

the Deck Log

The Official Newsletter of Historic Ships in Baltimore



72nd Anniversary Pearl Harbor Memorial On Board USCGC TANEY

On Saturday, December 7th, Historic Ships in Baltimore hosted over 175 guests at the annual Pearl Harbor Remembrance Ceremony on board the US Coast Guard Cutter TANEY. The key-note speaker was VADM John P. Currier, Vice Commandant, USCG. Also speaking were Mr. Thomas Talbott, representing the Pearl Harbor Survivors Association, and Mr. James Kitchen, representing TANEY's WWII crew. Our MC was Mr. Alan Walden. Thank you to everyone who attended and participated.



*Top Photo: Mr. Carroll George, Mr. Thomas Talbott, VADM John P. Currier, Mr. James Kitchen, Mr. Harry Nelson, Mr. Stan Kendrick
Lower Left: VADM John, P. Currier; Lower Right: Mr. Thomas Talbott*

USCGC TANEY “Queen of the Pacific” On Ocean Weather Patrol

By Irving M. Freedman
Electronic Technician (USCGC TANEY 1947-1948)

Ocean weather stations in the Atlantic and Pacific Oceans were established by International Agreement to provide floating platforms for weather observations to enable the timely prediction of weather and storms. This was way before weather satellites existed.

USCGC TANEY (then designated WPG-37) was refitted for weather patrol duty in the Charleston, South Carolina Navy Yard during 1945-1946 and proceeded to Government Island (now Coast Guard Island) in Alameda, California, its home port for weather patrol.

The word “patrol” is a misnomer since two ships rotated assignment on a weather station, a 10 mile square in the middle of the ocean. TANEY was outfitted with low frequency LORAN (Long Range Navigation system) so that its position could be determined within two miles. While this may seem crude by the standards of modern GPS (Global Positioning Systems), it was phenomenally accurate for those days. By comparison, aircraft transiting the Pacific were frequently more than 100 miles from where their navigation skills led them to believe due to the action of winds. The ocean weather vessel would correct their errors as discussed below.

TANEY would depart Alameda for a 36-day patrol at Station Fox or Station Able steaming 3 days each way to and from, with 30 days on station in between. Station Fox was 30 degrees North Latitude, 140 degrees West Longitude (approximately midway between Los Angeles and Hawaii). While Pacific means peaceful, it frequently is anything but, particularly in the winter months. Even in a severe storm, TANEY had to maintain station steaming into the current until one station boundary was reached and then drifting back to the opposite boundary, after which the process would be repeated. During such stormy periods, the waves could engulf the entire main deck.



Irving M. Freedman

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SAVE THE DATE!

Historic Ships New Year's Eve Deck Party, Tuesday, 31 December

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HISTORIC SHIPS
in BALTIMORE

USS CONSTELLATION CUP REGATTA

There wasn't a breath of wind on the Patapsco River as the committee boat *Sea Lion* made its way to the rendezvous point the morning of October 20th. Just as the starting sequence began, the wind filled in and built into a glorious sailing breeze. Thirty-seven boats registered for the USS *Constellation* Cup Regatta and all thirty-seven made it to the starting line. Only one boat did not finish due to a breakdown. With the breeze very much out of the south we had an exciting downwind start with spinnakers flying. For the first time many in the fleet sailed into the Inner Harbor and across the finish line with spinnakers as well. It was a great day of racing for the ships!

First in the full keel class, first overall in the pursuit race and first across the line, getting the gun from *Constellation*, was *Alaris* with Mike Cranfield as skipper. Winning first place in the spinnaker class was *The Fish*, Karen Lenkey at the helm. First place in the fin keel class was Kyle Stump, skipper of *Dark Crystal*.

Sinbad, the Sailboat was the proud winner of the annual Spirit Award which was graciously accepted by her captain, Tier Arnot. Finally, the USS *Constellation* Cup and George Colligan Memorial Trophy was awarded to captain Bob Sopka and the crew of *Infrared* for their exceptional fundraising efforts.

The party after the Regatta was a tremendous success. Special thanks to Jack Gaylord for providing the committee boat, the entire race committee, Bob Sopka, Michael Brassert, Randy Gray and the members of the Baltimore City Yacht Association for their race management support, Downtown Sailing Center for providing start and finish line gear.

Thanks also to all of our sponsors, with special thanks to M&T Bank, Loane Brothers, Atlantic Stage Lighting, Bobby's Potties, Sascha's Fine Catering and Class Act Catering, Heavy Seas Beer, all of the restaurants who provided food and the vendors and individuals who provided items for the silent auction.

