

the Deck Log

The Official Newsletter of Historic Ships in Baltimore



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From the Collections: Baltimore and the Battle of the Atlantic



A ledger page from the Liberty Ship SS MOLLY PITCHER recovered by Baltimorean Louis Vogel while serving on the destroyer USS ROWAN DD 405 during World War II.

Years ago a surprise donation arrived by mail at the Baltimore Maritime Museum (a predecessor of the current Historic Ships in Baltimore). In the envelope were carefully placed two oil and water-stained ledger pages from 1943 which had clearly survived harsh circumstances. "Louis W. Vogel, Jr. found the pages of the MOLLY PITCHER log," wrote Mrs. Louise Vogel, the donor. "They were floating in the water when his ship DD ROWAN 405 picked up the sailors. The log reads that they left Baltimore, Maryland. It is strange that Louis grew up in Canton, close to where the MOLLY PITCHER left." While the chance Baltimore connection between World

War II US Navy sailor Louis Vogel and the Liberty Ship SS MOLLY PITCHER is interesting to ponder, these oil-stained sheets of paper also remind us of Baltimore's important contribution to Allied victory in World War II, and also the terrible human cost of the Battle of the Atlantic.

The emergency cargo ship building program created by the United States Maritime Commission in 1941 was one of the marvels of American World War II industrial production. This program constructed over 3,000 Liberty and later Victory ships which carried cargo and troops to every theater of war; typically American in concept, the goal of the program was to build ships faster than they could be sunk by the enemy. Bethlehem Steel's Fairfield Shipyard was established on the south shore of the Patapsco River's Middle Branch (home today to the Fairfield automobile terminal - the busiest on the East Coast) in February 1941 as an emergency ship building facility. Some 384 Liberty Ships would be built there during World War II - more than any other shipyard



Liberty Ships under construction at the Bethlehem Steel Fairfield Shipyard which employed 27,000 persons at its peak of wartime production.

in the country including the very first, the SS PATRICK HENRY launched on September 27, 1941. At its peak, the yard featured 16 individual shipways and employed some 27,000 workers.



A typical Liberty Ship similar to the SS MOLLY PITCHER. This one was photographed during a 1944 convoy from the deck of USCGC TANEY.

Liberty ships were named for prominent Americans including the signers of the Declaration of Independence. SS MOLLY PITCHER, Liberty hull number 935, was named for Mary Ludwig Hays, nicknamed "Molly Pitcher", who was observed by George Washington to take her wounded husband's place on an artillery piece during the June 1778 Battle of Monmouth. The vessel was laid down at the Bethlehem Steel Fairfield yard on December 12, 1942 and was launched on

January 30, 1943. Chartered by the Army Transport Service, the ship's first and last convoy trip in the Atlantic began just weeks later when the ship departed Baltimore to join Convoy UGS 6 in late February.

Convoy UGS 6 ("U" designated United States as the point of departure, "G" designated Gibraltar as the destination, and "S" designated slow moving) consisted of 40 merchant ships loaded with cargo bound for Allied bases in the Mediterranean. It would be escorted across the Atlantic by US Navy Task Force 33 comprised by the destroyers WAINWRIGHT (DD 419), MAYRANT (DD 402), ROWAN (DD 405), RHIND (DD 404), TRIPPE (DD 403), CHAMPLIN (DD 601), and HOBBY (DD 610). Convoy UGS 6 departed New York for the Mediterranean on March 3, 1943. Steaming southward toward its eventual destination of Gibraltar at 10 knots, it would be at sea for more than two weeks. While underway, it would be the job of the destroyers to protect the freighters from U-Boat wolf packs and Luftwaffe aircraft. In March 1943, the Battle of the Atlantic was at a pivotal point in the evolution of countermeasures and tactics against the U-boats, and the battle which developed around UGS 6 illustrates this.

