

# the Deck Log

The Official Newsletter of Historic Ships in Baltimore



## SEVEN FOOT KNOLL LIGHTHOUSE RECEIVES NEW SHUTTERS

Working with summer interns from the Baltimore Maritime Industries Academy High School Pier 1 Site Manager Tim Fowler has been rebuilding and replacing the shutters on the Seven Foot Knoll Lighthouse. The existing shutters were a mix of replacements done over the years and were showing their age. The new shutters have all been made to the same pattern to simulate, as close as possible, what was there originally. The interns, Anthony Bennett and Nicholas Odum-Carey, helped to mill the wood, cut, shape, paint, fasten and hang the shutters. The Seven Foot Knoll Lighthouse now looks better than ever and will for many years to come.



Above: Tim Fowler and Nathaniel Bennett hang a new shutter on the Seven Foot Knoll Lighthouse.

Right: Seven Foot Knoll Lighthouse as it looked in 1945



## CREW & DESCENDANTS ENJOY 2013 REUNION ABOARD CONSTELLATION

The annual Crew-Descendant Reunion is one of the most meaningful events that Historic Ships hosts each year. This year was no exception as close to 75 guests came from near and far enjoying the hospitality of the museum on board USS *Constellation*. The Taylor-Diggs family, descendants of Charles Eugene Cassell, USS *Constellation*, 1889 were on board in force with 25. Ken Cooper, descendant of Lewis Milton Cooper, USS *Constellation*, 1909-1913 was on board along with Hazel Gregson, descendant of Adolf Heinrick, USS *Constellation*, 1898. Patrick Aquia, USCGC *Taney*, 1984-1986 was the lone former crew member on board. Also in attendance were many volunteers and museum members.

The evening featured special presentation by Professor C. Herbert Gilliland who spoke about his upcoming book "USS *Constellation* on the Dismal Coast - Willie Leonard's journal, 1859-1861" and the ship's role as flagship of the US African Squadron.



Members of the Taylor-Diggs Family, descendants of Charles Eugene Cassell, USS *Constellation*, 1889

## SAVE THE DATE!

USS *Constellation* Cup Regatta and Pier Party, Saturday 19 October

# the Deck Log

HISTORIC SHIPS  
in BALTIMORE

## USS CONSTELLATION CUP REGATTA

*And Pier Party*

### USS CONSTELLATION CUP REGATTA & PIER PARTY SCHEDULED FOR 10/19

Register your boat now for the USS *Constellation* Cup Regatta which will take place on Saturday, October 19. All sailing vessels over 18 feet in length are welcome to participate. There will be two classes: a cruising, non-spinnaker class and a more challenging spinnaker class. In the past we have had over 40 boats competing and it has been quite a site to see them entering the Inner Harbor for the finish. Who will be first over the line this year to get the gun from *Constellation*?

On-line registration is easy with links from the Historic Ships website or the Baltimore City Yacht Association - [www.bcya.com](http://www.bcya.com).

This is also a fundraising regatta and we hope that the entire fleet will participate in the fundraising challenge for the George Colligan Memorial Trophy.

If you don't have a boat we certainly hope that you will come to the party! Tickets are available on the Historic Ships website. Sponsor tables are also available. For more information call 410-539-1797 X 422 or visit [www.historicships.org](http://www.historicships.org).

### RACE & PARTY TO KEEP THE SHIPS AFLOAT!

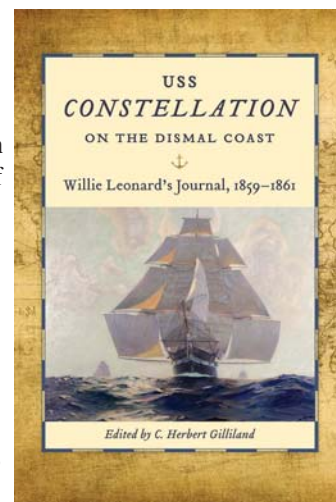


## JOURNAL OF WILLIAM LEONARD TO BE PUBLISHED IN DECEMBER

The journal of William Leonard, USS *Constellation*, 1859 - 1861, edited by C. Herbert Gilliland, will be published by the University of South Carolina Press in early December. The journal, which came to the museum via Leonard's descendant, Mr. Paul Sweeny, is an account of *Constellation's* voyage to the coast of Africa as flagship of the US African Squadron.

