

the Deck Log

The Official Newsletter of Historic Ships in Baltimore



TANEY Awarded Maritime Heritage Preservation Grant



USCGC TANEY high and dry at the US Coast Guard Yard Curtis Bay, MD in March 2003

On July 7, 2017, the National Park Service announced the recipients of its 2016 Maritime Heritage Grant programs. Of the 27 awardees across the nation, the USCGC TANEY Hull Preservation Project received the third largest grant with \$152,389 awarded to the project.

"Protecting our nation's maritime history is an important part of the National Park Service's mission to share America's story," said Acting National Park Service Director Michael T. Reynolds. "These grants will support efforts to conserve important parts of our maritime history and educate students of all ages."

The scope of the project will include dry docking the vessel along with cleaning, stabilizing and repairing the underwater hull body, the application of new protective coatings, and the renewal of sacrificial anodes on the hull. USCGC TANEY was last dry docked in 2003 for a similar project funded by a "Save America's Treasure's Grant". Historic Ships in Baltimore will be working to raise the 1:1 match required by the Maritime Heritage Grant in the forms of cash and in-kind donations of materials and labor. [Donate to the Hull Preservation Project.](#)

Key to the Park Service's evaluation of the grant application was the assessment of the vessel's substantial historic significance which includes its Depression-era public works construction funding, its status as a significant example of pre-World War II American shipbuilding techniques, and its place as an example of historic American naval engineering technology. Equally important in the evaluation of the grant application was the assessment of the ship's remarkable operational history which includes historic US Coast Guard peacetime missions of safeguarding lives and property on the high seas, law enforcement, ocean weather patrol, and environmental protection for more than 50 years, along with significant wartime service in World War II and the Vietnam War. Many of these were also factors in the awarding of National Historic Landmark status to USCGC TANEY in 1988, as well as a special World Ship Trust Award in 2013.

USS CONSTELLATION Cup Regatta & Deck Party

Join us for a fun filled day both on and off the water & support restoration and education programs at Historic Ships in Baltimore.

The day kicks off with the Annual
**USS CONSTELLATION Cup
Sailboat Regatta**
in Baltimore Harbor.



Saturday, October 14th

This friendly race is open all to sailboats and will feature full keel, fin keel and spinnaker classes. Prizes will be awarded for the top finisher in each class. [Race registration is open!](#) Thank you to our friends at Baltimore City Yacht Association for hosting the registration site. For more race information, including course maps and scratch sheets visit ussconstellationcup.org.

The fun continues into the night with the
USS CONSTELLATION Cup Deck Party
onboard USS CONSTELLATION from 6 PM - 9 PM.

Enjoy an all-inclusive menu from Sascha's Catering, with shucked oyster from Faidley Seafood, beer from Heavy Seas Brewery, wine, signature drinks and more. Rock out to Tumblehome, take a guided tour of CONSTELLATION, watch a cannon firing, and enter the raffle to win great prizes like a week's stay in Costa Rica!

Not a sailor? Not a problem; you can still party like one! The Deck Party is open to everyone; racers, race supporters, and anyone who likes food, fun and supporting Historic Ships in Baltimore!

All-Inclusive Tickets are On Sale Now!

Buy Tickets Online
(Click Here) 
or call 410-539-1797 x422
(phone hours Monday-Friday, 9am-4pm)

TICKETS

Adult	Aged 21 and up	\$65
Teen	Aged 15 to 20	\$35
Youth	Aged 6 to 14	\$25
Child	Aged 5 and Under	Free

Early Bird - 20% off (ends Oct 7)

Museum Members receive at 20% of Event Tickets anytime

[Learn more about the Benefits of Membership](#)

In Memoriam - James H. Kitchen 1923-2017

On August 21, 2017, Historic Ships in Baltimore lost a great friend and supporter - World War II veteran James H. Kitchen of Fresno, CA. Jim passed away in the hospital following a very short illness.

