

LOCAL NAMES

ON AMERICAN SHIPS

When Samuel M. Sener wrote in our papers, vol. 3, p. 14, about the USS *Lancaster*, as the oldest ship in the United States Navy, no doubt he had in mind the active ships; for lying in port, one at Newport, Rhode Island, the other at Boston, Massachusetts, were the frigates *Constellation* and the *Constitution*, both constructed as early as 1797. The *Lancaster* has now gone into the limbo of missing vessels, while the ancient frigates were put in "full commission" again on August 24, 1940.

As new facts have been gathered, and as pictures of the old *Lancaster* and its figurehead have reached her namesake city, it gives us cause for recalling the story of the gallant ship. In the dining room of the Stevens House, Mrs. Robert Shoemaker, nee Miss Mabel Alexander, has displayed these prints, which receive much attention with the many other historical pictures found on the walls of this dining room.

The *Lancaster* was built in the days of "wooden ships and iron men," and served well her country for fifty-seven years. On February 10, 1948, the battleship *Pennsylvania*, of 33,000 tons, flagship of the U. S. fleet, dear to all hearts in this Commonwealth, was scuttled near Kwajalein, after a heroic service lasting thirty-two years.

Before describing the *Lancaster* and her exploits, let us get a picture of the noble figurehead mounted on the prow of the vessel. It typifies the American emblem — an eagle, carved of wood, poised for flight with a wing-spread of eighteen feet, in a challenging, defiant mood, presaging the temper of the crew beyond her. Gone is the *Lancaster*, but the "old bird" is preserved in the Mariners' Museum, at Hampton Roads, near Newport News, Virginia, as the masterpiece in the collection of over seventy figureheads, each revealing the art which the ships' woodcarvers acquired. John Haley Bellamy could be proud of his work. A full-page of the Bellamy eagle appeared on the front cover of *Life* magazine for April 18, 1955.

Was the *Lancaster* christened with wine or water? Reports differed at the time. But the jolly tars were not undecided; they had definite convictions. A ship must be christened in the old tradition, with nothing but champagne. A dispute with temperance workers did not stop the *Kearsarge* from receiving the usual ablution, but the *Kentucky* was laved with water. However, the fears of ill luck on the part of the sailors were unfounded at the baptism of the *Lancaster*, for her record in the years following bore no sign of misfortune, notwithstanding superstition or tradition.

But to the christening on October 20, 1858. It was "Lancaster Day" at the Philadelphia Navy Yard as over two thousand persons gathered to watch the new vessel leave the ways after the bottle of sparkling Conestoga water, wielded by Harriet Lane (Johnston), broke upon her side. Miss Lane was accompanied by her uncle, James Buchanan, president of the United States, and in his honor the ship was christened with the name of his native town; also present were the mayor of the town, Thomas Burrowes, and many other notables.

The receiving ship *Princeton*, decorated as befitted the occasion, waited off in the river, while the frigate *Congress*, moored alongside of the *Lancaster*, was equipped with chairs for the ladies. Trim as the new vessel, Miss Lane was the "observed of all observers." She was tastefully dressed in a blue brocade gown, and wore a white bonnet trimmed in feathers.

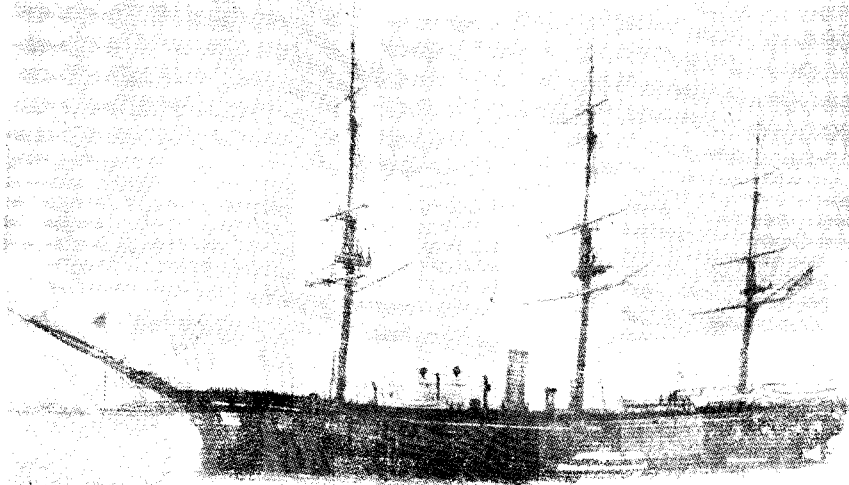
The *Lancaster* (first of the name in the U. S. Navy) was the largest of five wooden screw sloops of war authorized by Act of Congress, approved March 3, 1857. She was built at the Navy Yard, Philadelphia, Pa., being launched on October 20, 1858, and completed in June, 1859.¹

Her dimensions were: length, 235 ft. 8 in.; beam 46 ft.; depth 19 ft. 2 in.; draft 17 ft. 8 in. forward, 18 ft. 6 in. aft; registered tonnage, 2,362 (old), 2,120 (new); displacement, 3,250 tons. Her machinery originally consisted of two horizontal direct-acting cylinders 61 in. in diameter by 33 in. stroke, which were built by Reanie & Neafie, Philadelphia, under the inspection of Chief Engineer W. W. Wood. The original armament of the *Lancaster* was 22 guns. In 1863, she had 24 Dalgren IX in., 2 Dalgren XI-in., and 2 Parrott rifle 30-pounders on board. Her complement was 350 officers and men. The total cost of the vessel was \$607,528.32.

Upon her completion, the *Lancaster*, under the command of Captain John Rudd, was ordered to the Pacific, where she served as flagship until 1867. This duty precluded any particularly active service in the Civil War, but she cruised actively from Panama to California, and on November 11, 1864, by order of acting Rear Admiral George F. Pearson, a secret expedition of boats was sent from the ship and captured a party of Confederate officers on board the passenger steamer *Salvadore*, outside the Bay of Panama, who had planned to seize that ship for the use of the Confederate Government.

