

the Deck Log

The Official Newsletter of Historic Ships in Baltimore



HISTORIC SHIPS
in BALTIMORE

USS CONSTELLATION AND USS TORSK TO BE DRY-DOCKED

In January of 2011, both USS CONSTELLATION and USS TORSK will be towed to the Sparrows Point Shipyard on the North Point Peninsula to be dry-docked. The Vane Brothers Company will provide towing services. General Ship Repair and their subcontractors will be doing most of the work on TORSK and Historic Ships staff will be doing most of the work on CONSTELLATION.



*USS Constellation in dry-dock, Charlestown Navy Yard, Boston 1946
National Park Service Photo*

It has been over 10 years since either of these vessels has been out of the water for inspection and maintenance. CONSTELLATION was the last vessel to use the old Fort McHenry graving dock, from 1996 to 1998, during her major restoration. Unfortunately that facility has been filled in and is no longer available. TORSK was last hauled out in 1997 at Sparrows Point.

Both vessels are in need of some tender care. CONSTELLATION will have her bottom cleaned and inspected, caulking repaired where needed, a thru-hull installed so that the original fire pump can be put into operation, and the hull painted with anti-fouling. Since this is the first time the ship will be out of the water since the major restoration the laminated hull planking will receive a thorough inspection.

On board TORSK, work will be done to her topsides in

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MARK 14 TORPEDOES LOADED ON BOARD USS TORSK

On September 13, 2010, Historic Ships in Baltimore achieved one of the museum's long-standing exhibition goals with the successful loading of two Mark 14 torpedoes aboard USS TORSK. Through a combination of efforts by museum staff, the TORSK Volunteer Association, the General Ship Repair Corporation, and Ahearn Rentals, the two torpedoes were moved from temporary storage to Pier 3 where they were lifted aboard and gently lowered into the submarine's Forward Torpedo Room for display.



Mark 14 Torpedo being loaded on board USS Torsk 13 September, 2010

The two Mark 14 torpedoes were acquired on loan in 2006 from the Naval Undersea Museum in Keyport, Washington. First placed in a temporary storage location after arrival, the torpedoes were moved to intermediate storage space at the General Ship Repair Corporation on Key Highway immediately prior to being transported to Pier 3 for placement aboard TORSK. The bulk of the labor force for the actual torpedo load was provided by the TORSK Volunteer Association, and a large capacity fork-lift for moving the torpedoes from the pier onto the submarine was provided by Ahearn Rentals.

The addition of the two Mark 14 torpedoes to TORSK's Forward Torpedo Room substantially improves the boat's interpretive offerings to the public. **More historical information on the Mark IV can be found on page 5.**

CELEBRATE NEW YEARS EVE ON BOARD USS CONSTELLATION

the Deck Log



USS CONSTELLATION CUP WHAT A WIND!

It wouldn't be October without the USS *Constellation* Cup, and it wouldn't be USS *Constellation* Cup race day without wind. Mother Nature did not let us down this time around although she could have certainly made it a little easier for the smaller boats. Winds were clocked at 20 - 30 knots with gusts to 40 as the twenty two boats that made it to the finish line off the stern of *Constellation* reefed down and made the best of a very blustery day.

Here are the posted race results:

1st overall Pursuit Race - Kyle Stump, *Dark Crystal*

1st Fin Keel Pursuit - Kyle Stump, *Dark Crystal*

1st Full Keel Pursuit - Mike Cranfield, *Alaris*

1st PHRF Spinnaker Class - Bob Stahler, *Jubilee IV*

Most Funds Raised - Majorie Pearsall, *Whoa Baby*

George Colligan Memorial Trophy - David Wallace, *Owaissa*
 Pusser's Rum Spirit Award - Bob Sopka, *Infrared*, for "running aground in Baltimore's Inner Harbor, (which is deep enough for 700 foot ships to navigate safely) for his tireless dedication to the sport, and for his help with scoring, race registration and managing the website for both the *Constellation* Cup and the BCYA."



Sailing Hard on the Wind During the USS Constellation Cup
 William Kautter, Photo

Special thanks to the race sponsors and those who assist us each year with this great event including Michael Brassert and Capt. Bob Greenfield, Race Committee Chairman. Additional information on the race, past races and exciting photos can be found at the race website: ussconstellationcup.org. High resolution copies of the race photographs can be obtained by contacting Bill Kautter via email at billkautterphoto@gmail.com with a list of the image number(s) you would like to purchase. All proceeds from the sale of the high res files will be donated to the Historic Ships in Baltimore.

