



# THE DECK LOG

Volume X, Issue Number 4

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

## CONSTELLATION PARTICIPATES IN STERETT COMMISSIONING

Under a clear blue August sky over 5,500 people converged on the Maryland Cruise Ship Terminal in Locust Point to witness the commissioning of the US Navy's newest warship, USS *Sterett*. USS *Sterett* was christened 19 May 2007 at Bath Iron Works, Bath, Maine. Baltimore was chosen as the commissioning site for its historical connection to Andrew Sterett, a Baltimore native who served on board the frigate *Constellation* during the Quasi-War with France. VADM Ken Malley and Congresswoman Helen Delich Bentley led the commissioning committee, populated by members of the Baltimore and Annapolis Councils of the Navy League, and worked with Commanding Officer Brian Eckerle and the *Sterett* crew to organize a week-long series of events culminating in the commissioning ceremony on 9 August.

Thanks to the generosity of many in the community the crew were treated to crab feasts, sailing lessons, dinners out, baseball at Camden Yards, and free admission to the USS *Constellation* Historic Ships Museum. *Constellation* participated in the commissioning ceremony, firing the 20 pounder Parrott rifle as the platform guests, which included Secretary of the Navy Donald Winter and Governor Martin O'Malley, departed.

All involved recognized the significance of *Constellation's*

presence. After the commissioning, CDR Eckerle wrote "The *Constellation* added so much to the grandeur and history of our ceremony. The *Sterett* Crew will always have fond memories of Baltimore and the commissioning of the ship because of your selfless efforts and support of our Navy".

The *Constellation* Historic Ships Museum was honored to participate in this momentous event. Thank you to the Vane Brothers Company, Pump and Power Equipment Company, the Naval Operations Resource Center, the Baltimore and Annapolis Councils of the Navy League, Mr. John Barnard, the Port of Baltimore, USCG Sector Baltimore, Ship's Company, Jericho Productions, and the Baltimore Area Convention and Visitors Association for assisting with the transit to and from the cruise ship terminal.

Lastly, the museum would like to recognize and thank VADM Malley for his leadership of the commissioning committee and his tireless dedication. He was asked to "look into" the possibility of having the commissioning in Baltimore at a board meeting in November, 2007. Once he started his investigation, he never looked back! Thank you, and Bravo Zulu!



*Sterett* Crew Rendering Honors To Ft. McHenry, Baltimore Harbor



USS *Sterett* and USS *Constellation* Bow-To-Bow Just Prior To The Commissioning, August 9, 2008

USS *Sterett* Photo Courtesy CDR Brian Eckerle



USS *Sterett* Enters Baltimore Harbor

Photo: Mark L. Dennis



## DESCENDANTS, VOLUNTEERS, AND MEMBERS GATHER ON BOARD USS *CONSTELLATION*

As has become tradition, the museum marks the anniversary of *Constellation's* launch, this year the 154th, with a reunion of crewmembers and descendants of crewmembers. The event also recognized our membership for their generosity and our volunteers for their dedicated service.

Close to 70 descendants visited *Constellation* and walked in the footsteps of their ancestors. Many families use this event as the opportunity for a reunion and that is exactly what the descendants of Charles E. Casell, did. Twenty-six family members, representing four generations, were aboard for the event, enjoying the ship and learning about her history.

Also in attendance were stalwart volunteers Fran Marinaro (also a descendant), John Barnard and Dennis Grimes. Fran and Dennis assist the shipwrights with restoration and maintenance projects and John assists the crew with the interpretation of the ship's history.

Special thanks to Absolutely Perfect Catering and Loane Brothers Tent and Party Supplies for their support of this event.



