



# THE DECK LOG

Volume XI, Issue Number 1

Winter, 2009

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

## USCG CUTTER TANEY HOSTS ANNUAL PEARL HARBOR DAY COMMEMORATION – NEVER FORGET!

More than 150 invited guests, dignitaries, military personnel and museum visitors braved chilling temperatures to attend the museum's annual Pearl Harbor Memorial Ceremony which commenced at 1155 hours on Sunday 7 December 2008. Keynote Speaker for this year's Ceremony was Admiral Thad Allen, Commandant of the US Coast Guard, who praised the members of "The Greatest Generation" that witnessed the 7 December 1941 Japanese attack on Hawaii and responded to their country's need. Adding a personal note, Admiral Allen related how his own father, a World War II veteran who later retired from the Coast Guard as a Chief Damage Controlman, had himself volunteered for service following the attack on Pearl Harbor.



*USCG Cutter Taney, Honolulu 7 December, 1941*  
*painting by artist Keith Ferris*

Representing the Pearl Harbor Survivor's Association Chapter 1 was Mr. Thomas Talbott who described his experiences 67 years earlier when, as a young Marine stationed at Marine Barracks Pearl Harbor, he witnessed the attack and its devastating aftermath. Recalling the Association's motto, Talbott urged the attendees to "Remember Pearl Harbor - Keep America Alert."

The Ceremony included a bell-toll memorial conducted by the St. Andrew's Society of Baltimore which honored the nearly 30 United States' ships and military installations that were destroyed or damaged in Hawaii on 7 December 1941.

The culmination of the Ceremony was the dropping of a floral wreath from *Taney* to honor the memory of the 2,403 Americans killed in the attack 67 years earlier. Mr. Talbott, assisted by Admiral Allen and Coast Guard Yard Chaplain Lt. Brian Jacobson, placed the wreath over side which was followed by a 21-gun salute conducted by the US Coast Guard Honor

Guard, and "Taps" performed by a bugler representing the United States Navy Band.

This event is one of the most important on the museum's yearly calendar and we would like to thank Admiral Allen, members of his staff, the St. Andrew's Society of Baltimore, and everyone else who participated. USCGC *Taney* is the last fighting ship still afloat to witness the Japanese attack and it is imperative that she be preserved for future generations as a living memorial to the actions of that fateful day. This incredible story is an important element of the museum's educational programs informing an entirely new generation. Thousands of children each year learn about the brave souls who gave their lives or survived to defend their country another day. The museum will continue to preserve and maintain USCGC *Taney* and we appreciate the support that we receive to help make this possible.



*Flanked by Admiral Thad Allen, Commandant of the US Coast Guard, and Lt. Brian Jacobson, Chaplain of the Coast Guard Yard, Mr. Thomas Talbott of the Pearl Harbor Survivors Association prepares to place a floral wreath into the water during the 7 December 2008 Memorial Ceremony held aboard Taney.*

*Photo by Kathleen McLean*



## ENCANTADA WINS USS CONSTELLATION CUP

It was another blustery October day for the 2008 USS *Constellation* Cup Regatta. A fleet of forty boats braved the brisk fall weather for a day of fun on Baltimore Harbor. After the race, the captains and crews gathered on board *Constellation* to "spin yarns" about the day's events at the annual Bull Roast.



*Encantada approaching the finish line*

*Photo by Sara Proctor*

Winning this year's pursuit fin keel class was *Redrum*, a Catalina 27 skippered by Carl Engle. The spinnaker class trophy was taken by *Amritha*, a Beneteau 36.7 with Nate Tower at the helm. New to the race this year was the multihull class with three entries. The winner was *TriAgain*, a Corsair F-24 MkII trimaran, Kevin Duffy, Captain. Jim Nealy and his crew aboard *Thrill Ride* received honorable mention (and a special prize) for coming to the party still dressed in their wet clothes after capsizing off of Fort Carroll. Boat and crew were all OK, if a bit chilled.

Winning the pursuit full keel class and first overall, was *Encantada*, a Luders 33 skippered by Mike Albert. *Encantada* edged out perennial winner *Alaris* for the first overall honors.