Looking ahead to 2014, the next race is tentatively scheduled for Saturday, October 11. We look forward to seeing you out on the racecourse!



Michael Brassert Presents the USS Constellation Cup, The George Colligan Memorial Trophy, to Bob Sopka, Captain of *Infrared*.

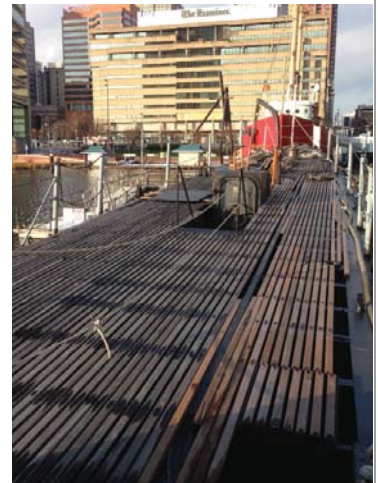
USS TORSK DECK REPAIR UPDATE

Work is progressing well on the submarine *Torsk's* deck repair project. From the bow to the forward end of the sail, and then down the port side of the sail, work is largely complete. The push now is to complete the steel work on the superstructure from the aft end of the sail all the way to the stern. As steel work is completed, wood will be laid. Pier 3 Site Manager Rob Howard has been working exceptionally hard on this project and his effort is paying off. The project is scheduled for completion in June, 2014.

Funding is needed to finish this project. Historic Ships is seeking an additional \$80,000 to complete the welding and steel work mentioned above. No contribution is too small. Visit www.historicships.org/project_support.html#TorskDeck to contribute or call 410-539-1797, ext. 402. Thank you for your support!



Looking aft down the port side of the "sail" - Deck Complete



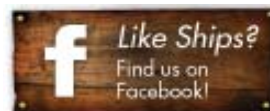
Looking forward towards the bow. Still some to do on starboard side.



Looking aft down the port side. Much remains to be done.



Looking forward towards the "sail". We are working aft from here.

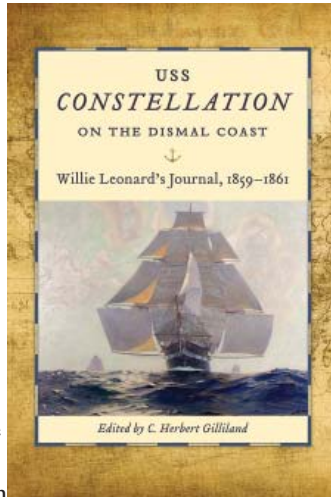


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USS CONSTELLATION ON THE DISMAL COAST, WILLIE LEONARD'S JOURNAL, 1859-1861, PUBLISHED

by Professor C. Herbert Gilliland

William E. Leonard reported aboard *Constellation* in the summer of 1859, carrying a blank book in which to record his experiences. On what would prove to be the eve of the Civil War, the ship set sail from Boston to become flagship of the U.S. African Squadron. Leonard was so new to the Navy that the first time he climbed into his hammock, he promptly fell out. He was a quick learner, though, and he was determined to record his experiences to share with future readers. He clearly intended to share his journal with friends and family when he got home from his two years at sea. Now he can share it with a wider world---with all of us. The University of South Carolina Press has just published *USS Constellation on the Dismal Coast: Willie Leonard's Journal 1859-1861*.



Leonard takes us aboard with him. We live through his two-year deployment to the West African coast, as his ship carries out its anti-slavery mission. With the other ships of the squadron, *Constellation* pursues slavers transporting thousands of captives across the Atlantic. With Leonard, we share the daily routines of watchstanding, housecleaning, eating year-old beef and bread, practicing with the great guns and single sticks, and watching for slavers. No other source provides a more vivid or more accurate picture of antebellum life in the crew of a U.S. Navy ship. Taking himself seriously as a reporter, Leonard includes the name and billet of every man aboard, with lists of personal articles bought from the ship's store, descriptions of crew assignments, and details of food and clothing. Leonard diligently writes an entry for every single day, even when he has to say he has no news because his misbehavior the day before has put him into the brig in irons.

Leonard shares with us his involvement in shipboard minstrel shows and dramatic performances, in which he always played the part of the young female love interest. Similarly talented was Ordinary Seaman Charles F. Gordon. After successfully performing the role of Julia in a popular farce, he is backstage changing out of his women's clothes, and discovers that someone has stolen his pants. "Never mind," he says, swiping the trousers of Boatswain's Mate John Hunter, at that moment on stage as "Jeremy Clip, a love-struck barber." Leonard introduces us to other crew members, like "Old Jimmy," veteran of the War of 1812, full of tales of adventures, wearing an ill-fitting outfit and size 13 shoes that his shipmates call his "canoes."