NINTH Maritime Heritage CONFERENCE

Baltimore • September 15-19, 2010

Close to five hundred people attended the Ninth Maritime Heritage Conference held in Baltimore 15 - 19 September at the Hyatt Regency overlooking our historic fleet. As the home town hosts, the staff of Historic Ships in Baltimore made sure that all attendees had a great experience while here. Attendees came from across the United States and Canada and from as far away as China, Australia and Great Britain.

Highlights of the conference included presentations by ADM John C. Harvey, Commander, US Fleet Forces Command, noted author Clive Cussler, and tugboat rides to the Nuclear Ship SAVANNAH, provided by the Vane Brothers Company.



Left to Right: Chan Zucker, Burchenal Green,
 Clive Cussler and Tim Runyan

Co-hosts of the conference were the Naval Historical Foundation, the Historic Naval Ships Association, the National Maritime Historical Society and the National Maritime Alliance. Historic Ships in Baltimore would like to thank all of the conference sponsors for their support. In particular, we would like to thank the Vane Brothers Company, our local sponsor, and the National Maritime Sanctuary Foundation for their significant support. The Maritime Heritage Conference originated in Baltimore in the 1970's and takes place every three years.

Historic Events

Since 1854

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 USS *Constellation*, USCGC *Taney*
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 For Information Contact Laura Givens
 (410) 539-1797 ext. 432
lgivens@historicships.org



★ USS CONSTELLATION ★ USCGC TANEY ★ USS TORSK ★
★ LIGHTSHIP CHESAPEAKE ★ SEVEN FOOT KNOLL LIGHTHOUSE ★

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Dear Supporter and Friend:

Thanks to the support of many individuals like you, 2010 has been a good year for Historic Ships in Baltimore. By year-end USS CONSTELLATION, USS TORSK, USCGC TANEY, the Lightship CHESAPEAKE and the Seven Foot Knoll Lighthouse will have hosted more than 130,000 visitors and school children. Nearly 5,000 students and their group leaders: parents and chaperones will have experienced an overnight program on board one of the ships. Over 400 students participated in the Superkids summer reading and literacy skills development programs. In addition, hundreds of students from groups with special needs or with economic challenges visited the ships at no charge. We have been able to do this thanks to the support of corporations, foundations and mostly individuals like you.

Your support now can help us to get through a very challenging project. In January, both USS CONSTELLATION and USS TORSK will be towed to the Sparrows Point Shipyard for dry-docking. This very necessary preservation work will cost over \$500,000! In addition to the dry-docking of CONSTELLATION and TORSK, the systems on board TANEY and CHESAPEAKE will require constant attention in order to keep the vessels open for tours and education programs. It is both difficult and expensive to keep this fleet of historic ships afloat and we cannot do it without your support.

We hope that you will consider becoming a member or making a fully tax-deductible donation of to Historic Ships in Baltimore. All contributions, regardless of amount are greatly appreciated. A reply envelope has been enclosed with this newsletter for your convenience. For 2010 we have made contributing easier than ever through the Historic Ships website at the following link: www.historicships.org/ind_donations. Click on the **DONATE NOW** button and follow the easy instructions. If you would like to become a museum member and enjoy the benefits of membership you may do that on-line as well.

Earned income brings in only 80% of what it takes to keep the ships afloat and operating. Your support will help us to make up the additional 20%. We hope that you will consider making a generous donation to help keep the ships afloat. It is only through your support that we can continue our mission to educate the public and preserve these icons of our nation's history.

Thank you very much for your support, and best wishes for a safe and happy holiday season.

Christopher Rowsom
Executive Director

Memberships make great holiday gifts!

USS CONSTELLATION'S WARD ROOM - A SHRINE TO CHAPLAINS?

