

the Deck Log

The Official Newsletter of Historic Ships in Baltimore



HISTORIC SHIPS
in BALTIMORE

USS CONSTELLATION AND USS TORSK RETURN FROM DRY DOCK

Monday, 21 March, the first day of spring, dawned cold and wet with wind, thunder and lightning as the Historic Ship's restoration staff, Sparrows Point Shipyard personnel, and tug boat crews from Vane Brothers, Smith Marine Towing and McAllister Towing prepared to move USS CONSTELLATION and USS TORSK out of the dry dock and back to their Inner Harbor berths.

Flooding the dock had begun at 2100 (9pm) the night before. 36 inch valves were opened to allow approximately 54 million gallons of water to enter the dry dock to float the vessels. Crews on board both vessels and on shore were up all night monitoring the progress. CONSTELLATION lifted off her keel blocks first at approximately 0100 (1am) and TORSK followed soon after. On board Torsk, the TVA crew on board had to immediately respond to a shift in ballast as the boat settled in with a 9-degree list. On board CONSTELLATION very little water was seen leaking through the seams and the refloating was thankfully uneventful.



USS TORSK in Dry Dock with Partial First Coat of Epoxy Paint
Photo Courtesy of Doug Schmenner

Throughout the night the wind continued a slow build until the lines holding both vessels in the middle of the dock were bar-tight. Just before dawn the first lightning flashes were seen to the west. Anticipating an increase in wind velocity, both vessels were eased over to the north side of the dock and port mooring



USS CONSTELLATION in Dry Dock Shortly After Draining the Dock
Photo Courtesy of Greg Pease, Greg Pease Photography

lines were doubled up. When the storm finally arrived the wind did not continue to increase as expected but rather died out almost completely, much to everyone's great relief.

Flooding the dock was completed at 0700. Tugs from McAllister Towing removed the caisson gate from the open end of the dry dock allowing tugs from Vane Brothers and Smith Marine Towing to hook up to TORSK. The sub was towed to a temporary berth at the shipyard clearing the way for CONSTELLATION. The tugs then hooked up to CONSTELLATION for the trip back to the Inner Harbor. CONSTELLATION arrived at approximately 1100 and TORSK followed at roughly 1500 (3pm). The transits for both vessels were uneventful and great fun for those on board.

CONSTELLATION and TORSK were scheduled to be in the dry dock for four weeks in January. There were delays at the yard because of work being done to the caisson gate so we were not able to get the vessels into dry dock until 31 January. We also had
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CELEBRATE JULY 4th ON BOARD USS CONSTELLATION!

HISTORIC ENDOWMENT BEQUEST RECEIVED FOR USS CONSTELLATION

In February of this year, Historic Ships in Baltimore received an historic gift to the endowment for the long-term preservation of USS CONSTELLATION from the estate of Mrs. Alice Nagle, daughter of ADM Royal Ingersoll. For six months in 1942 ADM Ingersoll directed the Atlantic naval operations of WWII from on board USS CONSTELLATION. Mrs. Nagle, who passed away in January of 2010, was a long-time friend and supporter of USS CONSTELLATION and was last on board in 2003 for the annual crew/descendent reunion. At that event, Mrs. Nagle donated her fathers 4-Star flag to the museum. She had the honor of hoisting it to the mizzen truck one last time before it was conserved and put on display in our exhibit gallery where it remains today.

The bequest, totaling \$333,334, will be placed in the permanent endowment account for USS CONSTELLATION to be added to as others make similar bequests through their long-term personal planning. Endowment accounts have not yet been established for the other vessels in the fleet, but Historic Ships in Baltimore sees this as a way to help guarantee their long term preservation. Those interested in planned giving opportunities may call the Director's office at 410-539-1797 X 402.



Mrs. Alice Nagle Raises Her Father's 4-Star Flag, Fall of 2003

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For Information Contact Laura Givens

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DRY DOCKING PROJECT RECEIVES TREMENDOUS COMMUNITY SUPPORT

The recent dry docking of USS CONSTELLATION and USS TORSK could not have been accomplished without the support of State, City and private cash and in-kind contributions as well as the volunteer services of several individuals.

The City of Baltimore provided \$150,000 in capital funding as the primary contributor. This was matched by a Maryland Heritage Areas Authorities grant of \$90,000 and a Baltimore National Heritage Areas grant of \$20,000.

