



THE DECK LOG *of* USS CONSTELLATION

Volume IX, Issue Number 3 Summer, 2007

The Official Newsletter of the USS *Constellation* Museum

WEATHER CLEARS FOR THE 2008 BLAST!

May 18th dawned grey with a high potential for rain, but the crew of the Museum kept a positive attitude throughout the day. Anything could have happened, but we certainly did not expect the sun to shine on us. Shine it did as the party started. The air warmed along with everyone's spirits and a good time was had by all.

To add to the excitement, *Constellation* did battle once again, not with a real adversary, but with a yacht that found itself attached to the ship's bowsprit and jibboom. Thankfully, *Constellation* came away from the incident unscathed, and the large audience attracted by the incident cheered the yacht's crew as they extricated themselves.



Constellation's Cannon Roars at the Start of the BLAST! - Photo by Carin Ganjen

True to form, the Brass Elephant Restaurant, this year with catering manager Jay Day at the helm, put together a sumptuous feast for all those on board for the Officers' Dinner. Several Inner Harbor Restaurants, the majority anchors in the Harborplace Pavilions, provided samples of their wares under the tent on the pier.



Two of the Over 350 Guests who Enjoyed the BLAST! Photo by Carin Ganjen

Musical support was once again first rate with Sock Olay on board playing their

CONSTELLATION QUARTERBOAT CONTINUES TO TAKE SHAPE

At the Fell's Point boat shop, located at the new Living Classrooms Foundation Headquarters and the Frederick Douglass Isaac Myers Maritime Park and Museum, *Constellation's* Quarter Boat is really taking shape. The frames are all in, the first layer of cedar planking has been fastened, sealed and faired, and all of the African mahogany plywood for the second layer has been cut and fit to the hull. Senior Shipwright Bruce MacKenzie will soon be firing up the vacuum bag system and gluing it all together. The vacuum bagging method of laminating applies a uniform clamping pressure to the entire hull area, resulting in a smooth surface ready for the final layer of planking.



Student Justin Chilcote Uses the Ship's Saw to Shape Timbers For Constellation's Quarterboat. Photo by Marc Pettingill

On a trip to the Navy Museum in Washington, DC, Ship's Manager Paul Powichroski was able to get a look at an old and rare, US Navy small boat building manual. Only three of these large format books are known to exist. In it, he found all of the construction and hardware details that we were missing for the completion of the project. We will now be able to accurately reproduce all of the bronze hardware such as the rowlocks, lifting rings and rigging fittings. When we are finished fitting out these

COME ABOARD FOR THE ANNUAL INDEPENDENCE DAY PICNIC
WEDNESDAY, JULY 4TH
DETAILS INSIDE



THE DECK LOG of USS CONSTELLATION

(BLAST!, continued from page 1)
versions of New Orleans ragtime and jazz and The Billy Price Band on the pier putting on a terrific performance.

Through ticket and table sales and the incredible silent auction, the Museum grossed just under \$40,000. Proceeds from the event help to support the Museum's education and preservation programs and activities. Thanks to all who helped to make this event a logistical and financial success in its eighth year including Constellation Energy, Monumental Life, M&T Bank and the over 100 individuals, restaurants and merchants who contributed to the event's silent auction.



*Yacht "Crashes" the Party
Photo by Carin Ganjen*

SHIP'S CREW RECEIVES ACCOLADES

After a recent visit to USS *Constellation* Mr. Ed Bearrs, National Park Service Historian, *Emeritus*, penned the following in support of *Constellation's* Ship's Crew and the Museum's Living History Program:

"A visit to USS *Constellation* is a memorable experience and a highlight of Baltimore's Harborplace. But for visitors thrilled to walk in the footsteps of history there is an added dimension - the corps of living history interpreters. They are dressed as sailors and marines who manned our navy's ships when the vessels were of wood and the crews of iron. They share with visitors stories of what it was like to be a crewman aboard the "Baltimore Racehorse" on the African Station or elsewhere on the seven seas. They take charge and organize visitors into working parties to share duties aboard a ship powered by sail and wind.