*Two Young Members Of The Taylor Family Try Their Hand At The Ship's Wheel*

## “VICTORY NIGHT” & *TANEY* WWII VETERANS REUNION

World War II veterans who served aboard USCGC *Taney* will visit Baltimore for a final group gathering on board their proud ship. The self-proclaimed “Last Hoo-rah” was organized by Californians Jim Kitchen and Harry Nelson. The two men who served onboard from 1944 to 1945 will join their comrades for a luncheon on *Taney's* fantail on October 22. The following day these veterans will attend the museum's Victory Night as the guests of honor. Kitchen says, “the veterans and family members will use their two days in Baltimore to reminisce and celebrate in memory of those who couldn't be with them.”

Victory Night will take place on board USCGC *Taney* on Thursday October 23 from 6:00 p.m. to 9:00 p.m. The museum encourages all members, volunteers, former crew and descendants of either *Taney* or USS *Torsk* to attend this very special “friendraiser.” Food and drink will be served and museum staff will provide guided tours. There is no charge for the event but reservations are required. Please call 410-539-1797, ext. 422 to RSVP.

USCGC *Taney*, the last warship afloat to witness the Japanese attack on Pearl Harbor on December 7, 1941, is an honorary member of the Pearl Harbor Survivors Association.



*USCGC Taney - 1944 configuration as Flagship, Task Force 66, on Atlantic and Mediterranean convoy duty*

## MUSEUM RECEIVES HERITAGE AREA GRANT

The USS *Constellation* Historic Ships Museum recently received a \$22,400 capital grant to assist with the hull repair currently underway on board USS *Constellation*. This grant will match grants already received from the National Park Service's Save America's Treasures Program and the Baltimore City Heritage Areas Small Cap Program. The museum is still seeking matching funding for this project. Upon completion of the starboard side repair in October, *Constellation* will be turned around so work can commence on the portside of the ship's hull and the interior spaces that have been compromised by fresh water intrusion. The repairs have been designed to minimize the chance for future problems.

USS *Constellation*  
**Historic Ships Museum**  
**Historic Events**  
**Since 1854**

**Have Your Next Party, Corporate Function,  
 Or Special Event on board  
 USS *Constellation*, USCGC *Taney*  
 or the Seven Foot Knoll Lighthouse**

**For Information Contact Laura Givens**  
 (410) 539-1797 ext.. 432  
 lgivens@constellation.org



## HISTORIC SHIP MUSEUM STAFF

### Administration

Christopher Rowsom, *Executive Director*  
Peter Schweizer, *Director of Development*  
Dayna Aldridge, *Membership Coordinator*  
Laura Givens, *Promotions and Special Events*

### Curatorial Staff

John Pentangelo, *Chief Curator*  
Paul Cora, *Curator of Historic Vessels*  
Dayna Aldridge, *Registrar*

### Maintenance and Restoration Staff

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Tim Fowler, *Pier 1 Site Manager*  
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Carter Merrick, *Maint. Technician*  
Joan Murphy, *Shipwright*  
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Charles Smith, *Pier 5 Site Manager*  
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Clifford Long, *Interpretation Coordinator*  
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Juma Smith, *Boatswain's Mate*  
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Ryan Szimanski, *Quarter Gunner*  
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Earl Needhammer, *Petty Officer*  
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Elizabeth Boriszek, *Seaman Apprentice*  
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Nicky Rothman, *Seaman Apprentice*  
Samantha Schilling, *Seaman Apprentice*  
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Mark Muth, *Landsman*  
Jordyn Smith, *Landsman*  
Ethan Szimanski, *Landsman*  
Bryan Bettis, *Seaman Recruit*  
Andrea Christiani, *Seaman Recruit*  
Karl Dotterweich, *Seaman Recruit*  
Paul Heidrich, *Seaman Recruit*  
Caitlin Salisbury, *Seaman Recruit*  
Andrew Young, *Seaman Recruit*  
Paul Hjelmervik, *Outreach Coordinator*