Continued on page 6

USCG CHIEF PETTY OFFICERS VOLUNTEER ON BOARD TANNEY

Newly promoted Chief Petty Officers from the US Coast Guard Yard, Curtis Bay, participate in a community service projects as part of their CPO initiation. This group elected to contribute a day of work toward the preservation of USCGC TANNEY in October.



Historic Events Since 1854

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For Information Contact Laura Givens
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the Deck Log



PIER 5 SITE MANAGER RECEIVES HNSA RUSSEL BOOTH AWARD FOR SHIP PRESERVATION

On Friday September 20, 2013, Historic Ships in Baltimore's Pier 5 Site Manager Brian Baublitz was presented with the Russell Booth Award for *outstanding achievement in ship preservation over a one-year period* by the Historic Naval Ship's Association (HNSA). The award, presented during the HNSA conference banquet aboard the battleship USS NEW JERSEY, is named for the late



Historic Ships in Baltimore's Pier 5 Site Manager Brian Baublitz 2013 HNSA Russel Booth Awardee

Russell Booth who was a universally recognized expert on the preservation and display of US Navy fleet-type submarines and who for many years was ship's manager for the museum submarine USS PAMPANITO in San Francisco.

The Historic Naval Ship's Association is an international organization whose mission is to educate and inspire today's generations through the preservation and display of historic naval ships. The HNSA "fleet" includes some 188 member vessels around the world and each year the organization holds a multi-day conference where historic ship museum directors, preservationists, curators, educators and development specialists gather to share their knowledge and expertise for the collective benefit. HNSA also seeks to recognize outstanding achievement among its member organizations through its awards program and each year the awards banquet is a key feature of the HNSA conference.

The 2013 HNSA Conference was hosted jointly by the Independence Seaport Museum in Philadelphia (USS OLYMPIA and USS BECUNA), and the battleship USS NEW JERSEY in Camden. The 3-day event was attended by some 72 persons from across the United States, as well as Australia and Europe. Brian Baublitz was recognized for his work aboard TANEY during 2012-13, including his rehabilitation of the ship's 1942 South Bend lathe, general stabilization and restoration progress including decorative deck tiles, and preservation and cosmetic display progress aboard TANEY, and his application of acquired metal work and welding skills throughout the Historic Ships in Baltimore fleet.

Brian is a 2011 graduate of the St. Paul's School in Brooklandville, MD. He began with Historic Ship's in Baltimore as a volunteer in September 2011 and in July 2012 was promoted to Pier 5 Site Manager charged with the daily maintenance and preservation of USCGC TANEY and the Seven Foot Knoll Lighthouse.

Queen of the Pacific, Continued from Page 1

In addition to its crew, TANEY carried two U.S. Weather Bureau employees, who, along with the ship's aerographer, performed the weather observations which were radioed back to the U.S. Weather Bureau by Morse code. These observations included releasing helium filled balloons carrying electronic equipment which would detect and relay information such as temperature and barometric pressure. The balloons would be tracked by the air search radar which would provide altitude, wind speed, and wind direction information. This was in addition to the measurements of surface weather conditions. The aerographer's shack was a garage-like structure aft of the smoke-stack which enabled the inflation of balloons indoors in adverse weather conditions.

TANEY carried a radio beacon to assist aircraft and ships in their navigation. Aircraft would home in on the beacon and then radio to request the results of the radar tracking which TANEY would do on all aircraft passing in the vicinity. This information would enable a mid-course correction of their position. In order to enable the radar operator to expeditiously locate them, the aircraft would provide the position they believed themselves to be, e.g. "approximately 160 miles at a bearing of 95 degrees from your station." Radar sector scanning would often establish the aircraft to be well in excess of 100 miles of where its navigation had indicated. The corrected position information and true ground speed were very valuable inputs and navigational aids for aircraft.

In addition to providing speed and position information, TANEY would provide winds aloft information, namely wind direction and speed at different altitudes. A mere altitude change could mean the difference between a helpful tailwind or a challenging headwind. The tracking of weather balloons provided winds aloft information in the vicinity of the ocean weather station. In radio conversations with aircraft, the winds encountered by that aircraft in its trip were solicited and written on the plotting board so that it could be provided to an aircraft transiting in the opposite direction.

The ship carried a US Public Health Service doctor to not only provide medical care for the crew, but also to be available for the crews of passing ships. The doctor would even make "house calls" being transported by a small boat to the patient's ship.

