

# the Deck Log

The Official Newsletter of Historic Ships in Baltimore



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## Maintaining the Fleet: Ships' Reports

The restoration and maintenance crew at Historic Ships has been busy with numerous projects throughout the fleet.

Aboard *USS Constellation*, finishing touches to the rig repair will continue throughout the year. Among the major focuses for the spring and summer, however, will be the repair of the ship's head, immediately below the bowsprit. In this area, numerous sections of fir planking used in the 1996-99 reconstruction of the "beak" have suffered from rot in subsequent years and are being replaced. Recently Pier 1 Manager Tim Fowler and *Constellation* Shipwright Joan Murphy have begun removal of the old wood from the project area. The new wood will have greater rot-resistance than fir, and the beak itself will have improved drainage built into it. Earlier this spring HSB staff worked to construct and position staging on work floats around the project area to allow safe and efficient work on the ship's beak to commence.



Pier 1 Manager Tim Fowler and *Constellation* Shipwright Joan Murphy repair the beak of *USS Constellation*.

Interestingly, the terms "beak" and "head" are rooted in centuries of nautical usage. In ancient, times war galleys featured a prominent fighting ram on the bow referred to as the "beak." In the Middle Ages, the forward part of the upper deck on fighting ships was called the "beak-head". Later, in the age of sail, the term "head" came into use and referred to the portion of a ship situated forward of the forecastle bulwarks, and often aft of a figurehead, where the crew's latrine was located. Aboard ships today, the term "head" is still used to refer to the crew's lavatory.



Pier 3 Manager Rob Howard measures a section of the main deck on *USS Torsk* while planning for the installation of several removable deck hatches.

be installed in their locations on the main deck.

Aboard USCGC *Taney*, Pier 5 Manager Ryan Szimanski has recently taken advantage of a spell of good weather in April to mechanically clean, repair, prime and paint an 80-square foot section of the starboard main deck, adjacent to the 25' motor surfboat. This section of the deck was left over from the 2012 wood removal project and was badly rusted and scaled. With the use of an advanced pre-prime epoxy paint from Sherwin-Williams, the steel deck has been stabilized after being mechanically cleaned of rust and scale, pin holes and deep pits repaired with an industrial-grade epoxy putty, and two coats of Sherwin-Williams Seaguard 5000 epoxy paint have been applied, and finished off with two coats of marine/industrial-grade acrylic topcoat for UV protection.



Pier 5 Manager Ryan Szimanski uses a pneumatic piston scaler to clean a portion of USCGC *Taney's* starboard main deck to bare metal for repair and painting.

Aboard *USS Torsk* the fabrication and installation of access hatches in the superstructure deck continues. While the laying of a new ipe wood deck on the submarine's superstructure was completed in 2014, and included several hatches for hawser stowage and access to equipment, the long range plan for fabricating and installing many of the removable access gratings and hatches which *Torsk's* main deck would have featured in the mid-1960s continues following the restoration plan created by HSB in 2013. Recently Pier 3 Manager Rob Howard has been working to complete the installation of several hatches on the after portion of the deck. The hatch frames, which are of welded steel construction, have been fabricated by Museum Curator Paul Cora whose completion of a welding course earlier this year has been put to good use. The next steps in the process are to attach the wooden battens to the interior of the frames by drilling, tapping and through-bolting. The completed hatches will then

## Cianbro to be honored at the 2016 Captain's Jubilee!



On Thursday, June 9th, Historic Ships in Baltimore, in association with Rouge Fine Catering and Moët Hennessy USA, will host the third annual **Captain's Jubilee**. This special four-course wine pairing dinner on board USS *Constellation*, will honor the Cianbro Corporation, the recipient of this year's Admiral Royal Ingersoll Award.

Historic Ships in Baltimore is pleased to honor companies and individuals that exhibit strong support for the fleet. Past honorees include the General Ship Repair Corporation and the Vane Brothers Company. With the recent rig repair, Cianbro Corporation demonstrated an exemplary level of support for Historic Ships in Baltimore worthy of this honor.