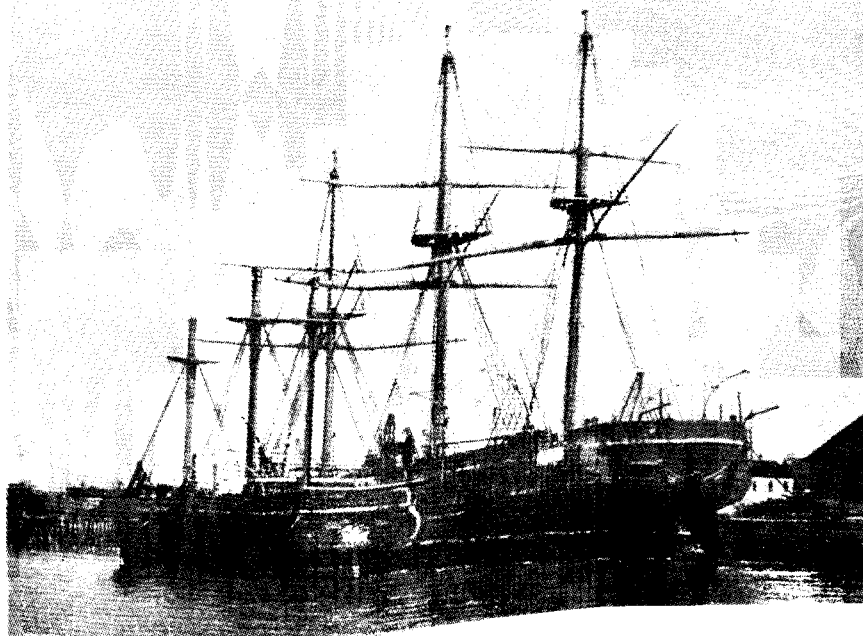
During 1867-68 the *Lancaster* was at Norfolk, Virginia, for repairs, and at this time her engines were changed to a pair of 60"x30" Isherwood engines.

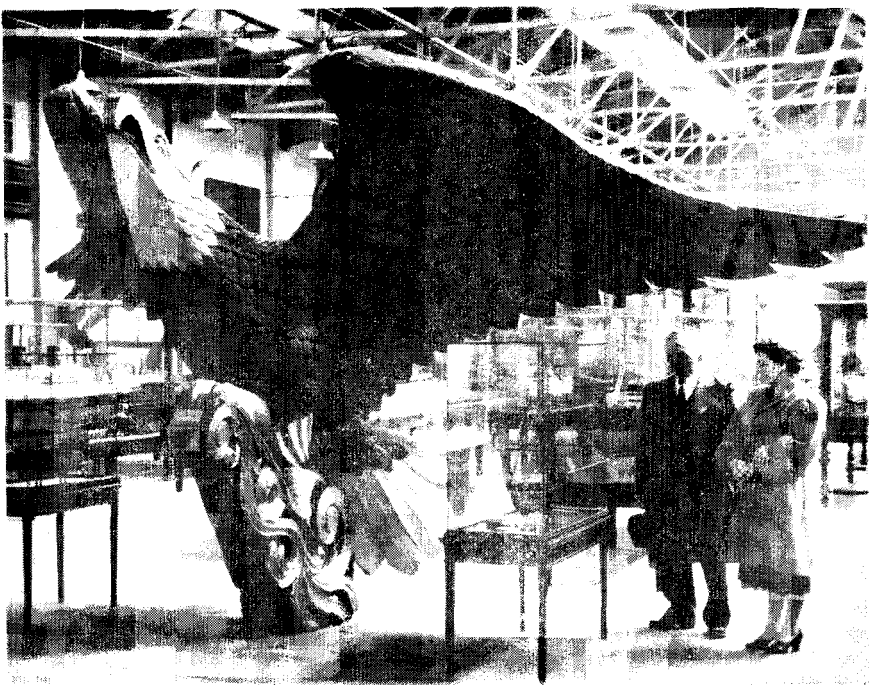
¹ From the Naval Records and Library at Washington



(top) Portside of USS Lancaster, first class steam screw sloop.

(bottom) USS Lancaster (right) tied up at Brooklyn Navy Yard in 1900 when she and the smaller second class sloop USS Portsmouth (left) were used for training naval gunners.





Figurehead of the USS Lancaster, carved by John Haley Bellamy of Kittery Point, Maine. This was placed on the warship in 1880 at the time a ram prow was added. This figurehead now dominates the exhibits of The Mariners' Museum, Newport News, Virginia.

Courtesy, The Mariners' Museum

From 1869 to 1875 the vessel served as flagship of the South Atlantic Station. On July 18, 1872, she took part in the celebration of the coronation anniversary of the Emperor of Brazil at Rio de Janeiro, and received the Emperor and Empress on board. From January to May, 1874, the *Lancaster* took part in the fleet drills on the North Atlantic Station and was one of the force concentrated at Key West early in 1874, at the time of the celebrated "*Virginus* affair."

From 1876 to 1880 she was laid up and repaired at Portsmouth, New Hampshire. At this time her hull was remodeled with a ram bow.

From 1881 to 1884 she was flagship of the European Station. On July 11, 1882, she was present at the bombardment of Alexandria, Egypt, and received citizens on board for protection. July 19, the Khedive of Egypt visited the ship and thanked Rear Admiral J. W. A. Nicholson for the services rendered by his officers and men in putting out the fire at his palace and in the city of Alexandria.

The *Lancaster* served as flagship on the coast of Africa and in the South Atlantic between 1885 and 1887, and from 1888 to 1889 was again flagship of the European Station. In 1890 she was at Portsmouth, New Hampshire, for repairs.

The *Lancaster* was again sent to the Asiatic Station in 1891, serving as flagship until late in 1893. Returning to American waters in 1894, she took part in the celebration and review at Dobb's Ferry, New York, on June 8, 1894.

From 1895 to 1897 she was attached to the South Atlantic Station, and in 1898 to the North Atlantic Fleet.

It was forty years after her christening, according to the *Sunday News*, that the rapidly aging *Lancaster* (in the light of naval innovations of that period), veteran of civil warfare when it had been a sister ship of Farragut's flagship *Hartford*, was called for duty in the Spanish-American War. Lying idle in Boston Harbor, she was a proud old ship when placed under command of Commander Thomas Perry, who then ordered her south.

During the few years prior to the outbreak of Spanish hostilities, she had been a gunnery training ship, armed with 10-inch rapid fire guns, but when trouble broke out with Spain the *Lancaster* lost her guns one by one to auxiliary cruisers. When it was decided that the *Lancaster* had enough life (even though a Civil War veteran), yet carrying but two old converted muzzle-loading, 20-pound Parrott guns, there were added to her equipment two small 6-pounders of the Hotchkiss type, for torpedo attack repulsion, and into the fray she went.

She left Boston harbor May 19, 1898, with a crew of two hundred and fifty men, of whom only twelve were trained hands, at a time when Spanish gun-boats and Cervera's fleet were presumably threatening our shores. However, the fourteen-hundred mile trip to Key West was made safely, and there she flew the pennant of Rear Admiral G. C. Remy. Eventually, she became a troop transport enroute to Santiago, Cuba.

Mustered out of warship service the last day of 1915, she had spent the previous two years as a hospital ship at Reedy Island, Delaware. The *Lancaster* retained her Navy Department insigne until 1919, when she became a quarantine detention barge in the Delaware River under the Treasury Department.

In 1920, she was moved on to Sinburne Island, New York, to serve as a quarantine station. By 1933 the *Lancaster* was little more than a floating hulk, and the Treasury Department asked the Navy Department to decide her disposition. She was formally given over to the Treasury Department which then received bids for removing the hulk. For the sum of \$4,393 the firm of Merritt-Chapman & Scott contracted to perform the last rites for the old *Lancaster*. Pumping equipment was attached to her on June 3, 1933 by the Derrick and Inland Salvage Division, and on June 9 the *Lancaster* was floated and towed to the Rosebank, Staten Island, Yard of the Corporation. After ballasting was completed, she was towed to her final resting place southeast of Scotland Light, where the *Lancaster* was sunk in a deep water disposal area, according to law and in the presence of an inspector of the U. S. Corps of Engineers.

