



THE DECK LOG *of* USS CONSTELLATION

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The Official Newsletter of the USS *Constellation* Museum

USS CONSTELLATION CUP – A GREAT DAY OF RACING AND FUN!

Once again, the fall day dawned crisp and clear as competitors dodged runners competing in the Baltimore Marathon to get to their boats so that the third annual USS *Constellation* Cup regatta could get underway. Forty boats competed in this year's event with three classes - cruising fin keel, cruising full keel, and new for 2007, a spinnaker class. The spinnaker class boats started first and made a fine spectacle once they popped their chutes to head towards Ft. Carroll. There were some very impressive racing vessels in the fleet this year including Tony Culotta's *Cuore Di Leone* and Nate Tower's *Amritha*. Not to be outdone, the cruising class featured some fine character boats such as Mark Roesner's traditionally rigged ketch *Howard Blackburn* and Tiel Arnot's *Simbad, the Sailboat*.



Alaris Approaches the Finish



Cuore Di Leone

The spinnaker class was won by *Jester*, a J-22 skippered by Linsley Craig. For the third time in as many tries *Alaris*, skippered by Mike Cranfield, won the full keel cruising class. The fin keel class was won by *Jolie* skippered by Nolan North.

To complete the fun, the crew of *Willow*, skippered by Michael Brassert, won the new "Best Dressed Boat and Crew" award. Ms. Rebecca Hoffberger, Executive Director of the American Visionary (*Constellation Cup Cont.. on Pg 2*)

USS CONSTELLATION TO SUPPORT COMMISSIONING OF USS STERETT DDG104



PCU (Pre Commissioning Unit) Sterett Underway on the Kennebec River bound for the Gulf of Maine and Her First Sea Trials

Almost a year ago, officers from the recently christened USS *Sterett* visited Baltimore on a reconnaissance mission to determine a suitable place for a proper naval ship commissioning. They were also planning on visiting Port Canaveral, Florida and Seattle, Washington. Apparently, the stars were aligned in our favor because on August 9, 2008, the USS *Sterett* will be commissioned here in Baltimore at the Locust Point Cruise Ship Terminal and close to 5,000 guests will witness the new ship "coming to life."

The commissioning committee, led by *Constellation* advisory board member VADM Ken Malley and former Congresswoman Helen Bentley, with representatives from the Baltimore and Annapolis chapters of the Navy League, is working hard to make this one of the major events of the year. For additional information on the commissioning and how you can participate and support the event contact VADM Malley directly at kmalley57@comcast.net.

SAVE THE DATE: FRIDAY, MAY 16TH, THE USS CONSTELLATION BLAST!



USS CONSTELLATION MUSEUM RECEIVES MAJOR NATIONAL PARK SERVICE GRANT

The staff of the USS *Constellation* Museum is extremely pleased to report that the National Park Service's Save America's Treasures Program has awarded the Museum a \$173,000 project grant. This funding, which requires a 1:1 match, will be used to effect repairs to the vessel's topsides where fresh water has made its way in between the layers of the laminated hull causing decay. Repairs to *Constellation's* starboard side will be completed by the end of July and the port side and interior repairs will be completed by the end of 2009.

The Museum has already begun to raise funds for the required match by securing a \$9,000 grant from the Baltimore City Heritage Area's Small Cap Grant Program. Fundraising for this project will be ongoing and donations may be made by calling the Museum's Director, Chris Rowsom at 410-539-1797, Ext. 402.



Dennis Grimes, Volunteer, Works on the Topside Project

MARYLAND HISTORICAL TRUST SUPPORTS TRAVELING EXHIBIT

The USS *Constellation* Museum recently received a \$50,000 grant from the Maryland Historical Trust's Museum Advancement Grant Program. This funding will be used to create a traveling exhibit about *Constellation's* role as flagship of the US African Squadron just prior to the Civil War (see related article on page 4). Curator John Pentangelo is currently working with exhibit design firm, Marketechs, Inc. to bring this compelling story to life using words, images, video, and interactive components. When complete, the exhibit will be available for presentation at Museums, libraries, schools and public spaces.