Vice Admiral Royal E. Ingersoll, Commander in Chief, US Atlantic Fleet (CINCLANT) transferred his staff to USS *Constellation* on 19 January 1942, and remained on board until 20 July of that year. During this time, *Constellation* was designated the flagship of the US Atlantic Fleet and Admiral Ingersoll received his promotion to full Admiral. To honor her father's legacy, the late Mrs. Alice Nagle, daughter of Admiral Ingersoll, made a significant bequest to Historic Ships in Baltimore to help provide for the long-term maintenance and care of USS *Constellation*. It is in this spirit that Historic Ships in Baltimore created the Admiral Royal Ingersoll Award.

You are Invited! 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](http://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 »](#)

## Volunteer in the Spotlight: Wayne Knowles

For at least one day each week throughout most of the year, Wayne Knowles can be found on his hands and knees in some awkward corner of the Coast Guard Cutter *Taney*, or, if not down on the deck, maybe perched on a step ladder reaching for a tough-to-access portion of the overhead. Scraping, painting, cleaning, polishing - whatever seems to be needed - it's all part of "making a difference" from his point of view.

Wayne's skill and enthusiasm as a painter, woodworker, and general shipboard handyman might come as a surprise to those who knew him in the corporate world where he spent some 40 years as a professional chef working for companies such as Hyatt-Regency, Disney, and Erickson Living.



Volunteer Wayne Knowles at work inside USCGC *Taney's* motor surfboat in 2016.

For Wayne, volunteering aboard ship brings him full circle since his career in food preparation actually began in the US Coast Guard.

Born and raised on a farm not far from Roanoke, Virginia, Wayne volunteered for the Coast Guard immediately after high school in 1967. After finishing boot camp at Cape May, NJ, his first assignment was to the high-endurance Cutter *McCulloch* (WAVP/WHEC 386) then home ported in Wilmington, North Carolina. One of the former Navy seaplane tenders transferred to the Coast Guard after World War II, USCGC *McCulloch's* duties were extremely similar to USCGC *Taney's* and included ocean weather patrol, search and rescue, and law enforcement.



Seaman Wayne Knowles in his official boot camp photo at Cape May, NJ, 1967.

Reporting aboard the cutter *McCulloch* as a non-rated Seaman, Wayne experienced a touch of irony when one of the first members of the crew he encountered had been his service recruiter, a Chief Commissaryman, who had just rotated back to sea duty and was then in charge of food preparation aboard the ship. Volunteering first as a Mess Cook under the Chief, Wayne was a quick learner and was soon working as a regular cook in the *McCulloch's* galley. After a few months of sea duty, he was sent to Cook's and Bakers School at Governor's Island, New York, after which he reported to Coast Guard Station Paramore Beach, Virginia, as a 3rd Class Commissaryman. As a lifesaving station on Virginia's Atlantic coast, Paramore Beach was equipped with several small craft including a 44-foot rescue boat and was manned by some 20 Coast Guardsmen. In addition to cooking for the station's personnel, Wayne put in his share of small boat station duties which included search and rescue calls, inspections and routine excursions within the district. With the abundance of local seafood, Wayne created a regular Friday "fish fry" tradition at the station and before long the word had gotten out among the other Coast Guard stations in the Chincoteague region that Paramore Beach was the place to be around lunch time every Friday.

With over three years of experience as cook under his belt when his hitch in the Coast Guard ended in 1971, Wayne decided that food preparation would be his career and he eventually enrolled in the Culinary Institute of America in Hyde Park, New York. Following two years of study there, he landed a job as a chef at the Hyatt-Regency hotel in Atlanta, thus beginning a semi-nomadic career that would take him through much of the country. After demonstrating his abilities, not only in food preparation, but also in restaurant management, he became the company's "go to guy" for starting up new hotel restaurants. As an Executive Sous Chef, Wayne worked Chicago, Arlington, Pittsburgh, Milwaukee, Bethesda and Orlando throughout the 1970s and 1980s where he recruited and trained staff, and often managed multiple restaurants inside hotels and resorts. Long before settling in Maryland, Wayne started up restaurant operations at the Hyatt-Regency Baltimore when that hotel first opened.