In addition to these cash grants, Historic Ships in Baltimore received unprecedented levels of in-kind support from community businesses. General Ship Repair Company provided extensive planning and logistics assistance including the pro bono services of dockmaster Rick Rappold and a substantial discount to our overall bill. The Vane Brothers Company and the Hughes family provided tug boat and pilotage services for both the outbound and inbound transits as did Jerry Smith and Smith Marine Towing. PPG Marine Coatings donated the greater portion of the Ameron 235 epoxy paint that was used to coat USS TORSK. International Paint donated the antifouling paint that was used to coat USS CONSTELLATION. While in the shipyard there were several times that we had to arrange to lift very heavy items in and out of the dry dock. Crane service was provided by Cianbro, W.O. Grubb and Davis Crane Rentals. Discounts or donations of equipment rentals were provided by United Rentals, Scaffold Resource, GROCO Marine and Pump and Power Equipment Company.

While in the dry dock several people helped to document the work on both vessels. Thanks go to Dave Ehlers, Doug Schmenner, and Greg Pease for providing professional quality images. 3-D imaging of both vessels was performed by Direct Dimensions and SmartGeoMetrics. Video documentation and production was provided by Mike Wicklein and the Wicklein Group.

On board USS TORSK, members of the TORSK Volunteer Association, the TVA, assisted on transits to and from the shipyard, stood overnight watch several nights and were always on board taking care of the boat on weekends.

Finally owner Vincent Barletta, and staff members Heather Sites, Kyle Heitzman, Tom Waller of the Sparrows Point Shipyard did everything that they could to accommodate our needs during our protracted stay.

Evolutions like this are extremely important to the preservation of our history and actually become a part of each vessels historical archive. From the board and staff of Historic Ships in Baltimore, thank you to everyone who helped to make this very important project a success.



(CONSTELLATION and TORSK - continued from page 1)

to design, purchase and construct the keel and side blocking to support both vessels in the dock which added to the delays.

Once in the dock work commenced in earnest. General Ship Repair was tasked with most of the work to TORSK. They repaired leaks in welds and ballast tanks, installed “doubler plates” where necessary, did important conservation work to the bow and stern torpedo tubes, removed the remaining propeller (starboard) for conservation and installed a cathodic protection system (sacrificial zinc anodes). Work was also performed on the sonar dome. Four coats of Ameron 235 epoxy paint was applied to the hull. In the end, TORSK received attention during this dry docking not seen in over thirty years and we anticipate that she should not need to be hauled out again for at least ten years.



The Starboard Propeller of USS TORSK Being Removed. The Port Side Propeller Was Removed Before the Boat Came to Baltimore.

Photo Courtesy of David Ehlers

CONSTELLATION'S hull seemed to be in good shape at first but on closer inspection the crew found extensive areas of rot in the ship's laminated hull at, and below the water line. The restoration and education staff worked seven days per week, ten hours per day once the problem was found to effect repairs so that the ship could float once again. It was determined that the rot was caused by fresh water entering at the top edge of the laminated hull

planking and traveling down the inner two diagonal wood layers through voids in the glued surfaces. Thankfully, it seems that CONSTELLATION'S historic framing and remaining original hull planking has not been effected to this point. Over the past few years extensive work has been done to the top edge of the laminate to prevent the intrusion of any additional water but unfortunately, the damage has been done. CONSTELLATION will have to be dry docked again in 3 - 5 years for an extended period to remove and replace the rotten laminate. Preliminary estimates are for a six-month dry docking at a cost of approximately \$1.5 million. Historic Ships staff are currently researching repair techniques that will maintain the strength that the original laminate provided while ensuring that the investment we make will last more than 13 years.

In addition to the hull repair, all of CONSTELLATION'S plank butts (vertical seams where plank ends meet) were caulked, puttied, painted and copper sheathed, and she received two coats of antifouling paint. The plank butt seams are those that are most likely to develop leaks on any wooden ship.

Both vessels were opened to the public the day after their return from the shipyard and visitors came aboard asking about the recent dry docking and what was done to the vessels. Four weeks had turned into seven and the crew were relieved and happy to have both vessels back in the harbor and their lives returned somewhat back to normal.

