



THE DECK LOG *of* USS CONSTELLATION

Volume X, Issue Number 2

Spring, 2008

The Official Newsletter of the USS *Constellation* Museum

MUSEUMS JOIN FORCES

The USS *Constellation* Museum and the Baltimore Maritime Museum became a single entity this spring bringing four historic ships and a lighthouse under one administrative flag. In addition to USS *Constellation*, the collection includes the submarine USS *Torsk*, the Lightship *Chesapeake*, the Seven Foot Knoll Lighthouse and the USCGC *Taney*. *Torsk* holds the record for the most dives of any US submarine. She also sank the last Japanese combatant ship of World War II. The Coast Guard cutter *Taney* is the last ship still afloat from the Japanese attack on Pearl Harbor and saw action that day. The lightship *Chesapeake* marked the entrance to both the Chesapeake and Delaware Bays during her career and the Seven Foot Knoll Lighthouse marked the entrance to the Patapsco River and Baltimore Harbor for almost 150 years.

The most immediate result of this merger is that visitors may now, with a single ticket, visit vessels that represent nearly 130 years of American maritime history and active service. USS *Constellation* and Baltimore Maritime



USCGC *Taney*

Museum members can now visit all four ships and the lighthouse free of charge at any time. The Museum has yet to decide on an overall identity for the newly formed organization but, as Museum Director Chris Rowsom has indicated, "We want to recognize each of the vessels and celebrate their rich histories and the contribution to the nation made by their crews. Each vessel has its constituencies and dedicated support groups and we want to make sure that they all feel like they are part of the whole while maintaining their individuality."



US Submarine *Torsk*

From a programmatic standpoint, the Museum is planning on developing a wide-range of activities and hands-on demonstrations for all sites, similar to what has been offered on board *Constellation* for many years. There will be a "plan of the day" across the waterfront and visitors will be able to choose from bracing the yards on board *Constellation*, an engine room tour of *Taney*, seeing the periscope on board *Torsk* in the "sail" or listen to the Lighthouse keeper tell of his daring rescue mission.

(Continued on Page 2)

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

AND A SPECIAL MUSICAL PERFORMANCE BY THE ENGLISH CHANNEL

FOR MORE INFORMATION AND TO PURCHASE TICKETS
CALL 410-539-1797 X 402 OR VISIT WWW.CONSTELLATION.ORG



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USS CONSTELLATION

USS CONSTELLATION BLAST! A GALA AFFAIR ON MAY 16TH

Constellation's stars will be aligned on May 16th when the Museum hosts the ninth annual USS *Constellation* BLAST! Proceeds from this year's event will benefit the ongoing educational and preservation programs throughout the collection.

The event starts with an exclusive sponsor reception on board *Constellation* starting at 6:30 featuring food from the BRASS ELEPHANT RESTAURANT & CATERERS, a raw bar provided by FAIDLEY'S SEAFOOD of LEXINGTON MARKET, OLIVER'S ALES and WOODHALL WINE, along with an open bar, premium silent auction, ship tours and cannon firing demonstrations.

The Pierside party begins at 8:00 with a special musical performance by THE ENGLISH CHANNEL. From Richmond, Virginia, the ENGLISH CHANNEL plays the music that everyone knows from the British Invasion days of the 60's, 70's and '80's, guaranteed appropriate for dancing and fun!

For tickets and information please call 410-539-1797 X 402 or visit our website: www.constellation.org.

The Museum would like to thank our sponsors:

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Oliver's Brewery	Cheesecake Factory
WTMD	Tommy Bahama Rum
101.9 Lite FM	Hooters
Extreme Linens	Bluebird Coffee

(Museums Join Forces, Continued from Page 1)

Soon, all of the ship's crews will be in period uniform ready to engage visitors with their in-depth knowledge of the histories of the vessels.

Educational programming for school students will also continue on all of the vessels. "There is so much potential for innovative and creative programming on board these ships" said Stan Berry, Deputy Director for Operations and the person in charge of program development. "In many ways, we have an untapped resource and have just scratched the surface of what is possible."



Lightship Chesapeake

Regular readers of this newsletter will continue to enjoy stories of *Constellation* and her crew. Forthcoming issues will also feature stories of WWII, the US Lighthouse Service, and other stories related to *Taney*, *Torsk*, and *Chesapeake*, as well as the Seven Foot Knoll Lighthouse. If this is your first Museum newsletter, we hope that you enjoy it and that you will consider supporting our efforts to bring this rich history to life by becoming a Museum member.