Later opportunities allowed Wayne to apply his talents working as an executive chef at various Disney resorts in Florida. The last 13 years of his career were spent as a corporate chef with Erickson Living, the Maryland-based chain of retirement communities whose philosophy of service to the elderly he found to be particularly rewarding. Working with food service professionals throughout the Erickson network, Wayne oversaw the development and distribution of menus and recipes that combined essential nutrition with appealing cuisine.

Now retired, Wayne has found volunteer opportunities at Historic Ships in Baltimore to be an enjoyable way to spend part of each week. Naturally, the connection with his Coast Guard service is strongly felt when working on a ship like *CGC Taney* - at times a flood of memories from his days underway on the *CGC McCulloch* come back to him and for brief moments he can imagine once again steaming off Cape Hatteras in 1967. Though his skills as a chef are not regularly brought to bear on the challenges of shipboard upkeep and maintenance, Wayne Knowles nonetheless finds the work to be very satisfying. Working with Ship's Manager Ryan Szimanski aboard *Taney*, Wayne feels "an obligation to make sure we preserve her for the next generation, especially since she represents one of the few tangible connections to Pearl Harbor that we have today."

Historic Ships in Baltimore is extremely lucky to have the dedication and enthusiasm of volunteers such as Wayne Knowles who truly make a difference whenever they are aboard.

## Saluting Vietnam Veterans: Historic Ships in Baltimore participates in Maryland Public Television's "LZ MARYLAND"

In the largest initiative it has ever undertaken, Maryland Public Television will unveil a major commemorative project this spring designed to honor veterans of the Vietnam War. Titled "MPT Salutes Vietnam Veterans" the project will feature a 3-part documentary program "Maryland Vietnam War Stories" (to be aired May 24-25-26, 2016), a traveling exhibit of Vietnam War artifacts, and a special weekend tribute event titled "LZ Maryland" at the Timonium Fairgrounds on June 18-19. The two-day "LZ Maryland" event will include a tribute ceremony, displays of Vietnam War aircraft and vehicles, a 250-foot replica of the Vietnam Wall memorial on the National Mall titled "The Wall that Heals", film screenings, vendors, and many other components designed to honor veterans and educate the public. "LZ Maryland" is expected to draw tens of thousands of attendees from throughout the region. For more information, visit: [www.mpt.org/vietnam](http://www.mpt.org/vietnam)

In an effort to expand offerings within the Baltimore area, the organizers of "LZ Maryland", working with Historic Ships in Baltimore, will offer special free admission to USCGC *Taney* and discounted 4-ship HSB admission to its attendees. *Taney* is itself a Vietnam War veteran having participated in Operation Market time in the South China Sea for ten months during 1969-70.

In time for the "LZ Maryland" event in June 2016, Historic Ships in Baltimore will unveil a new exhibit aboard USCGC *Taney* that chronicles the ship's participation in the Vietnam War's Operation Market Time. The new exhibit will be underwritten by the veterans-advocacy and service organization [AMVETS](http://www.amvets.org) which has pledged \$1,000 toward the cost of its creation.



Dr. Stephen Bartok, *TANEY*'s US Public Health Service Physician, examines a child during a humanitarian MEDCAP mission in Vietnam, 1969.

*Taney*'s participation in Operation Market Time began in April 1969 when the ship left its home port in Alameda, CA, and steamed to the South China Sea where it was deployed for

ten months. The US Coast Guard's involvement in the Vietnam War actually began in 1965 when a flotilla of 82-foot patrol boats was deployed to South Vietnam at the request of the US Navy, which at that time had virtually no coastal patrol craft suitable for operating against Viet Cong forces in coastal rivers and deltas. Code named "Operation Market Time", the primary role of the 82-footers was to interdict the flow of arms, supplies and personnel from North Vietnam to South Vietnam by sea.

In subsequent years the Coast Guard began deploying its larger cutters to Vietnam to support the 82-footers and also to expand the web of Market Time patrol assets. *Taney's* participation included boarding and inspecting for contraband over 1,000 Vietnamese vessels while operating in patrol grids from the DMZ to the Mekong Delta, providing support for the 82-foot patrol boats, as well as the US Navy's fast patrol craft (Swift Boats), and furnishing naval gunfire support for American, South Vietnamese and allied troops on the beach. Additionally, the ship's medical department, consisting of a doctor from the US Public Health Service and two enlisted hospital corpsmen, provided medical treatment to over 5,000 South Vietnamese civilians.