Few World War II veterans were as active in maintaining their ties with Historic Ships in Baltimore over the past decade as Jim Kitchen, especially considering his physical distance.

Despite living in central California, he took 5 opportunities to travel to Baltimore between 2006 and 2015.

The first such trip was 30-day cross-country drive to deliver a 22-inch

antique wood plane which had once been part of the Carpenter's Shop outfit aboard USCGC TANEY. Later, he organized an effort to create a memorial honoring some 860 WWII Coast Guardsmen who had served aboard the ship between December 1941 and September 1945, the result of which was a large 4'x6' framed plaque which was presented to Historic Ships in Baltimore in 2009.



Jim Kitchen, seated at center, surrounded by WWII USCGC TANEY crew, descendants and friends
7 December 2015

Born in Oklahoma in 1923, Jim's story is one worthy of what we have come to expect from "the Greatest Generation." He was faced with adversity at age 10 when his father died, prompting him, his mother and his younger brother ultimately to leave the family farm at the height of the Great Depression and migrate to California. Later, when his mother contracted tuberculosis in 1939, the family moved from Orange Cove to Fresno for the climate. While working in a furniture factory early in World War II, Jim decided to follow the example of several of his co-workers and joined the Coast Guard, arriving in Alameda for boot camp on Thanksgiving Day 1942. After a stint at the San Francisco Lifeboat Station, and then a tour of duty as a lighthouse keeper in the Farallon Islands off the California Coast, Jim applied for sea duty and received orders assigning him to the USCGC TANEY as a Seaman in February 1944.

From his two years aboard the ship, Jim vividly recalled Atlantic and Mediterranean convoy duty in 1944, especially seeing the sinking of the ill-fated destroyer USS LANSDALE (DD 426) and Liberty Ship SS PAUL HAMILTON, both of which were lost to German torpedo bombers off Algeria with Convoy UGS 38. He recalled particularly the LANSDALE's arrival with Convoy UGS 38 on April 19, 1944, when her Captain brought her alongside TANEY calling over to the Flagship by bullhorn "Pleased to be with you!" During the convoy battle the following night, Jim's battle station was below decks in the ship's 5"/38 magazine and when the HAMILTON exploded after being hit by a torpedo, the blast was so powerful, even from a mile distant, that it felt to him as if the air in the magazine had become momentarily compressed. Later, he learned that the LANSDALE, silhouetted in the explosion of the HAMILTON, also fell victim to a German torpedo.

On the lighter side of convoy duty, Jim recalled shore leave in Tunisia including a swimming excursion to a beach near Bizerte in which the ship's mascot dog "Soogie" took part.

1945 saw Jim Kitchen promoted to 3rd Class Carpenter's Mate (equivalent to today's

Damage Controlman rating) where his duties aboard USCGC TANEY included maintaining watertight doors and hatches, as well as the odd carpentry project. At his battle station as Trainer on Mount 51 during the Okinawa Campaign, he was an eyewitness to numerous Japanese air attacks. On one particularly bad day in May 1945 he saw 9 ships struck by Kamikaze planes.

After the war, Jim remained aboard TANEY into early 1946 where the ship was undergoing reconversion. Just before his discharge from the service, he purchased a 1940 Ford convertible for \$500, borrowed from fellow TANEY Carpenter's Mate and lifelong friend George Talley, which he then drove across the country to Fresno.

"I had always said that I was going to be a carpenter when I grew up," he recalled in a 2006 interview. After his return to California in 1946, he went to the local carpenters union and subsequently became an Apprentice with a year's experience awarded for his time in the Coast Guard.

Among the "souvenirs" he kept from the USCGC TANEY was a 22-inch Stanley wood plane which he used as a professional carpenter throughout the next 40 years. It was this tool, most likely one of the ship's original Carpenter's Shop items from 1936, which he returned in 2006. "Leaving this plane aboard is like leaving a part of Jim Kitchen on the ship," he remarked at the time of its return. "When I grab a hold of that handle, I can remember 40 years of hanging doors in California."

