



# THE DECK LOG

Volume X, Issue Number 3

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The Official Newsletter of the  
USS *Constellation* Historic Ship Museum

## REMEMBRANCE ACROSS THE SEA

On June 2, 2008, a memorial service was held to honor a fallen crewmember buried over 5,000 miles away on Ascension Island in the South Atlantic Ocean. Curator John Pentangelo worked with Ascension Island Heritage Society Chairman Shari Parkhill and Society member Bonnie McDowell to plan this event as part of the museum's commemoration of the bicentennial of the abolition of the transatlantic slave trade in the United States. Stephen Bayard Wilson, Jr. was honored on the 147th anniversary of his death of "coast fever" aboard the slave ship *Triton*. The nineteen-year-old captain's clerk from Clermont, New York was part of the prize crew sailing the captured brig to the United States in 1861. His shipmates brought his body to Ascension for interment.

The ceremony began at 6:30 p.m. as TSgt. Steven Beach and Major Robert Light, base commander of Ascension Auxiliary Airfield led a procession of members of the Heritage Society and the general public, including the local Brownie Troop, into Bonetta Cemetery.

The island, a British overseas territory, lies almost 1900 miles from the mouth of the Congo River. In the northwest corner lies Comfortless Cove, a stretch of beach that served as a quarantine station for victims of African fever during the nineteenth century. Bonetta is a small cemetery set among the rocks just behind the beach where several of these victims (many from H.M.S. *Bonetta*) are buried.

As the sun set over this peaceful spot, H.H. Michael Hill, Administrator of Ascension Island, opened the service with a prayer. After several readings, Shari Parkhill, Chairman of the Ascension Island Heritage Society, read a short history of Wilson's journey to Ascension, prepared by the museum. TSgt. Beach followed by placing an American flag and seal of the United States Navy beside Wilson's obelisk tombstone. Major Light placed the wreath from the USS *Constellation* Museum and the service closed with the playing of Taps.

The museum is honored by the assistance of Shari

Parkhill, Bonnie McDowell, Major Robert Light, USAF, and all who participated in this service.

The Ascension Island Heritage Society is a volunteer organization whose "aims are to awaken public concern in, and appreciation of, the geography, history, natural history and architecture of Ascension Island, and to secure the preservation of features of historic or public interest." Please visit their website at <http://www.heritage.org.ac/> for more information on this fascinating location.



*Members of the Ascension Island Heritage Society and United States Air Force posed after the ceremony. (l-r. H.H. Michael Hill, Edward Kerslake, Neil McFall, Sue McFall, Shari Parkhill, TSgt. Steven Beach, MSgt. Michael Cyr, and Major Robert Light, USAF)*

*Photo courtesy Ascension Island Heritage Society*



## CONSTELLATION BLAST! A GREAT SUCCESS!

Once again, the clouds parted for a museum event and the 9th annual *Constellation* BLAST! went off with out a hitch. Close to 400 people enjoyed food from the BRASS ELEPHANT RESTAURANT AND CATERERS, FAIDLEY'S SEAFOOD OF LEXINGTON MARKET and several other area restaurants. The silent auction was a huge success and the year's band, The English Channel, played great music under the big tent.

The event would not have been possible without the generous support of Baltimore's corporate community and the time donated by the organizing committee. Thanks to their hard work and support the event netted just over \$30,000 for the preservation of the vessels in our collection and development of the museum's educational programming.

The museum would like to thank Laura Givens, Director of Promotions and Special Events, for her hard work in putting together all the pieces that make this event a success, and the members of our advisory board for their invaluable assistance.

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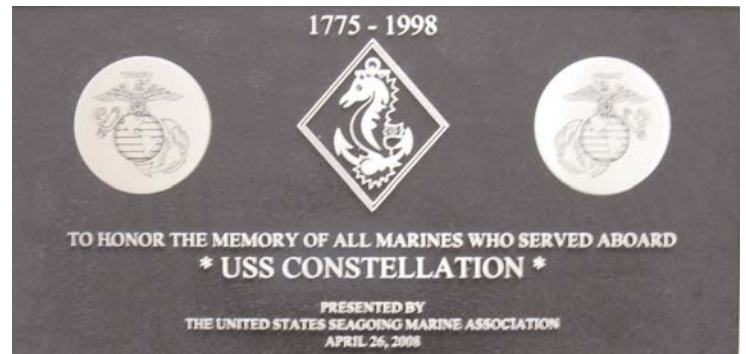
## SEAGOING MARINES: A TRADITION REMEMBERED AT USS CONSTELLATION

The museum was honored with the presentation of a plaque commemorating the service of the Marine Guard on board *Constellation*. Members of the US Seagoing Marines Association joined Museum staff, invited guests, and the ROTC group from Franklin High School in the ceremony which took place the morning of April 26.

