's 1608 voyage.

2. Introduce the Captain John Smith Chesapeake National Historic Trail

Introduce the newest component of the National Park Service, the Captain John Smith Chesapeake National Historic Trail. Established by Congress and President George W. Bush in 2006, the John Smith Trail is America's first all-water National Historic Trail (for more about the trail see page 21).

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SULTANA PROJECTS, INC.

The Organization Behind the Project

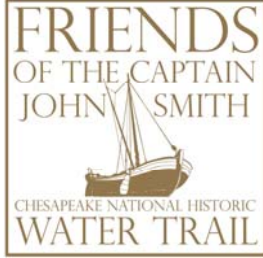


The *Captain John Smith Four Hundred Project* is an educational initiative of Sultana Projects, a non-profit organization based in Chestertown, Maryland. Each year more than 15,000 students of all ages take part in a unique educational experience with Sultana Projects. Whether sailing the Chesapeake on the decks of the 1768 reproduction schooner Sultana, exploring the world of the early Chesapeake through the *Captain John Smith Four Hundred Project*, or studying the Bay's incredible history and environment through one of Sultana Projects' classroom curriculum units, students gain a greater appreciation for the national treasure that is the Chesapeake Bay.

Sultana Projects, Inc.
105 South Cross Street
P.O. Box 524
Chestertown, Maryland 21620
410-778-5954, fax: 410-778-4531
www.sultanaprojects.org

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PRINCIPAL PROJECT PARTNERS



Friends of the Captain John Smith Chesapeake National Historic Water Trail: A partnership of the Chesapeake Bay Foundation, the National Geographic Society, The Conservation Fund and more than 100 additional partnering organizations, the mission of the Friends of the Captain John Smith Chesapeake National Historic Water Trail is to promote the establishment of America's first National Water Trail along the routes of Smith's voyage.



National Endowment for the Humanities: America's leading organization for promoting humanities education, the National Endowment for the Humanities has provided a significant grant to the *Captain John Smith Four Hundred Project* for the participation of historical advisors and the development of the Project's educational exhibits.



Chesapeake Bay Trust: The Chesapeake Bay Trust, one of the region's foremost organizations working to protect and restore the Chesapeake Bay, has provided the project with a leadership grant and is assisting with the development of the Project's bay-related educational materials.



Jamestown 2007: Overseen jointly by the State of Virginia and a federal committee chaired by former Supreme Court Justice Sandra Day O'Connor, Jamestown 2007 is responsible for overseeing the 400th anniversary commemoration of the settlement of Jamestown. The *Captain John Smith Four Hundred Project* is one of only five Official National Partners for Jamestown 2007.

PARTNERS & SUPPORTERS

The Friends of the Captain John Smith Chesapeake National Historic Water Trail

Chesapeake Bay Foundation
The Conservation Fund
National Geographic Society

American Rivers
Chesapeake Bay Trust
Dupont Corporation
Garden Club of America
Izaak Walton League of America
Lockheed Martin
National Parks Conservation Association
The Nature Conservancy
Verizon Wireless

Foundation Partners

Abel Foundation
The Morris and Gwendolyn Cafritz Foundation
Chesapeake Bay Trust
The Conservation Fund
Elsberg Family Foundation
France-Merrick Foundation
Indian Point Foundation
Maryland Heritage Areas Authority
Maryland Humanities Council
Merrill Foundation
National Endowment for the Humanities
The National Geographic Expeditions Council
Rausch Foundation
Sharp Foundation
John Ben Snow Memorial Trust
Virginia Foundation for the Humanities
Wallace Genetic Foundation
The Washington's Legacy Project

State of Maryland

Department of Natural Resources
State Department of Education
Department of Business & Economic Development

The Commonwealth of Virginia

Jamestown 2007 - America's 400th Anniversary
Virginia Council on Indians
Department of Conservation & Recreation

State of Delaware

Delaware Public Archives
Delaware Tourism Office
Delaware Department of Natural Resources & Environmental Control

Federal Government

National Oceanic and Atmospheric Administration
The National Park Service

MAP OF THE 2007 VOYAGE



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Official Press Materials

VOYAGE & PRE VOYAGE EVENTS

Pre-Voyage Events: January 11 – May 5, 2007

Prior to the beginning of the reenactment voyage, the John Smith shallop will be exhibited at a variety of events in Virginia related to the 400th anniversary of the settlement of Jamestown. At most of these events the shallop will be accompanied by one of several educational exhibits. For a full listing of these events see page 16.

Voyage Events: May 12 – September 8, 2007

Between the start of the reenactment voyage on May 12, 2007 and its completion on September 8, the replica shallop and her crew will make 23 scheduled stops in Maryland, Virginia, Delaware and Washington, DC where the public will have an opportunity to see the shallop, visit with the crew and view a variety of educational exhibits related to Smith's voyages and the world of the early 17th century Chesapeake. Developed in conjunction with communities around the Chesapeake, many of these 23 scheduled events will also feature festivals and events organized by local community partners. For a full listing of these events see page 17.

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What the Public Will See

THE JOHN SMITH SHALLOP



Little is known about the small open boat or “shallop” that John Smith used to make his exploration of the Chesapeake in 1608. Most likely, the vessel was built in England and transported to America in the hold of the *Susan Constant*, the flagship of the Jamestown fleet. Measuring about 30 feet in length, the shallop was too large to travel to America in its final form and thus had to be transported in sections which were reassembled upon arrival in Virginia.

