

the Deck Log

The Official Newsletter of Historic Ships in Baltimore



New Vietnam War Exhibit Opens Aboard USCGC TANEY

A new exhibit has opened in the Ward Room aboard USCGC TANEY. "To Patrol and Interdict: Operation Market Time" uses artifacts, images, motion picture footage and models to tell the story of USCGC TANEY's 1969-70 deployment to Vietnam within the context of the wider war.

The creation of "To Patrol and Interdict" was a truly cooperative enterprise which used the combined resources of Historic Ships in Baltimore, the AMVETS Department of Maryland, and numerous TANEY sailors from the Vietnam era to pull together a compelling exhibit with a broad range of features. Professionally produced text and graphics panels were paid for through a donation from AMVETS, the well-known veterans service and advocacy organization.

Special thanks to former TANEY crew who provided many compelling artifacts for the exhibit. These include a spent 5"/38 caliber cartridge casing from one of the ship's 1969 gunfire support missions, courtesy of CAPT Ted Sampson, USCG (Ret) who had served as CIC Officer during the deployment. Another gift from a TANEY sailor was a DVD transfer of film footage showing many of TANEY's patrol evolutions, such as boarding and searching Vietnamese vessels, naval gunfire support missions, and underway replenishment in the South China Sea. The footage, which came courtesy of CAPT Jim Devitt (Ret), who had been TANEY's First Lieutenant in Vietnam, also includes scenes from many of the foreign ports visited such as Hong Kong, Bangkok, Sasebo, and Kaohsiung, Taiwan. CAPT Devitt also included extremely interesting and useful narration to the otherwise silent film. Other artifacts from TANEY sailors include travel souvenirs, currency and a piece of custom embroidery from CWO Al Perry (Ret) who had served as TANEY's Supply Officer in 1969-70, a South Vietnamese flag from Frank



Artifacts include a South Vietnamese fishing boat flag, memorabilia collected by crew and a vintage Coast Guard enlisted tropical dress white uniform.

Tobat, and several framed certificates from the late ET2 Dennis Brennan. The exhibit also includes TANEY's Vietnam era wooden spoke wheel which was donated by the family of CAPT Eugene Moran, USCG (Ret) in 2013.

"To Patrol and Interdict" builds upon the invaluable research carried out by the late Garret Conklin of Alameda, CA, who had served as a Radioman Third Class during the deployment. In the early 2000s, Garret spent considerable time piecing together and making an extensive database of TANEY's Naval Gunfire Support Missions in Vietnam which recorded the date, location, purpose, and ground units supported for the ship's more than 3400 rounds of 5"/38 ammunition fired at the beach between May 1969 and February 1970.

The exhibit also benefits from the use of several extensive collections of color photography donated by TANEY sailors over the past 15 years. These include collections from BT2 Tom May, SO3 Bill Morgan, RM3 Garret Conklin, and SN Glenn Hangard. Glenn Hangard was a particularly skilled photographer from TANEY's Vietnam era Deck Force and his eagerness to provide copies of images from his collection greatly enhanced the richness of the exhibit.



TANEY Ship's Manager Ryan Szimanski works to install the new exhibit "To Patrol and Interdict: Operation Market Time" in the ship's Ward Room

Historic Ships in Baltimore staff put in many hours to complete the exhibit in time to coincide with Maryland Public Television's "LZ Maryland" Vietnam veterans event held in Timonium Fairgrounds on Father's Day weekend, 2016. The expertise of Pier 3 Manager Rob Howard, who installed much-needed new carpet in the exhibit room, was greatly appreciated. The new exhibit was possible thanks to the skill and dedication of TANEY Ship's Manager Ryan Szimanski who assisted in every facet of its design and installation including appropriate use and mounting of images and graphics, the mounting of objects within various display cases, the creation of a diorama showing

TANEY in her 1969-70 configuration based on the 1/350th Revell model kit, along with dismantling the previous exhibit and painting, cleaning and otherwise preparing the exhibit room.

Independence Day Deck Party on USS *CONSTELLATION*

Celebrate American Independence on an American Treasure; the historic USS *CONSTELLATION*.