Finally, the USS *Constellation* Cup Fundraising Challenge and the George Colligan Trophy was won by Captain Holly Williams and the crew of *Seas the Day*, a Beneteau 473. In total, the museum raised over \$13,000 to support educational and restoration programs across the fleet.

The museum would like to thank the organizing committee led by Michael Brassert and Brooke McDonald, Houpla, Inc. Downtown Sailing Center and the race committee led by Bob Greenfield, Sascha's Catering, Loane Brothers Tent and Party Supplies, Goslings Export and Regatta Ginger Beer for the Dark and Stormies, Heritage Marine Insurance, Oliver's Brewery Ltd., Courthouse Copy Services, Wells Discount Liquors, Bluebird Coffee, Good Old Boat Magazine and WBFF Fox 45 for their support of this growing event. Special thanks also go to our intrepid photographer, Sara Proctor. For detailed results and more information visit the race website at [www.usconstellation-cup.org](http://www.usconstellation-cup.org). We look forward to seeing everyone back out on the race course in 2009!

## "VICTORY NIGHT" COINCIDES WITH "LAST HOORAH" OF WWII TANAY CREW

This year's "Victory Night" friend raiser was timed to match as closely as possible with *Taney's* return to San Francisco from Japan (29 October 1945) the theme of the event was to honor and celebrate the ship's World War II service along with that of submarine USS *Torsk*. On Thursday 23 October, some 75 persons turned out for this evening of food, drink, and reminiscence under *Taney's* fantail awning.

The guests of honor at this year's "Victory Night" were ten *Taney* veterans of World War II who gathered in Baltimore for what they called their final organized reunion, or "Last Hoorah," aboard their ship. Organized by Jim Kitchen of Fresno (CA) and Harry Nelson of Los Angeles, both of whom spent over two years aboard during the war, the two-day reunion also included children, spouses and widows of *Taney* veterans and totaled more than twenty persons. The group arrived aboard *Taney* on the morning of 22 October where they enjoyed a catered luncheon on the fantail as well as many opportunities to walk, talk and reminisce. Special guests of the World War II crew were CAPT Winston G. Churchill, USCG (Ret), *Taney's* last Commanding Officer, and his wife, Merri.

Returning to *Taney* on the evening of 23 October, the World War II *Taney* vets delighted the "Victory Night" guests with recollections of their time aboard, and presented the museum with a commemorative plaque in gratitude for the hospitality shown to them and for the museum's efforts in preserving the ship over the years. The evening culminated with a champagne toast led by Jim Kitchen who honored the memory of his departed shipmates as well as those who made the trip to be part of "The Last Hoorah." Reflecting on the "Victory Night" event weeks later, Mr. Kitchen thanked the museum for its support and remarked that everything "went even better than we hoped it would - just great."

The museum would like to thank to Cameo Caterers for providing a wonderful dinner for the veterans and guests.



*World War II TANAY veterans among those who gathered in Baltimore for their "Last Hoorah" 22-23 October 2008. Shown here from left to right Jim Kitchen, Dick Phillips, Ken McCardle, Harry Nelson and Jack Mills.*

*Photo by Paul Cora*





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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!**



# THE DECK LOG

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## USS CONSTELLATION'S ROLE AS FLAGSHIP OF US AFRICAN SQUADRON RECOGNIZED WITH CONGRESSIONAL RESOLUTION

In April 2008, Congressman Elijah Cummings and Senators Benjamin Cardin and Barbara Mikulski presented draft resolutions to the House and Senate respectively, recognizing the role of USS *Constellation* in the fight against the slave trade just prior to the Civil War. In *Constellation's* long and storied career, this cruise, from 1859 to 1861, was her most important. These resolutions were part of a year of events commemorating the bicentennial of the abolition of the transatlantic slave trade. The House resolution passed on September 9.