The job of raising money for the next dry docking starts now. Historic Ships staff will leave no stone unturned as we seek both private and public funding. Grant opportunities for projects like this are few and far between. If you are interested in assisting us with this project please let us know by contacting the Director at 410-539-1797 X 402 or crowsom@historicships.org. It is extremely important that we take care of rotten wood before it starts to eat into the ship's historic fabric. We will keep you posted on our plans as they develop.



Detail showing the large area of deterioration in CONSTELLATION'S laminated hull planking. The darker areas are the original frames. Shipwrights used the scissor lifts and scaffolding to access the work areas, some of which was over 30 feet above the floor of the dry dock.

Historic Ships Photo

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Dry Dock Photos

Page 4, top left courtesy of Greg Pease, Greg Pease Photography
All other photos courtesy of David Ehlers



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USS CONSTELLATION: AN OLD SHIP IN A MODERN WAR, by John Barnard

Visitors to the wooden sailing ship USS Constellation of 1854 are often amazed to learn of her service in World War II. But it's true. For six months in 1942 she was the U.S. Atlantic Fleet's flagship. The war began in Europe in 1939 and by late 1940 most of Western Europe was conquered by Nazi Germany. In the Atlantic Ocean German submarines took a huge toll of British and Allied shipping every month.

The U.S. Navy's small Atlantic Squadron enforced our neutrality. By early 1941 it was strengthened and renamed the Atlantic Fleet commanded by Admiral Ernest J. King in his flagship, the cruiser Augusta based at Newport, R.I. Also at Newport was the CONSTELLATION, a part of the Naval Station there. In mid-1940 after the conquest of France she was put back in commissioned status, at President Roosevelt's order, as a symbolic inspiration of service to the nation by the navy and vigilance against foreign aggression.

On Sunday, December 7, 1941 the Japanese navy attacked U.S. bases in Hawaii and within days the United States was at war with Japan and then Germany. On the 7th CONSTELLATION, non-seagoing now, was at her Newport pier. Her deck log reads, "Moored at Coaster's Harbor, received stores aboard, received despatch from Navy HQ addressed to all ships-'Execute War Plan 46 against Japan.' The captain and executive officer were told at once. Security inspection made-all normal."



ADM Royal Ingersoll on board USS CONSTELLATION, 1942

Vice Admiral Royal E. Ingersoll assumed command of the Atlantic Fleet on January 1, 1942. With the cruiser Augusta needed for active war service and office building space in Newport scarce Ingersoll decided to move aboard CONSTELLATION. She would fly his command flag as fleet flagship. As the overall fleet commander he could exercise command best from a fixed shore base. CONSTELLATION'S log entry for January 18 reads, "Received telephone message from the fleet chief of staff that the admiral and his staff were shifting to USS CONSTELLATION on Jan. 19. Begin all necessary preparations for receiving the admiral, staff, and equipment."

In CONSTELLATION more cabins and offices were added and telephones, teletypes, and radios were connected to the navy's extensive communications network ashore. Ingersoll was responsible for all the fleet's activities, the main ones being: North Atlantic convoy escort, long range aircraft patrols, and sending a battleship-cruiser force to work with the main British fleet.

Across the admiral's desk in the large aft cabin on the gundeck passed a myriad of correspondence. Typical subjects needing attention included: use of Tangier Sound in Chesapeake Bay for target practice, ship salvage facilities in Iceland, status of the cruiser Nashville's repairs, operation of model SC radar, pier space at the Argentia naval base in Newfoundland, plans to seize and occupy the port of Dakar in French West Africa, and, of course, ways to reduce paperwork.

During the months Ingersoll and his 15 man senior staff members plus attached officers and also sailors serving as Radiomen, Yeomen, Signalmen, Cooks, Stewards, and drivers ensured the smooth running of the Atlantic Fleet's administration. For Ingersoll it was a steady round of meetings, conferences with other admirals and captains, and inspection tours of ships and shore bases. On a lighter note CONSTELLATION'S deck log for Saturday, May 30, 1942 recorded, "The ship's commanding officer, Lt. John Davis, left the ship on duty as Grand Marshall of Newport's Memorial Day parade" and also that the executive officer Lt.(j.g.) John Shea and a company of 75 sailors marched in the parade.