This all-inclusive, family-friendly event features hamburgers, hot dogs, fried chicken and other backyard barbecue favorites from the Classic Catering People including beer, wine, lemonade and more.



Take a guided tour of the ship, watch as her cannon is fired and, of

Tuesday July 4th, 7-10PM

course, a enjoy the fantastic view of the FIREWORKS, high above the Inner Harbor crowds!!

Proceeds from this special event help to keep the ships afloat!

All-Inclusive Tickets are Now Available!

Museum Members receive at 20% of Event Tickets

[Learn more about the Benefits of Membership](#)

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TICKETS

Adult	Aged 21 and up	\$75
Teen	Aged 15 to 20	\$45
Youth	Aged 6 to 14	\$25
Child	Aged 5 and under	Free

[Learn more about the Independence Day Deck Party »](#)

The Strange Case of John Latham by Kari Thomas

On 25 September 1860, Captain John Latham and his crew were captured by USS CONSTELLATION under the bright light of a full moon. Latham had done everything feasible to escape this outcome. His sleek New York bark CORA was a fast vessel of about 450 tons and probably would have outrun any other ship in the African Squadron, but she had the misfortune of catching the attention of CONSTELLATION, the fastest sloop under Commodore William Inman's command.[i] A lookout spotted CORA at about eight o'clock in the evening, and CONSTELLATION immediately gave chase. CORA put on "every stitch of canvas that would draw" to escape, and Latham ordered everything not bolted down thrown overboard. Water casks, spare spars, hatches, anchors, life boats, it all went into the sea.[ii] CORA gained some speed but not enough, and after CONSTELLATION threatened to fire on her with an exploding shell, CORA finally gave up and hove to. Down in her hold were 705 Africans taken from the Spanish fort Mauge Grande, south of the Congo River. Latham had been in possession of his cargo for less than twenty-four hours before getting caught. But he had a plan, a fail-safe of sorts.



USS CONSTELLATION capturing CORA from The New York Illustrated News, December 12, 1860

Latham's first mate Morgan Fredericks was from New York. The second mate John Wilson was from Pennsylvania. Third mate Hans Olsen was from New York. And one of the cabin boys, Charles Moore, was also American. There was also an unnamed cook, steward, and about ten seamen thought to be American, who were arrested with the officers. However, every other man in the crew of about twenty-five was Spanish. Latham had told those sailors his name was

"Lorretto Ruez"[iii] so when CONSTELLATION's boarding party demanded to see the captain, the Spaniards pointed to their Spanish captain "Ruez." Latham furthered the ruse by speaking in either only Spanish or broken English when in the presence of CONSTELLATION's crew.

The United States Navy had no jurisdiction over Spanish citizens, even if they were sailing on a ship built in New York, so Commodore Inman, CONSTELLATION's commanding officer, ordered the arrest of Fredericks, Wilson, Olsen and the other American crewmembers. They were locked in the officers' staterooms on CORA and placed in the charge of Sailing Master Thomas Eastman and Midshipman Wilburn Hall, who were to sail CORA along with a prize crew of fourteen men, first to Monrovia, Liberia to release the Africans in CORA's hold to the care of the American Colonization Society, then to Norfolk, Virginia, where they would hand Fredericks, Wilson, and Olsen over to the U.S. Marshals for prosecution.[iv]

Meanwhile, the Spaniards, including Mr. "Ruez," as well as a mysterious American passenger going by the name "Peter Campbell" who was found onboard CORA, were placed in CONSTELLATION's brig. They would later be released ashore at St. Paul de Loanda, headquarters of the U.S. Navy's African Squadron.