From his home in Fresno, Jim was active in maintaining ties with many others, especially on the west coast, who had served aboard the USCGC TANEY during World War II. Over the years beginning in the 1960s he helped organize reunions, dinners and barbeques attended by former crew living in California, Oregon, Washington, Nevada, Utah and Idaho.

Jim's last visit to Baltimore was in December 2015, having personally organized attendance at the annual Pearl Harbor Memorial Ceremony that year of some 18 World War II TANEY crew, descendants and friends.

Historic Ships Honors Tobacco Barn Distillery



L-R Historic Ships Executive Director Christopher Rowsom, MD Secretary of Commerce R. Michael Gill, and RADM Scott Sanders, USN (ret.) with the State of Maryland Proclamation.

In what has come to be an annual rite of summer, Historic Ships in Baltimore hosted more than 120 persons on the evening of June 8, 2017 for "The Captain's Jubilee" - a lighthearted program of socializing, dining and celebration aboard USS CONSTELLATION. This year's special honoree at the event, recognized for supporting Baltimore's historic fleet, was the Tobacco Barn Distillery of Hollywood, Maryland.

The evening began with a spar-deck cocktail hour, after which guests moved below to the gun deck for the formal unveiling of CONSTELLATION's new replica galley stove by HSB Executive Director Chris Rowsom and museum volunteer John Barnard. Following the unveiling, guests returned to the spar deck to enjoy a four-course meal, including selected wines, courtesy of Rouge Fine Catering.

The highlight of the evening was the presentation of the Admiral Royal Ingersoll Award bestowed each year to a company or organization which has supported HSB in notable ways. This year's honoree, Tobacco Barn Distillery, has been helpful to Historic Ships in the creation of its USS CONSTELLATION Rum brand which not only has generated significant monetary support for the museum, but also helped to focus attention on HSB in the media.

USS CONSTELLATION Rum is a unique spirit because, as with all Tobacco Barn Distillery's products, it is made with ingredients specially sourced within Maryland. Additionally, those casks of rum selected for the USS CONSTELLATION brand are transported to the Inner Harbor where they are lowered into the ship's hold and stored for up to a year; consequently, USS CONSTELLATION Rum, in the words of Tobacco Barn Distillery, is "subjected to an aging process unlike any other. The gentle rocking of the ship coupled with the fluctuations in temperature gives the rum a deeper and richer flavor."

Accepting the Admiral Ingersoll Award on behalf of Tobacco Barn Distillery was Rear Admiral Scott Sanders, USN (ret). For more information on Tobacco Barn Distillery products, visit www.tobaccobarndistillery.com

Also taking part in the event was Mr. R. Michael Gill, Maryland Secretary of Commerce, who presented a proclamation from Governor Hogan recognizing the extraordinary collaboration to create a unique Maryland product in the form of USS CONSTELLATION Rum.

The Captain's Jubilee is held each year in early June and is another way of supporting Baltimore's historic fleet.

USS CONSTELLATION Replica Galley Stove Unveiled

On Thursday evening June 8, Historic Ships in Baltimore formally unveiled a new galley stove replica aboard USS CONSTELLATION. The unveiling took place as part of HSB's annual "Captain's Jubilee" banquet held on board the ship.

Research for the project began in the spring of 2016 with a trip to USS CONSTITUTION in Boston where HSB Curator Paul Cora surveyed the ship's galley stove and consulted with staff from the museum there.

CONSTITUTION'S stove, though somewhat modified over time, was estimated to have been placed aboard the ship as early as the 1870s and so a study of it seemed a logical starting point - especially since no other US Navy sailing vessels exist. By concentrating on the features evident in CONSTITUTION's stove that also appear in John Lenthall's 1853 plans for the sloop-of-war CONSTELLATION, a design was arrived at which is likely to be very close in appearance to the galley stove that equipped her in Civil War era. Additionally, HSB consulted photographic evidence from US Navy ships in the 19th and early 20th centuries, as well as documents such patent records for ship's stoves and the 1854 US Navy Table of Allowances to finalize the features of the replica.