In his journal, Leonard provides us with insights of life aboard ship: descriptions of shipmates and officers, how the crew worked and played, descriptions of ports visited, interaction with other ships in the squadron, and of course, the capture of the slave barque *Cora* carrying a human cargo of over 700 men, women and children.

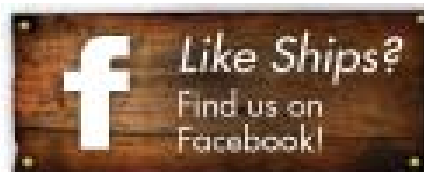
We will be holding a book release event on board *Constellation* in December, date still to-be-determined. Advance orders are now being taken and will be signed by the author. To order your copy send an email to [alm@historicships.org](mailto:alm@historicships.org) with Leonard Journal in the subject line.



## TAX CREDITS STILL AVAILABLE TO SUPPORT USS TORSK DECK REPAIR

Historic Ships in Baltimore has a limited number of Maryland Tax Credits available to support the deck repair and preservation currently taking place on board USS *Torsk*. Residents and businesses in Maryland can contribute to the USS *Torsk* deck repair project and receive 50% credit on their Maryland taxes plus their state and federal regular deductions. For more information contact Christopher Rowsom, Executive Director at extension 402 or [rowsom@historicships.org](mailto:rowsom@historicships.org). Information on this exciting opportunity to contribute is also available on on-line at [www.historicships.org](http://www.historicships.org). To take advantage of this opportunity your contribution must be received before December 31, 2013.

Historic Ships in Baltimore is also seeking an additional \$80,000 to complete the welding and steel work required to finish the deck project. No contribution is too small. Visit [www.historicships.org/project\\_support.html#TorskDeck](http://www.historicships.org/project_support.html#TorskDeck) to contribute or call 410-539-1797, ext. 402.



[www.facebook.com/historicships](http://www.facebook.com/historicships)

## HISTORIC SHIP'S BELL NOW DISPLAYED AT SEVEN FOOT KNOLL

A cast bronze bell belonging to the Baltimore steamer *SS Danville* is now on display in the Baltimore Room at the Seven Foot Knoll Lighthouse. The bell, which has been in storage at the museum since the late 1990s, is a highly appropriate addition to exhibits within the lighthouse where the history of Baltimore passenger steamers is interpreted. Built in Baltimore in 1882, *SS Danville* operated with the Baltimore, Richmond and Chesapeake Steamboat Company (also known as "the York River Line") through 1911 carrying passengers and cargo between Baltimore and Tidewater Virginia. This artifact represents a tangible link with a bygone era in Baltimore's Inner Harbor.



## LATHE ON BOARD TANEY WORKING

Pier 5 Site Manager Brian Baublitz fabricated a brass screw on *Taney's* 1942 South Bend lathe. This historic machine tool was once an integral part of keeping *Taney* operational and was used for making replacement parts for ship's equipment. After decommissioning in 1986, the lathe saw little use other than serving as a static display backdrop in the ship's machine shop. During the past year, Brian has restored the lathe to working order replacing the main drive belt, changing out machine oil reservoirs, and locating (and in some cases fabricating) missing components.

In addition to making machine parts for restoration projects (such as the large brass screw in the photo which was needed for the repair of a vintage watertight door), Historic Ships looks forward to developing new interpretive programs centering on TANEY's machine shop and lathe in the coming months."