Latham only had to maintain his disguise as Lorretto Ruez for a few days, then he would be released on the African coast, free to sign on with another ship's crew and make his way back to America. But on October 2nd, the day before Latham's release, Lady Fortune betrayed him. As CONSTELLATION took in supplies, mostly wood, water, and some provisions at St. Paul de Loando, Lieutenant Commander William Roy of USS MYSTIC came aboard to pay his respects to Commodore Inman and see for himself if the rumor that CONSTELLATION had taken a prize was true. He was introduced to Peter Campbell, a man described as "comical" but with "an eye, like an eagle's, which pierces through you." [v] Although Campbell claimed to be merely a passenger, and that is how he was listed on the shipping manifest, many of the crew suspected that he was either the captain or otherwise connected to the operation of the vessel. What they didn't expect was for Lt. Commander Roy to finger Mr. Lorretto Ruez, a "gentlemanly-looking man of a light complexion," as the American captain of CORA.[vi]

On 24 September 1860, the day before CORA was captured with 705 slaves aboard her, USS MYSTIC had also stopped her on suspicion that she might be a slaver. At the time, there had not been enough evidence, such as actual slaves in the hold, to arrest CORA's crew, but Mr. Roy had met the vessel's captain, who introduced himself as John Latham and spoke with an American accent. Realizing they had been tricked, Commodore Inman and Captain Nicholas immediately ordered the crew to put Latham in chains and transfer him to the store ship RELIEF, where he would eventually sail back to New York and stand trial for slave-trading. Even as Latham was being dragged away, he maintained the pretense that he was Lorretto Ruez and that he was confident he would be released once the courts discovered the truth.[vii]

Latham was arraigned on Tuesday, December 11th, 1860, on the charges of commanding a vessel engaged in the slave trade. Second mate John Wilson and third mate Han Olsen were also charged with voluntarily serving on board a slaver.[viii] They later both plead guilty and were sentenced to ten months in jail and \$500 in fines.[ix] First mate Morgan Fredericks never stood trial, having purportedly escaped custody by climbing out one of CORA's portholes and jumping into the icy East River.[x]

There were many, however, who doubted this story. "The pretense is, that he escaped through the port-hole window of his cabin-one account averring that he stripped and swam naked to

shore, a distance of nearly half a mile," reported the New York Times. "This is the account favored by those in charge of the prisoners; while others, with much more reason, assert that a comfortable boat ran alongside the Cora on last Sunday night, the chief mate taking an affectionate leave of his custodians and being duly saluted as he pushed off for shore." [xi] The public did not seem to have much faith in Mr. Frederick's jailors. They also lacked faith in the court's prosecutor, New York District Attorney James Roosevelt, who had a few weeks prior declared that "'the moral sense' of the community had changed in reference to the Slave-trade, no longer regarding it as the 'piracy' which the laws of Congress pronounce it to be." [xii]

Indeed, Latham's trial dragged on for months. His lawyer, Mr. Donohue, repeatedly questioned Thomas Eastman about the chain of custody, pointing out that Master Eastman was not actually present when Commander Roy identified "Lorretto Ruez" as John Latham. In fact, Mr. Donohue attributed his client's incarceration to a case of mistaken identity. After all, neither Michael Hoffman, a Deputy-Collector of New York's port, Samuel S. Browne, another Deputy-Collector, nor Sidney P. Ingraham, the register clerk of the Custom-House, could say with absolute certainty that the man presented as John Latham was actually the man who had purchased CORA from E.D. Morgan & Co. for \$14,600 or that he was the man who had submitted a shipping manifest for a trading voyage on the West coast of Africa. [xiii] Only the Notary Public John Edwards who notarized CORA's crew-list testified that- Latham was the true name of the defendant, or at least the one he signed with, and he had in fact represented himself as the captain of the vessel to Mr. Edwards. [xiv]

Ultimately, however, the case was not decided by either a judge or a jury. On the 16th of March 1860, four months after his arraignment, John Latham escaped custody. He was being held in Eldridge-Street Jail under the authority of the U.S. Marshals. The chief marshal, Captain Rynders, had spent the weekend in Washington, D.C. on official business. Before he left, he gave strict orders that "none of the prisoners should be taken out of jail on any pretext whatever," especially not John Latham. [xv] Someone had been petitioning the chief marshal to transfer Latham from the Eldridge-Street Jail to the Brooklyn Jail, "on the grounds that Eldridge-street was too full," but Rynders suspected this was part of a jailbreak plan and refused.