We welcome Museum members to visit the Inner Harbor and inspect all of the ships and the lighthouse and we welcome your thoughts and your support as we work to preserve one of the most impressive and important historic ship collections in the world.



Seven Foot Knoll Lighthouse

SHIPYARD SCUTTLEBUTT

Work continues on board *Constellation* as we repair the areas of the laminated hull damaged by water intrusion. Lead Shipwright Tim Fowler and his team are slowly working their way forward and we will have the starboard side done in time for the annual turnaround and the USS *Sterett* commissioning. In September, with the bow once again pointing south, we will commence work on the port side with work progressing on the interior issues in colder weather. This project is supported, in part, by the National Park Service's Save America's Treasures program and the Baltimore City Heritage Area.

Senior Shipwright Bruce MacKenzie has started work on the second of our two cutters. The first, nearly complete, is hanging upside down in the shop awaiting the final stern grating and the casting of the oar ports. Evaluation of our construction materials and technique by marine engineers for US Coast Guard

(Continued on Page 6)

USS *Constellation*

Historic Events, Since 1854.

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For Information Contact Laura Givens

(410) 539-1797 ext. 432

lgivens@constellation.org



THE DECK LOG
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USS CONSTELLATION

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Dayna Aldridge, *Membership Coordinator*
Laura Givens, *Promotions and Special Events*

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THE FOLLOWING COMPANIES, FOUNDATIONS, AND GRANTING AGENCIES HAVE MADE CASH AND IN-KIND CONTRIBUTIONS TO THE USS CONSTELLATION MUSEUM AND THE BALTIMORE MARITIME MUSEUM JANUARY THROUGH MARCH OF 2008

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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 ships 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!



THE DECK LOG of USS CONSTELLATION

CURATOR'S CORNER

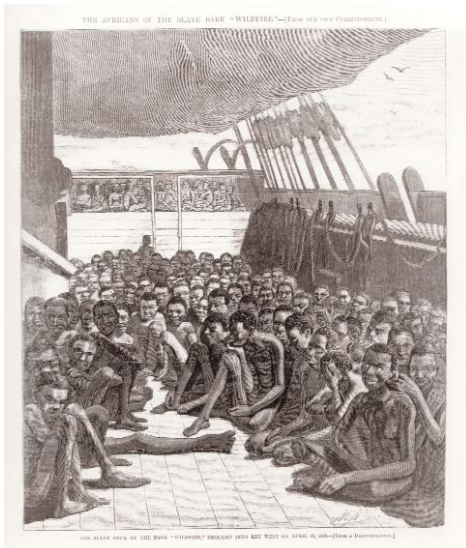
The following article is the second in a four-part history of Constellation's cruise to Africa as flagship of the United States Navy's African Squadron. This year marks the bicentennial of the abolition of the Transatlantic Slave Trade in the United States. The 1808 law eventually resulted in the formation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

Note: Punctuation in quoted William Leonard material was changed for readability.

No one knows whether Morgan Fredericks jumped into the icy waters of New York's East River or if he lowered himself into a waiting boat bound for freedom. Fredericks, the first mate of the slave barque *Cora*, was in a locked stateroom aboard the vessel on Sunday, December 9, 1860; but the next morning he was gone, the latest slave trader to escape justice. Six months before, he and his ship were on the Manhattan-side of the river awaiting clearance to depart for Africa. Now, *Cora* was anchored at the Brooklyn Navy Yard, a prize of the US African Squadron under the command of Master Thomas Eastman of USS *Constellation*.

Cora was a three-masted sailing vessel of four hundred tons built in Baltimore in 1851. On April 11, 1860, after almost a decade of merchant activity, she was sold by E.D. Morgan & Co. to John Latham for \$14,000. A register issued to Latham from the New York Custom House on May 4, listed him as master and owner of *Cora*. He took his vessel to Pier 52 on the East River where she was loaded for a "legitimate" trading voyage to Africa. *Cora's* hold was filled with large quantities of lumber (evidence of the intention to build a slave deck) and more fresh water casks and provisions than her crew could consume. Accordingly, she immediately came under suspicion as embarking on a slaving voyage and was reported to US District Attorney James John Roosevelt. *Cora* was seized by authorities on May 19, only to be cleared for a voyage the following month. She departed for Africa on June 27, 1860, with a cargo containing a wide variety of foodstuffs including fruits, fish, cheese, meats, nuts, chocolate, and figs. She also contained four pipes of red wine, six casks of champagne, fifty cases of muskets, over ten thousand feet of lumber, seventeen cases of drugs and forty-seven tierces of rice.