## ARTIST TOM FREEMAN TO UNVEIL NEW USS CONSTELLATION PAINTING

Tom Freeman, noted maritime artist, has painted a new image of *Constellation* arriving in Queenstown, (Cobh) Ireland, delivering famine relief in 1880. The title of the painting is "The Good Ship *Constellation*". The title comes from a London Weekly News newspaper article printed shortly after the event.

Limited edition prints will be available late September this year through the Historic Ship's Store and a portion of the sale will benefit *Constellation* and the rest of the fleet. Price to be determined.

The original painting will most likely go to the White House on loan to hang in the Presidents West Wing in the Mess.

An official unveiling will be scheduled in April or May of 2014 on board *Constellation*.



*The Good Ship Constellation*  
*Constellation taking a tow as she enters Queenstown (Cobh), Ireland,*  
*May 20, 1880.*  
 Image courtesy of the artist, Tom Freeman

## Historic Events Since 1854

Have Your Next Party, Corporate Function,  
 Or Special Event on board  
 USS *Constellation*, USCGC *Taney*  
 or at the Seven Foot Knoll Lighthouse  
 For Information Contact Laura Givens  
 (410) 539-1797 ext. 432  
[lgivens@historicships.org](mailto:lgivens@historicships.org)

# the Deck Log



## CONSTELLATION'S GLORIOUS NAMESAKE

Ryan Szimanski

Warships are expensive symbols of national prestige that represent their country wherever they sail and it is important to name them something representative and iconic. Over the years naming conventions have changed, but a ship's name remains a sacred thing, spoken when she is christened, and unlucky to change, and often re-used after she is gone. The name USS *Constellation* is one of the oldest and most revered in the entire navy.

When President George Washington created the United States Navy he personally made a list of names for the frigates he planned to build. *United States*, *Constitution*, *President* and *Congress* were a few of his choices. While they all refer to the American government in some way, Washington also proposed the name *Constellation* to refer to the new constellation of stars which made up a part of the American flag.

The first ship to be named *Constellation* was the frigate launched in Baltimore on 7 September 1797. Under the command of Thomas Truxtun she won two separate ship to ship naval engagements against French frigates during the Quasi War. Though idle for most of the War of 1812, she did help fend off a British attack on Norfolk Virginia. Nicknamed "The Yankee Racehorse" because of her remarkable speed (allegedly derived from her Baltimore-clipper-like hull design) the frigate *Constellation* went on to be a part of Commodore Stephen Decatur's squadron during the Second Barbary War and made numerous peacetime cruises up until 1853 when she was decommissioned and broken up.

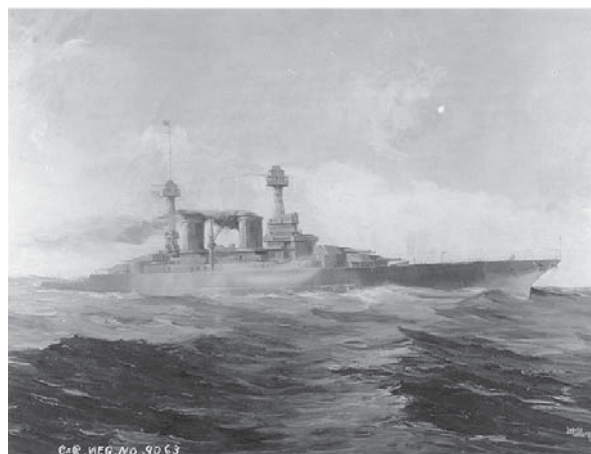


Painting of the frigate *Constellation* fighting the French frigate *L'Insurgent*



Image of the sloop-of-war *Constellation* under sail, ca. 1892

The sloop-of-war *Constellation*, commissioned in 1855 and proudly displayed today was named for her famous predecessor even though naming conventions had changed and most American ships of the period were named after rivers. She was nicknamed "The Cradle of Admirals" because she spent a period as a training ship at the Naval Academy in Annapolis, Maryland, following her active deployments to Africa and the Mediterranean in the 1850's and 60's.