Earlier in the war, U-boats had enjoyed a tactical advantage against Allied convoys. Attacking at night, on the surface, the Kriegsmarine (German navy) was often able to infiltrate through the screen of convoy escorts to fire torpedoes among the merchantmen with devastating effect; during 1942 alone, more than six million tons of Allied shipping was lost to U-boats. By 1943, improvements in radar aboard convoy escorts, and the evolution of more aggressive tactics began to take a toll on the wolf packs, whose U-boat commanders experienced increasing difficulties penetrating the protective cordon of warships.

Through its highly efficient signal intelligence service, known as the B Dienst, the Kriegsmarine was aware of the departure of Convoy UGS 6, its size, number of escorts, and general course. Accordingly, German Admiral Doenitz, the commander of the Kriegsmarine U-boat arm, deployed a patrol line of his submarines off the Azores to lie in wait for the convoy. Once the convoy was sighted, more U-boats from a second patrol line would be called in to attack. By overwhelming the escorts through stealth and numbers, the wolf packs would be capable of decimating the convoy - the formula had worked numerous times in the previous years of war. The American destroyers of Task Force 33, including Louis Vogel's USS ROWAN (DD 405), were fast, heavily armed and trained in latest tactics of convoy escort. While they lacked high frequency direction finding equipment (HFDF or "huffduff") which would have allowed them to detect and home in on U-boat radio transmissions, the "tin cans" of TF33 were equipped with the latest radars which would allow them to detect surfaced U-boats, and even U-boat periscopes under the right conditions, at great range. Once submarines were detected on radar, aggressive sweeps against them would put the U-boats on the defensive before they even reached the convoy. Earlier in the war escorts which lacked radar were often forced to operate in reactive mode, striking against the U-boats only after torpedoes had found their marks among the merchantmen.

When the first U-boats of the patrol line searching for UGS 6 sighted the convoy north of the Azores on March 12, 1943, they immediately attempted to infiltrate the escorts and gain torpedo firing positions within the convoy. Time and again, they were detected on radar and attacked by destroyers before they could fire torpedoes. One of these, U-130, was detected on the surface by the destroyer CHAMPLIN in the early morning of March 13 and illuminated with star shells. A carefully laid pattern of depth charges from CHAMPLIN found its mark and U-130 was lost with all 53 officers and men of the crew.

By March 15, a total of 8 U-boats were in contact with convoy UGS 6. One freighter, the SS WYOMING was lost to torpedoes from the U-524 which had been able to infiltrate the escort screen, but otherwise all other attacks had been thwarted by the destroyers. On March 16, as the convoy proceeded eastward toward Gibraltar, north of the Azores, another Baltimore-built Liberty Ship, the SS BENJAMIN HARRISON, was lost to torpedoes fired from the U-172. By the afternoon of March 17, the convoy was in range of PBY flying boats based in Morocco, and now with air cover over the merchantmen, the odds tipped decidedly against the U-boats. One long-range torpedo salvo fired from the U-167 that evening, however, found its mark on the SS MOLLY PITCHER struck on her port side by a single torpedo in the way of the number 3 hold.

Aboard the MOLLY PITCHER, the torpedo explosion caused immediately flooding, although the vessel continued underway on its own. In the confusion and terror which followed the hit, the ship's helmsman left the wheel and the freighter began to turn inwards toward the remainder of the convoy. The ship's Master was able to regain control and right the course of the vessel, but shortly ordered his 42 merchant marine officers and men, 1 passenger (a US Army officer) and the 27 members of the naval armed guard on board (US Navy personnel were frequently stationed on board merchant ships in convoys to man deck guns and against submarines and aircraft; the MOLLY PITCHER was outfitted with one 5"/38 caliber gun, and nine 20mm machine guns) to abandon ship. Most went in life boats though some dove individually into the water; in the monumental confusion, some 17 merchant sailors stayed aboard for a short time before abandoning as well. Four men drowned, but 66 were picked up by other vessels including Louis Vogel's USS ROWAN (DD 405). Though critically damaged, the SS MOLLY PITCHER remained afloat until the following day when a torpedo from U-521 sent the abandoned vessel to the bottom.