But tragedy struck too. On June 15 Ingersoll received the sad confirmation of his son's death during the Battle of Midway while serving in the aircraft carrier HORNET. A much happier day was 1 July, 1942 when, on promotion to full Admiral, Ingersoll's four star command flag was hoisted aloft on CONSTELLATION'S mizzenmast.

Soon after this the big steel hulled ship USS VIXEN arrived at Newport to be fleet flagship. She was a former private yacht converted to naval use. Now Ingersoll could move freely along the east coast and better perform his duties. His personal diary entry for July 18 reads, "VIXEN arrived" and on July 20 he wrote, "Shifted to VIXEN at 11 a.m." CONSTELLATION'S log entry stated, "20 July-0800 to 1200 period: CinCLant and staff left the ship, transferring flag to USS VIXEN."

CONSTELLATION'S days as the fleet flagship were over although for the rest of the war she remained ready to act as relief flagship and took over the role whenever VIXEN was under repair



ADM Royal Ingersoll's 4-Star Flag Being Raised on the Occasion of His Promotion, 1 July 1942

and unavailable. Although quietly alongside her pier at Newport USS CONSTELLATION had an active and major role for six months in 1942 during the U.S. Navy's war in the Atlantic Ocean. One of the museum's proudest items on display is Admiral Royal Ingersoll's blue, four starred flag.

John Barnard is a long-time volunteer for Historic Ships in Baltimore. You can find him on board USS CONSTELLATION most weekends during the spring, summer and fall.

The Story of Corporal Michael Gaul **USS CONSTELLATION, by Stephen Bockmiller**

Sometimes, those you think will not amount to much will live a positive life. USS CONSTELLATION veteran Michael Gaul appears to be one such person.

Gaul was born in Kilkenny, Ireland in 1841. His family emigrated and settled in Stuyvesant Falls, NY. This alone means little, except that this hamlet, little more than a crossroads, boasted one famous resident: former President Martin Van Buren. Van Buren enjoyed long horseback rides around the community in his retirement. It would be virtually impossible for young Michael not to have run into the President at least occasionally.

Gaul appears to be CONSTELLATION'S only veteran of the

Battle of First Manassas, however not as a Marine. In 1860, he enlisted in the U.S. Army and was assigned to the 3rd U.S. Infantry at Fort Clarke, Texas. When the war broke out, his company traveled to Washington where it was assigned to a battalion of U.S. Regulars. They were part of the army that was trounced by the Confederates at Manassas on July 21. Corporal Gaul deserted the army 5 days later.

Gaul then enlisted in the Marine Corps on October 26. Perhaps the impression made on him by the Marines in his brigade at Manassas inspired his choice. He shipped aboard CONSTELLATION in February, 1862 and was promoted to corporal a year later. There were five courts martials of Marines on CONSTELLATION during the war. Three were of Michael Gaul. Insubordinate conduct in July, 1863, misconduct in December which cost him his corporal's stripes, and theft in January, 1864; all for which he was convicted and paid severely. How true to his actual conduct this may be is not clear since Sergeant Robbins was known for using the military judicial process maliciously. After CONSTELLATION returned in 1865, he was transferred, regained his corporal's stripes and was discharged late in the year. During CONSTELLATION'S deployment, he learned that his brother, a member of the 30th New York Infantry, was mortally wounded at the Battle of Second Manassas (August, 1862).

Gaul returned to Hudson, New York, but enlisted in the Navy in late 1866. He was assigned to USS IROQUOIS, which was deploying to the Far East. He attained the rank of Fireman Second Class. Again, he found himself with a pending court martial in 1868. However when IROQUOIS was in a gale near Hyogo, he jumped into the water to save a drowning Japanese sailor. His reported and publicized heroism caused the pending court martial to go away quietly. Discharged, Gaul again reenlisted in the Marine Corps in 1871, only to desert days later.

His military days behind him, he joined the Hudson Fire Department, serving at the Washington Hose Company. He married Catherine Clancy in 1875 and had several children. Gaul was a tavern keeper, but it appears that most of his efforts went to helping Catherine run her millinery and hat shop. Yes, the grizzled veteran of three services sold ladies hats and notions in his post war years. Is it possible that around the turn of the century, a young Franklin Roosevelt on an excursion from his home about 30 miles to the south, stopped into Gaul's Millinery to buy a gift for his mother or other family members? Perhaps, but we'll never know.