The 2007 voyage is employing a full-scale reproduction of Smith’s shallop, built at the Sultana Shipyard in Chestertown, Maryland. Constructed using period materials and techniques, this new shallop is home to a crew of 12 modern adventurers as they attempt to retrace Smith’s expedition.

Shallop Specifications

Length Overall:	28 feet, 7 inches
Beam:	7 feet, 8 inches
Framing:	Osage Orange
Planking:	White Oak
Fastenings:	Wooden and Iron Nails
Oars:	6-8 oars
Sails and Rig:	2 sailed “sprit” rig
Builders:	John E. Swain, Master Shipwright Nicholas Biles, Shipwright The Volunteers of the Sultana Shipyard
Rigging	Matthew Otto, Rigger, Mystic Seaport Museum
Ironwork:	Kelly Smyth, Shipsmith
Research and Design:	Sultana Projects, Inc. Master Shipwright John Swain Kees de Mooy – Washington College The papers of William A. Baker Eric Speth – Jamestown Yorktown Foundation Research funded by National Geographic

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What the Public Will See

EDUCATIONAL EXHIBITS

The John Smith Full Exhibit:



At most of its public exhibits and events in 2007, the John Smith shallop will be joined by a major, traveling educational exhibit funded by the *National Endowment of the Humanities* and the *Maryland Heritage Areas Authority*. The exhibit was developed in conjunction with some of the nation's finest early American scholars. Housed in a large festival tent, the full exhibit features a variety of educational displays, hands-on activities, and video productions about John Smith's voyages and the

world of the early 17th century Chesapeake.

The John Smith Mini Exhibit:



At smaller venues, or at exhibit sites with limited space, the John Smith shallop will be accompanied by a smaller exhibit, known as the Mini-Exhibit. Supported by a grant from the *Virginia Foundation for the Humanities*, the mini-exhibit will feature more concise presentations of the content found in the full exhibit.

What the Public Will See

THE CREW OF THE JOHN SMITH SHALLOP

At the heart of the Captain John Smith Four Hundred Project is the crew of 12 modern explorers who will endeavor to complete a 121-day, open-boat voyage retracing John Smith's 1608 expedition. Without benefit of any mechanized propulsion, this crew will either row or sail the John Smith shallop 1,500 miles.



Captain Ian Bystrom: A USCG licensed captain with extensive sailing experience from Maine to the Bahamas, Ian Bystrom is the leader of the team of explorers endeavoring to retrace John Smith's 1608 voyage. A graduate of the University of Georgia with a degree in Geography, Ian has served previously as the chief mate aboard the schooner SULTANA. His extensive knowledge of the Chesapeake and dedication to Sultana Projects' educational mission make him uniquely qualified to lead this ambitious expedition.



Andrew Bystrom: A graduate of Roanoke College with degrees in Biology and Spanish, Andrew Bystrom has a diverse background that includes teaching Science and English to elementary-aged children in Ecuador, working as a feature writer for *The Harbor Sound News* in Brunswick, Georgia, and most recently managing the Sea Island Sailing Center on Saint Simons Island, Georgia.



Leona Dalton: A graduate of Washington College, where she earned a B.A. in Anthropology and an M.A in History, Leona Dalton brings years of rowing experience to the *Captain John Smith Four Hundred Project*. A four-year member of the varsity crew team at Washington College, and later Assistant Crew Coach for the team, Leona was named a Collegiate Rowing Coaches Association National Scholar Athlete in 2003 and 2004. Leona recently completed a nine-week, 4,302 mile solo bicycle journey across the United States.



Donald Dover: Holding a B.S. in Criminal Justice from Appalachian State University and having worked as a forensic scientist with the NYPD collecting evidence from the World Trade Center site in New York City, Donald Dover has perhaps the most unique professional background of any crew member of the John Smith shallop. Donald also has extensive rowing and kayaking experience, is a certified Emergency Medical Technician, and recently served as crew on the historic sloop CLEARWATER.

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Austin Hall: A native of the western mountains of North Carolina, Austin Hall has professional experience as a whitewater rafting guide, a horse wrangler, and a back-country guide in the Gallatin National Forest. Most recently Austin worked as a field organizer for Appalachian Voices, a non-profit environmental organization based in Boone, North Carolina.



Ashley Maloney: A graduate of Stanford University with a B.S. and M.S. in Earth Systems, Ashley Maloney is the chief educational officer for the 2007 expedition. Ashley has an extensive background in experiential and historic education, and served as education director on board the schooner SULTANA in 2006. While at Stanford, Ashley was a member of the Women's Crew Team that took gold at the 2004 Henley Royal Regatta in England.



John D. Mann: As a former Staff Naturalist at Echo Hill Outdoor School in Worton, Maryland, John Mann has worked with students on the issues and ecology of the Chesapeake Bay and its surrounding watershed. John has professional experience leading canoeing and boating trips on the Chesapeake and in 2005 he successfully hiked the entire Appalachian Trail.



Kelly Poole: A USCG licensed captain, Kelly Poole is a graduate of the Maine Maritime Academy where she concentrated in Small Vessel Operations, served as co-captain of the women's sailing team, and was named the school's top-ranked women's skipper. Kelly has served as crew on several historic sailing vessels and was most recently the second mate on the schooner PRIDE OF BALTIMORE, II.