Drawing from a rich array of material, which includes artifacts, photographs, and motion picture footage, "Operation Market Time - USCGC *Taney* in Vietnam" will chronicle the experience of *Taney's* crew to a depth not previously done, and help visitors to contextualize the war's impact on American politics and society.

## Focus on Interpretation

The second quarter of the year is among the busiest times for the Interpretation Department at Historic Ships in Baltimore. Thus far in the second quarter, 1,391 visitors have made reservations to participate in formal interpretive programs offered by Historic Ships in Baltimore. As the school year nears its end in the late spring, Historic Ships in Baltimore receives a very diverse crowd of visitors.

In addition to school students on their end-of-the-year field trips, HSB also has had the pleasure of hosting a group of 50 international military personnel from the International Military Student Office of the Department of Defense. This group comprised mostly eastern European petty officers along with a few personnel from Australia, Tasmania, and parts of Asia.



Ship's Company and the International Sergeants Major Academy in a Capstan Drill.

The first Saturday of the 2016 season for Ship's Company, USS *Constellation's* living history unit, was April 23. In the course of the day, these living history volunteers demonstrated gun drill, small arms drill, cutlass drill, capstan use, and more while portraying Civil War era Sailors and Marines. Ship's Company will be aboard USS *Constellation* monthly throughout the spring and summer. For information visit [www.historicships.org](http://www.historicships.org) or [www.shipscompany.org](http://www.shipscompany.org).

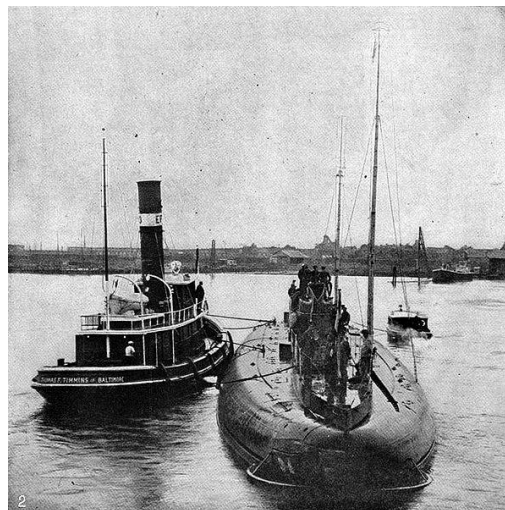
Our visitors from the International Military Student Office participated in a capstan drill led by Ship's Company's Larry Bopp to the delight of all. The group finished their visit with a guided tour of *Constellation* and self-guided visit to the other ships of the HSB fleet.

Additionally, Historic Ships in Baltimore continues as a destination for Defense Intelligence Agency students enrolled in their Military Capabilities course. Using USS *Torsk* and USCGC *Taney* as teaching tools, the DIA students receive an in-depth interpretive tour of the vessels focusing on their adaptability to changing missions and weapon systems during their operation histories.

[Learn more about Guided Tours at Historic Ships in Baltimore»](#)

## A Century Ago This Summer: U-boat *Deutschland*

A century ago, German-American heritage in Baltimore was strongly felt in a city in which immigration from Europe, especially Germany over the preceding 50 years, had fostered an extremely vibrant and proud community. The second decade of the 20th Century proved particularly challenging not just for Baltimore Germans, but for those of German descent throughout the United States with the start of the First World War in August 1914. While America was officially neutral in the European war, which pitted the Entente Powers of Imperial Germany and the Austro-Hungarian Empire against the Allied powers of France, Russia and Great Britain, public opinion became a battleground in which those with ties to Germany and Austria-Hungary often felt at a disadvantage.