The *Lancaster* had been to all the big ports, had served on all the seas, had been hostess to visiting dignitaries from dozens of countries, had served in at least five different capacities during two wars — hers had been a full life of service. Although a warship, she knew much peace and little violence to her men and herself; it is fitting she should go quietly to her grave to submit gradually to the elements.

Another war vessel bearing the name of our city, the Federal Ram *Lancaster*, had a less fortunate record, for she was sunk in the Mississippi River near Port Hudson on March 25, 1863, during the Civil War.

The third known *Lancaster* was a cargo vessel of 11,572 tons, the fourth ship built by the Sun Shipbuilding Company at Chester. She was launched May 5, 1918, and the following year she was turned over to the U. S. Shipping Board.

Still another USS *Lancaster*, built in 1944 at Superior, Wisconsin, became a member of our navy on March 28, 1945. This vessel was a fleet auxiliary cargo ship, known officially as the A-K 193. On November 23, 1945 she was decommissioned, and returned to the Maritime Commission which renamed her *Coast Ringleader*, and placed her in reserve. In October she was sold to Brazil, and she now operates under the Brazilian flag and bears the name, *Rio Pianco*.

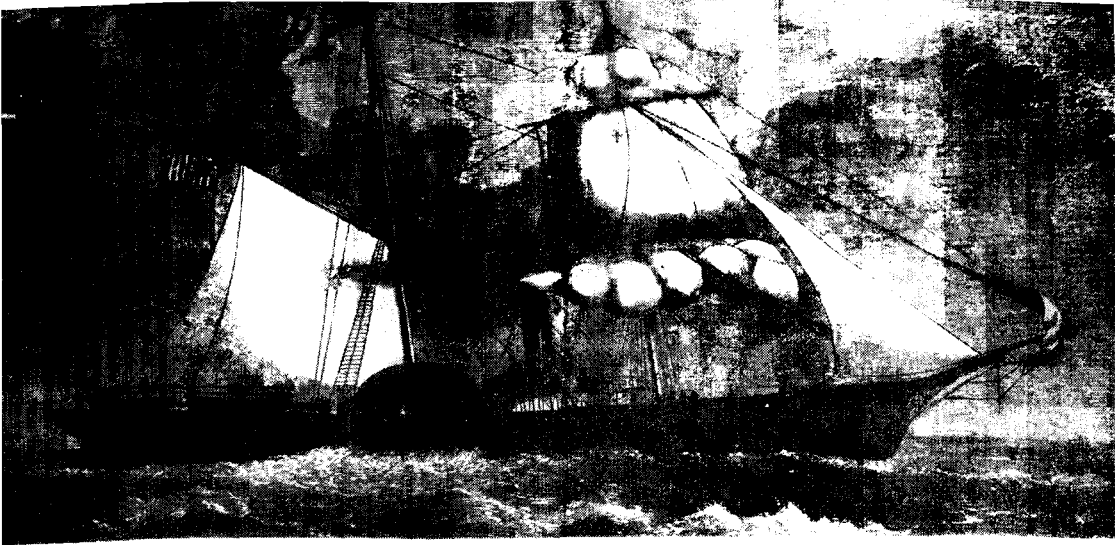
THE REVENUE CUTTER HARRIET LANE

The sail and steam Revenue Cutter *Harriet Lane* (first steam cutter in the service) was placed in the sea coast service of the U. S. Revenue Marine in March, 1858, having been named for the niece of President James Buchanan, then acting as mistress of the White House for her uncle. The *Harriet Lane* was built by William H. Webb & Co. of New York, and her engines were from the Allaire Works. She had at one time the Prince of Wales on board as a passenger.²

The attractive new vessel had an unusual charm for her beautiful namesake. Contrary to regulations, Miss Lane requisitioned the ship for a trip to West Point, and thereby earned a rebuke from her uncle. The president said: "I am sorry to find that your excursion to West Point on the *Harriet Lane* has been made the subject to newspaper criticism on yourself. This is most ungallant and ungentlemanly. The practice, however, of employing national vessels on pleasure excursions to gratify any class of people, is a fair subject of public criticism." But it was necessary to again reprimand her for a similar offence.

Trouble was brewing with Paraguay in 1858 when an American steamer, *Water Witch*, was fired upon when on the La Plata River. When our naval force was sent there, the steam Revenue Cutter *Harriet Lane* (with seven guns, eight officers and one hundred and four men) was ordered to join the squadron. In

² See Harper's Weekly, vol. 2, p. 173, 1858.



The Revenue Cutter "Harriet Lane," a steam-brigantine, as depicted in an engraving. Trim vessels of this class patrolled the coastal waters in search of smugglers.

Harpers' Weekly, Vol. 2, page 173, 1858

his report to the Secretary of the Navy on the operations . . . during this expedition Commodore Shubrick says, in part, "I should express my sense of the skill and zeal with which Captain Faunce, of the U.S.R.C.S., had used the very efficient vessel under his command in extricating us from our difficulties (in grounding). At one time I feared that the services of the armed steamer *Fulton* would be lost altogether to the expedition, and they certainly would have been for a great length of time if not entirely, but for the assistance afforded by the *Harriet Lane*."

As junior ship of a special squadron, the *Harriet Lane* was sent by the government with supplies to Fort Sumter; fired the **first shotted gun** from on board a U. S. vessel at the beginning of hostilities (this was to compel the steamer *Nashville* to show her colors off Charleston bar); captured a southern vessel at the mouth of the Chesapeake, May 8, 1861; was flagship of Porter's mortar flotilla at the capture of Forts Jackson and St. Philip, New Orleans, March 28, 1862; and assisted in the capture of Galveston, October 9, 1862. On January 1, 1863, General Magruder captured Galveston, and the *Harriet Lane*, one of Renshaw's mortar flotilla, was the first to be taken, after her commander, Wainwright, was killed and her executive officer, Lt. Commander Lee, mortally wounded. Boarding parties from four rebel "cottonclad" vessels took her as a prize of war. In 1867 she was sold and renamed.

In the spring of 1884 the former *Harriet Lane* was abandoned after grounding off the coast of Brazil.