Rebecca Pskowski: An Honors graduate in English Literature from the University of Chicago, Rebecca Pskowski comes to the *Captain John Smith Four Hundred Project* on the heels of working as a deckhand for the PRIDE OF BALTIMORE, II. Rebecca previously worked as lead educator aboard the schooner LYNX and as a deckhand on the schooner SULTANA.



Forrest Richards: A native of Florida, Forrest Richards graduated from Florida State University in 2005 where his studies focused on Colonial and Twentieth Century American cultural history. Forrest has served as a crew member and educator on a variety of historic sailing ships including the sloop CLEARWATER and the schooners LETTIE G. HOWARD, A.J. MEERWALD, and SULTANA.

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William Ryall: A graduate of the Manchester Institute of Science and Technology in England with a degree in Civil and Structural Engineering, William Ryall is an avid and experienced sailor having served as crew on a variety of historic sailing ships including the PRIDE OF BALTIMORE, II and the schooner VIRGINIA.



Elizabeth Schale: Liz Schale is a graduate of Appalachian State University with a degree in Geography. She has worked as a sea-kayak guide, a ski instructor, an educator aboard the schooner MYSTIC WHALER and as a marine biology instructor at the Catalina Island Marine Institute. Liz is a certified wilderness Emergency Medical Technician and has an Open Water diving certification from PADI.

2007 PRE-VOYAGE EVENTS
JANUARY 11 – MAY 5, 2006

- A. **The Science Museum of Virginia, Richmond, Virginia**
January 11 – March 26
Exhibit of the John Smith Shallop (out of the water)
Indoor Shallop Exhibit / Admission Fee Required / NO CREW
- B. **NAUTICUS, Norfolk, Virginia**
March 30
Launching of the John Smith Shallop
Event open to the Public – Details to be Announced
John Smith Mini Exhibit / No Admission Fee / NO CREW
- C. **NAUTICUS, Norfolk, Virginia**
March 30 – April 15
Outfitting and Sea Trials for the John Smith Shallop
The shallop will be on display with accompanying exhibit.
Shallop may occasionally not be present at the dock.
John Smith Mini Exhibit / No Admission Fee
- D. **First Landing State Park, Virginia Beach, Virginia**
April 26, reenactments held at 10am and 3pm
Virginia Beach 2007 First Landing
John Smith Full Exhibit / **Admission Fee / Advance Tickets**
Event Location: First Landing State Park
- E. **Lynnhaven River, Virginia Beach, Virginia**
April 27, 9am-5pm / shallop departs at 2pm
Virginia Beach 2007 Lynnhaven River Exploration
Shallop may occasionally not be present at the dock.
John Smith Mini Exhibit
Event Location: Lynnhaven Boat Ramp & Beach Facility
- F. **Hampton, Virginia**
April 28 & 29, 10am-5pm
Exhibited as Part of “Explore Hampton 2007”
Shallop may occasionally not be present at the dock.
John Smith Full Exhibit and John Smith Mini-Exhibit
Event Location: Hampton, Virginia Waterfront
- G. **Newport News, Virginia**
May 4, 6pm-9pm
May 5, 10am-5pm
Come Home to Newport News
John Smith Full Exhibit
Event Location: Victory Landing Park, Newport, News

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THE REENACTMENT VOYAGE: MAY 12 – SEPT. 8, 2007

1. **The National Park Service's Historic Jamestowne**
Saturday, May 12: Ceremony begins at 10:30am near the Tercentennial Monument
Day One of the Reenactment Voyage / America's 400th Anniversary Weekend
Special Event info: www.americas400thanniversary.com
John Smith Mini Exhibit / **Admission Fee Required / Advance Tickets Required**
Event Location: Historic Jamestowne, Jamestown, Virginia

Site Partners: Jamestown 2007; Historic Jamestowne; The National Park Service; APVA-Preservation Virginia

2. **Onancock, Virginia**
Saturday, May 19: 9am-5pm
Sunday, May 20: 10am-5pm
John Smith/NOAA Weekend
John Smith Full Exhibit / Salisbury Zoo Exhibit / No Admission Fee
Event Location: The Town Wharf, Onancock, Virginia

Site Partners: The Town of Onancock; Virginia 2007; The Salisbury Zoo

3. **Phillips Landing, Delaware**
Tuesday, May 29: 9am-3pm / monument ceremony at 11am / shallop departs at 1pm
John Smith Delaware: Nanticoke Exploration
John Smith Mini Exhibit / No Admission Fee
Event Location: Phillips Landing/Nanticoke Wildlife Area near Laurel, Delaware

Site Partners: Delaware Public Archives, Department of State; Southern Delaware Tourism; Division of Fish and Wildlife, Delaware Natural Resources and Environmental Control; Nanticoke Indian Association; Laurel Chamber of Commerce; Town of Bethel; Town of Laurel; Delaware General Assembly

4. **Seaford/Blades, Delaware**
Wednesday, May 30: 10am-6pm
John Smith Delaware: Nanticoke Exploration
John Smith Full Exhibit / Salisbury Zoo Exhibit / No Admission Fee
Event Location: Nanticoke River Marine Park, Blades, Delaware

Site Partners: Nanticoke River Yacht Club; Nanticoke River Marine Park; City of Seaford; Greater Seaford Chamber of Commerce; Town of Blades; Nanticoke Indian Association; Woodland Ferry Association; Seaford Historical Society; The Salisbury Zoo; Southern Delaware Tourism