After a two-



Deck of the Slave Barque Wildfire
Library of Congress

month voyage to West Africa, *Cora* reached Punta da Lenha, a major slave trading center at the mouth of the Congo River. On September 19, she sailed south to Manque Grande. Upon arriving five days later, Latham and his crew hurriedly loaded a cargo of 705 Africans under cover of darkness. In the intervening weeks some trade goods were undoubtedly removed and a slave deck built to house the men, women, and children destined for a life of slavery. Latham set sail at 11 p.m. knowing that if he cleared the coast, there would be no chance for a British or American warship to stop his voyage to Cuba. Less than twenty-four hours later the fate of this unthinkable voyage would be decided.

Flag Officer William Inman, recently reprimanded by the Secretary of the Navy for failing to aggressively cruise the coast of Africa for slavers, sailed his flagship, USS *Constellation*, south to the Congo River. On August 8, USS *Mohican* and USS *San Jacinto* captured the slave ships *Erie* with 897 slaves and *Storm King* with over six hundred Africans respectively. Inman quickly fired off a letter to Secretary Isaac Toucey with this information as proof of his efforts and reason for his outrage at such a rebuke. The squadron was showing signs of life and the flagship was about to join the fray.



Constellation Fires on the barque Cora
Naval Historical Center

On September 25, 1860, *Constellation* parted company with *San Jacinto* and began cruising at a speed of nine knots. At seven bells in the last dog watch (7:30 p.m.) as a brilliant moon lit up the sky and sparkled on the water, a lookout on the starboard cat head spotted a sail about two miles out on *Constellation's* weather bow: the barque *Cora*! Sensing danger, the strange vessel began evasive maneuvers and the flagship immediately pursued. Midshipman Wilburn Hall remembered, "The *Constellation* was simply superb in tacking, and round she came, raising her sharp bow from the sea like a racer ready for the signal." As *Cora* tacked and veered, *Constellation* countered and gained every minute. In minutes, those below abandoned their hammocks and raced to the spar deck to view the excitement. The officers sent crew aloft to wet the sails in order to take more advantage of the wind.

After 9 p.m., *Constellation's* forward 32-pounder long gun exploded, sending a shot across *Cora's* bow to get her to heave to.



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During the next hour, *Constellation* fired several more shots and closed the gap to within a half mile. In desperation, *Cora* began lightening ship and *Constellation's* crew watched as an empty boat, hatches, spars, and casks were thrown overboard. Now within range, the flagship fired and cut *Cora's* fore topmast studding sail halyards. According to Ordinary Seaman William Ambrose Leonard, they were so close by 11 p.m. that *Cora's* crew could hear *Constellation's* officers order shell fire and they gave up the escape.

Flag Officer Inman and Captain John Nicolas sent a boarding party aboard *Cora* to confirm that she was indeed a slaver. It is very likely they needed no confirmation as *Cora* tried to evade capture, she flew no flag, and her stern was marked "*Cora of New York*." Inman was well aware that this was the same *Cora* seized under suspicion several months ago. First Lieutenant Donald McNeil Fairfax and Sailing Master Thomas Eastman led the initial boarding party in one of *Constellation's* cutters. Dozens of crew men peaked over the hammock rails with eager anticipation for the result of Fairfax's investigation. Upon hearing that *Cora* was a slaver with hundreds of terrified Africans packed below, *Constellation's* crew let out a thunderous cheer. They could not know the misery they would find on board. They had chased many ships but only took the empty *Delicia* as a prize.

Captain Nicholas ordered *Cora's* twenty-nine officers and crew (a mixture of Spanish and American) to be transferred to *Constellation* in his gig. William Ambrose Leonard and William French, both detailed to the captain's gig, would never forget what they encountered upon boarding the slaver. Over sixty years later, French recalled, "[Fairfax] sent us to pull up the hatches, and 705 natives came tumbling up out of the hold, yelling and cringing. They ran forward and crouched in the bow like so many animals." Leonard could not resist seeing the slave deck for himself. Soon after the event, he wrote in his journal:

The scene which here presented itself to my eyes baffles description. It was a dreadful sight. They were all packed together like so many sheep; Men, Woman, and Children entirely naked, and suffering from hunger and thirst. They had nothing to eat or drink for over 30 hours. As soon as the poor negroes were aware that we were friends to them, they commenced a shouting and yelling like so many wild Indians. They were so overjoyed at being taken by us that I thought they would tear us to peices [sic]."