Individuals, corporations or foundations interested in assisting the Museum with matching funding or displaying the exhibit when complete may contact the curator, John Pentangelo at 410-539-1797, ext 446.

(*Constellation Cup Cont.. from Pg 1*) Arts Museum led the judging team for this new award.

The purpose of the event is to raise awareness and support for the ongoing restoration program for USS *Constellation*. The crew that was awarded the actual *Constellation Cup* for most funds raised was *Whoa' Baby* skippered by Majorie Pearsall. The Museum staff wish to thank Majorie and her crew for their generous support.



Sinbad, the Sailboat

Thanks very much to all of our sponsors including: Good Old Boat Magazine, Heritage Marine Insurance, Sascha's Catering, Loane Brothers, Oliver's Brewery, Goslings Rum, Regatta Ginger Beer, Wells Discount Liquors, Houpla, Tir Na Nog Irish Pub, Bluebird Coffey, Courthouse Copy Services, and the Downtown Sailing Center. Mark your calendars for October 11th for the 2008 regatta. www.usconstellationcup.org

SHIPYARD SCUTTLEBUTT

With the deck repair project completed (except for chasing some small leaks), the crew set up the scaffolding and they are back at work on the hull repair project. We have removed and replaced three entire sections of planking between the gun ports, repairing the frames as necessary. Once this phase of the job was completed, the gang moved the scaffolding lower on the hull and continued to demolish the upper edge of the laminated hull planking. There appears to be significant rot there, but hopefully it will not extend too far down into the structure. I'm very happy to announce that we were awarded the Save America's Treasures Grant that we had applied for. This grant will allow the shipwrights to complete the hull repair project in a timely manner.

In addition to chasing a few troublesome deck leaks, the crew started on the upper spindle gallery rails for the wardroom bulkheads. This is our rainy day project and we will also work on it when the weather keeps us from working on the hull over the winter. If you recall, the spindles were made for us by Chesapeake Woodturners as a group volunteer project last summer. If you get a chance, check out their progress, it really adds a finishing touch to the bulkheads.

In the shop, significant progress continues to be made on the Quarter Boat. Bruce made and installed the "thwarts" (seats) as well as the "footlings" (floorboards). In addition, he did a great job forming the washboard straps out of bronze flat bar, forging the curve to fit the hull, then grinding and polishing these supports to a beautiful finish. He made and fit the thwart knees and support spindles as well as the wash strake and the rub rail. All that is left are the bronze straps for the thwart knees, the rowlocks, gratings and lifting eyes. We will probably defer this finishing work until the second boat is completed and do both at

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the same time, since the tooling set-ups are so complicated. This will be a more efficient use of time and will allow us to start construction of the second boat earlier.

Joe Lengieza has abandoned ship. Our rigger has moved on to a sailing job. Joe will be serving as First Mate in the brig Niagara, sailing out of Erie, PA. He has also applied to East Carolina University's graduate program in Maritime Studies. We wish him the best in his endeavors.



The First of Two Ship's Quarter Boats Nears Completion

While our Saturday volunteer program is shut down for the winter, our rigging volunteers continue to work on the shrouds and ratlines, weather permitting. If you want to lend a hand and learn about rigging and sailing an 1854 Man o' War, contact me at 410-539-1797 ext. 448 or via e-mail at pgp@constellation.org and I'll hook you up with the rigging gang. We hope to see you on board soon!

VERIZON MARYLAND PROVIDES EDUCATION GRANT

This winter, the Education Department inaugurated its new day-long education programs. With the help of the Verizon Maryland "Check Into Literacy" grant program and support for transportation from The Greater Baltimore History Alliance / Baltimore City Heritage Area, seven Baltimore City schools were afforded the opportunity to arrange for free, day-long educational programs for classes of up to 40 students. School teachers had to simply arrange for a time to come aboard, select the courses they wanted to study, and schedule their transportation. Teachers selected two of five possible presentations: (1) "Blowin' in the Wind" (bracing the yards); (2) "Heave 'round!" (capstan); (3) "Man the Guns!" (VIII-inch gun drill); (4) "Where are We?" (chart & compass); and (5) "The Buoyancy Challenge" (aluminum foil & paper boat-making and floating). The first program was held in November for the Dr. Carter G. Woodson Elementary School's 2nd grade. Aboard ship, they were treated to four hours of tours, hands-on activities, and written assessments, all of which supported Maryland Voluntary State Curricula in language arts. From 9:30 AM to 2:30 PM (with a break for lunch), museum educators taught vocabulary, communication skills, and introduced the second graders to a little-known part of their own cultural heritage. Both students and teachers had a fantastic

time. We are looking forward to hosting another six programs this spring.