Formed in 2000, the Seagoing Marine Association embarked upon a "Mission of Remembrance" for future generations of our citizens by placing beautifully designed bronze markers aboard museum ships that once included a Marine detachment.



Mr. Robert Vanderveen, President of the US Seagoing Marines Association addresses those gathered for the plaque presentation. Also pictured, from left, Ship's Company Marines Todd Johnson, Hank Happy and Steve Bockmiller, Executive Director Chris Rowsom and, Mr. Joseph Rumenap, USMC (ret), who served on board USS Langley in the Pacific.



Private funds donated by the association's members have provided markers aboard many famous ships including *Yorktown*, *Hornet*, *Intrepid*, *Lexington*, *Midway*, *Massachusetts*, *North Carolina*, *Alabama*, *Texas*, *Salem*, *Little Rock*, and *Constitution*. Park plaques remember *Indianapolis*, *Vincennes*, *Portland*, *San Francisco*, and *Arizona*. *USS Constellation* is, indeed, in auspicious company.

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## CURATOR'S CORNER

The following article is the third 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.

After taking the slave barque *Cora* as a prize, *Constellation* spent the remainder of 1860 cruising along the coast with little reward. In October, the flagship cruised between St. Paul de Loando and Cabinda. During the following two months, Captain Nicholas cruised further south between Bengo Bay (St. Paul de Loando) and Little Fish Bay.

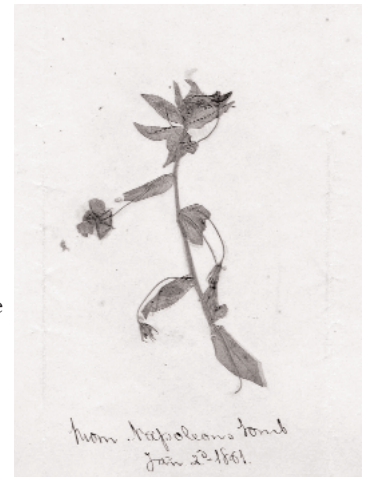
Meanwhile in Liberia, Reverend John Seys, U.S. agent for Recaptured Africans in Liberia, submitted reports of recent activity to the American Colonization Society. Over two hundred of the "Congoes," recaptured Africans integrated into Liberian society, delivered by the *Cora* were now distributed among different families in Careysburg, Liberia. Several were thriving as apprentices at various saw mills. Despite this encouraging report, the number of recent captures made by *Constellation*, *Mohican*, and *San Jacinto*, were more than Seys, the Liberian government, and its citizens could handle. Impassioned pleas for clothing and financial support for education were commonplace.

Just before Christmas, *Constellation* sailed for the British Island of St. Helena. The flagship spent most of January, giving the men of the ship's company a long-awaited liberty. The sailors imbibed at local pubs such as the Heart of Oak, the Spotted Dog, and the Jolly Tar, visited the dancing halls, drank with British soldiers garrisoned there, and climbed the famous "Jacob's Ladder" to



Napoleon's Tomb.  
Napoleon's Tomb, St. Helena

the heights above Jamestown. Many sailors made sure to visit Napoleon Bonaparte's tomb and residence at Longwood. After his defeat at Waterloo in 1815, Napoleon was forced into exile on St. Helena where he died six years later. His body was taken back to France in 1840 and in 1859 the British government transferred the site to the French. Landsman William French, Ordinary Seaman William Leonard, and Passed Assistant Surgeon John Mills Browne all reported taking one of the geranium plants that grew in abundance at the grave as a souvenir. While French remembered taking his home, Browne pressed his and fixed it to a letter he wrote to his sister Emma.



A geranium from Napoleon's Tomb pressed by John Mills Browne

The sailors were quite taken with their visit to the house of this famous historic figure. Leonard recalled, "that as we were passing through the different apartments, and listening to the account of Napoleon's habits, which our guide told us, a feeling of deep melancholy crept over me which in this room [where Napoleon died] turned into awe. I could not help thinking what must have been the sufferings of so great a man." St. Helena was a welcome distraction for both officers and men.