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Official Press Materials

5. **Vienna, Maryland**

Saturday, June 2: 10am-4pm

John Smith Full Exhibit / Salisbury Zoo Exhibit / No Admission Fee

Event Location: The Vienna Waterfront

Site Partner: The Town of Vienna; Vienna Heritage Foundation; Westside Historical Society; Dorchester County Office of Tourism; The Salisbury Zoo

6. **Solomons, Maryland**

Saturday & Sunday, June 9 & 10: 10am-5pm

John Smith Full Exhibit / **Admission Fee Required**

Event Location: Calvert Marine Museum

Site Partner: The Calvert Marine Museum

7. **Colonial Beach, Virginia**

Saturday, June 16: 10am-5pm

Come Home to Colonial Beach

John Smith Mini Exhibit / No Admission Fee

Event Location: The Town Pier

Site Partners: The Town of Colonial Beach, Virginia; Colonial Beach Chamber of Commerce

8. **Accokeek, Maryland**

Thursday, June 21: 10am-5pm

John Smith Mini Exhibit / **Admission Fee Required**

Event Location: National Colonial Farm

Site Partners: The Accokeek Foundation; National Colonial Farm

9. **Mount Vernon, Virginia**

Saturday & Sunday, June 23 & 24: 8am-5pm

John Smith Full Exhibit / **Admission Fee Required**

Event Location: George Washington's Mount Vernon

Site Partner: George Washington's Mount Vernon

10. **Washington, DC**

Wednesday, June 27 – Sunday, July 1: 11am-5:30pm daily

Smithsonian Folklife Festival

John Smith Full Exhibit / No Admission Fee

Event Location: The National Mall, Washington, DC

Site Partner: Smithsonian Folklife Festival

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11. **Alexandria, Virginia**
Monday, July 2: 4pm-8pm
John Smith Mini Exhibit / No Admission Fee
Event Location: Alexandria Seaport Foundation next to the Torpedo Factory

Site Partners: Alexandria Seaport Foundation; City of Alexandria; Office of Historic Alexandria/
Alexandria Archaeology Museum

12. **Annapolis, Maryland**
Saturday & Sunday, July 14 & 15: 10am-6pm
John Smith Full Exhibit / No Admission Fee
Event Location: The City Dock

Site Partners: City of Annapolis; Annapolis Maritime Museum; Chesapeake Bay Trust

13. **Rock Hall, Maryland**
Tuesday, July 17: 5pm-8:30pm / shallop arrives at 6pm
John Smith Full Exhibit / Salisbury Zoo Exhibit / No Admission Fee
Event Location: Rock Hall Harbor

Site Partners: The Town of Rock Hall; Rock Hall Business Association; The Salisbury Zoo

14. **Port Deposit, Maryland**
Saturday, July 21: 10am-5pm / shallop leaves at 3pm
John Smith Full Exhibit / No Admission Fee
Event Location: Marina Park

Site Partners: Port Deposit Chamber of Commerce; Port Deposit Heritage Corporation; Town of
Port Deposit; Cecil County Commissioners

15. **Perryville, Maryland**
Saturday, July 21: 5pm-9pm
John Smith Mini Exhibit / No Admission Fee
Event Location: Perryville Community Boat Ramp

Site Partners: Town of Perryville; Cecil County Tourism; Perryville United Methodist Church;
Perryville Elementary School; Perryville Middle School; Grist Mill Tavern; St. Marks Episcopal
Church; Good Shepherd Catholic Church; Owens Landing Home Owners Association; Cecil
County Public Library-Perryville Branch

16. **Havre de Grace, Maryland**
Sunday, July 22: 10am-5pm
John Smith Full Exhibit / No Admission Fee
Event Location: Hutchins Park

Site Partners: Havre de Grace Tourism; Havre de Grace Museum Alliance; Havre de Grace
Maritime Museum

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17. **Baltimore, Maryland**
Saturday & Sunday, July 28 & 29: 9am-5pm
John Smith Full Exhibit / No Admission Fee
Event Location: Inner Harbor near the National Aquarium

Site Partners: The City of Baltimore, The National Aquarium; Sail Baltimore

18. **St. Leonard, Maryland**
Saturday & Sunday, August 4 & 5: 10am-6pm / shallop arrives noon August 5th
Patuxent Encounters: The Patuxent Indians and Captain John Smith
John Smith Full Exhibit / **Admission Fee** / **Advance Tickets Available**
Event Location: Jefferson Patterson Park & Museum

Site Partner: Friends of Jefferson Patterson Park & Museum; The State of Maryland; Maryland Department of Planning; Maryland Historical Trust; Chesapeake Bay Gateways Network; Maryland Heritage Areas; Calvert County Government

19. **Tappahannock, Virginia**
Sunday, August 12: 10am-5pm
John Smith Full Exhibit / No Admission Fee
Event Location: June Parker Marina

Site Partners: City of Tappahannock; Essex County Museum and Historical Society; Essex County; Northern Neck Historical Society; Northern Neck Association of Museums

20. **Fredericksburg, Virginia**
Saturday, August 18: 10am-5pm
Sunday, August 19: 12pm-5pm
John Smith Full Exhibit / No Admission Fee
Event Location: The City Dock

Site Partners: City of Fredericksburg; Fredericksburg Area Museum & Cultural Center; Stafford County

21. **Deltaville, Virginia**
Saturday & Sunday, August 25 & 26: 10am-4pm
Shallop arrives afternoon on August 25
Rendezvous of the John Smith Shallops
John Smith Full Exhibit and John Smith Mini-Exhibit / No Admission Fee
Event Location: Fishing Bay Yacht Club

