

the Deck Log

The Official Newsletter of Historic Ships in Baltimore



USCGC TANEY DECK RECEIVES MUCH NEEDED PRESERVATION

In mid-September, Historic Ships in Baltimore began a project on board USCGC *Taney* that will help us to preserve her fantail deck as well as some areas forward for many years to come.

When *Taney* was decommissioned she had a wooden deck overlay made of douglas fir covering her structural steel deck. This overlay was, in turn, covered with a rubber, non-skid overlay intended to help the wood last through the vessel's operational life but not meant to be a long-term preservation solution. Over the years, fresh water made its way through openings in the rubber coating causing the wood to rot and the steel to rust. As the photos show, the fantail deck was severely deteriorated in two specific areas.

Historic Ships restoration staff removed the rubber coating and rotting wood to expose the steel. General Ship Repair then came aboard and used a special ultra-high pressure water jet tool to remove the majority of the rust, scale and paint. Once this was done, Historic Ships staff once again hit the deck with needle guns and "deck growlers". General Ship Repair placed doubler-plates over the most deteriorated areas. Small pin-holes and pits were filled with epoxy.



Matt Singleton and Brian Baublitz remove rotten wood and rubber overlay from the deck of USCGC Taney.



Matt Singleton grinds away years of rust and scale forward, on the port side of USCGC Taney.

The final result of this project is a preserved deck that is watertight and sound. With the wood and rubber no longer in the way we can monitor its condition and address future issues as they occur.

Thanks very much to Derick Lynch and General Ship Repair for providing technical expertise and labor for the project and to Sherwin Williams for providing the final coats of acrylic paint that will make *Taney* look beautiful. As we go to press, the forward areas still need to be completed, but the fantail deck is looking fine for the 7 December Pearl Harbor Memorial.

This project was funded, in part, by grants from the Maryland Heritage Areas Authority and Preservation Maryland. Historic Ships still needs to raise about \$30,000 to secure the 1:1 match for the MHAA grant and finish the project. Donations can be made on-line at http://www.historicships.org/project_support.html or by calling 410-539-1797, ext. 402.

RING IN THE NEW YEAR ON BOARD USS CONSTELLATION!

the Deck Log

HISTORIC SHIPS
in BALTIMORE

USS CONSTELLATION CUP REGATTA AND HISTORIC SHIPS BLAST! A GREAT SUCCESS

The USS Constellation Cup Regatta experienced another blustery fall day on the Patapsco. 30 boats lined up on the starting line and raced out around Fort Carroll (the spinnaker class did the circle twice!) and carried on into the Inner Harbor. Encantada, skippered by Michael Albert won the coveted Constellation half-model trophy for finishing first overall. David Wallace, skippering Owaissa, won the George Colligan Memorial Trophy, THE Constellation Cup. The rest of the results can be found at www.usssconstellationcup.org.

That evening's after race party, the Historic Ships BLAST! was held on board USS *Constellation*. There was plenty of drink provided by Pusser's Rum and Heavy Seas Brewing, great music provided by the Tumblehome Band and food provided by Absolutely Perfect Catering. The ship came alive with dancing, ship tours and sailors telling sea stories. A great time was had by all.

Thanks so much to our sponsors for making the event a success. The museum raised \$45,000 from the event which will go to help support Historic Ships education and preservation initiatives. Thank you to everyone who participated - it was a great event!



David Wallace accepting the George Colligan Memorial Trophy, THE Constellation Cup for fundraising, from Susan Colligan

PEARL HARBOR MEMORIAL COMMEMORATION 7 DECEMBER, 2011 TANEY RECEIVES SPECIAL AWARD

Wednesday, 7 December was rainy with snow in the offing. Not the kind of day you would want for an important outdoor event, but we made the best of it. A standing room only crowd was on board to hear ADM Robert J. Papp, Jr, Commandant, USCG provide the key note address for the commemoration of the 70th anniversary of the Japanese Attack on Pearl Harbor. We also commemorated the 25th anniversary of the decommissioning of TANEY, 7 December 1986. Lord Ambrose Greenway, Chairman of the World Ship Trust presented the USCGC TANEY with the Trust's Special Award for Historic Significance. In attendance were a large number of active duty and retired members of the US Coast Guard as well as representatives from almost every division of the armed forces. We were very pleased to have aboard a number of TANEY'S WWII veterans who have been so active in supporting the vessel's preservation. Thank you to everyone who participated in the proceedings of this very special event.