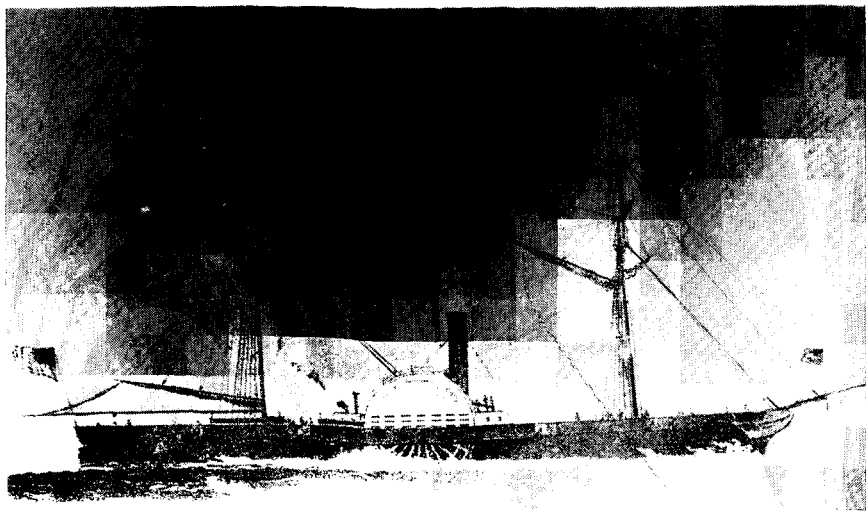
WARSHIPS NAMED FULTON

Robert Fulton, American inventor, was born in Little Britain, Lancaster County, Pennsylvania in 1765. At the age of 13 he constructed paddle-wheels which he fitted successfully to propel a fishing boat. Between the years 1779 and 1804, he invented submarine boats, one called the "torpedo," models of which were tried in France, before a board appointed by the Emperor Napoleon I. The invention was not approved in either France or England.

Fulton returned to America and in 1807 proved that steam could be applied to boats for propulsion. His first steamboat, the *Clermont*, was launched in the spring of 1807, and made her first voyage from New York to Albany August 17 of the same year. (150 miles in 33 hours). Fulton died in New York City on February 24, 1815.

That a number of ships were named to honor the man who is so often credited with the invention of a practical steamship is not surprising. The U. S. Navy itself has had five vessels which have borne the name of Lancaster County's famed Fulton.

The first to carry the name of Fulton was the inventor's own creation, the first steam-powered warship which he named the *Demologos*, but which was more frequently known as the *Fulton I*. This ship, launched in New York, October 29, 1814, was more a huge floating battery than a mobile fighting ship. Her paddle wheel was located in the centre of the ship, between double hulls. In one hull was



USS *Fulton*, a steam schooner, was the second steamship in the U.S. Navy. Built in 1836, she was a victim of the Civil War.

the boiler room, and in the other the engine room. The gun deck carried twenty guns, two at the bow, two at the stern, and eight on each side. Rumors made the *Fulton I* far more formidable than she was designed to be. Some reports stated that she carried from 30 to 44 guns, was equipped with steam-propelled whirling cutlasses, and had steam pumps which poured showers of boiling water over those who might dare board her. *Fulton I* never saw action in war, however, and in 1829 she exploded accidentally.

Fulton II was the second steamship in the U. S. Navy. A steam-schooner, she was built in 1836, and was low-powered, inefficient and poorly armed. Her first commander was Captain Matthew C. Perry who later opened Japan to world trade. *Fulton II* laid the foundations for the American steam navy. Her paddle wheels were driven independently because forges had not been built which could forge a shaft long enough to extend across the beam of the ship. Robert P. Parrott's West Point Foundry built the *Fulton's* engines; later he was to become famous as the inventor of the Parrott rifled gun, the major artillery weapon of the Civil War. *Fulton II* was captured by the rebels at Pensacola at the outbreak of the Civil War.

During the Civil War another *Fulton* took her place in the Federal Navy. This ship was a ram which was engaged in the campaign against Vicksburg, in the Yazoo River, Mississippi, in March 1863.

The fourth Naval ship to bear Inventor Fulton's name was the submarine tender #1. She was built by the New London Ship and Engine Company and completed in December 1914. She operated as a submarine tender during World War I, reconditioning and outfitting submarine Division Six. She operated in Atlantic Coastal waters as far south as Charleston, South Carolina. She put in at the Philadelphia Navy Yard in 1930 for conversion to a gunboat. She remained in service as a gunboat and Survey ship until May 12, 1934 when she was decommissioned and scrapped. Mrs. Alice Crary Sutcliffe, great-granddaughter of Robert Fulton, served as sponsor for USS *Fulton* (AS 1), later designated Gunboat #49.

For a short time, during World War I, a naval patrol boat also bore Fulton's name.

USS *Fulton* (AS 11) was authorized by an Act of Congress dated July 30, 1937. Her building contract was awarded to the Navy Yard, Mare Island, California. Selected yard employees, acting as honorary welders, made the first weld at the keel laying ceremonies on July 19, 1939. *Fulton* was launched on December 27, 1940 with Mrs. Sutcliffe again serving as sponsor.

Captain A. D. Douglas, USN, was *Fulton's* first commanding officer.

STATISTICS

OVERALL LENGTH	530 feet
BEAM	73 feet
SPEED	17 knots
DISPLACEMENT	16,000 tons

On October 16, 1941, the *Fulton* got underway for her trial runs. On November 22, she steamed for the Destroyer Base, San Diego, arriving on November 25, 1941. On December 1 *Fulton* steamed out on her shakedown cruise during which her crew would be molded into a smooth working team. However, the Japanese had other plans, they attacked Pearl Harbor on December 7, 1941 while *Fulton* was enroute to the Panama Canal. *Fulton* was only two days out of Panama when the news came of the attack. She continued on to Panama where she remained until December 17, 1941.

She stood out for the Gulf of Fonseca on the Pacific Coast of Central America on December 17 to establish a seaplane base. The base was established in a near record time in spite of having to build and improvise much of the equipment. Only 23 days after the *Fulton* arrived, the base began operating.

The Naval Submarine Tender is a miniature Navy Yard in every respect. In "Topping Off" a submarine, the tender supplies the raider with necessary fuel, provisions, water and emergency repairs to extend its time in enemy waters. On many occasions ships of this type have turned out major overhauls which would ordinarily have required a voyage back to the United States by the damaged ship.

Though *Fulton's* missions were shrouded in mystery lest the enemy discover the submarine base, her crew dubbed her "The Silent Partner of the Silent Service," as the war progressed and little glory of battle was afforded her. As she penetrated farther into enemy territory her crew referred to their stopping places as "hush, hush number such and such."

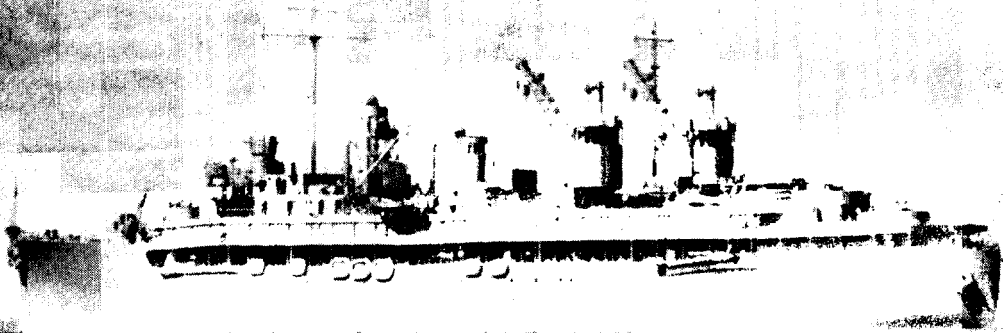
Fulton got underway for Panama again on February 12, 1942. She arrived on January 14 but got underway again five days later enroute to Galapagos to assist in the establishment of another seaplane base. She arrived on January 21 and only six days later, the job was completed.