Although I have led tours to many of our nation's historic sites since my 1995 retirement as the National Park Service's Chief Historian, I have experienced few, if any that so effectively employ a corps of dedicated, informed and enthusiastic interpreters all capable of making history live!"

Ed Bearrs, Chief Historian Emeritus
National Park Service

COLLECTIONS UPDATE

Descendants of crew members continue to bring more materials relating to the military service of their relatives. Frances Flanders and Mike Christensen, cousins who live in Rhode Island, donated the continuous service records of their grandfather, Andrew Christensen. Christensen joined the Navy as an apprentice in Newport in 1893 and was stationed aboard *Constellation* in 1900, 1901, and 1905.

The curator was pleased to get a visit from Beverly Taylor-Diggs and her husband Larry. The couple recently moved to Bel Air, Maryland and visited the Museum with a photograph and information about Beverly's great grandfather Charles Eugene Cassell. Cassell served on board USS *Constellation* at Annapolis as a landsman/waiter from 1888 to 1889. His service in the United States Navy had a profound influence on his life.



Charles E. Cassell, c. 1930

According to one family story, Charles later displayed trinkets and other objects acquired at various ports of call in a storefront window in the Harlem neighborhood of New York City. His great-great grandson, Eric Taylor is now a lieutenant commander in the United States Navy.

In September, we received a visit from Elizabeth K. Hartley and her family. Elizabeth's father Henry Hartley enlisted as an apprentice boy in 1901, studied seamanship on *Constellation* and, after impressive promotions through the enlisted rates, received a commission during the First World War. Hartley ended his extraordinary career as a rear admiral in 1947 (see Curator's Corner). Mrs. Hartley, who currently resides in Petaluma, California recently sent copies of photographs, articles,

and memoirs written by Hartley that will add a great deal to the Museum's knowledge of the *Constellation* experience.

Board member Stephen Bockmiller recently donated a studio portrait of an unidentified *Constellation* sailor in uniform and nine issues of "Newport Recruit," from 1943. Board member Louis H. Miller of Hopewell, NJ purchased three American newspapers from 1799 featuring articles about the frigate *Constellation's* victory over the french frigate *L' Insurgente* and gifted them to the Museum. We thank all of the Museum's supporters for their generosity. If you would like to donate an artifact or photograph to the Museum collection please contact John Pentangelo at (410) 539-1797, ext. 446 or jpentangelo@constellation.org



*Constellation Seaman
3/c, 1895*

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and the 100+ restaurants, merchants, and individuals who contributed to our silent auction - **Thank You!**
For a complete list visit our website
www.constellation.org

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For information on how you can become a member and part of the USS *Constellation* Museum Crew, call Dayna at 410-539-1797, ext. 422; daldridge@constellation.org.
Memberships make terrific gifts too!



THE DECK LOG of USS CONSTELLATION

CURATOR'S CORNER

Rear Admiral Henry Hartley like many other men of his rank studied seamanship aboard USS Constellation. However, he did not step aboard the vessel as a young midshipman while she served as a practice ship at the United States Naval Academy. Instead Hartley learned his trade high aloft Constellation's rig as an apprentice boy in 1901. The Navy instituted the apprentice system to attract intelligent boys of good character into the service. Boys between the age of 14 and 18, needed to be healthy and able to read and write in order to join. He was a "mustang," the common term for an officer who began his career as an enlisted man and worked his way through the ranks before receiving a commission. The boy apprentice, born in Bladensburg, Maryland in 1884, trained on USS Constellation and USS Essex at Newport Naval Training Station and his exemplary performance earned him the 1903 "Our Naval Apprentice" Medal. He was soon promoted to chief quartermaster before receiving a warrant for the rank of boatswain. Upon the United States' entry into the First World War in 1917, Hartley was commissioned an ensign and became a pioneer in the development of antisubmarine warfare and salvage work. While commanding USS Falcon, he was awarded the Distinguished Service Medal and the Navy Cross for his leadership in raising two sunken submarines. Other career highlights included establishment of a deep sea diving school at the Washington Navy Yard, appointment as executive officer of USS Constitution during her tour of the United States from 1932-1934, and his promotion to captain in June 1942. The boy apprentice retired a rear admiral in 1947 after forty-six years of service in the United States Navy.