ADM Robert Papp, Jr., (center) with personnel from the USCG Yard



TANEY WWII Veterans Jim Kitchen, Willis Collyer, Harry Nelson, Carroll George and George Blessing

SHIP'S COMPANY CELEBRATES 30 YEAR ANNIVERSARY, Contributed by Larry Bopp

November 8 marked the 30th anniversary of the establishment of Ship's Company with USS *Constellation*. On that Sunday, several interested reenactors who wished to portray US Navy in the age of sail gathered at the ship in conjunction with an observance of the founding of the US Marine Corps on November 10. The first Marine officer to receive his commission on a ship did so on the frigate *Constellation*. Marine Artie Donovan was the guest speaker that day. Feeling awkward and wearing improvised clothing of the early 1800 period, we had no idea how we would grow, from this humble beginning, to become a very respectable group of naval historians with national significance.

In a time of no emails we sought expert opinion from historians on HMS Victory and from renowned French naval historian Jean Boudriot. All of us plunged in to research in the National Archives and all existing British and American secondary sources to improve our appearance and public demonstrations of gun drill. We were taken with the idea that this ship was the original frigate and, thus, we interpreted her heyday of 1799-1800. Our interpretation

Continued on page 7



Ship's Company - an early picture postcard showing the crew demonstrating a gun drill, circa 1800.

Historic Events Since 1854

Have Your Next Party, Corporate Function,
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or at the Seven Foot Knoll Lighthouse
For Information Contact Laura Givens
(410) 539-1797 ext. 432
lgivens@historicships.org

PLEASE SUPPORT HISTORIC SHIPS IN BALTIMORE!

2011 has been a challenging year for Historic Ships in Baltimore, but thanks to the support of many individuals like you we can site many accomplishments over the past twelve months. Earlier this year, both USS *Constellation* and USS *Torsk* went into dry-dock at the Sparrows Point Shipyard for critical repairs costing over \$600,000. USCGC *Taney* is currently undergoing repairs to her fantail deck, a project that will cost close to \$100,000.

By year-end, Historic Ships will have hosted over 125,000 visitors including nearly 5,000 students participating in Overnight Adventure education programs and close to 500 rising Baltimore 3rd and 4th graders participating in our annual SuperKids summer reading and literacy skills camp. Over 100 schools and youth groups have enjoyed walking the decks of the ships for guided tours, half and full-day education programs. We have definitely been busy and the ships and the crew have been doing their job teaching thousands of visitors and school children about our nation's history and the lives of the sailors and officers who served aboard.

Your support now can help us to get through this very challenging year and position Historic Ships for the future. As you can see from the short report of activity above, the ships are an important and valuable community asset. It is both difficult and expensive to keep this fleet of historic ships afloat and we cannot do it without your support.

For your convenience we have included a donation envelope with this newsletter in the hopes that if you will make a year-end contribution or become a supporting member of Historic Ships in Baltimore. You can also become a member or make a contribution on-line by visiting our website, www.historicships.org.

Earned income generates only 80% of what it takes to keep the ships afloat and operating. Your support brings in the additional 20%. I hope that you will consider supporting the preservation of USS *Constellation*, USS *Torsk*, USCGC *Taney*, the lightship *Chesapeake* and the Seven Foot Knoll Lighthouse, as well as the education and interpretive programs that take place on board this amazing collection by making a year-end gift today. We thank you very much for your support.

Christopher Rowsom
Executive Director



the Deck Log

HISTORIC SHIPS
in BALTIMORE

From Peace to War: USCGC TANEY 1941

by Paul Cora, Curator

The possibility of war by 1940 sparked US Navy interest in the Treasury Class cutters and as a result, USCGC TANEY and her sister ships received substantial armament upgrades giving them anti-aircraft and anti-submarine capabilities. During two successive refits in 1940 and 1941, TANEY received a battery of 3"/50 caliber anti-aircraft (AA) guns, additional .50 caliber machine gun mounts, sonar equipment, stern depth charge racks and depth-charge-throwing Y-guns. In July 1941 the "327s" were transferred from the Treasury Department to the Navy in expectation of war – though they retained their Coast Guard officers and crew. These wartime armament upgrades and their associated systems dramatically increased the number of personnel aboard from a peacetime complement of 130 to 210 by December 1941.

While TANEY's sister ships joined US Navy units in North Atlantic patrols, "The Queen of the Pacific," now resplendent in a coat of "battleship gray" paint, and officially known as the USS TANEY CG, began operations out of Honolulu as a unit of Destroyer Division 80, Inshore Patrol Force. On the probable outbreak of war, the cutter's primary duty would be anti-submarine patrol off the mouth of Pearl Harbor.