The two pages of Merchant Marine Overtime Reports, in effect a kind of log of the MOLLY PITCHER's voyage, that were plucked from the water by Louis Vogel while picking up survivors from the ship evidently struck him as a curious coincidence, listing his home town of Baltimore, Maryland as the ship's port of origin. "He gave the log to me before we were married sixty years ago," wrote his widow in 2003 when donating the pages.

A veteran of many convoy battles, the destroyer USS ROWAN would not survive the war. In September 1943, she took part in the Italian campaign and was ordered to protect transports bringing Allied troops into the Gulf of Salerno. After screening the landings, ROWAN was attacked by German E-Boats (high speed torpedo boats) on the night of September 10, 1943 and after several skirmishes was struck by a torpedo. She sank in less than 5 minutes taking 202 of her 273 officers and men to the bottom of the Mediterranean.

As for the U-boats which attacked and ultimately sank the SS MOLLY PITCHER, the savagery of the Battle of the Atlantic would take its toll. Less than a month after the UGS 6 battle, U-172 under Kapitain Kurt Sturm, was attacked and heavily damaged by Hudson patrol bombers of Britain's RAF Coastal Command off the Canary Islands. Sturm and his crew were able, with the help of local fishermen, to eventually make their way to a German merchant vessel that had been interned in the Canaries, and were later picked up by another U-boat which transported them back to France. Eventually, Sturm and his men were given a new boat, the U-547, and returned to the battle. As for the submarine which had administered the coup-de-grace to the MOLLY PITCHER, the U-521 would be lost in May 1943 with all hands, save one - her commanding officer Kapitain-Leutnant Klaus Bargsten - when she was depth charged and sunk by the US sub chaser PC 565 off the New Jersey coast.

USCG Commandant at TANEY Pearl Harbor Ceremony

Admiral Karl Schultz, 26th Commandant of the United States Coast Guard, came aboard USCGC TANEY on December 7, 2018, to serve as Keynote Speaker for Historic Ships in Baltimore's annual Pearl Harbor Memorial Ceremony. Admiral Schultz was joined on the program by Maryland Lieutenant Governor Boyd Rutherford and Baltimore City Office of Emergency Management Director David McMillan, who both spoke in honor of the 77th anniversary of the Japanese attack on Hawaii which brought the United States into World War II.



ADM Schultz and WWII TANEY Veteran Harry Nelson on board USCGC TANEY on December 7, 2018.

Admiral Schultz praised the role of USCGC TANEY when, as a unit of Destroyer Division 80 on December 7, 1941, her Coast Guard officers and crew defended Honolulu as raiding Japanese aircraft arrived over the city that morning. Using her 3"/50 caliber guns, and .50 caliber machine guns when targets were close enough, TANEY's crewman engaged several groups of Japanese planes, inflicting damage, and were later credited with saving the Honolulu power plant. Schultz further recounted the significance of TANEY's assigned aviator, Lt. Frank Erickson, who had been standing watch as duty officer at Ford Island Naval Air Station, and who witnessed the destruction and havoc in the fleet anchorage that morning. Watching attempts to save numerous sailors in the water, during and after the attacks, Erickson was to recall these images later in the war when he pioneered the development of the helicopter. Finally, the Commandant paid special tribute to America's "Greatest Generation" by recognizing the service of WWII TANEY sailor Harry Nelson who traveled from Ohio with his son, Chad, to attend.

The Noon Ceremony honored the memory of the 2,403 Americans killed in Hawaii on December 7, 1941 and was attended by numerous veterans and descendants. Alan Walden of Historic Ships in Baltimore's Advisory Board once again served as Master of Ceremonies, and Chaplain CDR Jonathan Panitz, USN (Ret) delivered the Invocation and Benediction. Mr. Joseph DiCara performed "The Star Spangled Banner" and the US Marine Corps 4th Combat Engineer Battalion provided color guard support. "Taps" was performed by MU1 Christopher Buchanan of the US Navy Band who traveled from Washington, DC to take part.