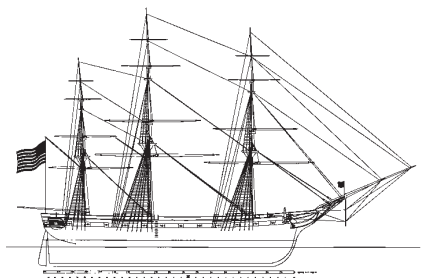
The final event took place on September 25th when Dr. James Horton, Professor Emeritus, George Washington University, spoke on slavery, the slave trade, and *Constellation's* role as flagship of the US African Squadron. An audience of over one hundred people were struck and moved by his remarks as he described the what life was like for a slave in the Americas and spoke of the writings of Olaudah Equiano, a former slave who helped influence British lawmakers to abolish the slave trade through the Slave Trade Act of 1807.



**Dr. James Horton,  
Professor Emeritus,  
George Washington University**

Mr. John Pentangelo, museum curator and historian shared with the audience excerpts from the journal of William Ambrose Leonard, a sailor on board *Constellation* who wrote a first-hand account of the capture of the slave barque *Cora*.

The museum would like to thank Absolutely Perfect Catering for providing lunch for our guests and Mr. John Barnard, Mr. and Mrs. Paul Sweeney, and Mr. Lawrence Diggs and Mrs Beverly Taylor Diggs for their generous support of this very important event.



## SELECTIONS FROM HOUSE RESOLUTION 1159 SEPTEMBER 9, 2008

**Whereas** in 1859, USS *Constellation*, the last all-sail vessel designed and built by the U.S. Navy, sailed to West Africa as the flagship of the United States African Squadron, consisting of eight ships, including four steam-powered vessels suitable for chasing down and capturing slavers;

**Whereas** on December 21, 1859, USS *Constellation* captured the brig *Delicia* after a 10-hour chase. Although *Delicia* had no human cargo on board upon capture, her crew was preparing the ship to take on slaves;

**Whereas** on the night of September 25, 1860, USS *Constellation* sighted the barque *Cora* near the mouth of the Congo River and, after a dramatic moonlit chase, captured the slave ship with 705 Africans crammed into her "slave deck". A detachment of the *Constellation's* crew sailed the surviving Africans to Monrovia, Liberia, a colony founded for the settlement of free African-Americans that became the destination for all Africans freed on slave ships captured by the Navy;

**Whereas** on May 21, 1861, USS *Constellation* captured the brig *Triton*. Though the ship did not have Africans captured for slavery on board when intercepted by the *Constellation*, a search confirmed its preparation to take on slaves;

**Whereas** from 1859 to 1861, USS *Constellation* and the African Squadron captured 14 slave ships and liberated nearly 4,000 Africans destined for a life of servitude in the Americas, a record unsurpassed by the United States African Squadron under previous commanders; and

**Whereas** on September 25, 2008, the USS *Constellation* Museum will hold a ceremony to commemorate the bicentennial of the abolition of the transatlantic slave trade aboard the same ship that, 148 years before, forced the capitulation of the slave ship *Cora* and freed the 705 Africans confined within:

**Now, therefore, be it**

**Resolved, That the House of Representatives**

(1) recognizes the historical and educational significance of USS *Constellation*, a 153-year-old American warship, berthed in Baltimore, Maryland, as a reminder of both American participation in the slave trade and the efforts of the United States Government to suppress this inhumane practice;

(2) applauds the preservation of this historic vessel and the efforts of the USS *Constellation* Museum to engage people from all over the world with this vital part of our history; and

(3) supports USS *Constellation* as an appropriate site for the Nation to commemorate the bicentennial of the abolition of the Transatlantic Slave Trade.





## CURATOR'S CORNER *by Paul Cora*

### USS *Torsk* Among the Navy's "Divingest" Boats

Commissioned on 16 December 1944, USS *Torsk*'s active career spanned some 23 years before being decommissioned on 4 March 1968. In her long and varied service with the US Navy, *Torsk* carried out a wide range duties which included successful war patrols in the summer of 1945, extensive use as a training boat at New London, and numerous deployments in the Atlantic Ocean and Mediterranean Sea through the mid 1960s.