The morning of 7 December 1941 found TANEY tied up at her home berth of Pier 6 near Honolulu's Aloha Tower. The first inklings of what was in store came shortly before 0700 when operators on watch in the cutter's radio room copied an unusual message



Taney 266 "An early World War II view of TANEY's quarterdeck as seen from the ship's radio room. Note in the foreground the two 3"/50 caliber mounts (port and starboard) which would have been in action against Japanese aircraft on 7 December 1941.

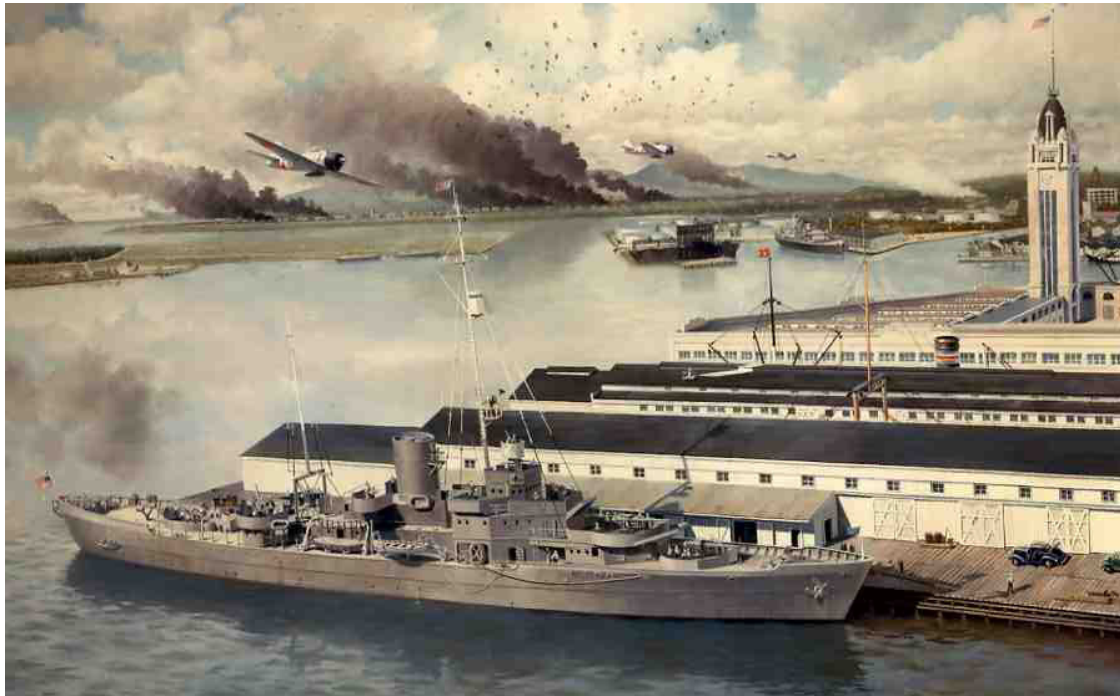
from Destroyer Division 80 ship: the USS WARD reported that it had attacked and sunk an enemy submarine in the approaches to Pearl Harbor. Sensing from the message a dramatic turn of events, the Officer of the Deck (OOD) on duty that morning immediately recalled all officers from shore and had the crew stow the ship's deck awnings, remove gun covers and bring up ammunition from the magazine.

After clearing the ship for action, the Coast Guardsmen waited to see what, if anything, would happen next. Suddenly, around 0800, the sky to the northwest came alive with anti-aircraft bursts as Navy ships commenced a frantic defense of Pearl Harbor some eight miles away. At almost the same moment, detonations were heard from Hickam Army Airfield, just four miles away, and columns of black smoke from exploding aircraft soon became visible. Commander Louis B. Olson, USCG, TANEY's Captain, gave the order to sound General Quarters and then called for steam in preparation for getting underway. Though some of the ship's officers had not yet made it back aboard, Olson was later able to report that the ship's "anti-aircraft battery as well as all other guns were ready to fire with their full crew and three officers at their stations within four minutes." As the battle raged, the sky over the fleet anchorage turned black from the smoke of burning ships, and TANEY's crew waited for a chance to open fire should enemy planes approach Honolulu. An hour after going to battle stations at 0901 and again at 0915 several scattered formations of Japanese planes came overhead and Commander Olson gave the order to commence firing. On TANEY's fantail, the ship's two 3"/50 anti-aircraft guns went into action firing some 27 rounds of shrapnel ammunition at the raiders whose distance and altitude was just outside effective range. The remainder of the ship's guns, though manned, stood in silent frustration – the forward 3"/50 would not bear, and the 5"/51 caliber main armament was useless against aircraft.