Admiral Schultz graduated from the US Coast Guard Academy in 1983. During his time at the Academy, he steamed aboard USCGC TANEY for five weeks during a summer training cruise in 1980. Returning to TANEY more than 38 years later this December 7, he was pleasantly surprised to see among the Ceremony attendees two of the ship's officers who had instructed him aboard in the summer of 1980 - Commander Carl Smith (Ret) who had been the Operations Officer at that time, and Commander Richard At Lee (Ret) who had been TANEY's Communications Officer.

TANEY Dry Docking Fundraising Nearing Goal

Fundraising for dry docking and preserving the hull of USCGC TANEY continues toward Historic Ships in Baltimore's fundraising match requirements. In 2016, TANEY was the beneficiary of a National Park Service Maritime Heritage Grant of \$150K for dry docking the vessel. Historic Ships in Baltimore has been working to raise funds from multiple sources to match Park Service award. This match funding has come in the form of additional grants, along with donations from corporations, foundations, and individuals. As of January 2019, match fundraising has reached the 86% level with \$130,748 collected towards matching the \$150K Maritime Heritage Grant.



UHP hydroblasting crews clean the hull of USCGC TANEY during the ship's 2003 dry docking at the US Coast Guard YARD, Curtis Bay.

The funds raised for dry docking TANEY will be used to repair and stabilize the ship's underwater hull body, renew paint coatings, replace sacrificial zinc anodes, and completely renew the stern tube packing around the ship's propeller shafts. The ship was last dry docked in 2003 and so the current project will be part of an on-going long range effort to preserve the ship for future generations to appreciate. In 2003 TANEY was hauled out at the US Coast Guard Yard, Curtis Bay, where the hull was hydro-blasted to clean metal to remove the old coatings, pits in the shell plating and wasted rivet heads were repaired, machinery sea chests were permanently closed with welded steel inserts, and two coats of epoxy bottom paint were applied to the entire project area. A system of renewable bolt-on sacrificial anodes was also installed during the 2003 yard period, and during the interim these were inspected and replaced using a diver.

Specifics regarding the coming yard period are still under review with respect to actual timing and location, as Historic Ships in Baltimore continues to receive estimates and weigh options. The goal is to dry dock the ship for repairs during 2019 and more details will follow as they are clarified. One component of the project which must continue without a break is fundraising to meet the primary goal of matching the Park Service grant, and then beyond this as far as can be achieved - the more total funds available, the more preservation work can be carried out.

Historic Ships in Baltimore is extremely grateful to the many individuals and organizations who have so far donated to the TANEY Hull Preservation Project fund.

We invite further support so that we can reach our primary fundraising goal. To find out how you can contribute, click the button to the right or visit www.historicships.org/TaneyHull.html



Volunteer in the Spotlight - Randy Hall

Over the course of 14 years going back to 2004, Randy Hall has become one of the most consistent and experienced maintenance and restoration volunteers to work aboard USS CONSTELLATION. His initial experience volunteering saw him taking part in CONSTELLATION's voyage to the US Naval Academy in 2004, an evolution which he describes as one "of the most enjoyable weeks of my life" - and a fitting start to a long and varied association with the ship.

Randy was born and raised in southeastern Pennsylvania, and after high school he moved to

Maryland's Eastern Shore where he worked aboard various commercial boats on the Chesapeake Bay. In 1975, he enlisted in the US Navy and served a three-year hitch as a Hospital Corpsman. While in the Navy, he took up hang gliding in his spare time. Though initially a hobby, hang gliding led to an deeper interest in aviation and when he left the Navy he pursued his private pilot's license. Eventually, Randy spent some 25 years as a commercial pilot flying Lear jets.