Historic Ships Director Chris Rowsom, left, with museum volunteer John Barnard who financed the new stove

The sloop-of-war CONSTELLATION's original galley stove was evidently replaced as the ship's mission shifted from an active sailing vessel to a stationary training ship. The earliest known photograph showing the galley area on CONSTELLATION's gun deck dates from 1926 and shows not one, but two US Navy 3 1/2 -Foot Sectional Ranges from the 1910-13 period (examples of which can be found today aboard the cruiser USS OLYMPIA in Philadelphia). In the mid-1970s a brick and iron hearth was installed on the gun deck to represent what the frigate CONSTELLATION may have had in the late 18th and early 19th centuries. After the ship was restored to her sloop-of-war configuration in the late 1990s, volunteers from Ship's Company furnished a wooden replica stove which sat in the galley area among the riding bits for many years, serving reenactors and overnight campers alike.

The replica stove was fabricated by the General Ship Repair Corporation according specifications established by HSB. It was made from mild steel plate and angle and joined together with a combination of welding and mechanical fasteners including rivets of the type used in 19th century iron fabrication. Included in the project is a steel "save-all" enclosure beneath the stove designed to protect the wooden deck from heat and embers. This "save-all" enclosure replicates what is believed to be the ship's original one visible in the 1926 gun deck photo. The replica stove and "save-all," which weigh in at some 1,500 pounds, were designed to be broken down into major sub components for transportation from the General Ship yard for reassembly aboard CONSTELLATION. The various sub components were hoisted from the pier and lowered to the gun deck in the traditional fashion - using the ship's capstan and main yard.

With the addition of the replica galley stove, HSB's interpretation of a vital part of life aboard the sloop-of-war CONSTELLATION, that is the daily sustenance of some 300 officers and men in the 1850s and 1860s, will be much improved. Historic Ships in Baltimore thanks Mr. John Barnard for his steadfast encouragement of the project and for his generous gift of the funds used to research and fabricate it.

WWI Coast Guardsman Awarded Purple Heart



Purple Heart Ceremony speakers are: Mr. Vincent Warren Woodland (center), Mr. Robert L. Finn (right), and RADM Meredith L. Austin, USCG, Commander Fifth Coast Guard District (at podium).

On June 6, 2017 more than 50 invited guests, US Coast Guard officials and State of Maryland dignitaries gathered aboard USCGC TANEY in Baltimore Harbor to pay tribute to a Coast Guardsman who lost his life in World War I. Seaman Francis Leroy Wilkes was among those who lost their lives aboard USCGC TAMPA in 1918. At the June 6 ceremony on board CGC TANEY, Seaman Wilkes was posthumously awarded the Purple Heart Medal, which was accepted on his behalf by several relatives who are citizens of Baltimore.

The Coast Guard Cutter TAMPA, which had been commissioned in 1912 at what is today the US Coast Guard Yard, Curtis Bay, had originally been christened as the US Revenue Cutter MIAMI. In 1916, a year after the Revenue Cutter Service became the Coast Guard, the ship was renamed TAMPA. In 1917, after the United States joined the Allied powers in World War I, CGC TAMPA began her wartime service operating along with US Navy

ships on Atlantic convoy duty against German U-boats. Between July 1917 and September 1918, she escorted eighteen convoys between Gibraltar and southern England. On September 26, 1918, while transiting the Bristol Channel on her own, she was struck by a torpedo fired from the German submarine UB-91 and sank with all hands. The 115 American personnel (111 Coast Guard and 4 US Navy) who perished aboard TAMPA, constitute the United States' largest single naval loss during World War I and the TAMPA monument is a central feature at Arlington National Cemetery's Coast Guard Hill.