Certainly, Hartley's experience in the apprentice system was pivotal in his long career. In 1938, Lieutenant Commander Hartley submitted a draft, entitled "The Naval Apprentice of 1900" for publication in Proceedings of the United States Naval Institute. He informs us how instrumental Constellation continued to be to the US Navy even though she no longer sailed the expansive oceans of the world. The Museum thanks the admiral's daughter, Elizabeth K. Hartley, for permission to publish excerpts of the article. Space does not permit details of the apprentice system that existed between 1875 and 1904. For more information please visit <http://navalapprentice.white-navy.com/index.shtml>

Arrival in February 1901

Landing at the training station, the recruit probably first observed the dim outline of the black hull, and towering masts of the old frigate *Constellation*. Following his guide he was conducted to a dark and dismal appearing structure, having all the aspects of a jail. Ascending a flight of stairs, he finds himself in a very large room. It is quite dark, but he is able to see the dim outline of several rows of vertical rods with horizontal bars, from which are suspended in semi-horizontal positions long white objects. Many sounds of sleeping humanity are emitting from all parts of this room, and he finally realizes that these queer objects



Henry Hartley, Quartermaster,
ca. 1910

are hammocks, and people are sleeping in them. His guide conducts him to a wooden bench at the side of the room, and says; something like, "You may caulk-off here until reveille, and hurriedly departs. If one happens to be alone, as I was -- right then you are certainly one lonesome little boy --. However, due to general fatigue he finally lapses into a fitful slumber, in spite of the hard wooden bench and the noise caused by steam and water in the pipe radiators; perhaps to dream of the great misfortune that had beset him. "For, instead of the glamorous, care-free life of the sailor at sea, he is confined in a jail-like, structure on shore".



Lt. Henry Hartley, 1924

The recruit spent three weeks at the Detention Barracks

Back to the detention barracks, you bathe and shift into whites (undress) several sizes too large. Later, you will take all trousers and jumpers to the tailor to be re-fitted; the cost of this will be deducted from your pay.

Next, to the Barber Shop, where the "Dutch" Barber indulges in his little joke - "Vare do you part you haire"?, as he prepares to run the clippers through the designated part. The hair was worn close clipped while at the training station. Next came the physical examination and vaccination administered by the doctor.

The recruit spent three weeks at the Detention Barracks. The one bright spot on his horizon, was the day when he would be transferred to the battalion quartered in the New Gymnasium and take part in the drills and instructions. However, as I look back over the years, I have often considered those three weeks in detention under the supervision and instruction or those two wonderful old Chief Petty Officers (Moore and Fox) as the most valuable, and profitable period of the apprentice's entire career. Moore imparted general instruction and advice in the nature of lectures. Fox taught care and preservation of effects and personal upkeep. They formed a perfect team of inestimable value to the thousands of boys then entering the Navy.

Instruction in detention was varied by occasional tours of inspection of the frigate *Constellation* under the guidance of an old Mate, whom memory designates as, "Mr. Christoverson". Here again we encountered un-English pronunciations as "yibboom", "yust", "kleete". The *Constellation* was in commission at this period with sufficient crew on board for upkeep purposes only. Later we were to become much better acquainted with this fine old vessel.

At last a happy day dawns; detention is over, bag and hammocks packed and lashed, and we lug them on our shoulders over the hill to the New Gymnasium. It is a long hard carry and a push



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cart would have been much appreciated, but the shoulder was the orthodox way for sailors, and we must, of necessity, preserve tradition.

Liberty

During the summer months, those boys who had attained first class studies and were also in the first class conduct class, were granted liberty every other Saturday afternoon from 1300 to 1700. They were actually onshore from about 1400 to 1630. To be mustered, inspected, and ferried over to the mainland by the little steamer "Annie", required about an hour's time. They had to be back on the dock at 1630.

These few hours of freedom were a real treat, and the city of Newport with its narrow streets and still narrower sidewalks was very interesting. I remember commenting on the sidewalks in a letter home, as comparable to "The Village foot paths".