At the end of January, *Constellation* set sail for the Congo River and spent the next few months cruising along the coast. On May 19, 1861 *Constellation* came to an anchor five miles off of Shark's Point in a heavy swell that caused the ship to roll considerably. The paddle steamer, HMS *Prometheus* approached to share information about several vessels waiting to take on slaves up the Congo River at Punta da Lenha. Punta da Lenha was a major slave trading complex consisting of fifteen slave "factories" approximately twenty miles up river. Captain Nicholas knew of a suspicious American vessel there but, as he informed Commander Norman B. Bedingfeld of *Prometheus*, he could not get up the river to investigate. William Leonard recorded a strong six-knot current that would have prevented the all-sail flagship from making it up alone. Bedingfeld offered his ship to tow a boat up river and Captain Nicholas immediately dispatched the 4th cutter under the command of Lieutenant Philip C. Johnson.

Lieutenant Johnson's force of fifteen officers and men armed themselves with colt revolvers and cutlasses and rowed over to *Prometheus*. To avoid detection, Bedingfeld waited until after darkness fell on May 20th to steam past Shark's Point. The British commander was sure that local spies would alert traders up river of this combined operation. They arrived at 10 p.m. and found the American brigantine *Triton* at anchor.

According to William Ambrose Leonard, who did not participate in the operation, *Triton's* master thought Johnson and his band were British. He hoisted the American ensign because the



United States treaty with Great Britain did not give the Royal Navy rights to search American vessels. Johnson boarded her but the master resisted inspection. The American officer showed his US Navy buttons and the cutter's boat flag and then proceeded to search the brig. He determined that the crew had made all preparations to take on a cargo of slaves. The party discovered a slave deck, coppers, and a hold full of rice and water in excess of the crew's needs. *Prometheus* towed the prize to the flagship the next day.



*Lt. Philip C. Johnson Jr., pictured here as a Passed Midshipman, commanded the force that captured the brig Triton.*

Courtesy of Johnson's great-granddaughter Valerie Elbrick Hanlon

The operation was celebrated among officers and politicians of both nations. Bedingfeld lamented that this type of work had not occurred sooner as he saw seven American vessels at Punta da Lenha that later shipped slaves. Indeed, this was the sort of action required to seriously curb the trade. On May 25, Nicholas returned the favor by tipping Bedingfeld off to the location of the Spanish schooner *Jacinto*. *Prometheus* captured and burned *Jacinto* because it was in a state of disrepair.

Like many slavers, *Triton* had been captured before. The gunboat USS *Mystic* took the brig (then registered out of New Orleans) almost a year earlier on July 16, just off of Black Point. According to Leonard, the slaver had an all-American crew on this trip. One of them was an "old man of wars man" who once served on the United States Frigate *Constellation*. He had several old shipmates among the current crew and decided to reenlist with the flagship. Leonard also penned that two of *Triton's* crew were "very bad with the Coast fever, [and] one of her men died with it up the River."

Captain Nicholas ordered Midshipman George A. Borchert and a prize crew to sail *Triton* to Norfolk. The captain asked Secretary of the Navy Gideon Welles to discharge the prize crew since upon reaching the United States they would have served two

years. Among the crew was Captain's Clerk Stephen Bayard Wilson, Jr. who died of "coast fever" before *Triton* crossed the equator. Borchert sailed the brig to Ascension Island and had the young clerk buried in a sailor's cemetery behind Comfortless Cove [see article on page 1]. *Triton* ultimately anchored at the Brooklyn Navy Yard on the 9th of July. Three of the slaver's crew escaped as Borchert went to inform a US Marshal of his arrival. A Deputy Marshal soon apprehended two of them. The brig was confiscated after court proceedings.

Midshipman Borchert, a native of Georgia, immediately tendered his resignation from the United States Navy. Now state-side, he was well aware that the rumblings of sectional conflict had erupted into Civil War. By the end of the month he was appointed Midshipman in the Confederate States Navy. At the same time, his former shipmates across the Atlantic were receiving disturbing mail about secessionists firing on Fort Sumter. It was to be one of many shake-ups on board the Flagship of the African Squadron in the coming weeks.