Attendees at the June 6 ceremony included relatives of Seaman Wilkes - Mr. Roger Smith Wilkes, Jr., Ms. Anna Woodland, Mr. Amefike Changemire, and Ms. Emma Hawkins. Seaman Wilkes had been a native of Nantucket, Massachusetts, before joining the Coast Guard, and had a brother, Roger Wilkes, who served in the Coast Guard aboard the Cutter GRESHAM in World War I.

Among the dignitaries who participated in the ceremony were Rear Admiral Meredith L. Austin, USCG, Commander 5th Coast Guard District, and Mr. Robert L. Finn, Maryland Deputy Secretary of Veterans Affairs.

"The men and women of the Coast Guard are America's maritime guardians both at home and abroad," said Admiral Austin in her remarks at the June 6 ceremony. "We've defended our nation in every conflict since our formation in 1790. We're proud to serve alongside our sister services in Iraq and Afghanistan today while we simultaneously protect the homeland along the shores of the United States. Our cutters and their crews have served gallantly throughout the years and our history is filled with heroes such as Douglas Munro, who earned the Medal of Honor, while evacuating a detachment of besieged Marines off the shores of Guadalcanal during World War II. The TANEY, which we're gathered on today, has her own storied history as she fought in the attack on Pearl Harbor, and continued to serve in the Coast Guard for 50 more years to include service in the Vietnam War as well! Today though, we honor and remember, Seaman Francis Leroy Wilkes and his service aboard the TAMPA as he takes his place among the more than 1500 Coast Guard members who have earned the Purple Heart."

Accepting the Purple Heart medal on behalf of Seaman Wilkes was his great-nephew, Mr. Vincent Warren Woodland, who concluded the program by giving a biographical sketch of his great-uncle and also expressing what the ceremony meant to his family.

The Cruel Atlantic: Loss of the USS MUSKEGET

In June 2017, HSB was host to a memorial ceremony honoring the CGC TAMPA lost with all hands in World War I. Here, HSB educator Austin Sullivan recounts the story of a Coast Guard cutter lost to a U-Boat in World War II.

The vast Atlantic has become home to thousands of shipwrecks over the ages, and the depths and perils of undersea exploration make discovering all wrecks impossible. Famous wrecks have been



USS MUSKEGET as she appeared on 17 February 1942 (courtesy of US Naval History and Heritage Command)

found; there is no one in the western hemisphere and beyond that has not heard of Titanic, and yet for every ship found there are untold others lost in the dark abyss. One of these ships lost in the cruel Atlantic hailed from the docks of Baltimore.

The steamship CORNISH was built by Bethlehem Steel's Sparrows Point Shipyard in 1923 and was delivered to the Eastern Steamship Company operating out of Boston, Massachusetts. SS CORNISH operated as a typical small steamer of her time, with a displacement of less than 2,000 tons. Her merchant service was unremarkable, save for a few notable incidents. She collided with a tug on New York's East River in early March 1926, the force being enough to break the tug captain's arm as he struck the helm.

Against the backdrop of the Great Depression, CORNISH found herself tied up in New York as seamen from Eastern Steamship Lines launched a strike over union disputes. Despite this, it seemed that the steamer was bound for a typical life of her class. As the storm of war washed over the world, however, that life soon changed.

When the United States entered World War II, all branches of the military scrambled to increase their size. The US Navy and Coast Guard were no exceptions and SS CORNISH was chartered by the Navy toward the end of December 1941. Converted from her civilian configuration in New York, she was commissioned with the naval designation of YAG-9 [Miscellaneous Yard Auxiliary]. Her first assignment was to the Third Naval District, where she patrolled the waters off New York until late May, 1942. Then she was reclassified as AG-48 [Miscellaneous Auxiliary] and renamed MUSKEGET. Like a game of musical chairs, the vessel was then loaned to the Coast Guard at the end of June, and re-commissioned as WAG-48 USCGC MUSKEGET.