Upon return to the Island the apprentice was subject to search. The boys were well aware of this and would store their tobacco in their shoes. Cigarette tobacco presented no great problem as one package could be distributed loosely over the entire surface of the shoe sole and cause no great discomfort but to march a half mile with a ten cent plug of tobacco under the arch of each foot, and show no outward sign of discomfort was quite another matter.

Using or having tobacco in possession was a misdemeanor, and the first offense carried a reduction in conduct class; second offense, five days in the brig. Each subsequent offense merited five days bread and water.

Delinquency in studies carried such punishments as being placed in the awkward squad, extra duty, or five to seven days in the brig with the wig wag code or manual on subject delinquent in.

Leadership

One month before the arrival of a training ship, the draft for the ship was made up from the 1st Class studies, first class conduct classes, an equal number being drawn from each of the four divisions. The *Essex* draft would consist of 174 apprentices, the *Monongahela*, 212. Under this system the Training Ship would receive the pick of the Brigade. The boys selected for training at sea would be quartered on board the *Constellation* and assigned the same station billet that they were to have in the training ship. Daily drill on board the *Constellation* under the exceptionally competent leadership of Chief Boatswain Stephen McCarthy, now Lieutenant, Retired., rounded out in a most excellent manner the training of many hundreds of Naval Apprentices at Newport.

Before leaving Coaster's Island behind, it is felt that this story would be incomplete, should we omit certain personalities that are so intimately woven in the life of the Naval Apprentice about the year 1900.

[text deleted]

Jack McGinn C.B.M. [Chief Boatswain's Mate] on board the *Constellation* "Chew tobacco Jack", "Rip roaring Jack", "The Pirate" were some of this latter's nom de plumes. As agile aloft as a monkey, past-master with the Boatswain's pipe, par excellent in Naval phraseology of the lower decks, Most apprentices stood ready

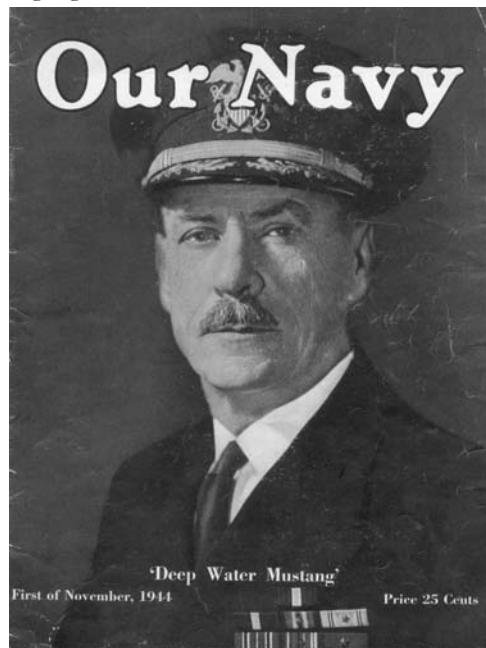
to swear that old Jack could chew rope yarns and stockholm tar and spit out knots, shout orders and pipe louder than any mortal man. Old Jack was very popular in that he typified the apprentice boys ideal "Sailor Man".

Apprentices had to make two cruises on a Training Ship "Square rigger in sight" always brought the boys on the *Constellation* in a mad scramble for points of vantage. It has been said that the two happiest days of the naval apprentice's life were: "The day he reported aboard, and the day he left the Training Ship".

The U.S.S. ESSEX started on a cruise on 9 August 1901 and completed it on 4 April 1902.

[text deleted]

In the wooden hull sailing ships, assigned as training ships for apprentices, were to be found the last of the old "square rig sailors" in our Navy. Many of them had never been in other than sailing ships. They called themselves "deep water men", perhaps from the long periods spent at sea, sailing at a maximum speed of about six (6) knots and seldom able to head direct for their destination. These old sailors lived by custom and tradition. The service, ships, etc. may change, but not themselves. Everything in their life, even their language was nautical



"Our Navy" Magazine Cover Featuring Captain Henry Hartley, 1944

LEAVING A LEGACY BEQUESTS AND MEMORIAL FUNDS

Planned gifts are an important way of helping the USS *Constellation* Museum to meet its financial needs. These contributions provide donors with a easy and satisfying means to help us to preserve USS *Constellation* while providing you with the added benefit of a charitable income tax deduction. For more information, please contact Christopher Rowsom, Executive Director, at the USS *Constellation* Museum, (410)-539-1797.