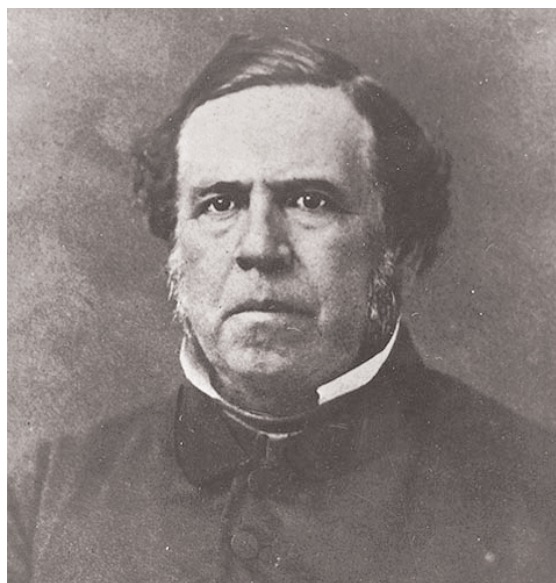
By Stephan R. Bockmiller

Veterans Day, 11 November 2010.

Several years ago, CONSTELLATION'S staff restored the berth deck wardroom to her Civil War appearance. Furnishings and details were provided, as were interpretive panels in the door of each of the officers' billets. These panels display photos of the Civil War occupant of each space and information about their lives. The displays are based on the assignment of living quarters as shown on the ship's original 1853 construction plans with photographs of the actual occupants. However, one space does not have a photograph; that being the space assigned to the ship's chaplain on the construction plans.

We do not know who occupied that berth during the Civil War, so the panel in this area explains the original intent to accommodate the ship's chaplain in this billet, and a statement that no chaplain served on CONSTELLATION during the Civil War period. Yet, perhaps this one space has more historical significance than any other in the wardroom. In 1859, this would have been the living space for the ship's chaplain, Rev. John Lenhart.

Reverend Lenhart was born in Lock Haven, Pennsylvania on October 29, 1805. It appears that he spent his young adult years in the Harrisburg area. He was married on July 22, 1829 to Mrs. Ann Poor, a widow from York Haven, York County, Pennsylvania. It appears that the Lenharts had one child, Anna, who was born in 1831 but tragically lived only three years.



Chaplain John L. Lenhart, USN

Lenhart was ordained a minister in the Methodist Church in 1830. His first assignments were to churches in the Cambridge and Caroline County areas on Maryland's eastern shore. In 1835, the Lenharts moved to New Jersey where John preached at a string of seven churches in that state over the next 12 years.

On February 27, 1847, Lenhart was appointed chaplain in the United States Navy by President James Knox Polk. His first assignment was to USS BRANDYWINE, commanded by Captain Thomas Crabbe. In September, BRANDYWINE sailed to South America where she was assigned to the Brazil Squadron for a three year tour. With this assignment, the crew missed being directly involved in the war with Mexico.

Rev. Lenhart returned to the United States in late 1850 and was then assigned to USS NORTH CAROLINA, Commander Stephen B. Wilson, commanding. North Carolina was the receiving ship at the Brooklyn Navy Yard in New York. Lenhart enjoyed an unusually long five-year deployment in Brooklyn. In 1856, he and Ann moved to Tottenville on Staten Island, for a three-year period of relative inactivity. He did not minister to any specific congregation, but is shown as having conducted a number of weddings and baptisms in the area.

Reverend Lenhart reported to USS CONSTELLATION in 1859. I have found little information on his service aboard the ship but it is clear that he did not serve the complete tour, as he was transferred to USS CUMBERLAND around 1860. CUMBERLAND was in the African Squadron in 1859 but received orders to head for the Caribbean and Gulf of Mexico to serve in the Home Squadron. I speculate Lenhart's orders were to take passage on CONSTELLATION to the African coast and report to CUMBERLAND as she sailed west to her new duties in the Home Squadron. During this time, his wife of 31 years died in Tottenville on June 26, 1860.

Lenhart served aboard CUMBERLAND during her service in the Home Squadron, including her evacuation under tow on April 20, 1861 from the Gosport Navy Yard. When the War began, the navy set fire to the yard and destroyed all ships that couldn't be removed to prevent them from falling into Confederate hands. She then participated in the blockade, including service in the capture of Forts Hatteras and Clark in August, 1861.