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Aisha Williams, *Asst. Merchandising Director*  
Tiffany Williams, *Asst. Store Manager*  
Stephanie Cole, *Supervisor*  
Andre Arthur, *Sales Associate*  
Nia Ballard, *Sales Associate*  
Julia Davey, *Sales Associate*  
Ashley Day, *Sales Associate*  
Gabrielle Francis, *Sales Associate*  
Latoya Frank, *Sales Associate*  
Jasmine Hall, *Sales Associate*  
Angela Malloy, *Sales Associate*  
Tanika Poke, *Sales Associate*  
Margaret Porter, *Sales Associate*  
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## NEW AND RETURNING MUSEUM MEMBERS AND INDIVIDUAL DONORS **THANK YOU!!**

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Mr. Josiah J. Willard, III  
Mr. Walt Woerheide  
Mr. Chris Yates

## THE FOLLOWING COMPANIES, FOUNDATIONS, AND GRANTING AGENCIES HAVE MADE CASH AND IN-KIND CONTRIBUTIONS TO THE USS CONSTELLATION HISTORIC SHIPS MUSEUM

Earle & Annette Shawe Foundation  
M & T Bank  
Maryland Heritage Areas Authority  
The Parks & People Foundation

**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* Historic Ships Museum Crew, call Dayna at 410-539-1797, ext.. 422; [daldridge@constellation.org](mailto:daldridge@constellation.org).  
**Memberships make terrific gifts too!**





## CONSTELLATION, FLAGSHIP OF THE US AFRICAN SQUADRON

By John Pentangelo, Chief Curator

The following article is the final installment 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.

During the spring of 1861, the United States was fracturing and tensions were rising to a boiling point as Americans prepared to make war on each other. Thousands of miles away in the calm waters off the coast of St. Paul de Loando, tensions exploded as the crew of the United States Sloop of War *Constellation* sought freedom from the contracting confines of service on the open water. On May 8, 1861, as members of the port watch sat down for breakfast, an argument erupted between Landsman Thomas Collins and his messmate George Wilson. The quarrel quickly escalated and Collins grabbed a knife off of the mess cloth and plunged it into Wilson's chest. Wilson recovered in sickbay and Collins was sentenced to thirty days in solitary confinement. Fighting became a daily occurrence toward the end of the cruise. This clash was apparently over a pot of coffee.

Throughout the month of March, after learning that South Carolina seceded from the Union, the sailors hotly debated the crisis. William Leonard reported that crew, "have got the Union dissolved here, a dozen times a day." The berth deck was now afire with sailors dissecting past issues such as the Missouri Compromise and Bleeding Kansas. As enlisted sailors tended to hail from northern seaport cities, the mood was decidedly pro-Union according to one eyewitness. As the days passed, men heard more rumors of states joining the Southern confederacy. These accounts were followed by reports of naval squadrons returning home. Such news turned every second into an eternity. The men expected to immediately receive orders to return home.

On the evening of June 7, *Constellation* anchored in the harbor of St. Paul de Loando after a cruise at the mouth of the Congo River. The harbor was crowded with merchant vessels and men of war from many nations. One of these vessels, a Portuguese mail steamer, carried the news of Civil War in America. Likely, illustrated newspapers depicting the bombardment of Fort Sumter passed from man to man almost as quickly as the shouts of outrage. The men learned that on April 13, 1861, the garrison at the South Carolina fort surrendered to Confederate forces after a barrage that lasted thirty-four hours. William Leonard reported that the news, "creates an intense excitement among the fleet. The ship is like a madhouse through



*The Bombardment of Fort Sumter, Library of Congress Image*

it. We expect to be called home...."

Three weeks later, news of yet another national catastrophe reached the squadron. As the crew prepared for a regatta to celebrate Independence Day, a steamboat from New York brought word that the commander of the Norfolk Navy Yard ordered the yard burned before it fell into Confederate hands. This "created the greatest excitement I ever heard in so small a space," wrote William Leonard. "It seemed as if the ship's company were going mad. On reading the papers, the excitement was worse than ever. Nothing talked of now, but the North, and the South, War to the death, Abolitionism, and Secession...all hands are anxious to get home, so as to Join the Naval Brigade, I believe there is not a man on board this ship, but what would tender his services to the Federal government, immediately after we got home."