The shipboard overnight program enjoyed a major triumph as attendance mushroomed and greatly exceeded expectations. Expanding the program into the colder months of November and December, groups came aboard for "cold weather" camp outs and, despite the threat of challenging temperatures, they had a ball. The year's 1423 overnight participants in 46 separate programs exceeded last year's participation by about 53 percent, and as of December 31, 2008 bookings exceed the number of confirmed bookings for the coming year that is 50 percent greater than last year at the same time. The program's popularity is growing by leaps and bounds!



Quarter Gunner Paul O'Neil Leads Members of American University's Osher Lifelong Learning Institute in the "Anchors Aweigh" Presentation

Kathleen McLean, the museum's new Education Coordinator, developed a new educational presentation about nautical navigation called "Where are we?" The presentation underwent successful sea trials in November. Students, grades one-through-eight will learn first-hand about charts, compasses, and finding their way around the Chesapeake and the oceans. The presentation is adaptable to education day programs, overnights, and the summer's SuperKids Camp.

Thank you to the forty-two active volunteers who provided 925 hours of service to the Museum. Thirty-two of the volunteers are Ship's Company sailors and marines, and they provided 613 hours of service. Thank you, and well done!

We are pleased to announce the crew's newest member, Christina White who recently completed her master's degree in education from Manhattan College. She will begin working in late January and be ready to take her place with the educators soon thereafter.

Education Programs

To Schedule an Overnight Adventure or activity from our menu of educational programs and tours contact Stan Berry at 410-539-1797 ext. 466 or sberry@constellation.org

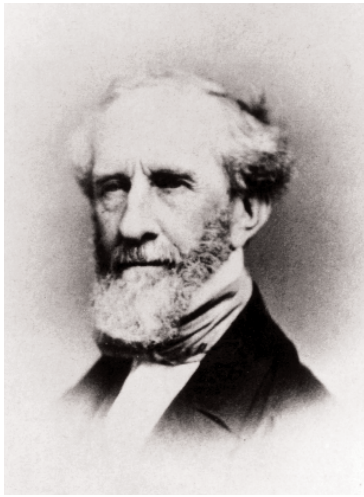


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CURATOR'S CORNER

The following article is the first in a four-part history of Constellation's cruise to Africa as flagship of the United States Navy's African Squadron. This year marks the bicentennial of the abolition of the Transatlantic Slave Trade in the United States. The 1808 law eventually resulted in the formation of the naval squadron which, from 1843-1861, patrolled the West African coast to protect American commerce and suppress the African slave trade.

In 1859, USS *Constellation*, now just four years in commission, was in dry dock at the Charlestown Navy Yard in Boston, Massachusetts. In April she was designated as the flagship of the African Squadron, a fleet (soon strengthened to eight vessels) stationed off the coast of West Africa with orders to capture ships engaging in the illegal slave trade. The squadron was to search American ships or vessels without national colors. While Great Britain had negotiated successfully for reciprocal right of search with other nations, the United States refused this stipulation. Both nations agreed to maintain separate forces on the coast when they signed the Webster-Ashburton Treaty of 1842. The new flag officer, Captain William Inman, arrived on board and the sloop of war departed on July 19 to relieve the current flagship USS *Cumberland* at the Portuguese Island of Madeira. *Constellation's* new captain, Stephen Bayard Wilson, reported to his command with a severe malady and was quickly replaced by John S. Nicholas. Wilson's son and namesake stayed on as Captain's Clerk. Inman had orders to build a new supply base at St. Paul de Loando to replace the store house at Porto Praya (approximately 2800 miles from the mouth of the Congo River as the crow flies). Loando was a more convenient coaling and supply station for the squadron's four steam-powered vessels (*San Jacinto*, *Mohican*, *Sumpter*, and *Mystic*) as it was below the equator and close to slaving activity at the Congo River. Although these measures improved the Navy's ability to locate and capture slave ships, Secretary of the Navy Isaac Toucey instructed Inman about a rule in place since the squadron was founded: protection of American commerce was to take priority over suppression of the slave trade.