On March 8, 1862, CUMBERLAND was anchored in Hampton Roads off Newport News, Virginia. Lookouts spotted an odd looking vessel steaming across the channel from Gosport. It was the ironclad CSS VIRGINIA, on a mission to destroy as many of the U.S. Navy's wooden ships as could be achieved. During the ensuing fight, VIRGINIA rammed CUMBERLAND, which quickly began to sink. The ship was ordered abandoned and the officers were ordered to bring to the spar deck as many of the wounded who could be saved as possible. She went down with her colors aloft. The remnants of the naval force were rescued by the arrival of the Union ironclad USS MONITOR the



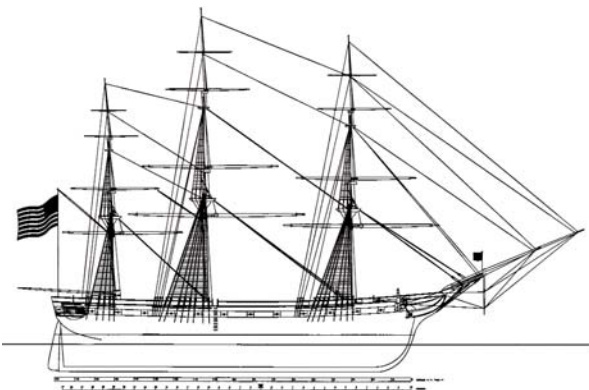
The Battle of Hampton Roads, 8 March 1862

next day when the "cheesbox on a raft" fought off a second attack by VIRGINIA.

As the officers and crew scrambled to save as many of the wounded as possible, Rev. Lenhart was seen calmly entering his billet in the wardroom; the door slamming shut behind him. It is believed he patiently waited for his eternal reward in his quarters as the ship slipped beneath the waves. It appears that his remains were never recovered. Rev. John Lenhart was the first chaplain in the United States Navy to die in combat operations.

A monument was raised in Lenhart's honor at Bethel Cemetery in Tottenville in the years following his death. In 1880, Grand Army of the Republic Post #163 was established in Tottenville and named in Lenhart's honor. The post disbanded in 1924. In 1886, the Lenhart monument was destroyed in a fire in the adjacent church. A new monument was erected in 1912. A memorial plaque was dedicated in the cemetery in his honor on November 15, 2008.

The next time you visit CONSTELLATION and enter the ward room, visit the chaplain's billet on the port side and consider the sacrifice of the man who occupied this space, even briefly, 152 years ago.



THE MARK 14 TORPEDO

Contributed by Paul Cora, Curator

During World War II, torpedo attacks by US Navy submarines were responsible for some 56 percent of the ships lost by Imperial Japan. One of the most common torpedoes used aboard the Navy's fleet type submarines was the Mark 14 steam torpedo, responsible for approximately four million tons of Japanese shipping sunk. Although the Mark 14 was extremely successful during the war, and continued to see service with the US Navy through the 1970s, its early wartime history was plagued by a host of problems.

When designed in the 1930s, the Mark 14 torpedo was among the most advanced submarine weapons in the world. 21 inches in diameter and 20 feet 6 inches long, the Mark 14 weighed over one and one-half tons and could be set to travel at 46 knots to range of 4,500 yards, or to twice that distance at a slower 31.5-knot speed. Initially ejected from the torpedo tube with compressed air, the Mark 14 was then driven by its own internal turbines fed with steam produced when a supply of water was sprayed through an internal methanol or wood-alcohol burner. The torpedo could be set to run at different depths to suit the target ship, and could steer a pre-set course with its internal gyro steering engine.



Mark 14 Torpedo on Display

Among the most advanced components of the original Mark 14 torpedo was the highly secretive Mark 6 exploder that equipped the warhead. In addition to a contact pistol designed to detonate the torpedo on striking the target, the Mark 6 exploder also featured a magnetic sensor designed to be triggered when passing through the target ship's magnetic field - a capability which, in theory, made it more devastating than a contact explosion under the right circumstances.

At a cost of \$10,000 each, the Mark 14 torpedo was an extremely expensive piece of ordnance in the depression-era Navy. As a result, the Navy's Bureau of Ordnance tested comparatively few live Mark 14's before the outbreak the war.

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in BALTIMORE

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After the devastation of Pearl Harbor, American fleet type submarines, equipped with Mark 14 torpedoes, went on the offensive against Japan and from the outset the results were disappointing. Throughout the first months of 1942, American submarine captains reported time and again that despite carefully prepared firing solutions, often under ideal conditions, their Mark 14 torpedoes failed to score hits, either missing the target completely, exploding prematurely, or failing to explode on striking the target ship.

Some submarine skippers suspected that the Mark 14 was actually running deeper than set, and by reducing the depth settings, were able to increase the number of hits on enemy ships. Others suspected that the magnetic exploder was the problem and, in frustration, disabled it and relied solely on the contact pistol. This too brought a slight increase in hits, but failed to solve the problem.