Frustration mounted as still no orders came. At the end of July, a final liberty in St. Helena produced drunken pandemonium. The crew brawled with soldiers and police officers. A sailor hit one unfortunate constable with a brick and several Jack Tars verbally abused deck officers. When the bedlam subsided over twenty sailors were crammed into the brig and more were imprisoned on the gun deck. The chaos left ship's company battered with black eyes and broken noses. Finally, on August 8, the squadron received orders to return to the United States. Three days later *Constellation* weighed anchor and sailed for Portsmouth, New Hampshire. The crew manned the rigging and roared in elation. Many threw their caps overboard as they exchanged wild cheers and thundering salutes with the crew of the gunboat *Mystic*.

News of the Civil War may have energized the crew but it ripped *Constellation's* officer complement to shreds. Almost four hundred officers resigned in 1861 (nearly 25% of the officer corps in the US Navy). The onset of violence at Fort Sumter and the Lincoln administration's insistence on loyalty oaths for those serving overseas accelerated these resignations. Two *Constellation* lieutenants, native Virginians Benjamin P. Loyall and Walter R. Butt refused the oath and left the service to join the Confederate navy when *Constellation* anchored at Portsmouth Navy Yard. Two midshipmen hailing from Georgia, Wilburn Hall and his comrade



George A. Borchert, each resigned upon returning to the United States with the *Cora* and *Triton* respectively. Both men joined the Confederate Navy. Hall and Loyall each served as commandant of the Confederate States Naval Academy aboard the CSS *Patrick Henry*. Lieutenant John R.F. Tattnell, USMC would also attempt to resign and join the Confederate service. He was imprisoned and could not accept his appointment until released.

One week after the crew learned of the surrender of Fort Sumter, Captain John S. Nicholas was relieved of his duty as commander of USS *Constellation* and invalided home due to advanced rheumatism. Sailors aboard *Constellation* were whispering that Flag Officer William Inman engineered the captain's removal upon returning from St. Helena. Rumors circulated that Nicholas's excessive tolerance of First Lieutenant Donald McNeil Fairfax's disobedience upset the commodore. William Leonard opined that Fairfax exceeded his authority and disobeyed the captain's direct orders on numerous occasions. In fact, Inman had just rebuked Nicholas for permitting, "the discipline, military observances, and rules of the service to be set aside on board the Flag Ship *Constellation* especially among the officers, to such an extent as to have produced disorganization, disobedience, and insubordination." Entry of the rebuke in the flag order book brought sharp resistance from Lieutenant Philip Johnson, captor of the slaver *Triton*. As an officer, Johnson denied the general charges of misconduct and disorganization and demanded an inquiry. Inman was not willing to push the issue any further. He expunged the directive from the ship's order book. Captain Thomas A. Dornin of *San Jacinto* took command of *Constellation* when she was finally called home. The record remains unclear if Nicholas and Dornin's southern roots influenced these transfers.

*Constellation* arrived at Portsmouth Navy Yard on September 28, 1861. In order to focus on restoring the Union, the Lincoln administration finally authorized the Royal Navy's African Squadron to search American vessels suspected of engaging in the transatlantic slave trade. *Constellation's* commanders William Inman, John S. Nicholas, Stephen B. Wilson, and Thomas A. Dornin were placed on the retired list and did not command vessels during the Civil War. However, the younger generation of commissioned officers participated in some of the most famous events of the Civil War. Surgeon John Mills Browne was on USS *Kearsarge* during her famous duel with the Confederate raider CSS *Alabama*. Chaplain John Lenhart, USN lost his life when the ironclad CSS *Virginia* sunk the USS *Cumberland* during the Battle of Hampton Roads. Lieutenant Walter R. Butt, CSN was an officer



Lieutenant Walter R. Butt, CSN  
Naval Historical Center

onboard *Virginia*.