EDUCATION REPORT

Education Programming at the USS Constellation Museum takes many forms. The Museum offers internships and job training opportunities for high school students as well as day and overnight programming for school and youth groups. For more information please contact Stan Berry at 410-539-1797 X 466 or sherry@constellation.org

May 23, 2007

"In many ways I could not have chosen a better place to do my senior project than the USS *Constellation*. Working here, I have met new people and learned new things. To be honest, however, I could have met new people and learned new things anywhere. What I enjoy about the *Constellation* is that the people are interesting and share my interests, and that what I am learning is what I am interested in. Of course, history is not the only reason I am enjoying my internship. Not by a long-shot. When I went back to school for a day at the end of the first week of my project, many of my peers were complaining about their supervisors and co-workers. Many had been left to fend for themselves because no one had taken the time to teach them anything. Here, that couldn't be further from the truth. Everybody has done their utmost to help me learn. Everybody has been kind and friendly. Some of my peers also complained that their projects were not as stimulating as they expected. For me, that has not been the case at all. Part of me was unhappy when classes ended because I feared that during my project I wouldn't get the same level of intellectual stimulation. That fear was totally unfounded. From talking about important historical issues with my co-workers to doing hands-on activities with visitors, I have constantly been learning and thinking. I have enjoyed this internship immensely."

Peter Sicher, Intern

The Park School of Baltimore

"The Joins Hopkins University Center for Talented Youth's (CTY) Family Academic Programs participates in a yearly overnight aboard the USS *Constellation*. CTY's 5th and 6th graders and their parents have consistently rated this program as one of their favorites. Whether bracing the yards, observing a gun drill, or taking part in a night watch, our students are learning while doing. The immersion technique of entering the 1860's US Navy once on board the ship is an effective teaching tool and enjoyed by all. We are looking forward to next spring when our students have a chance to be "Ship's Boys" again!"

Mary Crowley, Academic Conference Coordinator

Joins Hopkins University Center for Talented Youth



Peter Sicher, Intern



Young "Powder Monkeys" Getting Ready for a Good Nights Rest in the Hammocks

SHIPYARD SCUTTLEBUTT

With the weather warming up a bit and the awnings set, the crew has been making significant progress on the deck repair project. Reefing and reworking the seams amidships, around the masts, hatches, bitts and posts is a tedious chore so it is pretty slow going. The really hard parts will come a little later in the season, when we will have to remove the belfry, slide the wheel to the side, and lift the capstan in order to fix the seams under these pieces of hardware. The effort is really worthwhile, though, as the Gun Deck is getting noticeably drier as the crew gets more and more of the seams recaulked. As the season progresses, we will be finishing up the deck project, making our new mast boots, getting after several repair projects in the rig and doing a lot of tightening and adjusting up there.

Our "Ship-Shape Saturdays" are up and running for the season the volunteer rigging gang is still hard at work on the shrouds. If you are interested in learning some traditional rigging skills, or want any information regarding "Ship Shape Saturdays" contact me at 410-539-1797 ext. 448 or via e-mail at pgp@constellation.org to sign on. We hope to see you on board soon!

(Quarterboat, continued from page 1)

boats, even the experts will have a hard time telling that they are reproductions!

This project is supported in part by a grant from the Chesapeake Bay Gateways Network and work is being done with the help of students from the Living Classrooms Fresh Start Program. Under the tutelage of Bruce, students learn not only how to build a boat, but also about themselves and what they can personally accomplish if they put their mind to it.



Senior Shipwright Bruce MacKenzie attaching the "shutter plank" to the first layer of the quarterboat's hull.

Photo by Marc Pettingill

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WEDNESDAY, JULY 4TH

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www.constellation.org

Proceeds benefit the Museum's education
programming, ongoing restoration projects.