However, no sooner had Rynders departed for the Capital before "some persons" adjured Rynders' Deputy Marshal John Culligan to grant Latham a short furlough to purchase a new suit for future court appearances. Against his superior's express orders, Culligan decided to grant the mysterious petitioner's request in return for \$25. He obtained the appropriate paperwork and went to the jail to collect Latham himself. Culligan then escorted his charge to Brooks' store on the corner of Broadway and Grand Street where they met the anonymous petitioner from before. While Latham went inside to choose for himself a new suit of clothing, Culligan's attention was diverted. In that moment, Latham alighted from the store and into an awaiting carriage, which drove off at top speed. Culligan enlisted a local police officer to help him search Broadway for the carriage, but Latham and his accomplice were long gone. [xvi]

Captain Rynders was informed of his deputy's lapse in judgment upon his return to New York on Saturday, March 17th. He immediately dismissed Culligan and then telegraphed his other Deputy, Mr. Thompson, who was still in Washington, D.C., and instructed him to put up a \$200 reward for Latham's re-capture. [xvii] It was to no avail; neither Captain John Latham nor Lorretto Ruez were ever seen or heard from again.

Kari Thomas is a former member of the Historic Ships in Baltimore Education Department now working as an independent researcher and writer.

[i] As the flagship of the African Squadron, USS CONSTELLATION frequently hosted Commodore Inman and his clerk. However, John Nicholas was the Captain generally in charge of day-to-day operations of the ship as well as routine delegation of tasks. "The Slave-Trade: The Bark Cora, of New-York, Captured on the African." New York Times. 8 December 1860.

[ii] William Ambrose Leonard, Items and Incidents in the Cruise of the United States Flagship Constellation on the West Coast of Africa in the years 1859, 1860, and 1861, kept by William Ambrose Leonard of Bunker Hill, Charlestown, Mass, 13 June 1859. Transcription by John Pentangelo and Stan Berry, USS Constellation Museum.

[iii] "Law Reports" Examination of Slave-Traders. United States Commissioner's Court. Before Commissioner Morell," New York Times, 15 December 1860.

[iv] "The Slave-Trade: The Bark Cora, of New-York, Captured on the African," New York Times, 8 December 1860.

[v] Leonard, Items and Incidents, 13 June 1859. Transcription by John Pentangelo and Stan Berry, USS Constellation Museum.

[vi] Ibid.

[vii] Ibid.

[viii] "The Slave-Trade: The Slave-Bark Cora's Officers Arraigned," New York Times, 12 December 1860.

[ix] Warren S. Howard, American Slavers and the Federal Law, 1837-1862, (Berkeley and Los Angeles: University of California Press, 1963), 232.

[x] "The Slave-Trade: The Slave Bark Cora- Escape of the Chief Mate from Custody," New York Times, 11 December 1860.

[xi] "The Slave-Trade Case Ended," New York Times, 12 December 1860.

[xii] Ibid.

[xiii] "The Slave Trade: The Officers of the Slave Bark Cora Under Examination," New York Times, 18 December 1860.

[xiv] "Law Reports" Examination of Slave-Traders. United States Commissioner's Court. Before Commissioner Morell," New York Times, 15 December 1860.

[xv] "The Escape of Captain Latham: Statement of Marshal Rynders Before the Circuit Court," New York Times, 19 March 1860.

[xvi] Ibid.

[xvii] Ibid.

Overnight Adventure: Scouts Experience Life on TANNEY



Cub Scout 'Damage Controlmen' standing at attention during the General Quarters Drill.

Cub Scout Pack 1320 from the Bethesda, Maryland area, spent the night on board USCGC TANNEY in early March and enjoyed an exciting Historic Ships Overnight Adventure. Upon arrival, they found out where they would be sleeping and stowed their gear on their bunks in the crew berthing. The adventure then began with Scouts assigned specific billets for General Quarters such as Damage Controlmen, to perform jobs such as firefighting, welding, and flood control, or Radarmen, to search the seas for enemy ships and planes. The Cubs were shown where they would report in emergencies and performed drills necessary to protect the

ship. Through these experiences they learned how the different crew members worked together as a team to get the ship through crisis periods.