Some officers were even involved in major political situations. As executive officer on USS *San Jacinto*, Donald McNeil Fairfax took part in the detainment of two Confederate diplomats traveling to England on the British paddle steamer *Trent*. The so-called *Trent* Affair was an international incident that severely strained diplomatic relations with the British government. Lieutenant Commander Thomas Eastman was serving with the Potomac Flotilla on April 14, 1865 when John Wilkes Booth shot

President Abraham Lincoln. From the Washington Navy Yard, he notified other commanders to detain anyone trying to leave the city. Enlisted sailors rushed to take part in the war as well. William Leonard and his shipmate William French returned to Massachusetts and joined state volunteer infantry units. Leonard, who professed hatred of the "man of war life" in 1861, went on to serve aboard USS *Cornubia* after his stint in the army.

While *Constellation* was flagship of the US African Squadron, the squadron captured fourteen slave ships and freed almost four thousand Africans from a life of servitude in Cuba. In just over two years, Inman's cruisers captured fourteen of the thirty-six vessels captured during the squadron's two-decade career (1842-1861). Several factors improved the squadron's ability to catch slavers: an increase in the number of vessels on station, the introduction of smaller steam-powered vessels, the relocation of the supply depot from the distant island of Porto Praya to St. Paul de Loando (south of the Congo River), and the Secretary of the Navy's order to restrict the cruising ground by prohibiting ships from visiting the Portuguese island of Madeira.

However, the squadron might have performed more successfully with an aggressive flag officer and better cooperation with the Royal Navy's West Africa Squadron. If the federal government prioritized the suppression of the slave trade over the protection of American commerce, vessels in the squadron may have spent more time near slave factories such as Punta da Lenha. These factors, coupled with the common knowledge that the United States courts often failed to convict slave captains, hindered greater success in the fight against the trade. Nevertheless, USS *Constellation* served during the most active period in the squadron's history. This historic vessel is a surviving witness to the horrors of the transatlantic slave trade and a significant participant in the United States effort to combat this inhumane practice.



Surgeon John Mills Brown  
on board USS *Kearsarge*  
Naval Historical Center





## LIGHTSHIPS AND FOUL WEATHER CHESAPEAKE RIDES OUT A HURRICANE

By Paul Cora, Curator of Historic Vessels

The very active 2008 hurricane season has renewed in the public mind the immense power of these Atlantic and Gulf Coast storms. As damage to areas such as Galveston by Hurricane Ike is evaluated, and the effectiveness of public evacuation efforts is debated, it is interesting to consider the plight of yesteryear's lightship crewmen in the face of hurricanes. Rather than retreat to safer waters, the mission of lightships and their crews remained constant - to maintain their station as vital aids to navigation.

A sense of the terrifying prospect of riding out an Atlantic storm aboard a lightship can be gained from the account of Mate R.A. Dixon who was aboard Lightship 116 *Chesapeake* during the hurricane of September 18, 1936 (note - it was not until 1953 that the National Weather Service began its practice of naming hurricanes).



*Chesapeake, in Calm Seas*

"On September 16 and 17, we received hurricane warning by radio from the U.S. Weather Bureau," recounted Dixon. "I took every precaution and had everything secure. I put all the gripes and lashings possible on the boats. I took the forward ventilators off and put the plates down in their places, or otherwise they would have been carried away. I had the engineer run all the engines and try out the pumps, took out the rudder pin, and tried the steering gear."

"On September 17 at noon, the wind was gale force and increased until September 18. At 8 a.m. September 18 I could [not] say whether it was raining or not, the sea beat over us so, I could barely see under the green sea as it broke over the pilot house."

By 8 a.m. that morning, the seas were so large that Lightship 116's heavy iron anchor chain parted from the stress. "There was lots of water in the gangways, after we broke loose at 7:45 a.m." Dixon continued. "[M]ost of the water came through the open hawse pipes after the mooring parted. At 8:45 a.m. our boats began to go, first the whale boat then the launch was thrown up on the skylights, then the dory boat was carried away.