Site Partners: Deltaville Maritime Museum; Reedville Fishermen's Museum; Fishing Bay Yacht Club; Deltaville Community Association

22. **Norfolk, Virginia**
Saturday, September 1 – Tuesday, September 4: 9am-5pm
Voyage Retrospective
John Smith Full Exhibit / No Admission Fee
Event Location: NAUTICUS

Site Partner: NAUTICUS; Hampton Roads Naval Museum

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23. **The National Park Service's Historic Jamestowne**
Saturday, September 8: Times TBD
Final Day of the Reenactment Voyage
John Smith Full Exhibit / **Admission Fee Required**
Event Location: Historic Jamestowne, Jamestown, Virginia

THE CAPTAIN JOHN SMITH CHESAPEAKE NATIONAL HISTORIC TRAIL



Sultana's *Captain John Smith Four Hundred Project* is helping to blaze the path for America's First National Historic Water Trail. In December 2006 the United States Congress passed legislation authorizing the establishment of the Captain John Smith Chesapeake National Historic Trail along the routes explored by John Smith in the early 1600's. The nation's first all-water National Historic Trail, the John Smith Trail will provide a way for modern-day adventurers to follow in the wake of Captain John Smith. Coordinated by the National Park Service, and spanning the waters of Maryland, Virginia, Delaware, Pennsylvania and the District of Columbia, the John Smith Trail will feature a variety of high-tech interpretative tools showcasing the Chesapeake's history, natural beauty, and cultural diversity.

For information about the John Smith Trail visit:
www.friendsofthejohnsmithtrail.org

The NOAA Buoy System and America's First "Smart Trail"



The National Oceanic and Atmospheric Administration is currently developing "smart buoys" to guide adventurers as they voyage on the new Captain John Smith Chesapeake National Historic Trail. These interactive buoys will serve as guide posts, scientific observation platforms as well as state-of-the-art educational tools. Accessible through the internet and mobile devices such as cell phones, the buoys will provide important cultural, geographic and historical information as well as collect and deliver real-time scientific data.

For additional information, visit:
www.noaa.chesapeakebay.net

An Epic Chesapeake Adventure
Official Press Materials**FOLLOWING THE VOYAGE ON THE WEB**
WWW.JOHNSMITH400.ORG

As the John Smith shallop travels the Chesapeake, the crew will record their adventures in detail with daily journals, photos and video. The shallop is also equipped with a GPS transponder and sophisticated scientific sensors that constantly record the shallop's current location as well as a variety of water quality indicators. Through a partnership with the National Oceanic and Atmospheric Administration (NOAA) and Verizon Wireless, all of this data will be uploaded in real-time to the voyage web site: www.johnsmith400.org. Visitors to the web site can follow the progress of the voyage, learn about differences in water quality around the Chesapeake, and even pose questions to the members of the crew.

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A BRIEF HISTORY OF SMITH'S VOYAGES

The following is an excerpt from the article, *EXPLORING THE CHESAPEAKE BAY WITH CAPTAIN JOHN SMITH: 1608 AND 2007*, by Philip J. Webster and Christopher Cerino to be published in the April 2007 issue of *Sea History Magazine*.

The Jamestown Colony and Captain John Smith

In December 1606, three small ships named the *Susan Constant*, *Godspeed* and *Discovery* set sail from England carrying just over 100 Englishmen bound for the New World. The settlers' mission was to establish the first permanent English settlement in North America. In the process, they hoped to locate precious minerals, find an all-water route to the Pacific Ocean, and convert the Natives to Christianity. After a harrowing four-month ocean crossing, the vessels safely arrived at the mouth of the Chesapeake Bay. Shortly thereafter, a site for a fort was selected on the shores of one of the Bay's major tributaries, which the colonists named the James River after their King. The settlement was called Jamestown.

One member of the colony's first governing council was Captain John Smith. A man of modest means, Smith had already led an extraordinary life before ever setting foot in the New World. Prior to his twenty-sixth birthday, he had fought in the Dutch wars for independence from Spain, battled the Turks in Hungary, been captured and sold into slavery, and traveled extensively throughout Europe and North Africa. His adventures abroad helped Smith develop survival skills that made him uniquely suited to deal with the challenges the English colonists would face in North America.

By all accounts, the first year at Jamestown was a difficult one. Starvation, disease, and armed conflicts with the Indians took the lives of nearly half the settlers in the first six months of the colony's existence. John Smith's expertise in military matters and foreign relations quickly thrust him into the forefront of Jamestown's political affairs. In August 1607, Smith was put in charge of relations with the Indians, a position which became increasingly important as the colonists' food supplies dwindled. In the fall of 1607, his trading missions to the Indian villages on the shores of the James and Chickahominy Rivers almost single-handedly allowed the Englishmen to survive the winter of 1607-08, providing much needed stores of corn, fish, venison and oysters.

Into The Unknown: Captain Smith's Explorations of the Chesapeake Bay

By June 1608, more than one year after the first landing, few of the settlers had ventured further than the James and York Rivers, the two tributaries closest to the safety of the Jamestown fort. As a result, the Englishmen still knew little about the geography of the Chesapeake Bay and even less about its inhabitants. The length of the Bay's main stem was unknown, and it was still believed that one of its larger tributaries might provide the Englishmen with an all water route to the Pacific Ocean and the riches of the Orient. Many colonists held out hope that the estuary's shores were lined with gold and silver

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deposits. The men had no knowledge of the Indian nations inhabiting the waterways outside of present-day Virginia, or what trading commodities they had to offer.