The program includes meals on the Mess Deck, engaging, hands-on activities such as the Damage Control Drill, and a history tour of the ship. Overnight programs also provide students with the opportunity to access areas of the ship usually closed to the public such as the Bridge, the Combat Information Center, and Taney's Engine Room where the students receive a lesson in steamship engineering.

Thanks to Adam Sidel for the use of his photo and his review of the program:

"A great experience led by some terrific Historic Ships in Baltimore museum staff. If you live in the DC area and have kids, check this out."

[Learn more about Overnight Adventures »](#)

2017 Captain's Jubilee: Honoring Tobacco Barn Distillery

On Thursday, June 8th, Historic Ships in Baltimore will host the fourth annual CAPTAIN'S JUBILEE, a special four-course wine pairing dinner on board the Historic USS CONSTELLATION.

Join us from 6:00 PM to 9:00 PM and enjoy fare generously provided by Rouge Fine Catering and wines selected specifically for the evening.



Each year at the Jubilee, Historic Ships in Baltimore honors companies and individuals that exhibit strong support for the fleet with the Admiral Royal Ingersoll Award. Past honorees include the General Ship Repair Corporation (2014), the Vane Brothers Company (2015) and Cianbro Corporation (2016).



This year, we honor Tobacco Barn Distillery for their incredible partnership. Last December two 53-gallon barrels of Tobacco Barn Distillery's USS CONSTELLATION RUM - weighing approximately 500 pounds each - were hoisted aboard CONSTELLATION with help from Tobacco Barn Distillery, Domino Sugar and the Maryland Department of Commerce. The barrels were stored in the ship's hold and aged for four months.

It's been more than 150 years since USS CONSTELLATION sailed with barrels of rum resting on her keel. Back in the 1800's, the rum, or grog, ration was routine for sailors - a tradition the Navy abolished in 1862. Now you can once again get a ration of CONSTELLATION Rum, with a portion of proceeds benefiting restoration and education program at Historic Ships.

The Jubilee will also serve as the unveiling of the new Ship's Stove on USS CONSTELLATION. The stove, which is a reproduction based on historical documents and the

19th century stove still in place on USS CONSTITUTION, is being manufactured by General Ship Repair Co. Creation of the stove has been made possible by the generous support of longtime Historic Ships member and volunteer John Barnard, who will also be honored at the event

We hope you will join us for this wonderful event. Individual tickets and tables of 10 are available for purchase. For more information and to purchase tickets to this extraordinary event please visit www.historicships.org/Jubilee.html. Proceeds from this event help to support the ongoing preservation of the Historic Ships Fleet and the operation of our education and interpretation programs.

Learn more about the Captain's Jubilee »

Director of Operations Retires After Long Service



Historic Ships Director of Operations Stan Berry at the 2016 Captain's Jubilee

After more than 16 years of dedicated service to the Living Classrooms Foundation and Historic Ships, Director of Operations Stan Berry retired at the end of August 2016. Having originally started as a volunteer aboard USS CONSTELLATION in the late 1990s, Stan took part in many facets of museum operations over the years. Joining the full-time staff in May of 2000, he took on the task building USS CONSTELLATION's education department into a busy and effective provider of quality programs for school and scout groups alike. Stan further refined and expanded CONSTELLATION's daily visitor programs which included over the years gun drill, live firing of the ship's 20-pounder Parrot Rifle, and bracing the yards. In addition to supervising paid

staff, he also helped forge a lasting alliance with the volunteer group "Ship's Company" whose regular appearance aboard CONSTELLATION provides visitors with an interesting view into the Civil War US Navy.

As Director of Operations, Stan's duties expanded considerably following the 2008 merge of the Baltimore Maritime Museum and USS CONSTELLATION Museum. In addition to taking on the management of the public programs staff "fleet-wide", he overhauled the popular scout camp-in programs aboard USS TORSK and USCGC TANEY, refining their offerings and improving the quality of the experience. During the slower summer camp-in season, Stan worked with local and state agencies on many successful children's programs over the years, such as the "Super Kids Camp."

Throughout his tenure with Historic Ships in Baltimore, Stan was integral to many special events, highlights of which included CONSTELLATION's 2004 visit to the US Naval Academy in Annapolis and the 2008 commissioning of the USS STERETT (DDG 104).