*In the next Deck Log: The Civil War and the journey home.*

*The museum thanks Constellation descendant Valerie Elbrick Hanlon and Neva Sullarway, editor of Mains'l Haul, for their assistance with this article.*

## MUSEUM TREATED TO RARE VIEWS OF WORLD WAR II'S LAST MONTHS ABOARD USCGC TANEY

Dr. James Hundley, US Public Health Service, reported aboard USCGC *Taney* as medical officer in November 1944 while the ship was undergoing its amphibious command ship (AGC) refit at the Charlestown Navy Yard. As the last medical officer assigned to *Taney* during World War II, Dr. Hundley found himself, within a short time, en route to the western Pacific on a journey that witnessed bitter fighting in the Okinawa Campaign and included a sortie ashore in post-war Japan only days after the formal surrender.

In July 2007, Dr. Hundley's grandson, Lt. Scott Keenan, USN, paid a visit to *Taney* shortly before embarking on a one-year tour of duty in Iraq. With him on his visit to Baltimore, Lt. Keenan carried a prized family heirloom - his



*Commander Jack Dempsey, USCGR, aboard Taney at Sub Base Pearl Harbor, Spring 1945.*





grandfather's personal photo album capturing his experiences aboard *Taney* during World War II's last months. Now on loan to the museum, this remarkable album has provided a fascinating glimpse of *Taney's* last wartime voyages.

Beginning with views of troop convoys headed across the Pacific in early 1945, the Hundley album chronicles many significant events in *Taney's* wartime history. From a brief stop in Pearl Harbor, for example, where Rear Admiral Calvin Cobb, USN, was assigned *Taney* as his flagship, Dr. Hundley included a photograph of one-time world heavyweight boxing champion Jack Dempsey mingling on deck with the crew. Having joined the Coast Guard Reserve in 1942, Dempsey went on to attain the rank of commander and made many morale-building and War Bond appearances in addition to his other duties. In 1945, Commander Dempsey was aboard the Coast Guard manned attack transport USS *Arthur*



*Dr. James Hundley (second from the right) and staff aboard USCGC Taney off Okinawa, 1945. To Hundley's left, PH1 Marvin Scott. Base Pearl Harbor, Spring 1945.*

*Middleton* which participated in the invasion of Okinawa.

Photographs depicting the fighting at Okinawa, where *Taney* arrived in April 1945, show the invasion beaches choked with supplies and equipment, ships at anchor and reinforcements on the move. The album also features many photographs taken during *Taney's* stint at Ie Shima, where RADM Cobb

directed naval activities during May 1945. These images show the near-constant Japanese air activity that kept *Taney's* crew at General Quarters for much of the time and include scenes from Kamikaze attacks, and the recovery of downed Japanese aviators. Also included is a June 1945 image of Lt. Gen. Joseph "Vinegar Joe" Stillwell, who commanded the China-Burma-India Theater for much of the war, arriving aboard *Taney* for a conference with Admiral Cobb.

Among the most remarkable of the photographs contained in the Hundley album are those featuring scenes from the Japanese mainland shortly after Imperial Japan's surrender. Once *Taney* anchored off Wakayama in early September 1945, Dr. Hundley and his staff of corpsmen and pharmacists mates were sent ashore to assist with the treatment and evacuation of American prisoners, many of whom



*Liberated band leader Frank Lynn, at center, pauses to follow along with the band from the USS Montpelier, 15 September 1945. Wakayama, Japan.*

had been interned for years.

Hundley's attention to detail is evident in his handwritten notes which record otherwise unknown details on the reverse of many of the prints. One image dated September 15, 1945 shows an American prisoner pausing to listen to a Navy band with notes reading "Bandmaster



*The young Japanese interpreter 'Amy' with an unknown Taney crewman. Wakayama, Japan, September 1945.*

Frank Lynn of Oakland, California - captured in Guam 1941 - this is the first music he had [heard] since his capture... the band was from the light cruiser *Montpelier*." Another photograph taken on the same day shows a young Japanese girl who served as an interpreter. " 'Amy' .... She was from San Francisco and raised in Brooklyn - returned to Japan just before war."