2007 SHIP'S COMPANY DATES:
JUNE 16, JULY 28, AUGUST 25,
AND SEPTEMBER 29

USS *Constellation's* volunteer living history
unit of sailors and marines comes aboard to populate
the ship and and to provide a unique glimpse into the
life and times of the men who served aboard
USS *Constellation* in the mid-19th century.

SPRING CALENDAR OF EVENTS

SECOND SATURDAY LECTURE SERIES ON BOARD USS *CONSTELLATION*

SATURDAY, JUNE 22ND, 10:00 AM - 3:00 PM
"HOLIDAYS, FESTIVITIES, & DIPLOMACY -
CONSTELLATION ON FOREIGN STATIONS"
PRESENTED BY WENDY TAPARANSKAS, PH.D.
AND MARY EASTMAN

USS *Constellation* continued to carry out her mission while
anchored in foreign ports. There, the ship focused on the
international game of diplomacy, and in her captain's
cabin, through the social graces, the pathways were
smoothed for improved relations with foreign powers. Join
Mary Eastman and Wendy Taparanskas, Ph.D., as they pro-
vide a unique, first-hand opportunity to view this little-
known aspect of *Constellation's* Civil War history. "

SATURDAY, JULY 14, 2:00 PM
"DESIGNING *CONSTELLATION* IN 1853:
THE HALF-HULL MODEL."
FEATURED SPEAKER: DANA WEGNER

Dana Wegner focuses on *Constellation's* original design
through the study of the half-model built by Navy
Constructor John Lenthal in 1853. This half model, usually
on display at the US Naval Academy Museum, a piece of
artwork in itself and a testament to the skill of 19th centu-
ry navel architects. Mr. Wegner is the Curator of Naval
Shipmodels at the Carderock Division, Naval Surface
Warfare Center in Bethesda, Maryland.

SATURDAY, AUGUST 11; 2:00 PM
"CONSTELLATION'S ROLE AND HISTORICAL
CONTEXT IN THE AMERICAN CIVIL WAR."
FEATURED SPEAKER: CRAIG L. SYMONDS, PH.D.

As an all-sail ship in a navy that was rapidly becoming
all-steam, *Constellation* performed her missions proudly
throughout the American Civil War.
Dr. Symonds addresses the navy's objectives and how
Constellation worked toward achieving them.

SATURDAY, SEPTEMBER 8; 2:00 PM:
"THE MISSISSIPPI SQUADRON."
FEATURED SPEAKER: PAUL HJELMERVIK
The Mr. Lincoln's Navy cruised all around the world, block-
aded Southern coastal ports, and battled up-and-down some
of the nation's great rivers. Paul Hjelmervik focuses on the
Mississippi Squadron and brings into view some of the less-
er-known aspects of Civil War naval warfare.



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- \$50 Ship's Crew (family)
- \$100 Sailing Master
- \$250 Captain and Crew
- \$500 Commodore
- \$1000 Admiral
- \$1000+ Corporate

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Address _____

City _____ State _____

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**You may also become a museum member when you visit the ship or our website.
 MEMBERSHIP HELPS TO KEEP THE SHIP AFLOAT!**

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- Aaron White, *Able Bodied Seaman*
- Paul O'Neil, *Able Bodied Seaman*
- Jason Huibregste, *Ordinary Seaman*
- Michael Williamson, *Ordinary Seaman*
- Ryan Szimanski, *Ordinary Seaman*
- Kathleen McLean, *Landsman*
- Ariel Walden, *Landsman*

David Weisman, *Landsman*

- Paul Hjelmervik, *Outreach*
- Todd Johnson, *Volunteer Educator*

Ship's Store Staff

- Audrey Morsberger, *Merchandising Director*
- Tavon Holmes, *Asst. Store Manager*
- Shanita Evans, *Asst. Store Manager*
- Aisha Williams, *Asst. Store Manager*
- Erin Morsberger, *Sales Associate*
- Tiffany Williams, *Sales Associate*
- Latoya Frank, *Sales Associate*
- Andre Arthur, *Sales Associate*