Artists rendition of what the battlecruiser *Constellation* would have looked like if completed

Still in commission in 1916 the sloop-of-war *Constellation* was renamed *Old Constellation* so the name could be given to a new battle cruiser, designated CC-2, then being designed. Battle cruisers are ships with the heavy firepower of battleships, except they subtract armor for higher speed. They were named after famous ships, or battles. The U.S. Navy had never built this type of ship before so the design went through two major revisions

before construction finally began in 1920, but post World War I military reductions cancelled this ship and *Old Constellation* reverted to her former name, *Constellation*, in 1923. She was decommissioned in 1955 for the last time.

Two years after the name became available the Navy laid down a new USS *Constellation*, this time a Kitty Hawk class aircraft carrier designated CV-64. Super carriers like *Constellation* were named for a number of things, famous Americans, battles, or of course famous ships. Commissioned in 1961 she was nicknamed “America’s Flagship” by President Ronald Reagan. *Constellation* saw action off the coast of Vietnam, as well as in operations “Enduring Freedom” and “Iraqi Freedom”. She was decommissioned in 2003 after 41 years of service. Today she sits in Bremerton, Washington, awaiting final disposition, maybe as a museum, but probably as scrap metal.



*The aircraft carrier Constellation at sea*

Soon there may be a new USS *Constellation*. Modern naming conventions make it unlikely that it will be another super carrier; the trend during the early 21st century has been to name them after presidents, but it is possible that she will be an amphibious assault ship, which often are named after battles, but can be named after famous ships. NASA has also called the name fitting for a new space craft; however with the shuttles grounded and most development being performed in the private sector it is hard to say if the name constellation will ever be taken into space. Of all the ships in the Historic Ships collection, the name *Constellation* seems most likely to be given to a ship in the near future.

## Historic Ships in Baltimore Community Support: May through August, 2013

The following individuals, families, corporations and foundations have made generous donations to Historic Ships in Baltimore.

Contributions help to preserve the fleet and provide support to educational programs and opportunities for our visitors and for 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.

Mr. Keith Allen  
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Mr. Michael Bazzell  
Mr. Charles Beatty  
Mr. John Bremer  
Mr. Ed Calvello  
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Mr. Michael Young

## Significant In-Kind Gifts and Contributions

The following companies and individuals have made significant in-kind contributions of goods and services to Historic Ships in Baltimore. Goods and services contributions help Historic Ships save valuable cash so that it can be put towards education programming, restoration and preservation of the fleet. Our apologies, in advance, for any inadvertent omissions.

Absolutely Perfect Catering  
Atlantic Stage Lighting  
Bobby’s Portable Restrooms  
The Classic Catering People  
JH Furst Printing Co.  
Mr. Gordon Johns  
Lite101.9FM

Loane Bros. Tent and Party Supplies  
Ziger Snead Architects

## Corporate and Foundation Support

Earle & Annette Shawe Foundation  
M & T Bank  
Parks & People Foundation  
T. Rowe Price Associates Foundation, Inc.

# the Deck Log



## A TAIL OF TWO WHEELS

by Paul Cora, Curator, and Acting Chief:  
Ships, Facilities and Collections Care

More than a decade ago I had the pleasure of meeting the late CAPT Gene Moran, USCG (Ret) at a *Taney* crew reunion. Among many interesting stories and pieces of information he related from his time as Commanding Officer (1976-78) was the fact that the helm wheel in the ship's bridge had actually come from *Taney's* sister ship *Spencer* (WHEC 36). According to CAPT Moran, the wheel crossed decks some time in the late 1970s when *Taney* visited the US Coast Guard Yard, Curtis Bay, where the decommissioned *Spencer* was being used to train Coast Guardsmen in steam propulsion. Evidently, some of the *Taney* crew decided they preferred *Spencer's* wheel to their own, and so it was appropriated from the inactive cutter.