*USS Torsk, moored in Baltimore Harbor*

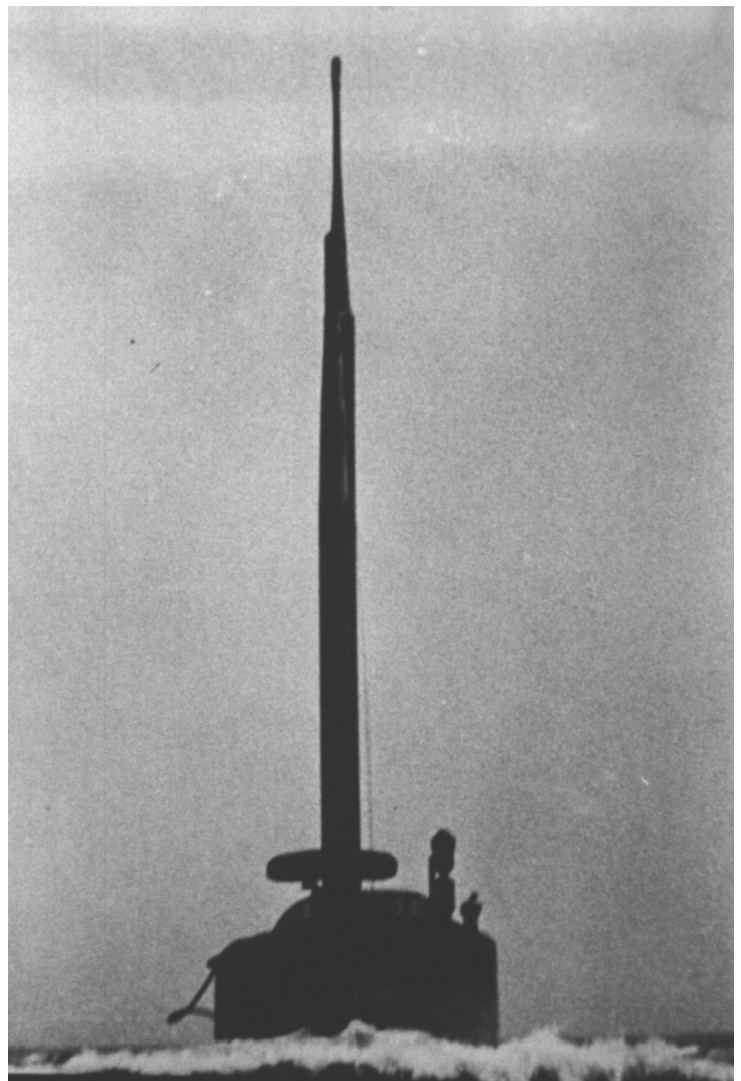
Unlike today's nuclear submarines, which routinely stay submerged for weeks and even months, diesel-electric boats such as *Torsk* were really submersibles rather than "true" submarines; they could stay submerged, running on battery power, for limited periods but by design spent most of their time on the surface. Not surprisingly, many US Navy diesel boats built up impressive numbers of "career dives" while active, and *Torsk* was no exception.

Assigned to Submarine Squadron (SUBRON) Eight in New London (CT) from 1945 to 1954, *Torsk* added steadily to her career dive numbers while undergoing extensive service as a "school boat" - training prospective submarine officers and crew. Records show that one such milestone, career dive number 7,000, was attained by *Torsk* on 18 May 1954.

In 1951-52, *Torsk* underwent a fleet-snorkel conversion in which a 30-foot telescoping air intake and a similar sized exhaust tube were installed inside of a new streamlined fiberglass "sail" rising above the conning tower. The snorkel, inspired by the same type of device used by German U-Boats in World War II, greatly increased *Torsk*'s submerged endurance by allowing the boat to run on diesel engines while at snorkel depth, rather than on battery power. Though greatly enhancing stealth and survivability in combat, the snorkel reduced, but did not eliminate, the need to surface regularly.

During the remainder of her active career, *Torsk* continued to run up impressive dive numbers. Assigned to SUBRON Six based in Norfolk from 1955 to 1968, *Torsk* participated in NATO exercises and deployments throughout the Atlantic and Mediterranean. During one such Mediterranean stint in April 1960, *Torsk* recorded career dive number 9,000 while cruising in the Ionian Sea. Some years later, on 31 May 1965, *Torsk* reached the 10,000 mark, prompting her skipper, Commander Frederick Edwards, to signal a congratulatory message to the Portsmouth Naval Shipyard reading "You build to last, Portsmouth, Well Done."