"We got the spare anchor overboard ...and ran the main engines full ahead from 7:30 a.m. until 6 p.m. September 18. In so far as power is concerned, this ship is helpless in a gale. After the moorings part, when she goes in the trough of the sea, she stays there. I tried full speed ahead with left rudder, then with right rudder, but she would not change her course two points."

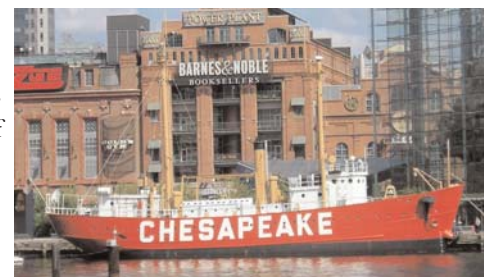
Fortunately for Dixon and his fellow crewmen, no one



*Lightship 117 in Mountainous Seas During the Mid-1930s. This Port Side View From a Sister Ship of Lightship 116 "Chesapeake" May Be Very Similar to What Mate R.A. Dixon Witnessed During the Hurricane of September 18, 1936."*

aboard was injured and the ship was able return to station once the weather moderated. The September 1936 storm would not be the last time Lightship 116 endured weather violent enough to part the anchor chain. A January 1940 blow broke the ship loose again, and later, during the notorious March 7, 1962 Atlantic storm (known as the "Ash Wednesday Storm") Lightship 116 not only lost its anchor, but was damaged when a "[m]ountainous sea rolled over [the] wheelhouse buckling the forward bulkhead and knocking out four port lights."

The mission of the lightship, to hold its station providing vital navigation assistance to other vessels, put the lives of lightship crewman on the line in some of the worst weather on record. Yet in a time before sophisticated GPS systems, manned lightships were the only way to reduce the navigational hazards for merchant, fishing and passenger vessels in coastal waters. As hurricane season continues to remind us of the destructive forces unleashed by these storms, we should also remember the sacrifices of lightship crews in bygone days.



*Today, Lightship Chesapeake is Safe in Baltimore's Inner Harbor*

## LEAVING A LEGACY BEQUESTS AND MEMORIAL FUNDS

Planned gifts are an important way of helping the USS *Constellation* Historic Ships 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

The USS *Constellation* Historic Ships Museum was the site of two SuperKids Summer Reading programs this summer. The SuperKids program is supported by a grant from the Parks and People Foundation. All four ships and the lighthouse were utilized as reading skills development centers with over 400 students participating.

From late June through early August, the SuperKids explored the many sites of the museum under the watchful eyes of eight excellent educators. Ordinary Seamen Christina Hayden and Hollie Lockhart and Able Seamen Sarah Rauscher and Craig Swenson guided campers through USS *Constellation*. Each day, the campers on board *Constellation* explored a new deck and participated in "hands-on" activities reflecting life on board a 19th century sailing ship. These activities included bracing the yards (to trim the sails), turning the capstan and operating *Constellation's* great guns. Campers learned about buoyancy and were challenged to make a tin foil boat and test its cargo carrying capacity with fishing weights. New this year was a navigation activity that introduced them to finding their position on a nautical chart.



*Navigation Lessons on Deck - Where Are We Now?*

While some campers learned about 19th century sailing on board *Constellation*, others learned about the 20th century Coast Guard and Navy on board the rest of the ships. This was the inaugural SuperKids summer for *Taney*, *Torsk*, Lightship *Chesapeake*, and Seven Foot Knoll Lighthouse. This new program combined science and "hands-on" activities to show campers the principles of steam propulsion and communication at sea. Seaman Apprentices Brian Bettis, Andrea Cristiani, Karl Dotterweich, and Caitlin Salisbury led campers through each site and each day's exciting activities. Campers performed damage control missions using sound powered telephone headsets and made replica propellers on *Taney*, constructed periscopes on *Torsk*, learned Morse Code on Lightship *Chesapeake*, and created their own lighthouse at Seven Foot Knoll.