Writing in his diary shortly after the attack, TANEY radioman Maurice Thoresen captured the sense of uncertainty which prevailed. "We thought it was a drill as we have them frequently, but we heard gun fire in the direction of Pearl Harbor. That still did not give us a clue as to what was going on, because quite often the units practice firing at sleeves towed by planes. It was not until some planes approaching Honolulu were identified as Jap that we started firing on them. We did not know what this was all about. Everyone in the crew expressed their thoughts, but still couldn't believe that we were being attacked.... Sirens were wailing and we could see Army trucks speeding back and forth."

Confusion reigned throughout the morning as Japanese aircraft attacked not only Battleship Row and the adjacent facilities, but also hit Army, Navy and Marine Corps installations throughout Oahu. While the bulk of Japanese aircraft had completed their attacks by 1000 hours, small groups of planes continued to appear until almost Noon. At Pearl Harbor, Japanese bombers were fired on by a number of US Ships between 1100 and 1135 hours.

In Honolulu, TANEY's crew remained at battle stations throughout the morning in case the raiders reappeared over the city. Honolulu took on an eerie cast from the smoke of burning buildings



Pearl Harbor: "Date of Infamy: A painting depicting USCGC TANEY on 7 December 1941 by noted aviation artist Keith Ferris"

and the sound of periodic explosions made by Navy anti-aircraft projectiles which detonated within the city after missing their targets. At 1135, a small formation of Japanese planes over flew Honolulu and the crew of TANEY's forward 3"/50 AA gun was able to sight in and open fire briefly, though to no avail. Finally, just before noon, the cutter's gun crews were able to engage a target at close range. "At 1158," reported Commander Olson, "a formation of five enemy planes approached the vessel directly from the south southwest over the harbor entrance on what appeared to be a glide bombing or strafing attack on this vessel or more probably... the power plant which is located north of the vessel's berth at Pier Six..." Every gun that would bear – the two stern-facing 3"/50s and four of the cutter's .50 machine guns opened up on the planes which were "rocked by the fire and swerved up and away." Commander Olson was also able to report that "Several .50 cal. tracers appeared to pierce the wing and tail structure of one plane," before the attackers changed course to avoid the barrage.

No further Japanese air activity was witnessed over Honolulu, and by afternoon, TANEY's gun crews could relax at their stations while trying to comprehend the morning's events. "The officers and crew," reported Commander Olson in the wake of the attack, "bore themselves well although most members of the crew had no training except drill and had never seen anything above a .50 caliber fired."

As American forces in Hawaii sought to recover from the shock of the Japanese attack, the pre-dawn hours of 8 December 1941 found USCGC TANEY underway from Honolulu bound for her pre-assigned anti-submarine patrol area between Honolulu and the entrance to Pearl Harbor. From 8 to 14 December, the cutter made seven depth charge attacks on suspected Japanese submarines including a notable one on 10 December. That evening while

patrolling with the USS RAMSAY (DM-16), TANEY picked up a strong sonar echo and dropped a pattern of depth charges on a spot some three miles off Honolulu. A short time later, a large oil slick appeared over the spot and remained for two days, leading to speculation that a sub may, in fact, have been hit.

In the weeks following the Pearl Harbor attack, the dramatic transition to combat operations required some adjustment for TANEY's Coast Guard crew. "The first few days were hard on all the crew due to all of the battle station alarms and the dropping of depth charges," crewman Maurice Thoresen wrote in his diary. "We began to condition ourselves so that when the depth charges were dropped we could tell that it was not a bomb or torpedo hitting us. The depth charges go off with such a terrific explosion that the whole ship would shake and shudder. The ship also reacts the same way if we are close enough when the destroyers drop their depth charges."

TANEY's transition from peace to war had been as sudden as that of any United States' vessel in Hawaii. Eventually, that fateful day in December 1941 would be remembered as only a starting point in a wartime career that saw the ship operating in the Atlantic and Mediterranean in 1944, and the western Pacific during the Okinawa Campaign in 1945. One of the most often asked questions in later years would be "How did USCGC TANEY become the 'Last Survivor of Pearl Harbor'?" The answer is simply that as a Coast Guard vessel TANEY's active career far outlasted those of the other 100 United States' vessels in Hawaiian waters on 7 December 1941. Indeed, by the late 1960s, with still a third of her active career ahead of her, TANEY had become known as the last United States' vessel, still in commission, to have seen action in Hawaii on 7 December 1941.