Randy's motivation for working on CONSTELLATION primarily stems from a passion for naval history in the age of sail, especially the career and exploits of Britain's Lord Admiral Nelson. In fact, he traveled to Portsmouth, England specifically to take part in the celebrations held there in honor of the 200th anniversary of the battle of Trafalgar. When he learned of CONSTELLATION's planned trip to Annapolis in the fall of 2004, he jumped at the chance to take part as a deck hand for the week-long evolution which saw museum staff, living history volunteers, and volunteer deck hands showcasing the ship to the Naval Academy Midshipmen. After the Annapolis trip, he began working as a maintenance and restoration volunteer aboard CONSTELLATION, scheduling visits when he could around his commercial flight time.

Typically, Randy can be found renewing and maintaining caulking and bungs on CONSTELLATION's spar deck, along with sanding, painting and varnishing various features throughout. While he has amassed considerable time on board over the years, one of his longest stints aboard was working as a paid shipwright during the vessel's 2014-15 hull repair project at Curtis Bay. For the better part of 4 months, Randy took his place among the planking crews who removed and replaced the vessel's 1996-99 cold molded epoxy hull planking system from just above the keel to just below the gun ports. This labor-intensive project was described by him as definitely "one of the hardest in my life."

Now retired, when not volunteering on CONSTELLATION, Randy can be found on the North Carolina shore where he maintains and sails his own wooden boat and participating in maritime festivals and displays with a special interest in pirates.



Randy Hall repairing deck caulking
on USS CONSTELLATION

Recollections of a Seven Foot Knoll Lighthouse Keeper

In late 1945, 20-year-old Coast Guardsman Daniel Schreiner was assigned to the Seven Foot Knoll Lighthouse at its original location off Bodkin Point, where the Patapsco River joins the Chesapeake Bay. At that time, when the country was rapidly demobilizing from World War II, Seven Foot Knoll was an all-but-forgotten Coast Guard outpost even though its importance as an aid to navigation was unchanged. In 2008 Mr. Schreiner put his recollections of service into a series of letters to the staff at Historic Ships in Baltimore, and in doing so provided some fascinating insights into how the station operated in the last years that it was manned (the lighthouse was automated in 1949).

"I went on the Seven Foot Knoll Lighthouse a few days before Christmas 1945 (two days before, I believe)," he wrote in 2008. "The war was over, and our patrol boat that I was stationed on was decommissioned and taken out of service. Our crew was sent to the Inner Harbor at Baltimore, and put on subsistence quarters, which meant an allowance from the government [to] find our own place to eat and sleep, and then report each day at the pier and be given duties to do." [Editor's note: at that time, and into the 1960s, the Coast Guard maintained an active station on Pier 4 with several harbor tugs and 40-foot patrol boats]

"The way I ended up on the lighthouse came about like this: one day I heard one of the guys say to another that he heard they were looking for someone to volunteer for the Seven Foot Knoll Lighthouse. The other guy commented that all they do there is shoot [a] rifle they have out there. That really caught my attention and I immediately went and volunteered because guns and hunting had been my main interest before entering the Coast Guard. When I got out to the lighthouse, the two fellows on duty there left in a hurry, they probably could not believe their luck in getting off for Christmas, and I could not believe I was on for Christmas with very little food and most of the ammunition for the rifle already shot away. I shot the few remaining cartridges at chunks of ice floating around the lighthouse. That was the end of that."

"There were supposed to be three men assigned to the light - two on and one off, but that seldom happened during the winter of 1946 due to the continual discharge of men, the war having ended. Consequently, I was on alone much of the time which didn't make much difference because the routine remained the same."

"I was fortunate that I had learned while growing up how to make and tend fire in a coal stove. The main central room in the lighthouse, which I call the living room, was very sparsely furnished, just a coal stove out near the middle. Then to the right of the



A view of Seven Foot Knoll Lighthouse from July 1945, a few months before Daniel Schreiner volunteered as a keeper. This clearly shows the fog bell, station boats, and fuel platform which probably held sacks of coal for the stoves. The camera is looking toward the kitchen; what Schreiner described as the "main entrance" to the "living room" would have been the doorway visible to right.

center of the room was a cot which I believe someone had brought on board at some time or other. I never slept in it; I liked to sleep in the small half-moon shaped bunkroom off to the right of the living room. Just inside the main entrance coming into the living room from the outside deck was a wooden chair to the right of the door and to the right of that was a table on which was a 'mantle' kerosene lamp like the one up at the top of the lighthouse within the glass circle which magnified the light of the kerosene lamp. That glass enclosure was very sophisticated. It consisted of special flat glass plates that, the best I can remember, formed either a hexagon shape or an octagon shape. Within that lens we placed the kerosene lamp."