After *Taney's* return to the US in October 1945, Dr. Hundley continued on to a distinguished career with the US Public Health Service. His achievements included reaching the rank of Admiral in the USPHS, and a citation for significant contributions to the national anti-smoking campaign begun in 1964. Long after the war, Dr. Hundley remained in touch with some of his *Taney* shipmates, including Pharmacist Mate 1st Class Marvin Scott of Salt Lake City who became a life-long close friend. One photograph from the album shows PH1 Scott seated at a piano as part of an impromptu musical ensemble aboard *Taney*. Of his grandfather's close friend, Lt. Scott Keenan remembered from family gatherings Marvin Scott's uncommon talent as a piano player and entertainer.

The loan of the Hundley album provides the museum with a resource of tremendous interpretive value for the history of USCGC *Taney*. Curatorial staff are presently completing high-resolution digital scans of the images and will be making conservation recommendations for the album to Lt. Keenan. Once completed, this digital resource will certainly prove to be one of the gems of the collection.

## LEAVING A LEGACY BEQUESTS AND MEMORIAL FUNDS

Planned gifts are an important way of helping the USS *Constellation* Historic Ship Museum to meet its financial needs. These contributions provide you with an easy and satisfying means to help us to preserve the fleet while also providing the added benefit of a charitable income tax deduction. For more information, please contact Peter Schweizer, Director of Development, by phone at 410-539-1797, ext. 467 or via e-mail at [peters@constellation.org](mailto:peters@constellation.org).



## EDUCATION PROGRAM UPDATE

Since February and the announcement of the merge, museum interpretation and education efforts have been focused on creating new activities and educational programs for *Taney*, *Torsk* and *Chesapeake*. Four goals were quickly established, given the highest priority, and became the focus of most of the Education and Interpretation Department's spring efforts. The first goal was to develop a new cadre of motivated and qualified interpreters and educators. The second was to redesign the *Taney* and *Torsk* overnight programs and to provide them with excellent educators. The third was to design an entirely new summer SuperKids Camp program by May (in time to submit a proposal for this summer) that would utilize each ship and offer Baltimore City's second graders a new enrichment site for reading and interpersonal communications development. The fourth, but by no means least goal was to ensure that in pursuing the first three goals, there was no detracting in the quality of interpretation or education already long-established aboard *Constellation*. It is my pleasure to report that we accomplished each goal.



*A young sailor performs damage control drills on board USCGC Taney*

New crew, fast-tracked boatswain's mates, came aboard and quickly mastered presentations, routines, and all variety of teaching skills needed for overnight programs and shipboard tours. The newly promoted Education Coordinator, Kathleen McLean, not only did the lion's share of training the new educators, she developed and oversaw the new, steel ship overnight programs and routines. The crew was often stretched thin, and the demands of the new requirements and standards often were difficult, but through the crew's level of increased professionalism and growing esprit de corps, the museum met all its commitments and it grew.

*Torsk*, *Taney*, *Chesapeake*, and the Seven Foot Knoll Lighthouse will be SuperKids Camp enrichment sites for three weeks and *Constellation* will have campers on board for four



*A Scout Troop explores USCGC Taney and learns from her crew all about the engine room.*

weeks. During each of the two, daily, two-hour sessions, educators will use the Socratic teaching method to encourage students in critical and creative thinking skills and to allow students to develop ownership of their educational experience. As students step aboard their first ship, their vocabulary begins to expand as they

learn the parts of the ship, nautical terms, and shipboard commands and expressions. For example, the first activity is a word association game, "Sailor Says," which employs rhyming, association, and movement to teach basic twentieth century nautical vocabulary. Students begin building a fund of vocabulary knowledge that grows with each presentation, tour, reading, and hands-on activity and culminates at the end of the week with a Morse code activity using words they've learned and fun coloring exercise where students choose a ship to draw and decorate. Other subjects of focus are introductory chart reading, hands-on navigation, and build-a-boat buoyancy.



*Girl Scouts performing signal drills on board USCGC Taney*



*Having fun learning how to signal ship-to-ship on board USCGC Taney*

Interpretive staff at all the sites. Finally, but again, not in any way of least importance, we intend to do these things while ensuring that the current high qualitative level of programming remains.

What's next? A lot. The overnight programs are extending through the summer. We begin research to develop interpretive presentations of the sites, as well as a tour linking the warships and another linking the lighthouse and light ship. We intend to create a Manual for Museum Educators & Interpreters for the entire Education &

## OVERNIGHT ADVENTURES

The USS *Constellation* Historic Ship Museum offers Overnight Adventures on board USS *Constellation*, the US Submarine *Torsk*, and the US Coast Guard Cutter *Taney*. Each program is different, engaging and exciting for both young, and not-so-young, sailors.