The submarine tender got underway for San Diego on January 31, arriving on February 9 and sailed for Pearl Harbor on March 8. Arriving on March 15, *Fulton* moored alongside the submarine base and refitted her first submarine, the *USS Drum*. On June 3, while the Battle of Midway was in progress, *Fulton* was ordered to sea to rescue survivors of the aircraft carrier *USS Yorktown*, which had been sunk. The assignment was successfully completed and *Fulton* returned to Pearl Harbor, arriving on June 8, 1942.

Fulton sailed from Pearl Harbor on July 12 enroute to Midway Island where she established a Submarine Base. She remained there to refit submarines upon completing the base.

On October 14, 1942, Captain E. C. Bain, U.S.N., relieved Captain A. D. Douglas, U.S.N., as commanding officer.

On October 26, *Fulton* sailed for Brisbane, Australia, arriving there on November 11, 1942. During the time *Fulton* was at Brisbane, she was practically the only U. S. Navy repair activity in the vicinity. In addition to the submarine work load, the tender accomplished a large amount of refit and repair work on many other vessels of diverse types. At Brisbane, the *Fulton* also assisted in building a submarine base and accomplished the original installation and remodeling of buildings for rest camp purposes in and around the area. Sixty-seven refits and thirteen voyage repairs were completed by the



USS *Fulton* (AS 11), submarine tender, was built in 1940 and rendered valuable service throughout World War II. By 1960 she will have become over-age.

Official U. S. Navy Photograph

ship while in Brisbane in a period of fifty weeks.

Fulton departed Brisbane on October 24, 1943, for Milne Bay, New Guinea, arriving on October 29, 1943. During the five months she was there, repairs on vessels other than submarines often reached as high as eighty per cent of the work load. While at Milne Bay, *Fulton* built a complete rest camp for Submarine personnel, including the installation of a water system and the manufacture of much of the equipment normally found in a camp of this type.

Fulton sailed from Milne Bay for Pearl Harbor on March 17, 1944, and arrived on the 27th. On April 18 she sailed for Mare Island, California, arriving on April 24. After an overhaul period of about six weeks *Fulton* sailed for Pearl Harbor on June 7.

On July 15, *Fulton* sailed for Midway Island again, arriving on the 18th. Until September 8, the ship carried on her usual work of submarine refit and voyage repairs.

Captain E. C. Bain, U.S.N., was relieved as commanding officer of *USS Fulton* by Captain A. A. Clarkson on August 27, 1944.

On September 8 *Fulton* departed for Saipan Island, Marianas Islands, arriving on September 17, 1944. At Saipan she accomplished a large number of repairs to submarines, some of which were in the nature of refits in addition to assisting in the repair to all classes of ships. For almost three months, *Fulton* was the only repair activity located at Saipan. *Fulton* returned to Guam on April 25, and on April 28 continued on to Pearl Harbor, arriving on May 7, 1945.

Captain A. R. St. Angelo relieved Captain A. A. Clarkson, U.S.N., as commanding officer of *USS Fulton* on May 16, 1945.

On June 9, 1945, *Fulton* steamed for Guam again, arriving on the 20th. During the time she was in this port, she resumed her normal work of refit and voyage repairs to submarines. On September 1 she steamed from Guam to Pearl Harbor, arriving on September 10. Five days later she sailed for Seattle, Washington, arriving on September 22.

Since commissioning, *USS Fulton* had completed approximately one hundred ten complete submarine overhauls or refits and accomplished 222 voyage repairs, some of the latter while not actually classed as refits were in the nature of refits due to the magnitude of work done.

USS Fulton (AS 11) earned one Battle Star on the Asiatic-Pacific Area Service Medal for participating in the Battle of Midway on June 6 and 7, 1942. She was decommissioned December, 1946.

The bell from the *USS Fulton* was formally presented to the Lancaster Naval Reserves on November 14, 1955, at which time M. Luther Heisey, corresponding secretary of the Lancaster County Historical Society, spoke on "The Life of Robert Fulton." Heisey stated that his son was serving in the 7th Air Force when the *Fulton* put in at Saipan and Guam in 1914, and doubtlessly saw the vessel at that time.³

On April 10, 1951, the *Fulton* was taken out of reserve and placed back in commission where she has been active since that time.

On January 16 *Fulton* got underway for Newport, Rhode Island, arriving on January 17 and commenced loading ammunition. Upon completion of loading ammunition that afternoon she got underway for New London, Connecticut, arriving the same day.

For independent ship's exercises, *Fulton* got underway on March 5, proceeded to the Narragansett Bay operating area, returning to State Pier, New London, Connecticut on March 7.

On March 15, Rear Admiral C. W. Wilkins, USN, Commander Submarine Force, U. S. Atlantic Fleet, accompanied by members of his Staff and Inspecting Party came on board and commenced personnel and annual administrative inspections; the resultant overall mark was excellent.

Again on April 10, *Fulton* got underway and proceeded to the Narragansett Bay operating area for independent ship's exercises and returned to State Pier, New London, Connecticut on April 12.

On May 20 *Fulton* got underway for the Narragansett Bay operating area. Proceeding from the Narragansett Bay operating area *Fulton* arrived at Newport, Rhode Island on May 21 and commenced transferring torpedo warheads. At the completion of transferring torpedo warheads on May 21, *Fulton* once more got underway for the Narragansett Bay operating area. On May 22 *Fulton* returned to New London, Connecticut and moored at State Pier.

On July 9 Captain Donald G. Baer, USN, assumed command, relieving Captain Allen R. Faust, USN.

For independent ship's exercises, *Fulton* was underway for the Narragansett Bay operating area on July 16. She returned and moored at State Pier, New London, Connecticut on July 18.

³ "When I was stationed on Sand Island, Midway Islands, I took a tour of the *USS Fulton*, submarine tender. She had a very fine machine shop. I was too busy at Saipan to notice that the *Fulton* was also there." — Sgt. Harold S. Heisey, 7th Air Force.

On September 1 *Fulton* got underway as a unit of Task Force 23, with CTF 23 embarked, enroute to the Firth of Clyde, Scotland for participation in NATO-FLEX. *Fulton* anchored in Rothesay Sound, Rothesay, Scotland on September 12 and on September 13 moored to buoy "A" in Rothesay Harbor. During her stay at Rothesay *Fulton* was open to general visiting on Saturday and Sunday and entertained various groups of the local citizenry in implementation of the "People to People" program. A *USS Fulton* plaque was placed at the birthplace of Robert Fulton (not the inventor), Mill O'Beith, Ayrshire, Scotland. With many regrets on the part of the crew, *Fulton* stood out of Rothesay Harbor on September 23 enroute to Portland, England, to participate in her next phase of NATOFLEX.