"The lamp itself was also very important because over the wick was placed a little cone shaped 'white', knit or mesh 'mantle'. Each morning you would trim the wick of the lamps, refill them and get them ready to light in the evening just before it got dark. If the wick for the lamp was not kept trimmed evenly and clean, part of the flame from the wick might come up in a point and touch the mantle. That would cause a little black spot to appear on the white mantle, and in a fairly short time, the black spot would spread until the whole mantle was black, putting out the light. That happened to me one January night in 1946. I had just shaken down the stove, filled it with coal, opened the drafts, got a nice flame up through the coal and dampered it off to last through the night. Then I lit the lamp up in the light, adjusted the wick, came back down and lit the lamp in the living room and sat down to read a few minutes before going to bed. I usually went in the bunkroom and went to bed shortly after it got dark which in the winter was around 6:00 or 6:30, and I would wake up at dawn. [Editor's note: the mantle referred to here was made from fabric mesh impregnated with rare earth salts which, when heated by the flame of the lamp below it, gave off an extremely bright white glow, several times brighter than the lamp flame itself. The use of kerosene mantle lamps at small lighthouses such as Seven Foot Knoll was common in the first half of the 20th Century.]

"This night I had just sat down by the door and as [was] usual in those winter nights it was dreary, the wind making the lighthouse creak, the continual washing of the surf over the rocks beneath, the shadows cast by the lamp. I happened to be alone that night when suddenly there was a pounding on the door over my left shoulder. Startled, I thought 'who in the world is out there, and how did they get there?' I got up and opened the door and it was two fellows all bundled up in their foul weather clothes off a Coast Guard buoy tender that was coming up the channel [and] saw the light was out. Those mantles made the lamps throw a nice white light but they were touchy and very delicate to handle. So I learned to double check the lamp up in the light ... to make sure it was good for the night."

"Another important duty we were to do was to wind up the heavy cast iron weight which was connected by a chain to a big gear with teeth on it and a metal 'tongue' shaped toggle. This was in turn connected to the fog bell which warned the ships coming up the channel on a foggy day or a foggy night where the lighthouse was, and they in turn would know where they were as they followed their charts. The weight took two hours to feed down the length of chain cog by cog. Then it would need to be cranked back up again. Each cog on the big gear would ring the fog bell one time - so many seconds apart. Since the chain was only long enough to last two hours; that meant if you happened to have a foggy night you had to set the alarm clock to wake you up every two hours to go crank the big cast iron weight up again. I happened to have one such night during the winter and early spring of 1946. As I write this it

seems another world ago. The crank ...was located at the top of the steps at the round flat landing area at the bottom of the ladder that went up into the small circular space surrounding the light. There was just enough room around the lens housing the lamp up there to service the lamps, this is, to get the lamp out, take it down to the landing at the foot of the ladder, and trim the wick and refill the lamp there, and then take it back up the ladder and put it back within the lens. There was an opening at the center of the flat landing at the top of the steps coming up from the main floor and at the foot of the ladder going up to the light. This was where the crank was ...and you could look down through the opening and see the chain and the big iron weight."