Overnights are excellent special occasion events for birthdays! The Museum offers a full menu of activities for all types of groups. For more information, or arrange to bring your group aboard, please call 410-539-1797, ext. 466 or contact us by e-mail at [sberry@constellation.org](mailto:sberry@constellation.org).





## SHIPYARD SCUTTLEBUTT

Work on *Constellation's* hull repair project is progressing well. Lead Shipwright Tim Fowler and the restoration crew have finished the repair of the inner laminated core structure on the starboard side and are currently finishing work on the outer layer. If the weather cooperates, we'll be done in time for the annual turnaround and the USS *Sterett* Commissioning. After the turnaround we will start on the port side, then move inboard to work on the Gun Deck in colder weather. This project is supported, in part, by the National Park Service's Save America's Treasures Grant Program and the Baltimore City Heritage Area Small Cap grant programs.



*Repair work on Constellation's hull continues. The photo shows that the outer layer of planking has been primed, ready for finish coat.*

Since construction of the 2nd cutter is being delayed because of the US Coast Guard certification process, Senior Shipwright Bruce MacKenzie has been working on hardware and oars. He made the patterns for the casting of the bronze oarlocks, then he did a great job polishing the rough castings. We now have a structural engineer doing the analysis for the Coast Guard certification and, depending on how long the process takes, we may still be able to have the boats in the water for sea trials by the end of the year.

On board *Torsk*, Jim Reeb and his crew, as well as the volunteers, are rust busting and painting on the boat's topsides in preparation for the new wood decking. TVA volunteers continue their work on the restoration of the Maneuvering Room.

On board *Chesapeake*, work continues on the D.C. electrical system. All of the problematic circuits have been isolated and taken off line. In addition, work in the galley has been completed

and it is up and running for the overnight programs.

On board *Taney*, the crew have set the big "awnsail" (that's the fantail awning for you landlubbers) so there's a bit of shade for the ship, staff and visitors from the summer sun. Charles Smith is rust busting and painting, both inside and out. Recently, he has been wearing his plumber's hat, fixing leaky faucets and opening sink drains to keep our overnight guests happy.

Over at Seven Foot Knoll Lighthouse, the painting of the screwpile understructure has been completed, and the wood-work is also getting a fresh coat of paint. We bid farewell to Scott Armstrong last month. After eleven and a half years of dedicated service, Scott has left the Museum, but not before finishing the restoration of the fuel platform and the outhouse. Good luck, Scott and thank you for your many years of dedicated service.

We want to take this opportunity to thank all of our volunteers who continue to assist us on board all of the ships. Without your help, we could not keep these vessels in the fine condition our visitors presently enjoy. Special thanks go out to Gene Farach of Whitman, Requardt & Associates who is volunteering his engineering services on the Quarter Boat Project. Volunteer opportunities abound this time of year, so please give us a call if you are interested. For more information contact us by phone at 410-539-1797, ext. 448 or via e-mail at [pgp@constellation.org](mailto:pgp@constellation.org).

## MUSEUM BRINGS ON NEW DIRECTOR OF DEVELOPMENT

With the merger of the USS *Constellation* Museum and the Baltimore Maritime Museum also came the opportunity to hire a new Director of Development. After a wide search the museum hired Mr. Peter Schweizer to the position and he will now be coordinating the organization's fundraising efforts.



*Mr. Peter Schweizer, the museum's new Director of Development*

Peter holds a BA in History from Dickinson College as well as an MBA in management and finance from Loyola College. He was a Command Pilot in the Air Force during the Viet Nam War and has held senior management positions at Mercantile Bank and Trust, Alex Brown and Sons, Bank Maryland Corp. and other local companies. He is a past board member of Maryland Institute College of Art, The Baltimore Zoological Society, The Nature Conservancy as well as the Chrons and Colitis Foundation.

Peter will coordinate and expand our fundraising efforts as well as our membership, he will manage our annual appeal and he will work with local and national donors to provide the resources necessary to keep our ships afloat, to allow us to be responsible stewards of an irreplaceable part of our heritage and to let us continue to teach by example so that the the students that participate in our programs may grow to be responsible leaders.