Fulton arrived and moored in Portland Harbor, Portland, England, on September 25. In continuation of the "People to People" program *Fulton* entertained many more local groups and local dignitaries. *Fulton* rendered extensive logistic support to 23 submarines which had participated in NATO exercises. For her efforts, *Fulton* received a commendation from Commander Submarine Squadron TEN as well as numerous letters of appreciation from ships supported. The *Fulton* departed Portland Harbor October 11 to return to New London, Connecticut. Arriving there, *Fulton* moored to State Pier on October 23.

On November 23 *Fulton* was once again underway. This time for Boston, Massachusetts for overhaul. She anchored in President Roads, Boston, on November 24. On November 25, upon completion of loading ammunition the *Fulton* was underway for Gibbons Engineering Company, Charlestown, Massachusetts and moored to Revere Sugar Terminal, Charlestown, Massachusetts and commenced the ship's overhaul.

Fulton completed the year at Charlestown undergoing overhaul.

In January 1957, the *Fulton* was located at State Pier, New London, Connecticut, tending submarines of Submarine Squadron Ten.

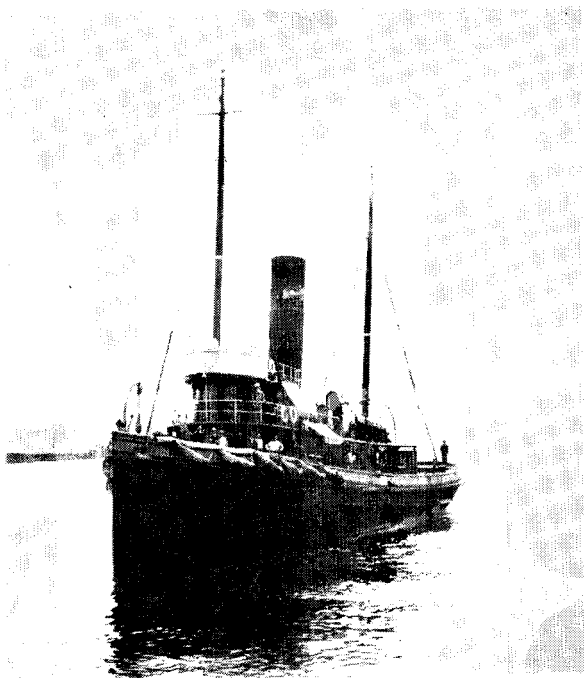
We hear of the *Fulton* as late as last August when she met the Atomic Submarine *Seawolf* just emerging from a trip under the North Pole, and supplied the crew with much-needed fresh fruit which was consumed with jet-propelled speed.

SHIPS NAMED CONESTOGA

The Union gunboats *Lexington* and *Conestoga* encountered a battery of sixteen guns at Lucas Bend, on the Missouri shore, and the secession gunboat *Yankee*, September 10, 1861. They silenced the Confederate battery and disabled the gunboat *Yankee*, and would have captured her had she not been supported near Columbus. One of the *Conestoga's* men was slightly wounded and it was never known what the casualties of the Confederate forces were.⁴ The *Conestoga* sank after a collision on the Mississippi in 1864.

The Navy ordered the name "Conestoga" assigned to one of its Ericsson-type iron-clad monitors, then being built at Chester, Pennsylvania by Reaney Son and Archbold in 1861. This 496-ton vessel was renamed "Sangamon" before launching.

⁴ Pictorial War Record, Jan. 28, 1882, p. 173.



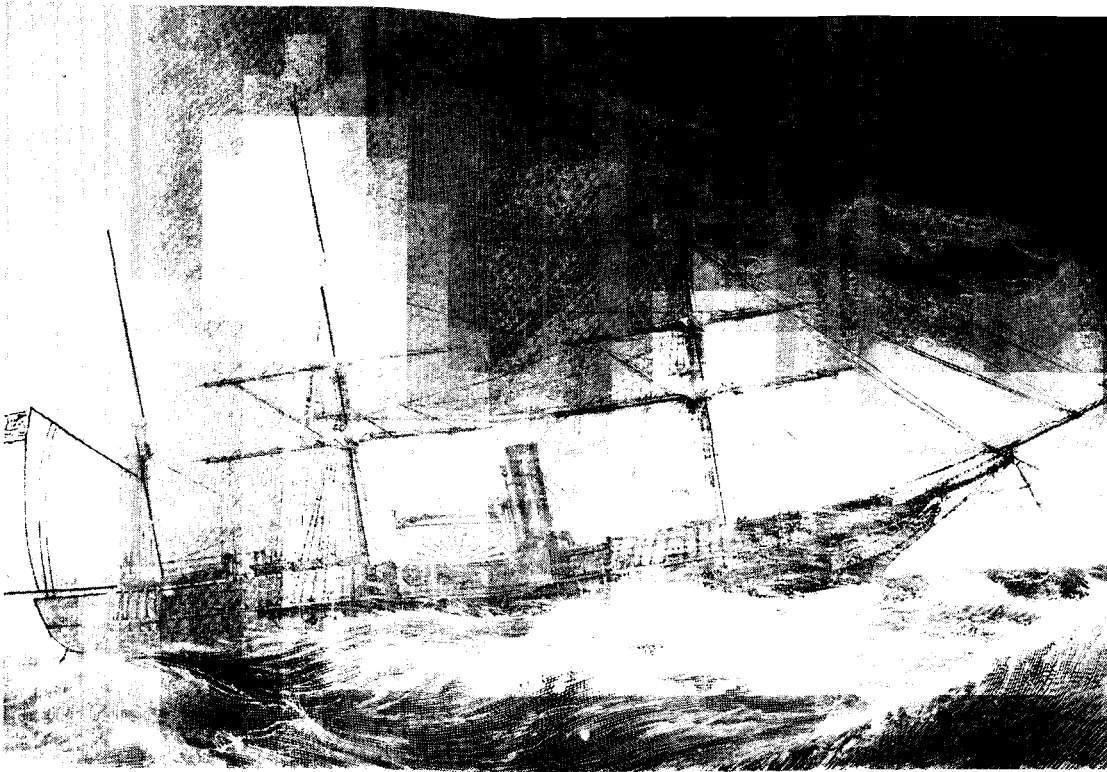
USS Conestoga, sea-going tug, was built in 1903 for the Philadelphia & Reading Railway Co., was sold to the Navy in 1917, and was lost mysteriously in 1921.