Midshipman Wilburn Hall also boarded the *Cora* after her capture and like so many others he reeled from the revolting stench of so many bodies packed onto the slave deck with little if any sanitation. He later wrote, "The slaves were nearly all on the slave-deck, shouting

and screaming in terror and anxiety. I leaned over the main hatchway holding a lantern, and the writhing mass of humanity, with their cries and struggles, can only be compared in one's mind to the horrors of hell as pictured in former days."

On September 27, after a gang from *Constellation* went aloft to repair *Cora's* spars and rigging, the prize crew of fourteen sailors and marines led by Sailing Master Thomas Eastman and Midshipman Wilburn Hall was put in charge of the slave ship. The crew improved the living conditions aboard with regular baths, meals, and better ventilation. Eastman sailed the prize to Monrovia, Liberia to deliver the Africans to the U.S. agent there. The former captives now had to find a way to live in a new society. Officials did not attempt to find the origins of each captive and refused to take them back to the Congo River where they would be recycled into the slave system. *Cora* reached Monrovia in mid-October with 694 Africans (survived from the 705). Eastman then headed to New York to deliver *Cora's* first mate Morgan Fredericks, second mate John Wilson, and third mate Hans Olsen into the custody of the United States Marshal Isaiah Rynders. *Cora's* Captain, John Latham, who told *Constellation's* officers he was a Spanish passenger named Lorretta Ruiz, followed soon after in the store ship *Relief*.

Cora arrived in New York on Saturday, December 8 and Eastman made arrangements to hand over the three prisoners on the following Monday. The law stated that engaging in the transatlantic slave trade was an act of piracy and therefore punishable by death but U.S. courts were often lenient on slave traders. Morgan Fredericks chose not to risk punishment and escaped, some said, through a port-hole in his stateroom. It is likely that he received assistance as slave traders were often well protected in a slave trading center like New York City. Wilson and Olsen were charged with a lesser crime of voluntary service aboard a slaver, sentenced to ten months in prison, and fined \$500 each. Captain John Latham escaped during his trial when a mysterious stranger orchestrated a furlough for him to buy a suit at Brooks Brothers in Manhattan. Deputy Marshal John Culligan escorted Latham from the jail to the clothing store on March 15, 1861. While the deputy marshal was otherwise occupied, Latham and the stranger jumped into a waiting carriage and sped away.

Cora was auctioned for \$8,900 in January and according to several reports in the *New York Times*, she was seized for a third time under suspicion of engaging in the slave trade just a few days before Latham made his escape. Unfortunately, the case of the slave barque *Cora* and her officers was typical.

In the next Deck Log: Constellation captures the brig Triton

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.



Landsman William French, c. 1926



(Shipyards Scuttlebutt - Continued from page 2)

certification has delayed our progress, but we hope to have that behind us soon. With any luck, we will be launching both boats by the end of the year.

On board *Torsk*, Jim Reeb and his crew have been milling lumber for the boat's new deck. Thanks to a grant from the Baltimore City Heritage Area, the Museum was able to purchase a significant quantity of Ipe (pronounced ee-pay), from a sustainable growth tropical hardwood supplier, which should give us service for quite some time. *Torsk* volunteers have been helping to prep the steel deck structure for the installation of the new wood decking and they continue scraping, painting and polishing as they work to complete the restoration of the Maneuvering Room.



Portion of Constellation's Topsides Removed for Repair, Replacement

On board *Chesapeake*, old wiring continues to be the main issue, but the staff and volunteers, again led by Jim Reeb, are working on this and isolating the problems. In addition, they gave the galley a fresh coat of paint and cleaned up all of the stainless steel and aluminum. Over at the Seven Foot Knoll Lighthouse, Scott Armstrong has been restoring the fuel platform and the outhouse (not for use!), as well as prepping the screwpile understructure for the final coat of paint.

On board *Taney*, Charles Smith is getting ready for spring painting, both inside and out, and is engaged in several projects, including keeping the birds out. This time of year they are all looking for nesting areas and all ships are fair game.