According to SUBRON Six records, when decommissioned on 4 March 1968, USS *Torsk* had compiled an outstanding total of 10,663 career dives. While not a record, *Torsk*'s impressive tally makes her among the "divingest" submarines in US Navy history. Curiously, the figure of "11,884 career dives" appears in literature associated with *Torsk* during the 1970s and 1980s. According to records the US Navy Submarine Force Museum, only a few other boats had more dives: *Torsk*'s sister ship USS *Torsk* (SS 422) completed dive number 12,000 on 20 December 1962 shortly before decommissioning, and USS *Torsk* (SS 488) had 13,651 total dives when decommissioned in 1965. Though records for speed, diving depth and endurance continue to be set by the US Navy's nuclear submarine fleet, it is likely that career dive records established by the diesel-electric boats of yesteryear will not be surpassed.



*"7,000th Time - the submarine Torsk dives for the 7,000th time as the photographer pulls the shutter automatically while sitting in a rubber raft directly in front of the oncoming submarine." - Original caption from the THE DOL-PHIN, newspaper of the US Submarine Base, New London (CT)*

*May 26, 1954.*



## CONSTELLATION VOLUNTEERS MARK GRAVES OF SHIP'S VETERANS

*Often our volunteers serve more than just one aspect of the museum's mission. Such is the case with Ship's Company members Steve Bockmiller and Dave Nelson. When not participating in living history programming, Steve and Dave are avid historical researchers who enjoy searching out answers to previously un-asked historical questions and exploring where those questions take them. The following "guest spot" article, written by Steve, shows how detailed this research can become. The museum would like to thank Ship's Company for its efforts both in our public programming, and the efforts of its members to help us fully understand the lives of those who served aboard USS Constellation.*

In 2002, I began a project (now nearing completion) to compile biographies of all 44 United States Marines who served aboard USS *Constellation* during the Civil War. This research included learning their life stories (birth, death, marriage, children, employment, places of residence, other military service, etc.) and seeking out and photographing as many of their homesites and final resting places as can be found.



*Private Davey's gravesite at Allegheny Cemetery in Pittsburgh, PA*

During my research, I found that while most of the Marines are properly marked, a number lie in anonymous graves; unremembered to history. Surprisingly, even their commanding officer, 1st Lieutenant Robert Ford, is among this number. I then resolved to ensure that the Marine graves were properly marked whenever possible. Fellow Ship's Company member and New Hampshire resident Dave Nelson volunteered to do the leg work to find those Marines who lived in and are buried in New England.

In order to properly mark these burial sites, Ship's Company needs to secure the cooperation of the management of each cemetery involved. So far, none have refused permission to erect markers for our *Constellation* veterans.

The first grave marked by Ship's Company's efforts was that of Private Hugh Gallagher, of Branch Dale, Schuylkill County, Pennsylvania. He was a one-hitch volunteer who also served at the capture of John Brown at Harpers Ferry in 1859. After his Marine Corps service, Gallagher labored as a coal miner in Schuylkill County at the time of the "Molly Maguire" wars in the Pennsylvania coal fields. He died an unmarried pauper in 1891. My research shows that he was buried in St. Vincent's Catholic Church Cemetery in Minersville at the County's expense, including casket, undertaker's services and headstone. The county paying for the burial of indigent veterans was common practice in Pennsylvania at the time. A ground search of the cemetery revealed that his marker was either never installed or otherwise lost over time. Thanks to Ship's Company's efforts, Gallagher now

sleeps beneath a US Veterans Administration marker.

Next, Ship's Company turned its attention to Private Charles Davey. The only native Baltimorean in the Marine Guard, Davey worked in the post-war years for the Pennsylvania Railroad at its rail yard in Pittsburgh. According to a newspaper article that reported his death, Davey reported to work one cold January morning in 1883 and shortly thereafter suffered a fatal heart attack while helping to assemble a train. His body was later found by coworkers when they became concerned that they hadn't seen him for a while. At 44 years old, he left a widow and young son.