Additional duties of a ship on weather patrol included utilizing a bathythermograph to provide temperature versus depth information to aid in a worldwide study of cold temperature layers in the oceans by the Office of Naval Research. Submarines could hide from sonar signals in cold water layers which would deflect sonar at the cold water gradients.

Then there were the episodes of the "gooney" birds. One morning the crew found a gooney bird (an albatross) awkwardly waddling around the main deck. It is believed that the bird was hit by the rotating air search radar "bedspring" antenna during the night and knocked down to the deck. Albatrosses live at sea and literally run along the top of the water, wildly flapping their wings and leaving "foot prints" in the water to gain air speed for take off. Once on deck, the albatross could not run for takeoff. After an inspection by the crew, the large bird was picked up and deposited back into



TANEY crewman practice rowing a 26-foot monomoy surf boat while on ocean station in the Pacific shortly after World War II
the ocean, none the worse for the visit.

On one extremely calm summer night a large target suddenly appeared on the surface search radar. Then the target disappeared. CIC (combat information center) promptly reported the event to the bridge. This was followed by a repetition of the strong signal followed by its disappearance. The radar indicated the target to be fairly close. However, no object could be visually detected. Quick consultation between the radar operator and the officer of the deck led to a tentative conclusion of a submarine surfacing and submerging in the vicinity. However, before the OOD (Officer of the Deck) had the captain awakened or sounded general quarters, the correct conclusion was reached. Because of the calm sea and lack of radar "sea return" or echo, it was determined that the target was a flock of albatross periodically taking off and landing close-by.

While TANEY was essentially stationary on ocean station, life on board during a 30-day patrol was not boring. Much routine maintenance of equipment was done, along with training including gunnery drills and practice. Man overboard drill (a life buoy thrown over) occurred day and night so that both boat crews would have their boats in the water within 2 minutes. On abandon ship drills, the crew learned that the 26-foot Monomoy surfboats had sails which were deployed and used. It was a curious sight with the TANEY denuded of its lifeboats, and the boats moving off together under sail away from the ship. The usual chipping and painting by the deck crew was endless, (weather permitting) and evening movies on the fantail (also weather permitting) were very popular.

One interesting incident for TANEY was an unscheduled patrol. One of the ships on weather patrol out of Alameda had a problem and TANEY, which had returned to Alameda only a couple of days previous, was ordered out as a substitute. There was no time to obtain the provisions which had been ordered from Treasure Island Naval Station. The crew found out that the good news was that we had lots of rice which became a staple for the 36 days served with canned vegetables or whatever else was handy. Instead of the cooks beginning to bake bread only when the store stuff ran out,

the baked bread was plentiful and delicious from the first day. The powdered eggs and powdered milk were also plentiful, but definitely not delicious.

One interesting thing was the tables in the crew's mess which had been secured by cleats welded to the deck. Soon after arrival in port, the cleats were removed in preparation for clearing the mess deck in sections to replace the linoleum deck covering. Once back to sea, the unsecured tables would slide with the roll of the ship past the men seated on either side on stationary benches which were still secured to the deck. As the tables moved, the men upstream of the movement would accuse the downstream men of eating their food.

There was time on patrol to observe sea life. On occasion, whales were spotted. Many sharks followed and were around the ship while on station. Nevertheless, in summer with calm seas there were swim calls with the men swimming between the ship and a power lifeboat with an armed gunners mate on both. There was no need to fire at the sharks. They behaved and stayed away from the swimmers. On occasion, sharks were hooked and winched up onto deck, with only the livers being eaten.

On the 24th day "in-port" period between the 36-day patrols, TANEY was frequently called upon to perform other duties. The 12th District headquarters did not want a prime seagoing asset to remain idle. Liberty for the crew did not appear to be an important goal. These duties included coastal patrols for, among other things, floating Japanese mines which had broken loose and were carried by the ocean currents all the way across the Pacific to the California Coast where they presented a danger to navigation. Any mines discovered would be detonated by gunfire. On these coastal patrols, TANEY might anchor overnight in such scenic areas as Anchor Bay or Santa Cruz with local commercial fishermen pulling alongside to provide fresh fish for the crew.

The Taney might also be called out on search and rescue missions such as when a tanker and freighter (the SPARROWS POINT and MANX FISHER) collided, followed by seamen overboard, lost at sea and the tanker on fire. Such missions were often accomplished with a partial crew since a portion of the crew would be away on liberty or leave when the distress call came in. However, a cross section of the crew was on board at all times to enable immediate response to any emergency calls.

One well-deserved nickname for TANEY was "Queen of the Pacific". She was selected to participate in a training/publicity film which included the simulated rescue at sea involving a "downed" PBM seaplane (Patrol Bomber by Martin). TANEY was also chosen to be the Coast Guard representative which escorted the USS HONDA KNOT into San Francisco, the first ship returning World War II servicemen killed in the Pacific Theatre.