Flag Officer William Inman

Constellation arrived at Madeira in early August and was soon joined by *San Jacinto*, *Mystic*, and *Sumpter*. The following October *Constellation* made her first trip to the coast when she picked up forty Kroomen in Monrovia, Liberia. These natives, highly skilled in maritime trades, helped all naval and merchant vessels in ship-to-shore operations. The English and American mariners gave

them names like Jack Frying Pan, Flying Jib, Tom Rattlin, and Sam Binnacle. According to Ordinary Seaman William A. Leonard, "the object in having them is to man the boats so as to keep the White Men from being exposed to the Sun which is dreadful hot all along the Coast. [T]hey are a very hardy race of people and can stand a great deal of fatigue, they require no bedding [and] they sleep on deck." The Kroomen were paid for their work and though they were subject to discipline by *Constellation's* officers, tension with ship's company persisted as sailors complained that the Kroomen were given special treatment such as smoking privileges.



"Kroomen" from Monrovia on board USS Sacramento
Naval Historical Center Photo

Service in the Africa Squadron was not an assignment desired by officers or crew. The Mediterranean afforded everyone frequent visits to beautiful ports of call, favorable climates and various forms of entertainment. While sailors on the African Station did not enjoy the allure of famous cities such as Naples or Athens, they did endure harsh equatorial climates, searing heat, and the constant threat of African fever or malaria, then a fatal illness. As always, the sailor relied upon the elements for both travel and comfort. Rain brought relief from the heat as well as a much needed bath. William Leonard recalled one rainstorm, "which we took advantage of by rolling in the lee scuppers, and having a fresh water wash which operation is a good treat to a sailor to get some of the salt out of their bones." *Constellation's* crew battled the boredom and heat as most crews did: with frequent dramatic performances, dances, minstrel shows, by forming societies dedicated to Christian life or temperance, swimming, and of course by overindulging in spirits whenever the opportunity arose. On board *Constellation*, this last practice often resulted in loss of pay, loss of rank, a few weeks in the brig in double irons, and/or a few months on the blacklist polishing the copper above the ship's waterline.

On November 9, 1859, *Constellation* sailed for the Congo River at last. The members of ship's company were happy to be on the move as service on this station offered the possibility of prize money. The government authorized the sum of \$25 to be paid to a vessel's crew for every slave liberated by that vessel and also awarded



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a portion of the proceeds from every confiscated slave ship impounded and auctioned. The money would be distributed among crewmembers according to rank. When *Constellation* anchored at the mouth of the Congo River on November 21, she was in sight of two large slave factories and a month away from capturing her first prize.



The West Coast of Africa, from the Book "Voyage to a Thousand Cares" by C. Herbert, Gilliland. Courtesy of the Author

Upon arriving, *Constellation* sailed up river to Shark's Point and many of the crew laid their eyes on their first slaver, the infamous *Orion* of New York. The previous April, HMS *Triton* apprehended *Orion* and turned the ship over to USS *Marion*. A prize crew from *Marion* took the ship to New York, but through a legal loophole, the owner sold the ship while awaiting trial. Before long, *Orion* set sail for Africa once again to obtain a cargo of Africans! The suspected slaver was captured again, this time by *San Jacinto*, and was being held until *Constellation's* arrival. Captain Nicholas boarded *Orion* and found her papers in order. The officers were convinced she was a slaver but released *Orion* because the United States Government had not condemned the ship after the last capture. If Inman had ordered a vessel to follow *Orion*, the command-

er would have discovered her embarking a cargo of Africans at the earliest opportunity. *Orion's* luck failed when the hapless barque was approached by HMS *Pluto*. When the crew threw the American ensign and her papers overboard, *Pluto's* officers boarded her and discovered over 850 Africans in her slave deck. *Orion's* mates were confined on *Constellation* before being transported back to the United States. The ship was ultimately destroyed but served as a potent example of the government's inability to effectively enforce the strong laws enacted to suppress the trade.