He was interred in Allegheny Cemetery which also serves as the final resting place of composer Stephen Foster, Commodore Joshua Barney and Union General Alexander Hays.

During a vacation in 2003, I went a few hours out of my way to visit Allegheny Cemetery to photograph Davey's grave, only to find that he had been buried in the middle of a large "Potter's Field" where very few graves were marked. With the cooperation of the Cemetery, a Veteran's Administration marker now commemorates Davey's Marine Corps service.

With two markers in place, however, Ship's Company's work is not yet complete. Dave Nelson located the unmarked resting place of Private George Caulfield in Edson Cemetery in Lowell, Massachusetts. I found Corporal Michael Gaul's unmarked resting place in Cedar Lawn Cemetery in Hudson, New York, near that of his brother who died of wounds received at the Battle of Second Manassas in 1862. Also found, unmarked in Wood Lawn Cemetery in the Bronx, was the final resting place of Lieutenant Ford. Ship's Company will be working over the next year or two to mark the graves of these three *Constellation* Marine veterans (cemeteries permitting), plus any additional unmarked gravesites which may be discovered as the remaining Marine research is completed.



*In 2006, a VA marker was installed on the grave of Pvt. Hugh Gallagher in Minersville, PA.*

## 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 Christopher Rowsom, Executive Director, by phone at 410-539-1797, ext. 402 or via e-mail at [rowsom@constellation.org](mailto:rowsom@constellation.org).





## SHIPYARD SCUTTLEBUTT

With temperatures dipping into the teens, I think that it is safe to assume that winter is officially here, and I am happy to report that we are ready for it! The deck awnings on *Constellation* and *Taney* are stowed and all of the hatches have been battened down. The heating systems on *Chesapeake*, *Taney*, and *Torsk* have all been repaired and are doing their best to keep our staff and overnight guests reasonably comfortable. No one on board will be running around in tee shirts this winter, but you won't be hearing any teeth chattering, either! *Constellation* doesn't have a central heating system like the rest of the fleet, but our portable electric heaters are all up and running to take the chill off for the adventurous overnights who want the more traditional experience of swinging in the hammocks on the berth deck.



*USS Constellation's port side opened up for necessary repairs*

The repairs to *Constellation's* starboard side are nearly complete, and the scaffolding has been removed. All that's left to finish the job is the fabrication and installation of the copper flashing at the gun port sills, and this work can be accomplished from inside the ship. With the holiday season upon us, we have had some difficulty scheduling the turnaround, but if all goes as planned, we will have made the switch by the time that you are reading this. Tim and the gang will then hang the scaffolding on the port side and get started on the next phase of the repair. This project is supported, in part, by grants from the National Park Service's Save America's Treasures and the Baltimore City Heritage Area programs.

With winter upon us, outside work on the steel ships has pretty much ground to a halt, but not before we were able to finish several projects. Paul Cora has been concentrating on *Taney*. He has spent a lot of time on the paint float, working on stabilizing and touching up several areas of rust on the hull, and he was instrumental in identifying the aforementioned problems with the heating system. In fact, he spent a couple of days getting dirty while cleaning all of the soot out of the boiler, in order to keep it operating at peak efficiency. It was a dark and lonely job, but someone had to do it. Jim Reeb was busy winterizing *Chesapeake* and *Torsk* as well as working with volunteer groups at all of the Pier 3 and Pier 5 sites. TVA and Lighthouse Society volunteers continue to work on their ongoing restoration projects. The *Torsk's* decking project has been postponed until the weather

*Continued on Page 9*

## EDUCATION PROGRAMMING

2008 saw an increase in group overnight participation aboard *Constellation* and the introduction of new overnight programs aboard *Torsk* and *Taney*. Judging from the number of overnight confirmations so far received, 2009 will be a very busy year for the museum's educators. If your group is searching for a unique, educational, and fun overnight experience, try out any one of the museum's three overnight adventures!