Complaints to the Navy's Bureau of Ordnance (BuOrd) throughout 1942 and into 1943 fell largely on deaf ears. The disappointing performance of the Mark 14 torpedo and its Mark 6 exploder, said BuOrd, was most likely the result of improper torpedo settings by submarine personnel, or poorly calculated firing solutions by submarine skippers; the Mark 6 exploder had been painstakingly developed and surely the problem lay elsewhere.

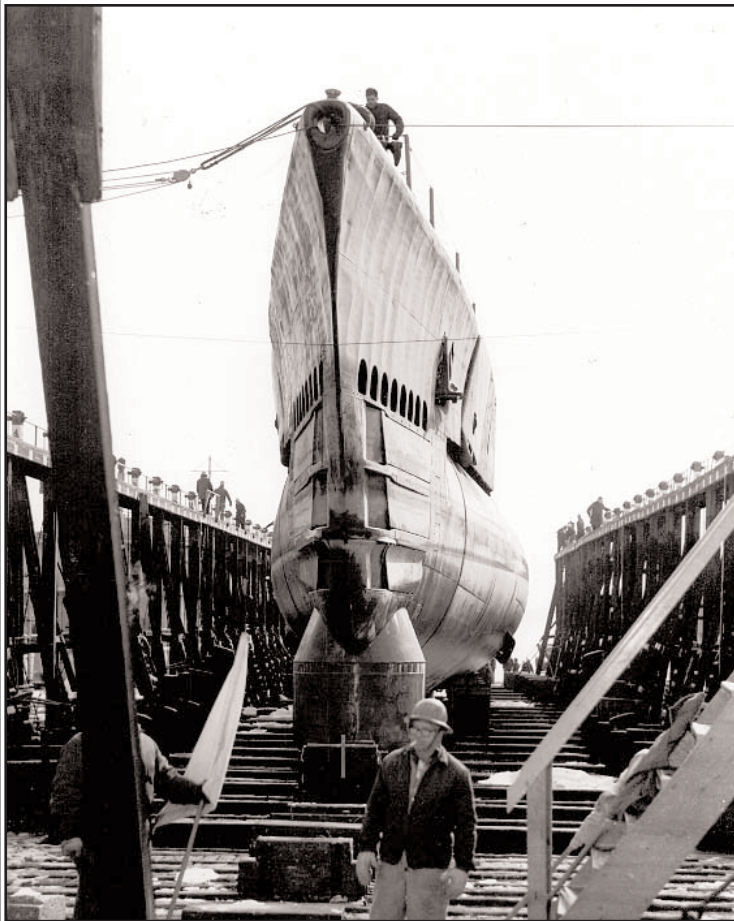
Testing of the Mark 14 torpedo in 1942 had confirmed the tendency of the weapon to run an average of ten feet deeper than designed, and instructions were transmitted throughout the submarine force to offset the problem. Finally, careful testing of the Mark 6 exploder in 1943 confirmed that the magnetic sensor was unreliable, and that even the contact pistol had a tendency disintegrate on impact before exploding the warhead. When these deficiencies were proven, the Bureau of Ordnance was ordered to make drastic steps to improve the Mark 14 torpedo's reliability.

By September 1943, improved contact exploders had been developed to take the place of the Mark 6 exploder, after which the success rate of the Mark 14 torpedo rose dramatically. By 1944 a new type of torpedo, the electrically driven Mark 18, was introduced into service. Unlike the Mark 14, the Mark 18 torpedo left no visible wake - a distinct advantage when avoiding detection. Thousands of Mark 14 torpedoes had been manufactured and remained in the US Navy inventory, however. Indeed, wartime improvements ultimately made the Mark 14 an extremely reliable weapon and it remained in use into the 1970s - even after the fleet type submarines for which it had been designed had been withdrawn from service.

Visitors to USS TORSK can now see three examples of the Mark 14 torpedo, along with examples of other types such as the Mark 28 acoustic homing torpedo of late World War II vintage, the Mark 37 which was developed as a submarine launched anti-submarine torpedo in the 1950s and 1960s, and finally the Mark 45 torpedo designed for use against fast, deep-diving submarines during the 1960s and 1970s.