While I was delighted to learn that a significant piece of the illustrious *Spencer* was on board, I was curious what had happened to *Taney's* old wheel after it was replaced; I wondered if it was simply switched with the *Spencer's* wheel and then lost forever when that ship was scrapped in 1980. "Oh, I have it," CAPT Moran assured me. "It's hanging over the bar in my club basement at home." "Sir," I replied "we would love to have it back on the ship some day." Sadly, CAPT Moran "crossed the bar" in May 2010, but his family was aware of the significance of the wheel, and of the interest in returning it to the ship. When I received a call this July advising me it was available if someone would drive to Chesapeake, VA, and pick it up, my reply was to ask "would some time next week be too soon?"

On the drive down to Chesapeake, I wasn't really sure what I would be bringing back. Just before embarking on the trip, a quick check of *Taney's* hull history cards revealed a note on the Bridge card from April 1978 stating that the helm wheel had been replaced, and so CAPT Moran's recollection had been correct. Having seen quite a few images of the ship's bridge from over the years, however,



Mrs. Peggy Moran holds *TANEY's* wooden wheel recently donated to Historic Ships in Baltimore. To her right is a painting of *USCGC Taney*, and to her left, the flag and medals from her late husband, CAPT Eugene E. Moran, USCG (Ret) who commanded the ship from 1976 to 1978.

I knew that there had been a number of changes in five decades. What exactly was this wheel and how long had it likely been on *Taney*?

When I arrived at the Moran home in Chesapeake, CAPT Moran's wife, Peggy, took me to the basement club room where the wheel had been carefully packed in cardboard. When I opened the package to have a look, I discovered a very nicely made traditional wooden spoked wheel, most likely teak, with a heavy but very finely finished cast brass hub.

When I arrived back in Baltimore, I decided to try and match this wheel with photos from the bridge at various times. My first thought was to consult the ship's 1969-70 Vietnam Cruise book somewhere inside of which I seemed to remember a small image of a crewman manning the helm behind what looked like a spoked wheel. Once located, I examined this picture carefully with magnifying glass. Sure enough, the turning on the spokes, the mode of assembly, and the overall shape and size of the circa 1969 helm seemed to match exactly the wheel I had brought back from Chesapeake. I was now satisfied that it was, very likely, the same helm wheel which the ship had when it steamed to Vietnam. Determining how much farther back in the ship's career it may have been aboard, if at all possible, would take some digging.

Consulting the ship's builder's photos, it was immediately evident that the wheel in question was not the one *Taney* was built with. The 1936 helm featured a large spoked wheel, presumably made of brass. This same wheel could also be seen in a circa 1943 image, and then another image from late WWII image showed a USN-type brass and wood solid wheel not unlike that taken off *Spencer* in 1978. After much "digging" in the museum's photo collections, it became evident that specific pictures showing the helm between the mid 1940s and mid 1960s were scarce, and so beyond canceling out the 1936 to 1945 years, it was difficult to say with the evidence on hand just how long the spoked teak wheel was used to steer "The Queen of the Pacific".

One image from a 1966 story that appeared in the *ALAMEDA TIMES STAR* newspaper is probably the earliest photo in the museum's collection which shows a wooden spoked wheel. Fortunately, the original negative for this photo is held within the museum's collection and so a high-resolution scan of it allows one to zoom-in with remarkable clarity. Sure enough, such close examination shows that a helm wheel matching that recently donated by the Moran family was aboard in 1966 and so we can say with a fair amount of certainty that the teak wheel was on *Taney's* bridge for at least 12 years or so in the 1960s and 1970s.