Prior to working for Living Classrooms, Stan had spent much of his early life in southern California before enlisting in the US Marine Corps in 1968. After attaining his undergraduate degree in the early 1970s, he received a commission in the Marines and served as an infantry officer before leaving the service as a Captain in 1983. Following his retirement from Historic

Ships in Baltimore this year, he has relocated to the peace and quiet of the Blue Ridge Mountains. We wish him well and he will surely be missed around the Inner Harbor.

Donated Copper Spike Recalls Debate of Yesteryear

In 2016, Historic Ships in Baltimore received a donation of a small group of copper hull spikes of the kind typically used in the construction of wooden hulled sailing vessels such as the sloop-of-war USS CONSTELLATION. According to the donor, the spikes had been acquired in the 1970s after being recovered from the ship during one of her dry dock periods. Interestingly, one of the spikes contained in the donation features the stamping "1797".

Recently, HSB Curator of Historic Vessels and Collections, Paul Cora, had the opportunity to examine several pieces of original white oak hull planking salvaged during CONSTELLATION's 1990s restoration. Removal of the portions of several copper spikes still embedded in the original planking revealed the inscription "GNY" for Gosport Navy Yard where the sloop-of-war had been built in 1853-54.

In his 1991 report "Fouled Anchors: The Constellation Question Answered" Dana Wegner wrote that hull spikes marked "1797" had played a role in fueling the debate over the ship's identity as the original Baltimore built-frigate. As recounted by Wegner, "...on May 19, 1960 a shipyard worker was withdrawing several soft copper bolts and spikes near the turn of the bilge at frame 21 and discovered that one of the thirty-four pieces had the number '1797' stamped into it. The worker turned the item over to the night watchman and signed an affidavit before Donald Stewart, a Justice of the Peace at Large for Baltimore City, attesting to the date and location of the discovery." As a key member of the CONSTELLATION Committee which had brought the ship to Baltimore in the 1950s, Donald Stewart was also one of the leading proponents of the frigate case.

Howard I. Chapelle, author of History of the American Sailing Navy and Smithsonian Institution curator had been the first to call into question the identity of the present CONSTELLATION as the Baltimore built frigate. Dana Wegner states that Chapelle had found the discovery of dated hull spikes to be problematic. As recounted in "Fouled Anchors," at one point in the debate, a hull spike stamped with the letter "T" was interpreted to signify "Tingey" the commandant of the Washington Navy Yard when the frigate CONSTELLATION had been repaired there in 1812. According to Wegner, Chapelle maintained that it was " 'highly unlikely that any bolts or spikes would show a date, and they didn't mark fastenings in honor of the commandants in navy yards.' "



Above: "GNY" marking on a copper spike removed from a piece of CONSTELLATION's original hull planking. Below: a recently donated spike with the stamping "1797."

Historic Ships Enriches Defense Intelligence Agency Course

Visits to Historic Ships in Baltimore from the Washington DC based Defense Intelligence Agency (DIA) have become a regular event during 2016-17. The DIA's "Military Capabilities" course, which introduces students to concepts that include the adaptation of weapons systems and military organizations to changing missions over time, often includes historical case studies. The design and modification over time of HSB's USS TORSK and USCGC TANEY have become highly useful examples for this unique DIA course and quarterly half-day visits have become the norm.

Focusing on firepower, mobility and survivability, "Military Capabilities" students have made a special study of TORSK and TANEY. Field trips involve a guided walking tour of the two ships with a special emphasis on how their designs were adapted to meet changing roles and missions during their active careers with the US Navy and Coast Guard.

In the case of USS TORSK, the DIA tour groups are introduced to the primary missions of World War II US fleet type submarines. When commissioned in 1944, TORSK represented the leading edge of American submarine development and her advanced TENCH class design incorporated many refinements that resulted from wartime experience in the Pacific. After World War II, the US Navy sought various ways to modernize and enhance the survivability and performance of its diesel-electric submarines in the Cold War era. TORSK received a snorkel in 1952 as one means of enhancing her performance, however, unlike many other fleet boats, she was never selected to undergo a full 'GUPPY' modification which would have included battery upgrades and hull changes to improve her speed and endurance. While her mission capabilities were improved by advances in torpedoes and electronics, and broadened by involvement in the Navy's REGULUS Missile program in the 1950s, TORSK's mission capabilities were limited to many of her original design characteristics.