"It was a very busy summer with two separate programs running at the same time," said Kathleen McLean, Education Coordinator. "But I was very lucky to have such great educators

to help make my job easier and the kids really enjoyed all of the different activities." The museum also hosted over 400 overnight adventurers on board *Constellation*, *Taney* and *Torsk*. Overnight opportunities are still available for fall of 2008 right through December and the museum is accepting bookings for 2009 as well. For more information and to bring your group to experience one of our three overnight adventures, call Cliff Long at 410-539-1797, ext. 466 or reach him by e-mail at [clong@constellation.org](mailto:clong@constellation.org).



*Damage Control Exercises with Sound Powered Head Phones on Board USCGC Taney*



*After a Long Day of Reading and Fun the SuperKids, and Educator Hollie Lockhart, Take a Break and Relax Before Heading Home.*

## OVERNIGHT ADVENTURES

The USS *Constellation* Historic Ships 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 [clong@constellation.org](mailto:clong@constellation.org).





## SHIPYARD SCUTTLEBUTT

If you're wondering why *Constellation* is still pointing north after our supposed "turnaround", you are not alone. The crew was not able to complete the repairs to *Constellation's* starboard side before the *Sterett* commissioning. The bulk of the repair was done, but there were a couple of areas that needed more work, so we buttoned things up and gave the ship a fresh coat of paint for the USS *Sterett* commissioning. We will turn the ship around, without all of the fanfare, in about a month when the work is completed, then start on the port side. This project is supported, in part, by grants from the National Park Service's Save America's Treasures, the Baltimore City Heritage Area and the Maryland Heritage Areas Authority.

Construction of *Constellation's* 2nd cutter is moving forward. We recently met with our local Coast Guard representatives and received a favorable preliminary report from our structural engineer. Senior Shipwright Bruce MacKenzie has the boat framed and has started laying out the planking. This project will be completed by year's end at which time two new vessels will be constructed, each taking a year to build. The two new boats will be "double-enders" or whaleboats and were the smallest of *Constellation's* auxiliary vessels at 26 feet in length. This new project is a collaborative effort between the Douglass Myers Maritime Park and Museum and the USS *Constellation* Historic Ships Museum and is funded by a grant from the National Science Foundation. Students from many area schools will work alongside *Constellation* shipwrights as part of an after-school and weekend education program sponsored by the grant.



*USS Constellation Hull Repair in Progress, Starboard Side*

The decking project on board *Torsk* is in full swing. Jim Reeb, with some occasional help from Josh Tingler, has been in the shop milling Ipe lumber to size for the new decking, and members of the *Torsk* Volunteer Association have begun to install it under Jim's guidance. Down below, work continues on the restoration of the Maneuvering Room and other areas of the boat that need TLC. The *Torsk* Volunteers are a great group and we all owe the condition of the boat's interior to their hard work and dedication.

On board *Chesapeake*, besides some cleaning and painting projects, work continues on the electrical system. Volunteer Greg Krawczyk is repairing light fixtures, replacing wiring, and bringing the renewed circuits back on line.

Rust busting, painting, and deck repair, both inside and out, have been the major projects on board *Taney*. Paul Cora, Curator of Historic Vessels, has been busy replacing damaged floor tile inside, and rotten wood decking outside.

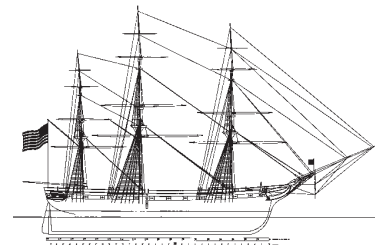


*USS Torsk Receives a New Foredeck*

The big news over at Seven Foot Knoll Lighthouse is that Jon Wilson and his class of students from MICA has returned for the third year and they have expressed an interest in building replica models of Chesapeake Bay lighthouses for our display.

On the personnel side, we bid farewell to *Taney* site manager, Charles Smith, and Pier 3 assistant, Bruce Phillips, last month. Good luck in your new endeavors, guys!