## SUMMER 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

#### COAST GUARD HIGH SEAS COMMUNICATIONS SATURDAY, AUGUST 9, 2PM ON BOARD USCGC TANEY

Join LCDR Rick Gay, Executive Officer of Communications Area Master Station Atlantic (CAMSLANT) on board the US Coast Guard Cutter *Taney* for a very special program on the topic of Coast Guard communications on the high seas.

## SPECIAL PROGRAMS

### USS *CONSTELLATION* TURNAROUND CRUISE FRIDAY, AUGUST 8, 5:00 PM

USS *Constellation* will get underway for her annual Turnaround Cruise on Friday, August 8th, at 6:00 p.m. The ship will be moved from her berth on Pier 1 to the Locust Point Cruise Ship Terminal to participate in the commissioning ceremonies for USS *Sterett*, DDG 104. Spectators may view this event from the Inner Harbor Promenade, Federal Hill, Fells Point and Ft. McHenry. USS *Constellation* Historic Ship Museum Members at the Commodore and Admiral levels will receive invitations to be on board for the annual Turnaround cruise. For more information and to find out how you can participate, please contact Peter Schweizer, Director of Development by phone at 410-539-1797, ext. 467 or [peters@constellation.org](mailto:peters@constellation.org).

### USS *STERETT* COMMISSIONING BALTIMORE, SATURDAY, AUGUST 9

Museum Members will receive an invitation to the commissioning ceremonies for USS *Sterett*, DDG 104. At 7pm the ceremonies will begin and CDR Brian Eckerle and his crew will "bring the ship to life".

Keynote speaker for Commissioning will be Secretary of the Navy Dr. Donald Winter. Alternately, you can visit the official USS *Sterett* website [www.sterett.navy.mil](http://www.sterett.navy.mil) to request an invitation.

## MORE SPECIAL PROGRAMS

### USS *CONSTELLATION* ANNUAL CREW & DESCENDANT REUNION SATURDAY, AUGUST 23 6 - 9 PM

Do you have an ancestral connection to USS *Constellation*? Did you serve aboard in Newport or Boston? If so, you are invited to join the advisory board and staff for this annual event. Refreshments, special tours of the ship, and the opportunity to meet individuals and families who share in the ship's legacy. For more information contact John Pentangelo, Chief Curator by phone at 410-539-1797, ext. 446 or via e-mail at [jpentangelo@constellation.org](mailto:jpentangelo@constellation.org)

### SUMMER SHIP'S COMPANY DATES: JULY 26, AUGUST 23, SEPTEMBER 27

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."

### BICENTENNIAL OF THE ABOLITION OF THE TRANSATLANTIC SLAVE TRADE COMMEMORATIVE EVENT THURSDAY, SEPTEMBER 25, 11AM

Museum members will receive an invitation to attend this very special ceremony commemorating the bicentennial of the abolition of the Transatlantic slave trade and USS *Constellation's* capture of the slave barque *Cora*.

### 3RD ANNUAL USS *CONSTELLATION* CUP REGATTA AND BULL ROAST SATURDAY, OCTOBER 18

Get your boat tuned up for this great annual sailing event on Baltimore Harbor. There will be cruising and spinnaker classes as well as a multihull and Chesapeake 20 classes. For more information call 410-539-1797, ext. 402 or visit the official race website: [www.ussconstellationcup.org](http://www.ussconstellationcup.org)

### VICTORY NIGHT AND CREW REUNION ON BOARD USCGC *TANEY* THURSDAY, OCTOBER 23RD

Museum members, volunteers, and crewmembers of the USCGC *Taney* and US Submarine *Torsk* will gather on board *Taney* for a special evening commemorating the ship's role in WWII and celebrating the service given by all during that dark time. For more information please contact Mr. Paul Cora, Curator of Historic Vessels, by phone at 410-539-1797, ext. 501 or via e-mail at [paul@baltomaritimemuseum.org](mailto:paul@baltomaritimemuseum.org)



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**SAVE THE DATE:**  
**SATURDAY, OCTOBER 18**  
**THE USS CONSTELLATION CUP REGATTA**  
**AND BULL ROAST**

## USS *Constellation* Historic Ship Museum MEMBERSHIP FORM

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

Please enroll me as a member so that I may help the cause and receive the 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		
<input type="checkbox"/>	\$1000	Admiral		
<input type="checkbox"/>	\$1000+	Corporate		

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

**YOUR MEMBERSHIP HELPS TO KEEP THE SHIPS AFLOAT!**

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