Courtesy, Reading Company

The last *USS Conestoga* was a large sea-going tug built for the Philadelphia & Reading Railway in 1903 by the Maryland Steel Company, at Sparrows Point, Maryland. She was 170 feet long, with a 29-foot beam. In 1917 the *Conestoga* was requisitioned by and sold to the United States Navy for use as a section patrol vessel. On March 25, 1921 she left San Francisco bound for the Atlantic Coast. Some records state that she left Mare Island bound for Pearl Harbor. Regardless of where she was destined, the *USS Conestoga* never arrived, and was presumed lost with all hands aboard.

SHIPS NAMED SUSQUEHANNA

When the hermit kingdom of Japan was opened to the world by Commodore Matthew Galbraith Perry (brother of Oliver Hazard Perry), it was the flagship *Susquehanna* that led his fleet, July 14, 1853. This warship had been launched in the Delaware three years before; it was a steam frigate with four expensive



USS *Susquehanna*, steam frigate, was built in 1850 and served well before her retirement in 1883.

Official U. S. Navy Photograph

high-pressure boilers, and the entire vessel cost over \$600,000, the most costly vessel in our navy at that time. Compare that cost with the millions spent on a modern fighting ship. The *Susquehanna* was thirty feet longer than the great ship of the line, the *Pennsylvania*.⁵

She was a sidewheel steam frigate, 257 feet long; 45 feet beam; 2450 tons. Original battery was 3 VIII-inch guns and 6 32-pounders. It was changed several times until in 1863 when she was carrying 2 150-pounders, 12 IX-inch and 1 rifled 12-pdr.

She was built at the Philadelphia Navy Yard by J. Lenthall, Naval Constructor, and C. W. Copeland. Launched in 1850. Frame was made of live and white oak braced with wrought iron.

On June 8, 1851, she sailed on her first cruise to the East Indies as flagship of Commodore John H. Aulick, carrying out Hon. R. C. Schenck, J. S. Pendleton and Chevalier S. de Macedo, Brazilian Minister, returning from the United States to Rio Janeiro.

On July 4, 1953, the writer was privileged to see a fine replica of the *Susquehanna* sail in the tidal basin near the Jefferson Memorial at Washington, D. C., in celebration of the one hundredth anniversary of Perry's entry into Japan.

⁵ Lieutenant John Randolph Hamilton, of South Carolina, served on the *Susquehanna* in 1858. He was a grandson of the famous Major James Hamilton, of Leacock Township, Lancaster County. Dr. John S. Messersmith, of Lancaster, was surgeon on the *Susquehanna*.

On May 17, 1853, Commodore M. C. Perry relieved Commodore Aulick and hoisted his flag on the *Susquehanna*. During the latter part of 1853 and early 1854 under the command of Commander Franklin Buchanan she took part in the negotiations with Japan and the making of a treaty with her.

She returned to the United States in 1855, was refitted and cruised in the Mediterranean and Home Squadrons under Captain Joshua R. Sands.

Late in the summer of 1856 the *Susquehanna* served as tender to the *Niagara*, the U. S. Navy's largest ship, during which time the two ships, aided by the British *Agamemnon* and *Leopard*, attempted to lay the first trans-Atlantic telegraph cable. Short-lived success was achieved on the third attempt.

During 1860-61 she cruised in the Mediterranean under George N. Hollins with a short visit to Vera Cruz, Mexico.

1861	June 12	Captain John S. Chauncey was placed in command.
	Aug. 28, 29	Took part in attack on forts Hatteras and Clark.
	Oct. 2	Captain J. L. Lardner assigned to command.
	Nov. 7	Took part in battle of Port Royal, S. C.
1862	May 8, 9	As flagship of Flag-Officer L. M. Goldsborough took part in attack on Sewells Point, Va.
	May 22	Commanded by Captain R. B. Hitchcock joined the Gulf Squadron and was on blockade duty in Mobile Bay until April, 1863.
1863	May 14	Put out of commission at the Navy Yard at New York.
1864	July 20	Recommissioned under Captain S. W. Godon.
	Aug.	Cruised in search of <i>CSS Tallahassee</i> .
	Dec. 24, 25	Participated in attack on Fort Fisher.
1865	Jan. 13-15	Participated in attack on Fort Fisher.
	May	Cruising in search of the <i>CSS Stonewall</i> .
1866 - 1867		Sent to Brazil and later joined the North Atlantic Squadron. Commanded by Captain Alfred Taylor.
1868 - 1882		Laid up at the New York Navy Yard.
1883	Sept. 27	Sold to E. Stannard, Westbrook, Conn., for \$13,143.

On May 24, 1835, Edward Grubb, grandson of the famous Col. Peter Grubb, Jr., sailed to Europe on a vessel called the *Susquehanna*, there to study the iron industry.⁶

USS SUSQUEHANNA IN 1917

The *USS Susquehanna* was formerly the North German Lloyd Line ship *Rhein* which had refuged in the port of Baltimore, Maryland, and was formally seized when the United States entered the World War. The *Rhein* had been launched in 1899 at the Blohm & Voss Shipyard at Hamburg, Germany.

After overhaul and reconditioning and fitting out as a transport, this vessel was placed in commission at Norfolk, Virginia, September 5, 1917. She was of the following dimensions: length, 501 feet; breadth, 58 feet; tonnage, 10,058 gross

⁶ Colonial and Revolutionary Families of Pennsylvania, vol. 5, p. 733, 1934.

tons; speed, 14 knots. She mounted as wartime armament 4' 6", 40 cal.; 21 pdr. and 2 machine guns.

Under the direction of the Cruiser and Transport Force the *Susquehanna* made eight round trips to Europe before the armistice during which she transported 18,345 troops. During these trips she reported a number of times sighting suspicious objects or enemy submarines at which several shots were fired. No definite results were ever recorded.

After the armistice the *Susquehanna* made seven trips returning troops from France. During these trips 15,537 passengers were carried. The trips were uneventful.

This vessel remained on this duty with the Cruiser and Transport Force until August 27, 1919, when she was placed out of commission and two days later turned over to the U. S. Shipping Board.

The *USS Susquehanna* was sold to Fincke Bangart on October 10, 1925 and was registered under the United States flag. In 1929 she was sold to a Japanese shipbreaker for scrapping.

The third *USS Susquehanna* was built in Tacoma, Washington in 1943 as a gasoline tanker. Transferred to the Army in 1946, she was returned to the Navy in 1950.

PEACE TIME VESSELS

USS OCTORARA

Built in 1910 for the Great Lakes Transit Corporation, the lake liner *Octorara* appeared quite similar to an ocean liner except for her funnel at the stern. This queen of the Great Lakes trade accommodated 594 passengers and 150 crew members. She was equipped with a double bottom, modern ventilation, and featured such conveniences as a daily newspaper, barber shop, library and soda fountain. The 361-foot vessel plied the waters on the Buffalo to Duluth run until 1941 when she was remodeled into a Coast Guard barracks ship. In 1943 the *Octorara* was taken down the Mississippi River where she was rebuilt for ocean service. Following her conversion, the *Octorara* became an inter-island transport in the Pacific. After her war service, the *Octorara* was laid up in Suisun Bay, and in 1952 the "grand old lady" was scrapped.