Ocean weather patrol was indeed a unique and interesting chapter in the long, varied, and proud history of the United States Coast Guard Cutter TANEY. TANEY continued on weather patrol duty into the 1970's serving the later years in the Atlantic Ocean, interrupted in 1969 by action in Vietnam providing naval gunfire support to land operations.

Historic Ships in Baltimore would like to thank Mr. Freedman for his contribution to this issue of the Deck Log.

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William Leonard Journal, continued from page 3

The U.S. African Squadron was formally established in 1843, and maintained a presence on the West African coast until the Civil War. Leonard's time aboard *Constellation* was the squadron's period of greatest activity and effectiveness. Slave ships along the coast or up the Congo River watched and waited until the coast seemed clear, then made a dash for it, hoping to avoid the patrolling navy ships. Many got away, but during the *Constellation*'s time the squadron caught 14 slavers, of which one of the most noteworthy was the *Cora*. Leonard takes us in pursuit of the *Cora*, from which loose objects are frantically thrown overboard as the pursuing *Constellation* fires warning shots. The slaver is captured, and Leonard boards the *Cora*, encountering 700 slaves in appalling conditions of squalor and misery, who erupt with joy when they realize they have been rescued. Yet in surprising contrast, the slaver's mate, Pete Campbell, is so congenial that when Leonard and some companions meet him ashore a week later, they join him for drinks.

As the days slip past, Leonard faithfully records the events of each one. He writes often by candlelight on the berth deck, or sometimes sitting in the captain's gig tied to the stern of the ship. He describes the sad departure of the ship's captain, sent home after a wrangle with the squadron commander. He details the elaborate funeral ashore of an officer from a Royal Navy ship. He devotes great enthusiasm to his excursion to Napoleon's house and tomb on the island of St. Helena. Meanwhile at home, the United States is becoming less and less united, sliding into civil war. News of home was always a month or two months late getting to the squadron, whose men could only wonder and worry, and begin to choose sides. But when at last, after months of eagerly waiting, the squadron gets its orders home, there is no disagreement about that. It was a tremendous pleasure to work on this book, and I thank Paul Sweeney, Leonard's descendant, for permitting me to do so, and for sharing with all of us Leonard's life aboard *Constellation*.

Historic Ships in Baltimore would like to thank Professor Gilliland for his contribution to this issue of the Deck Log

USS Constellation on the Dismal Coast, The Journal of Willie Leonard, 1859 - 1861, was edited by C. Herbert Gilliland and published by the University of South Carolina Press. The book is available at the USS Constellation Ship's Store for \$39.95 plus shipping and handling. Historic Ships Members get a 10% discount. To order your copy, please send an e-mail to alm@historicships.org with Leonard Journal in the subject line.



Historic Ships in Baltimore

Community Support:

September through November, 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.

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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.

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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

Tuesday, December 31, 10PM to 1AM

On board USS *Constellation*

Sip Champagne and watch the Fireworks from the deck, high above the Inner Harbor crowds. An all-inclusive twilight menu, providing appetizers and desserts will be served with local ale, wine, mulled cider and coffee. There will be noisemakers, party hats, special tours and cannon firing demonstrations all night! For information and tickets visit historicships.org or call 410-539-1797 X 422.

SPECIAL TOUR "SOUP FOR 120"

With former *TANEY* Crewman Patrick Aquia

Saturday, January 8th at 2PM

On board USCGC *TANEY*

Former *Taney* Crewman Patrick Aquia will be in *Taney's* Galley demonstrating how meals were prepared aboard ship for up to 120 crewmen. The program will also include a behind the scenes tour of *Taney's* Bridge and Combat information Center. Program will conclude with the visitors having chow prepared during the program.

To commemorate black history Month:

TO CATCH A THIEF: USS CONSTELLATION FIGHTS THE SLAVE TRADE

Every Saturday in February at 3PM

On board USS *Constellation*

Constellation's proudest service may have occurred during the three years immediately before the Civil War when, as flagship of the navy's African Squadron, she led this nation's fight against the trans-Atlantic trafficking of slaves. Today, little is said or written about those times, and even less is known, but they and this ship were important parts of the struggle against slavery that would eventually overwhelm the nation and, ultimately, free a people. This tour and hands-on activities combine to bring into view *Constellation's* active career combating the slave trade and her exciting pursuit and capture of the slave barque *Cora* from which she rescued 705 captive Africans.

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

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NEW YEAR'S EVE
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