Dry-Docking: Continued from page 1

the form of doubler plating along the "splash zone" or air-water interface where needed. This area is especially susceptible to corrosion and wastage. Work will also be done to the boat's torpedo tubes, ballast tanks, and other areas in need of attention. Finally, TORSK will be fitted out with sacrificial zinc anodes on the outside of her hull to prevent the effects of electrolysis.



*USS TORSK on a marine railway, Boston 1968
National Park Service Photo*

Both vessels will be in the same graving dock at Sparrows Point. The dock is 1500 feet long and 200 feet wide and was designed for the building of new ships. It will take several hours to pump out the water once the boats are in place. When the work is completed at the end of January the vessels will be ready for another 10+ years of service and some very important preservation work will have been accomplished.

Historic Ships would like to thank Derick Lynch and the staff at General Ship Repair and the Hughes Family at Vane Brothers for their support of this project. A full report on this dry-docking will be provided in the next newsletter.

HISTORIC SHIPS HOSTS CITIZENSHIP CEREMONY

Historic Ships in Baltimore had the distinct honor of hosting a very special Veteran's Day Citizenship Ceremony on board USS CONSTELLATION. Fourteen immigrants representing 12 countries swore the oath of allegiance to the United States before their families, colleagues and immigration officials. Most of them were already serving or had served as members of the US Armed Forces. For those who were serving in the US Navy there was no more appropriate place to become a US citizen than aboard USS CONSTELLATION. Two other citizenship ceremonies took place on Veteran's Day - one on board the USS MIDWAY in San Diego and the second in Baghdad, Iraq.



New US Citizens take the Oath of Allegiance

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CALENDAR OF EVENTS

PEARL HARBOR DAY COMMEMORATION AND REMEMBRANCE CEREMONY

Tuesday, December 7th at 11:45 PM

Members of the community and distinguished guests will join the board & staff of Historic Ships in Baltimore in honoring those who served during WWII with a memorial tribute on board US Coast Guard Cutter TANEY, the last vessel still afloat to witness the Japanese attack on Pearl Harbor, 7 December 1941. The principal speaker will be Rear Admiral Sandra Stosz, Director of Reserve and Leadership for the US Coast Guard. A commemorative wreath drop and special recognition by the St. Andrew's Society of Baltimore will be included in the ceremony. The ceremony is open to the public and there is no charge to attend or to tour TANEY after the event. Light refreshments will be provided by the USO following the ceremony. This Outdoor event occurs rain or shine. Please dress for the weather.

COMMAND AND CONTROL - BEHIND THE SCENES TOUR OF USCGC TANEY

Saturday, December 11th at 2:00 PM

20th century warships combined durability, firepower, speed, and command and control to wage war at sea. Come aboard the Coast Guard Cutter TANEY, a WWII, Korean War and Vietnam War veteran, and see first-hand the brain center of a ship-of-war. Join Museum Curator, Paul Cora, as he leads this walking tour through the ship's nerve center - the ship's bridge, combat information center (CIC), and chartroom. Explore the ship's seldom open-to-the-public inner sanctums - the captain's cabin, his stateroom and pantry. This is a rare treat - don't miss it! This presentation is open to all visitors and is included with regular admission. No reservations are required.

NEW YEAR'S EVE DECK PARTY!

Friday, December 31st, 10:00 PM to 1:00 AM

Ring in the New Year, sip champagne, & watch the Fireworks from the deck of USS *Constellation*, high above the Inner Harbor crowds. A twilight 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. Reservations required. For tickets please visit the museum's

website: www.historicships.org or call 410-539-1797 X 422

CHESAPEAKE LIGHTHOUSE KEEPERS

January 9th, Noon

Come join Lighthouse Keeper and historian Paul O'Neil at the Seven-Foot Knoll Lighthouse on Pier 5. Mr. O'Neil will focus on the lighthouse keepers and lights that aided Chesapeake Bay navigation in the 19th and 20th centuries. This presentation is open to all visitors and is included with regular admission. No reservations are required.



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Yes, I would like to become a member of Historic Ships in Baltimore. Please enroll me as a member so that I may help the cause, receive the museum's newsletter, *The Deck Log*, and enjoy the many other benefits of membership.

- | | |
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| <input type="checkbox"/> \$100 | Sailing Master |
| <input type="checkbox"/> \$250 | Captain and Crew |
| <input type="checkbox"/> \$500 | Commodore |
| <input type="checkbox"/> \$1000 | Admiral |
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On board USS *Constellation*

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