Against this backdrop, Captain John Smith set forth on June 2, 1608 to map and explore the great estuary. Carrying only the most basic supplies and propelling themselves by oar and sail, Smith and his men covered more than 2,500 miles in just over three months – from June 2 to September 7, 1608 – while exploring to the fall-line of almost every major tributary on the Chesapeake Bay. Along the way, the men braved heat, exhaustion, summer squalls, adverse wind conditions and attacks from the Natives.

The Exploration of the Chesapeake, Voyage 1: June 2 – July 21

The vessel Smith and his men used for his expedition was a stout open workboat known as a shallop, or the Discovery Barge as they called it. It had been pre-assembled in Europe and transported across the Atlantic Ocean in sections in the hold of the *Susan Constant*, the largest vessel in the fleet. When the settlers made landfall at the mouth of the Chesapeake Bay on April 26, 1607, the sections were hoisted on deck and reassembled in two days. The resulting craft was roughly thirty feet in length, powered by oar and sail, and capable of holding up to twenty five men. Sturdily built and somewhat cumbersome to maneuver, the shallop was ideally suited for coastal patrol and carrying out trading missions with the Indians.

To man the vessel, Smith recruited fourteen settlers with a variety of skill sets. Crewmembers included “gentlemen”, a fisherman, a physician, a carpenter, a tailor, a sailor, a blacksmith, and soldiers. After loading the shallop with provisions and trade goods, the men headed out of the James River and sailed across the Bay to the uncharted territory of the lower Delmarva Peninsula. On June 3, 1608, they had their first encounter with Indians on the Eastern Shore when they spied two natives fishing in the shallows “with long poles like Javelings, headed with bone”. The men invited the settlers to the Indian town of Accomack, where they met the chief and were “kindly treated”. After hearing the chief give them “..such descriptions of the Bay, isles and rivers that often did us exceeding pleasure”, they moved north.

Any modern mariner who has sailed the Chesapeake during the summer months has experienced the sudden thunderstorms that seemingly come from nowhere towards the end of many hot, humid days. In moments, languid afternoons are interrupted by full-force gales complete with fifty mile per hour gusts, heavy rains, lightning, and even hail. Often, the summer squalls dissipate just as quickly as they arrived. On June 4, as Smith’s party headed for Tangier Island, the explorers found themselves engulfed in just such a storm. Within minutes, Smith reported, “...such an extream gust of wind, raine, thunder and lightening happened, that with great daunger, we escaped the unmercifull raging of the ocean-like water.” The men barely survived the tempest after furiously bailing out water and heading back to safe harbor on the Eastern Shore.

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The next day, the party explored Watts and Tangier Islands and turned east to the mouth of the Pocomoke River in search of fresh drinking water. Smith met warriors from the Wicocomoco nation, who guided them upriver perhaps as far as present-day Snow Hill, Maryland. The quality of the water they found there was "... such a puddle that never till then wee ever knew the want of good water." Now desperate for provisions, the party headed north through Tangier Sound when they were caught in another violent storm. This time, high winds blew down the mast and tore the sail. After staying on Bloodsworth Island for three days making repairs, the explorers sailed northeast into the Nanticoke River.

Approaching a narrow section of the Nanticoke, the men were suddenly showered with arrows. Smith anchored the shallop in mid-river, safely out of range. Later that afternoon, a Nanticoke fishing party paddling upstream approached the shallop, unaware of what had transpired earlier in the day. After receiving a friendly reception from the settlers, the natives paddled off to tell their tribesmen of the explorers' intention to trade. Soon, hundreds of Indians appeared on the shoreline with gifts. Smith would later call the Nanticoke "the best merchants of all other Savages". The Indians provided Smith with valuable knowledge about the geography of the Eastern Shore, informing him that it was but a peninsula between the Chesapeake and Delaware Bays and the Atlantic Ocean. They also told Smith of "a great nation called Massawomeck" that lived in the western mountains. Tiring of the marshy Eastern Shore, and eager to meet the Massawomeck, Smith decided to cross the Bay and explore further north.

After reaching the Western Shore near present-day Calvert Cliffs, the party voyaged to the mouth of the Patapsco River. Smith and his men explored past where Baltimore now stands and went on foot to the first falls of the river. There they placed a brass cross, marking the furthest advance north on the first leg of their adventure. Now two weeks into the expedition, Smith's men were beginning to tire of life aboard the shallop. Smith remarked that they "... were oft tired at their oares, their bread spoiled with wet, so much that it was rotten, yet so good were their stomacks that they could digest it." Smith urged them on. "Gentlemen ... what shame it would be for you to force me to return with a month's provision, scarce able to say where we have bin, nor yet heard of that wee were sent to seeke ... As for your feares that I will lose myselfe in these unknown large waters, or be swallowed up in some stormie gust, abandon these childish feares, for worse than is past cannot happen, and there is as much danger to returne as to proceed forward ... return I will not til I have seen ... the head of this greate water you conceit to be endless."

Smith, the leader, had spoken, but adverse weather intervened, and the shallop headed south back to Jamestown. On their way down the Bay, the explorers "discovered" the mouth of the Potomac River, which had been missed during the first part of the voyage. The Potomac's size and orientation to the northwest made it the best candidate yet to deliver an all-water route to the Pacific Ocean, and the river had been rumored to contain precious minerals. Reenergized by the promise of instant riches, the exhausted men made a speedy recovery and entered the mouth of the great river.