2009 will bring new interpretive and educational programs to the museum. The "plan of the day", a daily listing of what's happening for visitors will include activities across the fleet and the waterfront. Aboard *Taney*, visitors may engage in damage control activities, navigation on the bridge, Morse code signalling, safety drills such as Man Overboard, and behind the scenes tours of the engine room to learn all about steam propulsion.

On board submarine *Torsk* visitors may be able to see the inside of the conning tower and take a view of the harbor through the boat's periscope. They will also learn about buoyancy and what makes boats float, and submarines dive, experience the sound powered microphones, and learn how the boat's torpedo systems worked.

There will be no extra charge for these programs and the plan will change daily. The addition of these engaging activities across the fleet is part of the museum's on going mission to bring the ships and their history to life.



*Scouts from Troop 944 heave on the capstan bars on board Constellation*

*photo by Kathleen McLean*

## 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 [sberry@constellation.org](mailto:sberry@constellation.org).





## WINTER 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

#### FEBRUARY 14, 2:00 P.M.: CURATOR'S CORNER BEHIND THE SCENES IN THE CAPTAIN'S CABIN

Paul Cora, Museum Curator and Historian will provide a behind the scenes look at the Captain's Cabin of USCG Cutter Taney. Off the regular visitor track, this area of the ship is almost exactly as it was when the crew left upon her decommissioning in 1986.

ON BOARD USCG CUTTER *TANEY*

#### MARCH 14, 2:00 P.M.: LIVING HISTORY INTERPRETATION CIVIL WAR NAVY

Paul O'Neil, Museum Interpreter and Educator provides an insiders look at what it takes to do proper living history interpretation. Paul gives one of the best tours of *Constellation* and his knowledge and background on the subject along with his 19th century persona provides for a lively and engaging experience.

ON BOARD USS *CONSTELLATION*

#### APRIL 11, 2:00 P.M.: "ENLIST NOW IN THE U.S. COAST GUARD!: THE BLACK EXPERIENCE"

Regina Akers, Ph.D., Branch Head at the US Naval Historical Center, tells the story of African-Americans and their experience on Coast Guard vessels. Dr. Akers will speak on the integration of the services and the different jobs that African Americans performed on board these ships and ashore.

ON BOARD USCG CUTTER *TANEY*

### SPECIAL PROGRAMS

#### MONDAY, MAY 25TH, 12:00 P.M. MEMORIAL DAY OBSERVANCE ON BOARD USS *TORSK*

This solemn remembrance service is in honor of those who gave their lives in all of our nation's conflicts, but particularly the submarine service. Members of the Torsk Volunteer Association toll the ships bell every 10 minutes for the 52 submarines lost.

#### *Shipyard Scuttlebutt, continued from page 8.*

warms up. On Board *Chesapeake*, Jim has made repairs to the plumbing and exhibit lighting and is preparing the windlass room for visitors. He also replaced a missing cowl vent cover, keeping the winter winds out of the ship. Our MICA volunteer group has made a soundtrack of period-appropriate radio ads and music to enhance the visitor experience on board the Light Ship.



*The anchor windlass room on board Chesapeake, almost ready for visitors.*

Bruce MacKenzie continues to make progress on the 2nd Quarter Boat. The first layer of planking is complete and we are getting ready to set up the vacuum bag system, and glue the second layer in place. Once this is done, and the hull stabilized, we will shift gears and begin work on the Whale Boats. The Whale Boats are being constructed in a joint venture with Living Classrooms and the Douglass-Myers Maritime Park. This after-school and weekend education course, designed to teach math through boat building, is modeled after a very successful program at the Alexandria Virginia Seaport Foundation, and is being funded through a generous grant from the National Science Foundation.

As always, I want to thank all of our volunteers for their dedicated work on board all of the ships (and the lighthouse!). Over 100 volunteers who have donated a total of nearly 6,000 hours of their time in 2008. Without your help, we could not keep these sites in the 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 X 448 for more information.

### 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](mailto:lgivens@constellation.org)



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**SAVE THE DATE: FRIDAY, MAY 19**  
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**BLAST!**

## USS *Constellation* Historic Ships Museum MEMBERSHIP FORM

**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"/> \$2500+	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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