As always, I want to thank all of our volunteers for their dedicated work on board all of our ships (and the lighthouse!). Without your help, we could not keep these sites in the fine condition our visitors presently enjoy. We have plenty of interesting volunteer opportunities, so please give us a call if you want to help. Call 410-539-1797, ext. 448 for more information.







## FALL CALENDAR OF EVENTS

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

The USS *Constellation* Historic Ships Museum invites youngsters to come aboard *Constellation* 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

**"AND A FEW MARINES - THE U.S. MARINE CORPS  
IN THE CIVIL WAR"  
SATURDAY, NOVEMBER 8, NOON  
ON BOARD CONSTELLATION**

The 45 Marines who served on board *Constellation* during the Civil War were a part of a Marine Corps tradition of services that began in 1775. This year the Corps celebrates its 232nd birthday, and *Constellation* is proud to host this presentation of Marine Corps Civil War history.

**DECEMBER 13; 12:00 PM:  
"CONSTELLATION'S RESTORATION"**

Paul Powichroski, the *Constellation* Historic Ships Museum's Marine Superintendent leads a walking tour through the ship focusing on the architectural challenges and triumphs of shipbuilding and craftsmanship that were part of USS *Constellation's* restoration.

## SPECIAL PROGRAMS

**FRIDAY, DECEMBER 7TH, 11:30AM  
67TH ANNIVERSARY  
OF THE ATTACK ON PEARL HARBOR  
ON BOARD USCGC TANEY**

This solemn remembrance service is in honor of those who gave their lives at Pearl Harbor and in the subsequent battles of WWII. The service is held on the fantail of the historic USCGC *Taney*, itself an honorary member of the Pearl Harbor Survivors Association. The ceremony is free and open to the public. In attendance will be military and civilian dignitaries, and veterans of all services. The ceremony is officiated by the St. Andrew's Society of Baltimore. Attendees should dress appropriately for the weather. Light refreshments will be served after the ceremony.

## MORE SPECIAL PROGRAMS

**4TH ANNUAL USS CONSTELLATION CUP REGATTA  
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 new multihull class. For more information call 410-539-1797, ext. 402 or visit the official race website: [www.ussconstellationcup.org](http://www.ussconstellationcup.org)

**USS CONSTELLATION BULL ROAST  
AND AWARDS CEREMONY  
SATURDAY, OCTOBER 18**

After a hard day of racing, or if you are looking for great food, music and fun, come aboard USS *Constellation* for the annual Restoration Crew Bull Roast from 6:00pm to 10:00pm. Enjoy live music by Tumblehome, food by Sascha's Catering and the comraderie of the crew. The *Constellation* Cup awards presentation will take place during the event. For information and tickets visit the [www.constellation.org](http://www.constellation.org) or call 410-539-1797, ext. 422.

**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 important roles of both vessels 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

**FALL SHIP'S COMPANY DATE:  
SATURDAY, OCTOBER 25TH**

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."

**DECEMBER 31ST, 10:00 PM TO 1 AM  
ANNUAL NEW YEARS EVE DECK PARTY.**

Ring in the New Year, sip champagne, & watch the fireworks from high above the Inner Harbor crowds. A twilight after-dinner menu provided by Charles Levine Caterers will be served with local ale, wine, mulled cider and coffee. There will be music, special tours, cannon firings and more. For additional information or tickets please call 410-539-1797, ext. 422 or e-mail [daldridge@constellation.org](mailto:daldridge@constellation.org)



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 www.constellation.org  
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***SAVE THE DATES:***  
***CONSTELLATION CUP AND BULL ROAST: SATURDAY, OCTOBER 18***  
***VICTORY NIGHT AND TANEY REUNION, THURSDAY, OCTOBER 23***  
***NEW YEAR'S EVE - WEDNESDAY, DECEMBER 31***

## USS *Constellation*

**Yes, I would like to become a member of the USS *Constellation* Historic Ships 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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