We would like to take this opportunity to thank the volunteers who have continued to assist us through the winter on board all of the ships. Without your help, we could not keep these vessels in the fine condition our visitors presently enjoy. Volunteer opportunities abound this time of year, so please give us a call if you are interested. General work parties take place on Saturdays from 0800 to noon and we welcome volunteer assistance throughout the week. Contact us at 410-539-1797 X 448 for more information.

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

EDUCATION PROGRAM UPDATE

The end of winter never seems to come fast enough and then spring rolls over us like a big wave hitting the beach hard. With spring comes new crew, more overnights, more school tours, and more excitement on board all of the vessels. This spring we have many different groups on board for overnights including Boy Scouts, Cub Scouts, Brownies, home school organizations, Naval Academy plebes, and even an overnight birthday party! Boy Scout Troop 44 from Blacksburg, Virginia, spent two



nights with us - the first on board *USS Constellation*, and the second on board *USS Torsk*. Between programs, they stowed their gear in *Constellation's* hold and set off on a day of fun and exploration visiting the other ships, the National Aquarium, and a host of Baltimore sites. What a way to spend the weekend! From the looks of the photo taken just before disembarking, they had a great time.

The Welcome Aboard list is long this time of year, but we are especially pleased to have Cliff Long with us as our new Interpretation Coordinator. Cliff comes to us with tremendous experience in the living history field and we are lucky to have him. Also new to the ship's crew are, Hollie Lockhart, Sarah Rauscher, Nicoline Rothman, Tarleen Saini, Kathryn Bernson and Patrick Aquia. It should be noted that Patrick Aquia's arrival is more of a welcome back aboard, for Patrick served aboard *Taney* during the early 1980s. Patrick's first-hand experiences and insights are providing a wealth of information about the ship and ship life and are a delight to visitors.

Looking forward to summer, the Education Department anticipates providing Baltimore City's Parks & People Department two SuperKids reading camps. One on board *USS Constellation* and the other will offer time on the Seven Foot Knoll Light House, *Chesapeake*, *Taney*, and *Torsk*. The program on board *Constellation* has been recognized as a model by the Parks and People Foundation and we are excited at the prospect of expanding our summer camp programs and to assist more rising third graders toward improving their reading and literacy skills.



**SPRING 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

**"VOYAGE OF A THOUSAND CARES"
PROFESSOR C. HERBERT GILLILAND
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.

**"CIVIL WAR MEDICINE AT SEA"
MR. JAN HERMAN
MAY 10TH, 2:00 PM:**

Life at sea may have been tough, but was medical treatment at sea, tougher? Jan Herman, historian at the Navy Medical Department and editor of *Navy Medicine*, illuminates this seldom-addressed aspect of the Civil War and contrasts it to army medicine of the times.

**"BLACK SAILORS IN NAVY BLUE"
JOSEPH REIDY, PH.D.
JUNE 14TH, 2:00 PM:**

Black Americans had served in the United States Navy since the Revolution. During the American Civil War, blacks came into the navy in unprecedented numbers and were vital in meeting the needs of the fleet. The typical "experience" of a black sailor differed remarkably from state-to-state and ship-to-ship. Dr. Reidy brings together Civil War statistical data to illuminate and explain the previously-untold story of the African-American sailors' Civil War experience.

SPECIAL PROGRAMS

**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 to be held from 10:45 AM to 12:00 Noon at the Harborplace Amphitheater. 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."

**MEMORIAL DAY
ON BOARD USCGC TANEY
MONDAY, MAY 26TH**

Join the Museum Staff, Veterans and former crewmembers for a memorial service and wreath laying ceremony on board the USCGC *Taney*.
There is no admission charge for this event.

**INDEPENDENCE DAY CELEBRATION
ON BOARD USS CONSTELLATION
FRIDAY, JULY 4TH**

An old fashioned July 4th picnic with great food, drink, live music and the best view of the fireworks. For tickets call 410-539-1797 or visit www.constellation.org

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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:

- | | | | | |
|--------------------------|---------|----------------------|---------|--------------------|
| <input type="checkbox"/> | \$30 | Petty Officer | Name | _____ |
| <input type="checkbox"/> | \$50 | Ship's Crew (family) | Address | _____ |
| <input type="checkbox"/> | \$100 | Sailing Master | City | _____ State _____ |
| <input type="checkbox"/> | \$250 | Captain and Crew | Zip | _____ E-mail _____ |
| <input type="checkbox"/> | \$500 | Commodore | | |
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