The provenance of major artifacts which return to a ship that was



An image from *USCGC Taney's* 1969-70 Vietnam cruise book showing a wooden spoked wheel that matches the one recently donated by the Moran family.



in service for a half-century is sometimes a very complex matter. Using the evidence at hand, the ownership trail can sometimes be followed fairly easily, though, as in this case, there are often dead-ends in the story. Historic Ships in Baltimore looks forward to the opportunity to display the teak helm wheel in the not-too-distant future where visitors and veterans can appreciate it. We are, of course, extremely grateful to the family of the late CAPT Gene Moran for making this important donation.



*A circa 1979 photo showing a Taney crewman at the helm with the wheel acquired from USCGC Spencer*

## Certificate of Excellence



— 2013 WINNER —

## 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](http://www.historicships.org) or contact us directly by phone: 410-396-3453 or via e-mail: [sberry@historicships.org](mailto:sberry@historicships.org)

## CALENDAR OF EVENTS

### SHIP'S COMPANY ON BOARD!

**Saturdays, All Day: 25 August, 28 September**

**On board USS *Constellation***

*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.

### USS CONSTELLATION HISTORY TOUR With John Barnard

**Saturdays at 2PM: 7 & 21 September, 5 & 19 October**

**On board USS *Constellation***

Take a walking tour through 100 years of naval service! Historian and volunteer, John Barnard, leads an hour-long tour that focuses on many of the social changes that took place aboard USS *Constellation* during her century of service. Come aboard and take a close look at the real Old Navy, and see the difference time makes. This presentation is open to all visitors and is included with regular admission. No reservations are required.

### MARYLAND LIGHTHOUSE CHALLENGE

**Saturday & Sunday, September 21st & 22nd**

Once again Historic Ships in Baltimore is participating in the Maryland Lighthouse Challenge, presented by the Chesapeake Chapter of the United States Lighthouse Society. Both Seven Foot Knoll Lighthouse and Lightship Chesapeake will be open 10am-5:30pm on both days. Challenge participants may visit both sites for free from 8am-10am. After 10am, there will be a \$5 fee for visiting the Lightship Chesapeake. For more information on the Maryland Lighthouse Challenge, please visit: <http://cheslights.org/maryland-lighthouse-challenge/>

### US MARINES IN THE CIVIL WAR

**Saturday, November 9th, 2:00PM**

Join volunteer historian John Barnard in the Captain's Cabin of USS *Constellation* to learn about the role of the United States Marines during the Civil War. Marines' lives aboard ship as well as their role in land engagements will be discussed. This presentation is open to all visitors and is included with regular admission. No reservations are required.

### PEARL HARBOR MEMORIAL

**Saturday, December 7th, 12:00 Noon**

Join the board and staff of Historic Ships in Baltimore in marking the anniversary of the December 1941 Japanese Attack on Hawaii and honoring those who served during WWII. The Pearl Harbor Memorial Ceremony, will be held on board the US Coast Guard Cutter TANEY, and is open to the public at no cost.

Look for up-to-date information on Historic Ships events, presentations and programs at [www.historicships.org](http://www.historicships.org) or on our facebook page: <https://facebook.com/HistoricShips>



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**MEMBERSHIP FORM**

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

- \$40 Petty Officer
- \$75 Ships's Crew (small family)
- \$125 Sailing Master (large family)
- \$250 Captain and Crew
- \$500 Commodore
- \$1000 Admiral
- \$2500+Corporate

**PLEASE PRINT**

Primary Member Name: \_\_\_\_\_

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Email Address: \_\_\_\_\_

Check Enclosed, payable to: Historic Ships in Baltimore

Charge my:  Visa  Mastercard  American Express  Discover

Account No. \_\_\_\_\_ Exp. Date: \_\_\_\_\_ / \_\_\_\_\_

Signature: \_\_\_\_\_

You may see the complete list of benefits and become a museum member on-line at [www.historicships.org](http://www.historicships.org)

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**SAVE THE DATE**  
 Historic Ships in Baltimore's  
 USS Constellation Cup  
 Regatta and Pier Party  
 For tickets and information visit our website:  
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