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### **MS-4787: Abba Hillel Silver Papers, 1902-1989.**

Series I: General Correspondence, 1914-1969, undated.

Sub-series A: Alphabetical, 1914-1965, undated.

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Constellation Committee (to restore U. S. frigate "Constellation,"  
oldest fleet unit in the U. S. Navy), 1948.

THE ASSISTANT SECRETARY OF THE NAVY FOR AIR  
WASHINGTON

16 APR 1948

Rabbi Aba Hillel Silver, D.D.  
The Temple  
East 105th Street at Ansel Road  
Cleveland, Ohio

Dear Rabbi Silver:

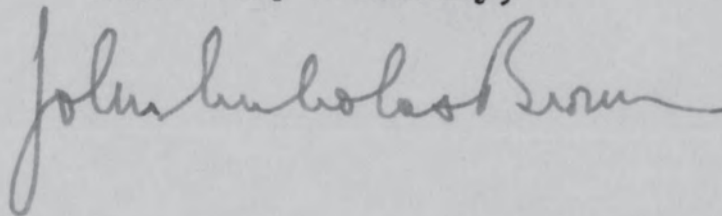
I am happy to learn that you have accepted Mr. Sullivan's invitation to participate in the rehabilitation of the USS CON-STELLATION.

Plans have been made to conduct the first meeting of the members of the USS Constellation Restoration Committee here in Washington, D. C., Friday, April 30, for the purpose of electing a Committee Chairman and organizing the various groups. May I extend this invitation to you to have luncheon with me here in the Navy Department at 12:00 o'clock of that day.

Transportation for you via naval aircraft can be arranged from Cleveland or New York, New York, to Washington and return.

Please let me know if the above arrangements are agreeable to you.

Yours very sincerely,

A handwritten signature in dark ink, appearing to read "John H. Holcomb". The signature is fluid and cursive, with a long horizontal stroke at the end.

May 3, 1948

The Hon. John Nicholas Brown  
Assistant Secretary of the Navy for Air  
Washington, D. C.

My dear Secretary Brown:

I regret exceedingly that I was unable to attend the first meeting of the members of the USS Constellation Restoration Committee on April 30th.

It would have given me great pleasure indeed to have been able to have luncheon with you on that day. I hope that I may be free to attend some future meeting.

With all good wishes, I remain,

Most cordially yours,

Abba Hillel Silver



NAVY LEAGUE OF THE UNITED STATES

(INCORPORATED 1903)

*The Civilian Arm of the Navy*

MILLS BUILDING

WASHINGTON 6, D. C.

May 18, 1948.

Rabbi Aba Hillel Silver, D.D.,  
The Temple, East 105th Street at Ansel Road,  
Cleveland, Ohio.

Dear Doctor Silver:

We were indeed sorry that you could not attend the first meeting of the USF CONSTELLATION Restoration Committee. I would like to make a brief report of the progress made at that meeting. It was convened at 1 P.M. on Friday April 30, in Room 3601, Navy Department, Washington, D. C. with the Honorable John Nicholas Brown presiding. Mr. Brown welcomed the committee and expressed his appreciation for their active interest and participation in the campaign.

Those present expressed their opinions concerning the project and the consensus was that it was a most worth while endeavor. They felt it is important for Americans, from time to time, to rededicate themselves by means of some tangible contribution to the ideals for which this oldest ship of the Navy fought.

Reports were made by the Navy Advisory Committee concerning the problems of collection of funds and the actual rebuilding of the ship. Captain S. N. Pyne of the Bureau of Ships estimated that it would require about \$1,800,000 to restore the ship to sailing condition. Captain P. C. Corning of the Bureau of Supplies and Accounts recommended that the funds be handled in a manner similar to that of the campaign to restore the CONSTITUTION; a civilian committee accepting the donations and making disbursements to the Navy as needed. Captain Heffernan of the Office of Naval Records and Library reported that because of the complete records in existence the CONSTELLATION, more than any other old ship, could be authentically restored.

Mr. Brown generously offered the committee temporary office space in the Navy Department, and then opened the nominations for Committee Chairman and an Executive or

Exploratory Committee. The following were unanimously elected: Chairman, Frank Hecht, Committee: Mr. James F. O'Neil, Mr. Ray H. Brannaman, Mr. H. H. Rogge, Commodore George H. Bowdey, Mr. Robert Gross, Mr. Carter T. Barron, Mrs. Roscoe C. O'Byrne, Commodore Dudley Knox, Commander M. V. Brewington, and Mr. Philip Frey.

I assumed the chairmanship of the meeting and, after various suggestions from the members, the preliminary work of the Executive Committee was outlined as:

1. Recommend the extent to which the CONSTELLATION should be rebuilt.
2. Establish the location for the National Headquarters of the Committee.
3. Outline specific plans for getting the campaign underway.
4. Appoint the Ways and Means Committee and sub-committees for contacting the schools and clubs of America.

I hope to hold a meeting of the Executive Committee on June 10 at which time these questions will be decided and I will make a report of our proceedings to you in the near future.

Meanwhile, if you have any suggestions concerning the campaign, or could suggest any particular way in which you might be able to help us, I would greatly appreciate hearing from you.

Yours sincerely,

*Frank A. Hecht*

Frank A. Hecht,  
Chairman, Executive Committee,  
USF CONSTELLATION Committee.