"Another incident I remember," wrote Schreiner in 2008, "in early spring [1946] a Coast Guard officer came out to the lighthouse and looked everything over. He told me he wanted the bottom of our motor launch painted. We kept the motor launch up on davits which as I remember were just a little way around the outside steel deck to the left of the main entrance to the living room. We used this boat to go back and forth from the lighthouse to the shore. The lighthouse was about one half mile from shore, on the far side of the shipping channel leading eventually to Baltimore. The Coast Guard had an arrangement with a civilian family on shore that when any of us had time off, we could use their phone to call a civilian 'jitney' service who would send a car down which would drive us up to a bus line.... So one nice spring day I decided it would be a good chance to paint the bottom of our boat. We also had a small rowboat... that we kept tied up under the lighthouse about four feet above the water and the rocks - just high enough to clear any high surf. I thought 'what I'll do, I'll crank the motor launch down to where it is about chest high above the water and then I'll position the rowboat under it in the water, and stand in the rowboat to paint the bottom of our motor launch,' which I did. I painted for a while when I noticed a freighter coming up the channel to my left....I knew that when the freighter passed me, the 'wash' from its propellers would come over to the lighthouse.... [And] I would need to get out of the rowboat and go stand on the higher rocks under the lighthouse as the wash of the water came across. The freighters are pretty slow so after making that mental note I thought 'I'll paint a little while yet'....The problem was, when I started to paint again, I promptly forgot all about the freighter. Suddenly I heard the roar of the surf just on the far side of the motor launch. Instantly I knew what was going to happen. I leaped up and caught the gunwale of the motor launch at the exact instant that the surf from the freighter's wash rolled up and across under me with a vengeance. I don't remember any catastrophe with the bucket of paint, so apparently I must have had it hanging from the side of the motor launch."

"One thing I should mention about the living room. At the far end of the living room from the main entrance was a pile of very old books, just piled in a heap about two feet high. This was in total contrast to the rest of the lighthouse which was sparsely furnished, [and] was always kept neat and clean, and freshly painted and cared for. One morning after trimming and refilling the two lamps and shaking down the coal stove, cleaning out the ashes, making my breakfast, and cleaning up, I decided to pick through that pile of old books to see if I could find something interesting to read. The first book I picked up was a Gideon Bible such as the Gideon organization places in hotel rooms. I knew a lot of Bible stories which I had learned growing up, but as far as reading the Bible I could never seem to get interested. It seemed too complicated and tedious. Somehow, that morning I got a sudden interest and

inspiration to sit down and start reading the Bible through, beginning to end....I remember that I made a mental note of how long it took me to read the Bible through, and then read the Old Testament through again. It was a total of six weeks altogether. I wouldn't trade that experience for anything."

In January 2009, just one year after setting down his recollections of Seven Foot Knoll, Daniel Schreiner passed away at the age of 85. Interestingly, his obituary recorded two significant facts about his life: he was a World War II Coast Guard veteran, and an ordained minister with the First Assembly of God in Harrisburg, PA. Clearly, his brief time at Seven Foot Knoll in 1945-46 had some impact on the future course of his life.

Coast Guard Auxiliary Flotilla 22-2 Volunteers

A dozen members of Coast Guard Auxiliary Flotilla 22-2 participated in a volunteer project day aboard USCGC TANNEY on Saturday October 21, 2018. The project day was the inspiration of the Flotilla's incoming Vice Commander, Mark Snell. Mark is a retired history professor from Shepherd University, Shepherdstown, WV, and a prolific author of military history books, especially on the Civil War. In September 2018 he invited Historic Ships' Museum Curator Paul Cora to speak briefly at a Flotilla meeting about the ship and volunteer opportunities on board.

On October 21, the Auxiliarists concentrated on surveying the ship's motor surf boat and RHIB along with their davits and associated equipment to come up with a master plan for maintaining them over time. They then took on a several cosmetic tasks including refurbishment of rat line covers, power washing lines, and repainting the hull of the surf boat. The plan for the Flotilla is to develop a regular quarterly project day in which members contribute to the long term upkeep of the boats, as well as other projects aboard the ship.