USS Perry Capturing the Slave Ship Martha in 1850
Naval Historical Center Image

Constellation sailed back to St. Paul de Loando and spent much of December there while her crew assisted in the construction of the new store house. On December 21 after getting under weigh from Cabinda Bay, *Constellation* spotted a sail at 3 PM and gave chase. The mysterious ship changed course and *Constellation* pursued. Just as the crew crowded together to discuss how they would spend their prize money they lost sight of the elusive craft. Some time later as the middle watch began a sail was reported and the chase resumed. By 3 AM they had overtaken their prey. Nicholas sent a crew on board in the 4th cutter who reported back that she was indeed a slaver. *Constellation* had taken her first prize, the brig *Delicia*, after a chase that lasted twelve hours.

The brig, which sailed from Cuba, was found with no papers and was flying no colors. The ship was fitted with a slave deck and coppers used for feeding a cargo of Africans. After questioning the mate, Nicholas discovered that her captain was on shore purchasing a cargo of Africans and that *Delicia* was approaching the coast to meet him when *Constellation* intervened. Nicholas recommended she be sent to the United States for adjudication. A prize crew of twelve men, led by 2nd lieutenant Robert M. McArann and Midshipman Norman H. Farquhar, took the prize to Charleston, South Carolina. With no Americans on board, no papers, and no colors, the U.S. Courts declared *Delicia* to be beyond federal jurisdiction.



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With the flagship's first prize netted, Inman and Nicholas sailed *Constellation* back to St. Paul de Loando where the new store house was nearing completion. Remaining there until February, Inman decided to take her north back to Madeira for another extended liberty. He sent word to Secretary Toucey and set sail. On March 17, 1860, while *Constellation* was north of the equator, a scathing article appeared in the *New York Times*. The *Times* had placed a correspondent on the coast of West Africa who announced, "We have not only detailed an insufficient force heretofore, but that force has not been efficiently employed" especially when compared to the Royal Navy's efforts. The reporter revealed that American ships spent too much time resting at the beautiful island of Madeira over 3500 miles from the Congo River (the distance sailing along the coast would be much greater). The reporter pointed to the irony of slave traders of all nations using the American flag to carry on this abominable traffic. With so few American vessels on patrol and no reciprocal right of search between Britain and America, the Stars and Stripes became a shield against the Royal Navy. He pleaded for more steamers, more time on the coast, and greater cooperation with British naval officers.



West African Kroomen in the surf, 1848. Sketch by Charles F. Sands
Naval Historical Center Image

Constellation's Midshipman, Norman H. Farquhar, still stateside after sailing *Delicia* to Charleston, wrote a letter to the editor in defense of these attacks though he did admit a need for more steamers on the coast. Despite this informed defense, the Buchanan Administration took decisive action. Four days after the *Times* editorial, Secretary of the Navy Isaac Toucey sent a message to Inman to "renew his exertions" and ordered *Constellation* to return to the coast immediately. Within ten days of this article, the administration declared Madeira and the Canary islands off limits to the US Navy. The message was clear: The African Squadron needed to show results.

In the next Deck Log: *Constellation* captures the *Cora* and her crew witnesses the horrors of the slave trade first hand.

COLLECTIONS UPDATE

The USS *Constellation* Museum is pleased to report the following additions to the collection.

Mr. Theodore Gerwig, of Finksburg, Maryland, has donated a wealth of materials related to V.F.W. Ship No.10,000: "U.S.S. *Constellation*." Mr. Gerwig's father was a founding member. This particular chapter of the Veterans of Foreign Wars was instrumental in bringing *Constellation* to Baltimore in 1955. Artifacts in the donation include the organization's founding charter, correspondence, personal photographs of *Constellation* in floating dry-dock ARD-16, a VFW 10,000 garrison cap, license plate ornaments and promotional materials. All attest to the immense influence the ship continued to have on the American people.