Gaul became very active with the Hudson post of the Grand Army of the Republic. Corporal/Fireman2C Michael Gaul died in 1922 at age 81. He was buried in the city cemetery, and a large marker attesting to much of his military service was placed at his head. Members of Ships Company plan to travel to Hudson in 2012 and help the Hudson Fire Department commemorate the service of this fascinating veteran.

Stephen Bockmiller is a Ship's Company volunteer and member of the Historic Ships Advisory Board. He has been researching the lives of CONSTELLATION'S Civil War marine unit.

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Historic Ships Annual Appeal and Community Support: 2010 Year-end and 2011 Year to Date

The following individuals, families, corporations and Foundations have made generous donations to Historic Ships in Baltimore to preserve the fleet and to ensure that we can continue to provide educational programs and opportunities to our visitors and to the thousands of school children who come aboard each year. We thank all of you very much for your support and encourage others to come aboard and help to keep the ships afloat! Our apologies, in advance, for any inadvertent omissions.

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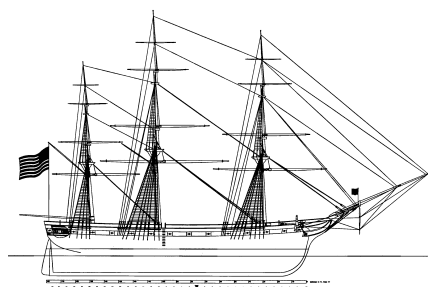
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CONSTELLATION Departing for Dry dock, 31 January, 2011

Photo Courtesy of Greg Pease, Greg Pease Photography

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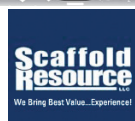


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CALENDAR OF EVENTS

VIEW FROM THE SIDELINES: AN OUTSIDER'S PERSPECTIVE OF THE AMERICAN CIVIL WAR"

Saturday, 14 May, 2PM on board USS Constellation

A look into depictions of America during the Civil War, as seen through paintings, drawings, photos, and prints. Libby Forment, art historian and museum educator, discusses depictions of America as recorded by those in varying degrees of disconnectedness. There will be an exploration through a gradation of artists, beginning with those directly involved in the war, those hired to record the war from the battle field for media purposes (both from America and abroad), those situated in Europe, and finally those in Japan with their first impressions of the still newly independent country. This presentation is open to all visitors and is included with regular admission. No reservations are required.

SHIPS COMPANY ON BOARD USS CONSTELLATION!

Saturday - 28 May, 25 June, 30 July, 20 Aug., 24 Sept., 29 Oct.

ALL DAY - Constellation's own Ship's Company of volunteer sailors and marines come aboard to provide a unique and fascinating view of service at sea. Presentations and hands-on activities throughout the day punctuate the daily routine and focus on day-to-day shipboard life in Mr. Lincoln's Navy.

THE BATTLE OF OKINAWA

Saturday, 11 June, 2PM on board USCGC TANEY

Gunner's Mate Ryan Szimanski leads a discussion of the struggle for Okinawa and the role of USCGC TANEY in the fight. Come learn about the function of a ship and its crew during battle conditions and hear about the use of Kamikaze pilots by the Japanese in a major action. This presentation is open to all visitors and is included with regular admission. No reservations are required.

JULY 4TH INDEPENDENCE DAY DECK PARTY!

Monday, 4 July, 7pm to 10pm

Celebrate INDEPENDENCE DAY with great food, drink, live music and watch the spectacular Inner Harbor Fireworks from the deck of USS Constellation, high above the Inner Harbor crowds. A July 4th picnic menu, provided by the Classic Catering People will be served with local ale, wine and soft drinks. There will be live music, special tours, cannon firings and more. Reservations required. For tickets please visit the Historic Ships website: www.historicships.org or call 410-539-1797 X 422.

VICTORY NIGHT!

Saturday, August 20th, 6:00 PM - 8:00 PM:

Honoring those who served as crewmembers on the Historic Ships, and the descendants, volunteers and museum members who preserve their legacy. This delightful event is free to all museum members, volunteers, former crew and their descendants. Food and drink are provided. Simply RSVP to your invitation or call 410-539-1797 X 422 if you are a descendant or crewmember who is not yet on the museum's list.



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