In the case of USCGC TANEY, DIA students are introduced to the primary missions of the US Coast Guard, including the widely varied peacetime and wartime roles of the service. Dramatically modified during World War II to serve in the anti-submarine, convoy flagship and amphibious command ship roles, TANEY's basic design proved to be remarkably adaptable in her early years, and sufficiently adaptable to allow her to fulfill peacetime duties into the 1980s. Her deployment in the Vietnam War's Operation Market Time in 1969-70, at which point the vessel was more than 30 years old, is offered to students as possibly the most efficient use of her capabilities in the course of her career.

Prior to visiting Historic Ships in Baltimore, DIA students made field trips to the USS BARRY (DD 933) formerly displayed at the Washington Navy Yard. The guided exploration of two vessels with such widely varied roles as TORSK and TANEY has greatly enhanced the range of field examples available to students in the "Military Capabilities" course as they examine the evolution of firepower, mobility and survivability over time.

Upcoming Events

[Ship's Company](#) Civil War Interpretation on USS CONSTELLATION

Saturdays - May 28, June 24, July 28 & August 26;

10:00 AM - 4:00 PM

USS 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.

"CONSTELLATION History Tour" by John Barnard

Saturdays - May 6 & 20, June 3 & 17, July 1 & 15, August 5 & 19; 2:00 PM

Take a walking tour through 100 years of naval service! Historian and friend of the ship, 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.

Thursday, June 8th; 6:00 PM - 9:00 PM: [Captain's Jubilee](#)

Historic Ships in Baltimore present a special seated four-course wine-pairing dinner on board USS CONSTELLATION. This fundraising event supports the preserving and restoring our maritime heritage. Reservations required, additional fee.

[Ship's Company](#) War OF 1812 Interpretation on USS CONSTELLATION

Saturday, July 15th; 10:00 AM - 4:00 PM

Join Ship's Company's 1812 Unit aboard USS CONSTELLATION as they depict and describe the role of Sailors during the War in the Chesapeake during 1812-1814, as well as the history of CONSTELLATION's predecessor the US Frigate CONSTELLATION (1797-1853). This presentation is open to all visitors and is included with regular admission. No reservations are required.

Tuesday, July 4th, 7:00 PM - 10:00 PM: [Independence Day Deck Party Picnic](#)

Celebrate our nation's birthday on board USS Constellation, high above the Inner Harbor crowds. Classic Catering People will be serving backyard favorites along with, local beer, wines and assorted sodas. There will be music, special tours, cannon firings, giveaways and the best view of the fireworks. Reservations required, additional fee.

Saturday, August 26th, 6:00 PM - 8:00 PM: [Victory Night](#)

Honoring those who served on the Historic Ships, and the descendants, volunteers and members who preserve their legacy. This delightful event is free to all members, volunteers, former crew and their descendants. Food and drink are provided. Reservations required.

[View the full Event Calendar»](#)

Thank you to all our loyal museum members and supporters!

The work of Historic Ships in Baltimore would not be possible without the support of generous individuals, families, companies and foundations.

[Please visit our website for a list of our generous donors.](#)

Not a member or donor?

We hope that you will become one today and helping to ensure that the Historic Ships Fleet and Lighthouse are available as educational resources for generations to come. Your support helps to keep the ships afloat!

**Donate
to Historic Ships**



**Join, Give or Renew
Membership**

Historic Ships in Baltimore, is a nonprofit 501(c)3 organization dedicated to the restoration and preservation of the *USS Constellation*, *USCGC Taney*, *USS Torsk*, *Lightship Chesapeake*, and *Seven Foot Knoll Lighthouse*.

Thank you for supporting Historic Ships in Baltimore.

Historic Ships in Baltimore, Pier 1, 301 East Pratt Street, Baltimore, MD 21202