the Deck Log

Historic Ships in Baltimore Community Support: Spring through November, 2011

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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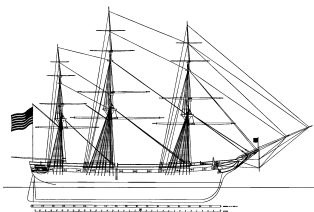
Ship's Company, Continued from page 3

of this period of history allowed us to establish a working relationship with USS *Constitution* at a time when relations between the two historic ships were strained. We eventually not only performed gun drill on board *Constitution* but also on the Brig Niagara in Erie, Pennsylvania. We were consulted about artifacts discovered when the sunken American warships Hamilton and Scourge were discovered in Lake Ontario.

In 1985 we were invited by Commander Addis of HMS Victory as guests for their Navy Days celebration in Portsmouth, England. Twelve days passed touring numerous historic sites and performing our gun drill for the English public. However, our greatest moment came when the BBC filmed our drill with one of the guns on the spar deck of Victory. Commander Addis informed us that the gun we handled was used by Americans at the battle of Trafalgar. We were elated since no English citizens are allowed to operate these guns and we not only did so, but handled one operated by our forbears.

When *Constellation* was condemned by the Navy in 1992, Ship's Company assisted board members in testifying before the Maryland Senate to save her. With renewed knowledge of the ship's 1850s history, we changed our entire presentation to the Civil War and assisted fundraising operations to restore the ship. Most of her restored guns on board are a direct result of our efforts.

For the past eleven years, high standards of naval interpretation have maintained our reputation. Our efforts have celebrated *Constellation* in such venues as Gettysburg; the Monitor Maritime Museum; the Harrisburg Civil War Museum; The Civil War Medical Museum; the US Naval Academy and the Washington, DC Naval Archives. Thus, thirty years are only the beginning as we are now chief naval interpreters proudly representing *Constellation* and Historic Ships in Baltimore for the current Civil War sesquicentennial and the upcoming War of 1812 Bicentennial.



Overnight Adventures!

Historic Ships in Baltimore is pleased to offer Fun, Hands-on, immersive overnight education programs on board USS *Constellation*, USS *Torsk*, and USCGC *Taney* for scout, school and youth groups. For more information visit our website: www.historicships.org or contact us directly by phone: 410-396-3453 or via e-mail: sberry@historicships.org

CALENDAR OF EVENTS

NEW YEAR'S EVE DECK PARTY!

SATURDAY, 31 December, 10PM to 1AM

Ring in the NEW YEAR with great food, drink, and music and watch the spectacular Inner Harbor Fireworks from the deck of USS *Constellation*, high above the Inner Harbor crowds. A special NYE menu, provided by the Rouge Fine Catering will be served with local ale, wine and soft drinks. There will be 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.

"MUSIC AT SEA" WITH INTERPRETATION COORDINATOR, BRIAN AUERS

Saturday, 14 January, 2PM on board USS *Constellation*

Music was an important diversion for sailors aboard ship. Not only did *Constellation* hire musicians during her Mediterranean cruises, a number of sailors brought and played their own small instruments. Come aboard and hear period music and instruments. This presentation is open to all visitors and is included with regular admission. No reservations are required.

FEBRUARY 11TH. "CIVIL WAR ENLISTMENT POSTERS"

Saturday, 11 February, 2PM on board USS *Constellation*

A look into depictions of America during the Civil War, as seen through paintings, drawings, photos, and prints. Libby Formant, art historian and museum educator, discusses depictions of America from 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.

"THE AMERICAN CIVIL WAR . . . AND THE IRISH"

Saturday, 10 March, 2PM on board USS *Constellation*

During the American Civil War, U.S. eastern cities bulged with immigrant Irish populations. Many newly-arrived Irishmen enlisted in Mr. Lincoln's army, navy, and yes, Marines! Even before the war, 100% of *Constellation's* maiden voyage enlisted Marines were Irish. From the Irish Brigade to the Marine detachments aboard warships, the Irish provided proud and hard-fighting volunteers that were patriotic and loyal to the Union. Come join us as we celebrate Saint Patrick's Day and with a grand salute to the Irish. This presentation is open to all visitors and is included with regular admission. No reservations are required.

Look for more Historic Ships presentations and programs at www.historicships.org or on our facebook page: <http://facebook.com/#!/HistoricShips>.



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Or when you visit the Ship's Store.

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SAVE THE DATE
Historic Ships in Baltimore's
NEW YEAR'S EVE Deck Party!
On board USS CONSTELLATION
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