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It was June 14. Two Indians in a canoe approached, inviting Smith to visit their village on the south bank. On entering Nomini Creek, the company was ambushed. Several hundred men emerged, "... so strangely painted, grimed and disguised, showing, yelling and crying, as we rather supposed them so many devils." Smith and his men fired their muskets for effect, but not to harm the Natives. The Indians laid down their bows and arrows, and spears, awed perhaps by the unexpected display of English might. Hostages were exchanged, and a friendly discussion ensued.

Smith and his crew spent the next four weeks exploring the Potomac with the aid of a bearded Indian guide named Mosco, whose thick facial hair suggested he had European ancestry. They explored to the Little Falls of the Potomac, a mile upstream from today's Washington, and on foot perhaps as far as Great Falls. Along the way, they visited numerous Indian towns and received generally hospitable receptions. They even mined for a silver-like ore, which later proved to be of no commercial value when assayed in England. Everywhere they looked, they discovered a wealth of wildlife scurrying about in the forests – deer, bear, otter, mink, martin, raccoon, beaver, opossum, wildcats and flying squirrels. The abundance of marine life was no less amazing. They found "... fish lying so thicke with their heads above water, as for want of nets we attempted to catch them with a frying pan: but we found it a bad instrument to catch fish with ..."

On July 17, having left the Potomac, Smith and company sailed south toward the Rappahannock River. At the mouth of the river, the shallop ran aground on a sandbar. While waiting for high tide, the crew hopped overboard to fish in the shallows. Here, John Smith cheated death once again. After spearing a stingray with his sword, he was stung on the wrist by its poisonous barb while removing it from his weapon. Within minutes, Smith's arms, shoulder and chest swelled so extremely that he feared he was dying. He ordered the men to dig his grave, but miraculously recovered in time to eat the ray for supper! The location is still known by the name Smith gave it - Stingray Point.

Still feeling the effect of the stingray incident, Smith decided to forego his exploration of the Rappahannock and headed back for Jamestown. He arrived on July 21, 1608 to find the settlement in disarray. Sick and dying men lay about the fort, and the acting President was in danger of being overthrown by an angry mob. In short order, Smith had the President deposed and installed his friend Matthew Scrivener in his place. Then, after resting for three days, he set out again with twelve men to finish his exploration of the Chesapeake Bay.

The Exploration of the Chesapeake, Voyage 2: July 24 – September 7

Aided by favorable winds, Smith and his crew made haste to the uncharted waters north of the Patapsco River. On July 30, they reached the head of the Bay, where they saw the estuary divide into four large rivers: the Susquehanna, North East, Elk and Sassafras. At this point, many of the men had fallen ill, leaving only six able sailors to manage the shallop. While severely undermanned, they faced an encounter with the powerful Massawomeck. Several birch bark canoes filled with armed warriors approached the

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party near the mouth of the SassafRAS River. Thinking quickly, Smith laid his sick men under a tarp. He then placed their hats on sticks and put muskets by the gunwales to create the perception of a large and healthy crew. When the Massawomeck saw the fictitious English force, they retreated to a nearby beach. Shortly afterwards, two canoes ventured out, gifts were exchanged, and serious trading began, with the English acquiring shields, meat, fish, bows and arrows and bear skins.

The next morning, August 1, the Massawomeck vanished as quickly as they came. Smith went on to explore the SassafRAS River. At its mouth, the shallop was surrounded by another group of natives in dugout canoes, who turned out to be warriors from the Tockwoh nation. Smith was escorted upstream seven miles to their palisaded town near present-day Kentmore Park in Kent County, Maryland. He was struck by the fact that the Tockwoh were outfitted with European hatchets and metal tools. These, he was told, came from the Susquehannock, a mighty tribe who lived two days above the falls of the Susquehanna River. Smith resolved to meet them.

Smith and his crew sailed across the Bay and up the Susquehanna, where they waited for their Tockwoh friends to arrange for a trading session. On August 7, a party of sixty warriors appeared with gifts and trade goods. John Smith was impressed by the mighty warriors from the north. “Such great and well proportioned men are seldome seen, for they seemed like Giants to the English, yea and to their neighbours, yet seemed to have an honest and simple disposition ...”

Having found the head of navigation of the Chesapeake Bay, it was time to head south to chart the major rivers that had been missed on the first voyage. From August 8 through 12, the party explored to the fall line of the Patuxent River. On August 13, the shallop sailed to the Rappahannock River, where they met up again with their old friend Mosco. The Englishmen were ambushed by Indians on four separate occasions while exploring the long and winding river, but were able to reach the fall line (now the site of Fredericksburg, Virginia) towards the end of August. The end of the voyage was near.

On September 3, as the crew headed back to Jamestown, they ran into the last of their violent Chesapeake storms and had to bail strenuously to stay afloat. “Yet running before the winde,” Smith wrote, “at last we made land by the flashes of fire from heaven, by which light only we kept from the splitting shore, until it pleased God in that black darkness, to preserve us by that light to find Point Comfort.” It was a fitting end to an incredible adventure. On September 7, 1608, the party reached the fort.