German commercial U-boat *Deutschland* is nudged into her berth by a tug near the foot of Andre Street in Locust Point, July 1916. [source Wiki images]

With the cutting of Germany's transatlantic telegraph cable by Britain at the start of the conflict, the bulk of war news reaching the US from Europe came through Allied sources, and German-Americans quickly sensed pro-Allied bias in the press. The tragedy of the British passenger liner *Lusitania*, which was torpedoed without warning by a German U-boat off the coast of Ireland in May 1915, did little to improve the Entente Powers' public image. Among the 1,191 persons who lost their lives, many of them women and children, were 128 Americans. Many in the US regarded the torpedoing of a passenger liner, despite Germany's published declaration of a war zone in the seas around Britain, as a criminal act and the United States moved closer to the Allied camp.

In Baltimore by the summer of 1916, the European war was still distant, although the conflict had impacted the local economy in various ways - shipping to much of Europe had been reduced by the British blockade of Germany, but many local industries, including the newly created Bethlehem Steel Sparrows Point Shipyard, had begun to benefit from industrial contracts for the Allied powers.

For German-Americans, the expression of ethnic pride was still not necessarily unpatriotic (nor illegal as it would be within a year), and so when a German U-boat arrived in Baltimore that July, the German-American community was electrified. Not a vessel of war, as submarines had invariably been built up to that time, the German U-boat *Deutschland* was in fact a cargo-carrying commercial submarine manned by German merchant sailors. Instead of torpedoes, *Deutschland* was loaded with some 800-tons of German chemical dyes which had been in short supply in America since the start of the war.

Some visionaries in Germany and America saw the creation of a fleet of commercial German submarines as the solution to Imperial Germany's economic wartime plight in which her international trade had been severely reduced through Britain's blockade of her coast and its approaches. U-boats like *Deutschland* would be capable of running the blockade and restoring Germany's trade balance, and so the arrival of the submarine in Baltimore with a payload of commercial goods seemed merely the foreshadowing of great things.

Upon arrival in Baltimore, Captain Paul König and his crew of German merchant sailors were immediately greeted as celebrities among the city's German-American community where they were feted and proclaimed heroes throughout their 3-week stay. Captain König gave frequent interviews with the press, recounting the harrowing trip through the British mine fields and patrol zones during *Deutschland's* two-week trans-Atlantic voyage to America, and he and his crew were the guests of honor at numerous banquets celebrations in and around Baltimore. For Baltimore's Germans, the arrival of the submarine was a source of pride, satisfaction and hope amid otherwise declining fortunes for the land of their forefathers.

Ultimately, the fleet of commercial U-boats never came to be and within a year of *Deutschland's* voyage to Baltimore, America was mobilizing for her role in what President Woodrow Wilson called the war to "make the World safe for democracy."



Ingot made of U-boat *Deutschland* ballast in 1916 and sold to benefit German prisoners of war in Russia.

Historic Ships in Baltimore is pleased to have within its collection a few mementos of the visit of the submarine *Deutschland* such as the commemorative ingot pictured left donated by the Heinemann family of Wyncote, PA. Through these small objects, which will be exhibited in the Baltimore Room inside the Seven Foot Knoll Lighthouse later this spring, this little-known chapter in Baltimore maritime history from 100 years ago will be recalled.

## Upcoming Events

### **Saturday, May 7th & 21st, 2:00 PM: "Constellation History Tour"**

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.



**Sunday, May 22nd, 10:00 AM - 3:00 PM - National Maritime Day Commemoration and Port Expo at Canton Pier 13**

Historic Ships in Baltimore recommends the National Maritime Day Commemoration and Port Expo, a free event at Canton Pier 13 presented by the Baltimore Maritime Alliance. Visit the nuclear powered ship N/S *Savannah*, the training ship M/V Golden Bear and learn all about the Port of Baltimore. This event is free and open to the public. For more information see the direct link: <http://portfestbaltimore.com/> To see a YouTube video about this year's event [click here](#).

**Saturday, May 28th, 10:00 AM - 4:00 PM: [Ship's Company](#)**

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.

**Thursday, June 9th; 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.

[View the full Event Calendar»](#)

**Thank you to all of our loyal museum members and supporters!**

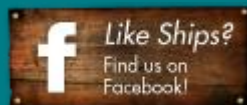
The work of Historic Ships in Baltimore would not be possible without the support of generous individuals, families, companies and foundations.

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

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

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to Historic Ships**



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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.