In Coast Guard service, CGC MUSKEGET returned to Boston, which was designated her home port in July 1942. Her new assignment was different, and her station more dangerous as the U-boats of the Kriegsmarine were then operating in the Atlantic in ever increasing numbers. Officially, her role was weather observation and MUSKEGET's station in the Atlantic was simply called Weather Station Number Two, located around 400 miles northeast of Newfoundland. Throughout the month of July 1942, MUSKEGET and her crew patrolled the station collecting and transmitting weather information.

On 24 August 1942, after a few weeks of rest in port, the aging weather ship steamed out of Boston for a second stint of weather patrol. MUSKEGET was not built for war; her top speed of 11 knots was much less than, for example, the cutter TANNEY, and while armed with deck guns and depth charges, she was not meant to fight. As she steamed out into the north Atlantic, over 120 men were aboard. Most were from the Coast Guard, though four civilians of the U.S. Weather Service and one Public Health Service physician were among the ranks. The last day of August 1942 saw MUSKEGET arrive on station, where she began reporting weather conditions. For over a week, nothing seemed out of the ordinary as the crew performed their duties. Her last radio transmission came on September 9 while awaiting her relief ship, the USCGC MONOMOY.

Two days later though, MONOMOY was unable to contact MUSKEGET for rendezvous; the relief ship repeatedly attempted to contact the steamer in vain. MONOMOY reached station on 13 September, and after two more days with no contact, all ships and aircraft in the area were ordered to search for the missing weather ship. The search drew out for three more days with no success; it seemed that CGC MUSKEGET had simply disappeared into the Atlantic.

With no further word for over a year, MUSKEGET was considered lost, and her crew presumed dead. The ship was struck from the Navy list and the families of the fallen

were given official notification. It was not until the end of the war, however, when German naval records became accessible to western powers, that the full story became known.

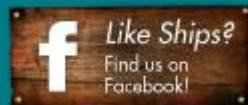
Like many had suspected, MUSKEGET had fallen prey to a U-boat. On the same day, she made her final transmission, the steamer had been spotted by the German Type VIIC submarine U-755. Her commander, Hans-Wilhelm von Dresky, believed the ship was an auxiliary cruiser, and launched three torpedoes at her.* Two of them struck MUSKEGET, quickly sending the steamer to the bottom. If any of the crewmen did survive the violent sinking, their chances of survival were bleak. Even in September, the North Atlantic was unforgiving. Without quick rescue, the life of the survivors was measured in a few days, at most, or even a few hours. Any floating debris or bodies were easily washed away by the wind and currents before CGC MONOMOY arrived. For all intents and purposes, the cutter MUSKEGET vanished without a trace.

While the ship and her crew were lost, their memories have lived on despite the passage of time. 1958 saw a pew dedicated to the memory of the CGC MUSKEGET in the Memorial Chapel at the US Coast Guard Academy, and an American Legion Post in Plattsmouth, Nebraska is named after one of her crew: Fireman 1st Class Harold Wolever, Jr. Due to oversights and errors, it was only in November 2016 that the four civilians of the weather service were finally awarded with the Purple Heart.

In the global scale of the war, MUSKEGET's existence was small and brief. Yet her role was vital in helping to run the life sustaining convoys across the Atlantic. Her Coast Guard and civilian crew put themselves in harm's way to ensure that merchant shipping made it to its destination. Perhaps that is the best way for history to remember this steamer built at Sparrow's Point.

**Editor's Note: U-755 was sunk in the Mediterranean Sea the following year by a rocket-equipped "Hudson" bomber of Britain's RAF Coastal Command. It was the first U-boat to be destroyed by rockets.*

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Historic Ships in Baltimore, is a nonprofit 501(c)3 organization dedicated to the restoration and preservation of the USS *Constellation*, USCGC *Taney*, USS *Torsk*, Lightship *Chesapeake*, and Seven Foot Knoll Lighthouse.

Thank you for supporting Historic Ships in Baltimore.