Museum Curator Paul Cora gives instruction to Coast Guard Auxiliarists of Flotilla 22-2 on the 'art' of cutting in with a paint brush and finishing with a roller

Historic Ships in Baltimore Integral to Maryland Fleet Week and Air Show 2018

The Maryland Fleet Week and Air Show 2018, held October 3-9, saw tens of thousands of visitors to the Inner Harbor, Locust Point, Fort McHenry and Fells Point tour visiting naval ships, participate in shore side displays and activities, and experience exciting aerial demonstrations. Beginning more than a year before in the planning stages, Historic Ships in Baltimore served as the hosting organization and administrative hub for the festival, the primary purpose of which is for the US Navy to showcase its fleet to the American public. Besides the US Navy, more than 70 federal, state, and local agencies were involved with coordination of the festival.



Visiting active US Navy ships, as well as the US Coast Guard sailing barque EAGLE, vessels from the navies of Canada and Great Britain, the National Oceanic and Atmospheric Administration, the US Army Corps of Engineers, and the historic Jamestown Settlement in Virginia docked at various locations throughout the Baltimore waterfront and were toured by more than 60,000 visitors in the course of the festival. Local historic vessels such as those in the Historic Ships in Baltimore collection, along with the Liberty Ship SS JOHN W. BROWN and the nuclear ship SAVANNAH, also were open for festival participants throughout the week-long event.

Shore side entertainment at several locations in the Inner Harbor included beer tents, food vendors and musicians on stage. Other associated components included a 5K run and a "Meet the Crew" happy hour, along with educational and service related experiences for students such as ship tours, school visits, and fun field days.

Among the highlights of the festival was the air show over Fort McHenry on Saturday and Sunday October 6 and 7. To accommodate the anticipated crowds at Fort McHenry, special shuttle bus services brought visitors to the Fort grounds where ample seating areas were set aside along with vendors and exhibitors. Aviation units participating in the show included the GEICO Skytypers SN-J display team, a US Air Force A-10 display furnished by the Maryland Air National Guard, a Royal Canadian Air Force CF-18 display, US Coast Guard search and rescue demonstration, an aerobatic performance by pilot Scott Francis, and the US Army Black Daggers Parachute Demonstration Team. Top billing for the air show went to the US Air Force Thunderbirds demonstration team which, although cancelling their demonstration on Saturday due to weather factors, put on a memorable display on Sunday amid sunny skies.

The staff of Historic Ships in Baltimore, while already routinely wearing many "hats" in the regular course of the season, nevertheless rose to the occasion in support of the Fleet Week festival serving as "zone captains" within the beer tent and vendor areas of the harbor, furnishing crowd control and public information services at Fort McHenry, and providing administrative and public affairs support to the festival at large.

Upcoming Events

January and February: Historic Ships in Baltimore Winter Hours

During January and February, Historic Ships in Baltimore will be operating on [winter hours](#). USS CONSTELLATION and USS TORSK will be open for visitation daily from 10 AM - 4:30 PM. USGCG TANEY, Lightship 116 CHESAPEAKE and Seven Foot Knoll Lighthouse will reopen for visitation beginning on March 1st.

February Saturdays & Sundays, 1:00 PM: To Catch a Thief: USS CONSTELLATION Fights the Slave Trade Tour

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. 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 ship Cora from which she rescued 705 captive Africans. This presentation is open to all visitors and is included with [regular admission](#). No reservations are required.

Thursday, July 4th, 7:00 PM - 10:00 PM: [Independence Day Deck Party](#) on USS CONSTELLATION

Celebrate our nation's birthday on board USS CONSTELLATION, high above the Inner Harbor crowds. Featuring backyard barbecue favorites along with 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.

[View the Full Event Calendar »](#)

Thank you to all of our loyal museum members & supporters!

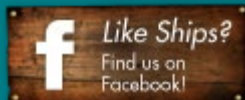
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Historic Ships in Baltimore, is a nonprofit 501(c)3 organization dedicated to the restoration and preservation of the USS Constellation, USCGC Taney, USS Torsk, Lightship Chesapeake, and Seven Foot Knoll Lighthouse.

Thank you for supporting Historic Ships in Baltimore.