On March 12, 1848, the steamboat *Lancaster* was launched by the Susquehanna Steam Tow Boat Company at Baltimore, and towed to the fitting-out wharf beside her sister-boat, the *Juniata*. The new steamboat, designed to pull thirty to thirty-five canal boats, was 139 feet long, with a 25-foot beam. She was of 143-ton burden, capable of a fifteen mile per hour speed with her 100-horsepower engine, and would ply between Port Deposit and Baltimore.

The *Lancaster Journal*, of June 15, 1819, stated, "From Londonderry direct and back to Philadelphia. The ship, *Conestoga*, William Marshall, master, will sail in about two weeks. For freight or passage apply to John Hemphill, 42 Walnut Street, Philadelphia, Pa."

An iron steamboat, the *Conestoga*, built on the Ericsson plan, in 1828, plied between Lancaster and Philadelphia, by way of the Susquehanna and Conestoga rivers. The boat, though built entirely of iron, drew, with all the machinery on board, only twelve inches of water, but so spacious as to hold six hundred barrels of flour, and power enough to tow boats with fifteen hundred barrels beside. The trip to Lancaster occupied one day and part of two nights — about thirty-two hours — and on the initial trip was greeted by a large crowd at the pier at Graeff's Landing.

It was a gala time in Lancaster in May 1844 when the new iron steamer *Conestoga* arrived from Philadelphia by way of the Chesapeake and Delaware Canal, and attracted large crowds of citizens, many of whom took rides between Graeff's and Reigart's Landings and return aboard the new steamer. The power of the boat was fairly tested, and her capacity to travel at the amazing speed of eight miles an hour was demonstrated. This new and important link in navigation between Philadelphia and Lancaster added the prime consideration of speed to cheapness in rates.

While the *Red Rover* is not a Lancaster County place name, it was given to the first packet built in Lancaster (and in fact in Pennsylvania) in 1828. This vessel was used on the Conestoga Navigation between Lancaster and Safe Harbor until 1833.

There was a steamer, plying between New York City and Albany, called *Robert Fulton*, owned by the Hudson River Day Line, which was taken out of service in 1948, when the company discontinued operations. The vessel was 340 feet long, with a 70 foot beam, and could carry 4,000 passengers, a marked contrast with Fulton's first successful steamboat, the *Clermont*.

AN AIR SHIP OR CARGO PLANE

But the name Conestoga in transportation was not doomed to die with the passing of the heavy wagons and the small canal boats. When the first stainless steel cargo plane was built in Philadelphia in 1944 by the Edward G. Budd Manufacturing Company for the U. S. Navy, the name *Conestoga* was placed upon it, giving it first place in air cargo transportation, as it had held first place in pioneer land and inland waterway service.

The *Conestoga* cargo plane had two engines and a 100-foot wingspread and 68-foot body. Its upsweep cargo compartment was twenty-five feet long, eight feet wide and eight feet high. The two 710-horsepower engines gave it a cruising speed of 165 miles per hour, and the plane, when fully loaded, could carry 33,800 pounds.

In 1940, following the fall of Dunkirk, President Roosevelt authorized the lend-lease of fifty over-age United States Navy "four-stacker" destroyers to the government of Great Britain.

Among these destroyers was the *USS Philip*, which was re-christened HMS Lancaster by the British. She served throughout the remaining years of World War II in protecting the coasts and the shipping lanes of the Allies.

After the end of the war, *HMS Lancaster* was de-commissioned and dismantled. On October 10, 1950, H. C. McClelland, British consul-general at Philadelphia, accompanied by Commander John R. G. Trechman, representative of the British Navy, came to Lancaster, bringing with them the "badge" of *HMS Lancaster*. The badge, weighing forty pounds and made of bronze, was formerly attached to the forward bridge of the ship. It is beautifully enameled in color, depicting the red rose of Lancaster.

The badge was presented with appropriate ceremonies to Mayor Kendig C. Bare, in the Council Chamber of the Municipal Building. It is now permanently on display, attached to the rostrum of the Chamber, just in front of the Mayor's desk.

Lancaster, Pennsylvania

M. LUTHER HEISEY

APPENDIX ONE

TERMS USED IN DESCRIBING AMERICAN NAVAL VESSELS

Ships-of-the-Line:

Most powerful and heavily-armed of the early fighting ships, these vessels were the ancestor of the battleship. Ships-of-the-Line had two or more covered gun-decks. After the days of "Fighting Sail," European navies used Steam Ships-of-the-Line, but the U. S. Navy never ordered any to be built. Under sail, the Ship-of-the-Line was rigged as a "ship" with three masts, rigged square.

Frigates:

In a class under the Ships-of-the-Line, the frigates were powerful war ships with one covered gun-deck — the ancestor of the cruiser. The steam frigates were normally ship-rigged, with auxiliary steam propulsion. Two famous sailing frigates were the "Constellation" and the "Constitution," both preserved as historic vessels.

Sloops-of-War:

Classed beneath the frigates were the sloops-of-war, having guns on one exposed deck. Steam sloops were normally ship-rigged, with auxiliary steam propulsion. Although corvettes were mentioned in the early U. S. Navy, the term is French, and is virtually interchangeable with the English sloop-of-war. Bark-rigged sloops were not unknown a century ago. The large gunboat would come close as a descendant of the sloop-of-war.

Rams:

Although many Civil War accounts refer to "rams" as active naval vessels, it would seem the "rams" really were iron-clad gunboats equipped with an iron prow or beak for the purpose of ramming the enemy's vessels. No less a military historian than Walter Millis is of the opinion that the U. S. Navy built only one ram, the *USS Katahdin*, (Millis, *Arms and Men*, 1956).

APPENDIX TWO

VESSELS DESCRIBED BY THEIR SAILS AND RIGGING

Type of Vessel	Masts	Sails
Ship	3	Square rigged sails, with headsails, staysails and spanker.
Brig	2	Square rigged sails, with headsails, staysails and spanker.
Brigantine	2	Square rigged sails on foremast, fore & aft sails on aft mast. Sometimes does not carry square mainsail.
Bark	3	Square rigged sails on foremast and main mast. Fore & aft sales on mizzen mast.
	4	Square rigged sails on foremast, main mast and mizzen mast. Fore & aft rigged on spanker mast.
Barkentine	3	Square rigged sails on foremast; fore & aft rigged on main mast and mizzen mast.
Schooner	2 to 7	Fore & aft rigged sails on all masts.
Topsail Schooner	2	Square topsail on the foremast; fore & aft rigging otherwise.
Sloop (not to be confused with sloop-of-war)	1	Fore & aft rigged sails.
Yawl	2	Fore & aft rigged sails; main mast farther forward than in sloop; small mizzen mast back of rudder post.
Ketch	2	Square or fore & aft rigged sails; main mast in center of vessel; small mizzen mast forward of rudder post.

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