Three days later, Captain John Smith became the third President of Jamestown. Under Smith’s leadership, industry flourished, crops were planted, homes were constructed, security was tightened, and the death rate fell dramatically. Unfortunately, Smith’s reign came to an abrupt end in the fall of 1609 when a packet of black powder on his hip accidentally ignited, severely wounding his leg. That September, he boarded a supply ship heading back to England. He would never set foot in Virginia again.

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The Impact of Smith's Voyages: Mapping the Course for a New Nation

After his return to England, Smith worked with engraver William Hole to create a map of "Virginia" that was printed in Oxford in 1612 (see accompanying map). Based largely on notes and sketches made during his 1608 voyages, Smith's map was so accurate that it served as the definitive rendering of the Chesapeake region for nearly a century. Accompanying the map was a pamphlet guide describing the Chesapeake region in striking detail, including information about the area's climate, flora, fauna and marine life. It also contained the first ethnographic study of the Native inhabitants of the Chesapeake, which remains an important source of information about the Algonquian peoples of the mid-Atlantic region.

Much as Lewis and Clark's maps and written descriptions of the American West opened a new frontier for thousands of settlers in the 1800s, Smith's 1612 map of the Chesapeake Bay greatly stimulated interest in the New World. As English immigrants flocked to Virginia in greater numbers in the 1600s, Smith's widely published work served as a blueprint for settling the region. More broadly, Smith's accounts of the Chesapeake Bay began a process of political, social and economic change that still reverberates today in the United States and the world.



John Smith's 1612, "Map of Virginia."

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HELPFUL WEBSITES

www.johnsmith400.org

The main website for the project, www.johnsmith400.org contains extensive background information on the Captain John Smith Four Hundred Project as well as the latest project information.

www.sultanaprojects.org

Visit www.sultanaprojects.org to learn more about Sultana Projects, Inc., the non-profit organization responsible for the Captain John Smith Four Hundred Project.

www.friendsofthejohnsmithtrail.org

To learn more about the new Captain John Smith Chesapeake National Historic Trail visit, www.friendsofthejohnsmithtrail.org.

www.nationalgeographic.com/chesapeake

Developed by the National Geographic Society, www.nationalgeographic.com/chesapeake, provides extensive information about John Smith's 1608 voyage.

www.americas400thanniversary.org

To learn more about the 400th anniversary celebration of the settlement of Jamestown visit www.americas400thanniversary.org.

FREQUENTLY ASKED QUESTIONS

How authentic is the 2007 reenactment voyage?

The 2007 voyage will attempt to visit more than 95% of the waters explored by John Smith in 1608. As was the case with the 1608 voyage, the crew will propel themselves using only sails and oars. The 2007 voyage will make use of modern navigation equipment, communications equipment, camping equipment, food and provisions.

Does the shallop have a motor?

No! The shallop can only move using oars and sails.

Where does the crew sleep?

When possible the crew will camp in tents on shore. When this is not possible the crew will sleep on board the shallop.

Are there any women on the crew?

The crew is composed of seven men and five women.

How many miles will the shallop travel during its voyage?

Between May 12 and September 8, the shallop will travel approximately 1,500 miles on the Chesapeake Bay.

How fast can the shallop travel?

Using oars alone the shallop will be able to move at just over two miles per hour. Using the sails on a windy day the shallop can go at speeds of up to five miles per hour.

Does the shallop have sails?

The shallop is equipped with a sailing rig that features two sails.

How heavy are the oars?

Each oar weighs about 20 pounds.

Will the crew be wearing historic clothing?

Most of the time the crew will wear modern clothing. During special events, exhibits and reenactments the crew will occasionally wear historic clothing.

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What is the crew going to eat?

Since there is no refrigeration or cooking gear on the shallop, the crew will be restricted to very simple food for much of the voyage. The crew will be able to partake of cooked meals when they camp or visit towns ashore.

How closely will the voyage follow Smith's 1608 route?

Because the movement of the shallop is dependant upon the wind and weather, it would be impossible to make an exact, day-by-day reenactment of Smith's 1608 voyage. The 2007 voyage will roughly follow Smith's route and will endeavor to visit all of the waters he visited in 1608.

Where will the crew go to the bathroom?

While onboard the shallop the crew will use bathroom facilities consisting of a 5-gallon plastic bucket with an attached, sealing toilet seat. Cedar saw-dust will be used as litter and all waste will be disposed of at a suitable disposal facility on shore.

What happens when there is a storm?

The shallop will have access to modern weather forecasting information, including weather radar, which should allow the crew to take shelter well before most storms. For most of the voyage the shallop will be within a mile of land which will make it easy for the crew to seek refuge if necessary.

How much gear does each crew member have?

Because of the small space available on the shallop, each crew member will be able to bring personal gear and clothing in a water-tight bag no bigger than a standard airline carry-on bag. This gear will have to suffice for the entire voyage.

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SPECIAL OPPORTUNITIES FOR THE PRESS

Limited opportunities exist for members of the press to voyage on the John Smith shallop for short portions of the reenactment voyage. Interested parties should be aware that the shallop is equipped with only the most basic of bathroom facilities with minimum privacy. Preference will be given to media who are working on a major story or video production that will reach a large audience.

If you are interested in learning more about opportunities for the press to voyage on the John Smith shallop please contact:

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PHOTO AND IMAGE RESOURCES

There are a variety of high-resolution photographs, historic images and maps available by visiting www.johnsmith400.org.

All images at www.johnsmith400.org are made available free of charge and without restriction. Photos must be credited as indicated.