Mr. Robert Cheel of Baltimore continued his faithful support with a donation of early 20th century naval uniforms including frocks, trousers, leggings, a knife lanyard, and the famous Dixie cup hat. Mr. Cheel also donated an 1860 newspaper featuring an article on *Constellation's* capture of slave ship *Cora*, a 1944 dinner menu for *Constellation's* Independence Day celebration, and a stunning original photograph of *Constellation* docked at the League Island Navy Yard in 1926 along another legendary warship, USS *Olympia*.



USS Olympia and USS Constellation, Philadelphia, 1926

As always, we thank all of the Museum's supporters for their generosity. If you would like to donate an artifact or photograph to the Museum collection please contact the curator, John Pentangelo at (410) 539-1797, ext. 446 or jpentangelo@constellation.org

LEAVING A LEGACY BEQUESTS AND MEMORIAL FUNDS

Planned gifts are an important way of helping the USS *Constellation* Museum to meet its financial needs. These contributions provide you with an easy and satisfying means to help us to preserve USS *Constellation* while also providing the added benefit of a charitable income tax deduction. For more information, please contact Christopher Rowsom, Executive Director, at the USS *Constellation* Museum, (410)-539-1797.



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FROM THE HELM.....

On behalf of my fellow Board Members, the staff and volunteers of the USS *Constellation* Museum, I would like to personally thank all of the individuals and corporate, foundation, and funding agency leaders who responded to the Annual Appeal and provided their support in 2007. These very important contributions help us to keep USS *Constellation* afloat and fulfill our mission of education and preservation for the thousands of visitors and school children who come aboard each year.



It is my privilege to serve as Chairman and to help lead this charge. USS *Constellation* is a very special ship and she means many things to many people. It is our very special responsibility to make sure that she is here for future generations to enjoy and to learn from. Thank you for helping us to make this possible.

Herb Frerichs, Jr.
Chairman

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Corporate, Family, and Individual memberships are a great way to support your Museum's education and preservation activities and keep YOUR ship afloat.

For information on how you can become a member and part of the USS *Constellation* Museum Crew, call Dayna at 410-539-1797, ext. 422; daldridge@constellation.org. Memberships make terrific gifts too!



WINTER CALENDAR OF EVENTS

SATURDAYS & SUNDAYS, 1:00 PM & 3:00 PM: "POWDER MONKEY TOUR FOR KIDS"

The USS *Constellation* Museum invites youngsters to come on board to learn about the lives of the young boys who served as powder monkeys. In a hands-on tour, young "recruits" will find out how lads from eleven to eighteen lived and worked in Mr. Lincoln's Navy: how they dressed, ate, where they slept and lived, and some of the things they did on and off duty each day.

SECOND SATURDAY LECTURE SERIES

FEBRUARY 9TH, 12:00 PM: "LIVING HISTORY INTERPRETATION ABOARD A MAN-OF-WAR."
Mr. Stan Berry, Director of Interpretation and Education at the USS *Constellation* Museum, focuses on the goals and techniques applied to those who go to the sea in ships.

MARCH 8TH, 12:00 PM: "SERVING WITH PRIDE – AFRICAN-AMERICANS IN THE UNITED STATES NAVY" REGINA T. AKERS, PH.D.

Since 1775, black Americans enlisted into the ranks of the navy. Their numbers swelled as the nation faced crises-upon-crises, and they dwindled in the absence of national emergencies. Dr. Regina Akers, Archivist in the Operational Archives Branch of the Naval Historical Center, presents remarkable overview of that history and describes two centuries of progress and decline, ultimately culminating in today's modern navy.

"VOYAGE OF A THOUSAND CARES" APRIL 12, 2:00 PM:

In 1844, the USS *Yorktown* sailed from New York as part of the newly-established African Squadron to interdict slave ships leaving the African coast. Aboard *Yorktown* was a young master's mate, John C. Lawrence who recorded the day-to-day occurrences and remarkable events that took place during the three-year cruise. Professor C. Herbert Gilliland, USNA, provides an illuminating account of life in the African Squadron and Lawrence's experiences.

SPECIAL PROGRAMS

FEBRUARY IS BLACK HISTORY MONTH SATURDAYS & SUNDAYS, 2:00 PM: "TO CATCH A THIEF"

Although most people know about the slave trade that existed in the early and mid 19th century, few know about this nation's efforts to combat the trade or USS *Constellation's* role in that effort. "To Catch a Thief" takes each visitor back in time to the date in 1861 when USS *Constellation* captured the slave ship *Cora* and liberated 705 African slaves. Through a narrative punctuated with hands-on activities, visitors focus on how the capture occurred and what the sailors, both black and white, experienced as *Constellation* at once rid the world of one more slave ship and linked herself eternally with black history.

NAVIGATION THROUGH HISTORY MARCH 22ND, 12:00 PM: "ST. BRENDAN THE NAVIGATOR."

Explore the navigation techniques probably used by St Brendan and his monks when they crossed the Atlantic in a small leather boat, from celestial (stars) navigation to land finding. CDR Rick Gay, USCG, provides a fascinating story of the first European to make it to North America.

COMMEMORATIVE CEREMONY FOR CONSTELLATION'S SEAGOING MARINES APRIL 26TH, 10:45 AM - 12:00 NOON:

Since the first two battalions of Continental Marines formed in 1775, Marines have served aboard U.S. Naval vessels on all the world's oceans and in all of this nation's conflicts. Where ever the United States projected its influence on to and across foreign shores, there too were United States Marines. Aboard USS *Constellation* Marines served proudly in the Mediterranean Sea and African coastal waters. On Saturday morning, April 26, 2008, all Marines who served aboard *Constellation* throughout her century of service will be recognized, honored, and commemorated in a Pier 1 ceremony. The United States Seagoing Marine Association will commemorate *Constellation's* Marines in a ceremony featuring the United States Marine Corps Band, Marine Corps Silent Drill Team, and Marine Corps Color Guard, and a formal presentation of a magnificent bronze commemorative plaque. The ceremony and concert will be held from 10:45 AM to 12:00 Noon. Come early!"

2008 SHIP'S COMPANY DATES: APRIL 26, MAY 24, JUNE 28

USS *Constellation's* all-volunteer living history interpretive unit of Civil War era sailors and marines step aboard to provide presentations, demonstrations, and a unique insight into the life and times of those who served in Mr. Lincoln's navy."



USS Constellation Museum
 Pier I, 301 East Pratt Street
 Baltimore, MD 21202-3134
 www.constellation.org
 410-539-1797

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SAVE THE DATE:
THE USS CONSTELLATION BLAST!
FRIDAY, MAY 16TH

USS Constellation Museum MEMBERSHIP FORM

Yes, I would like to become a member of the USS Constellation Museum.

Please enroll me as a member so that I may help the cause and receive the Constellation Museum's newsletter, THE DECK LOG, and enjoy the many other benefits of membership. Enclosed is my check for:

- \$30 Petty Officer
- \$50 Ship's Crew (family)
- \$100 Sailing Master
- \$250 Captain and Crew
- \$500 Commodore
- \$1000 Admiral
- \$1000+ Corporate

Name _____

Address _____

City _____ State _____

Zip _____ E-mail _____

You may also become a museum member when you visit the ship or our website.

MEMBERSHIP HELPS TO KEEP THE SHIP AFLOAT!

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- Laura Givens, Promotions and Special Events

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- Joan Murphy, Shipwright
- Tim Fowler, Shipwright
- Joseph Lengieza, Shipwright
- Elijah Racicot, Shipwright

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- Janina O'Brien, Boatswain's Mate
- Jerry Flanary, Boatswain's Mate
- Paul O'Neil, Quarter Gunner
- Linda Meakes, Quarter Gunner
- Ryan Szimanski, Quarter Gunner
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- Peter Sicher, Ordinary Seaman
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- Ethan Szimanski, Landsman
- Paul Hjelmervik, Outreach Coordinator
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- Tiffany Williams, Asst. Store Manager
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