## *Where We Stand*

### STATEMENT OF POLICY

Approved and Promulgated  
at the  
44th Annual Meeting  
of  
The Navy League of the United States  
in  
New York City on December 9, 1947

We of the Navy League of the United States stand for a strong America—a nation morally, physically and economically strong.

We believe that an alert, informed and intelligent public opinion is the greatest source of our nation's strength.

We advocate a foreign policy which will protect the security of the nation. To avoid—if compatible with that policy—wars, and if not—win them!

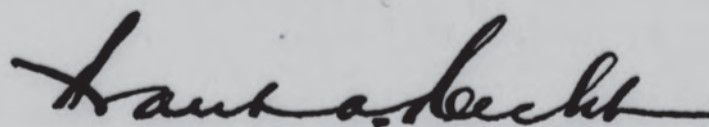
We urge rearmament strong enough to crush any enemy, which may arise. There is no substitute for preparedness!

We seek to alert the nation to the dangers of enemies within our midst.

We insist that these United States maintain world leadership in scientific research and development.

We intend to lead a patriotic crusade throughout our land to arouse public consciousness to the fact that a strong Navy is the best insurance for the preservation of our nation's security.

Our flag symbolizes Love of God, Love of Country, Love of Freedom and Justice—we have nailed it to the mast—let anyone dare tear it down.



President.

# Who We Are

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U. S. Frigate Constellation

# U. S. Frigate Constellation Restoration Committee

TABLE OF CONTENTS

PUBLIC LAW 442	1
HISTORY OF THE USF CONSTELLATION	2
BIBLIOGRAPHY	10
HISTORY OF CONSTITUTION CAMPAIGN	11
COMMITTEE SUGGESTIONS	14
DISTRICT PUBLIC INFORMATION OFFICERS	17
NAVY ADVISORY COMMITTEE	19
RESTORATION COMMITTEE MEMBERS	



(PUBLIC LAW 442--80th CONGRESS)  
(CHAPTER 115---2d SESSION)  
(S. 1796)

AN ACT

To provide for the preservation of the frigate Constellation and to authorize the disposition of certain replaced parts of such vessel as souvenirs, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled. That the Secretary of the Navy is

hereby authorized to repair, equip, and restore the frigate Constellation, as far as may be practicable, to her original condition, but not for active service, and to accept and use any donations or contributions which may be offered for the aforesaid purpose. Except so far as is necessary to incur expense to carry out the provisions of section 2 of this Act, no action shall be taken to repair, equip, or restore such frigate until the Department of the Navy shall have received by donation or contribution, or by sales made pursuant to section 2 of this Act, a sum not less than 75 per centum of the estimated cost of said restoration as certified by the Secretary of the Navy. The Secretary's certification will include the cost of all repairs and equipment and will exclude the pay and allowances of naval officers and enlisted men engaged in the restoration.

SEC. 2 The Secretary of the Navy is hereby further authorized to give or to sell, under such regulations as he may prescribe, such parts or pieces, including rigging of the frigate Constellation, as are suitable for use as relics, souvenirs, or mementos, and which cannot profitably or advantageously be used in restoring this vessel to original condition, to clubs, associations, or individuals making donations or contributions for the restoration of the frigate Constellation. The cost of converting the aforesaid material into relics, souvenirs, or mementos shall be charged against, and the proceeds of such sales shall be added to, the fund created by authority of this Act.

Approved March 13, 1948

## HISTORY OF THE USF CONSTELLATION

On March 27, 1794 President George Washington of the United States approved an Act of Congress authorizing the acquisition of six vessels for the protection of our commerce against the depredations of the Barbary Powers. These vessels, later to be known as the frigates UNITED STATES, CONSTELLATION, CONSTITUTION, PRESIDENT, CHESAPEAKE, and CONGRESS, were built under the direction of the War Department as the Navy Department was not established until April 30, 1798. Work upon the six vessels was suspended upon ratification of the treaty of peace with Algiers in November, 1795, but the completion of three, the UNITED STATES, CONSTELLATION, and CONSTITUTION was authorized in April, 1796.

The CONSTELLATION, the second of these frigates to go down the ways, is now the oldest fleet unit in the United States Navy, the UNITED STATES having been scrapped and sold in 1864. She was designed by, or under the supervision of Naval Constructor Joshua Humphreys with the aid of another naval architect, Josiah Fox; built by Naval Constructor David Stodder under the inspection of Captain Thomas Truxton, her first commanding officer; and launched on September 7, 1797 at Baltimore, Maryland. Copies of the original design may be found in The National Archives in Washington, D. C. and the museum of the Naval Academy at Annapolis, Maryland.

The frigate CONSTELLATION first served her country as a man-of-war in the undeclared Quasi-War with France, 1798-1801.

Early in the year 1798 news reached the United States that Charles Cotesworth Pinckney, who had been sent by President Adams to succeed James Monroe as our Minister to France, had been notified by the Chief Secretary of Foreign Affairs that the French Directory could hold no communication with him. At the same time, every packet that came from St. Bartholomew, St. Kitts, or Curacao brought news of American ships being overhauled and

plundered, of sailors beaten, and of cargoes seized and confiscated by the French. Upon the receipt of this intelligence a great popular clamor arose which was reflected in Congress by the voting of a large sum for national defense; three frigates were ordered armed and manned and the number of revenue cutters increased.

As a result, the CONSTELLATION and BALTIMORE went to Havana in August, 1798 and safely convoyed a fleet of sixty merchant vessels to the United States. For the rest of the year the CONSTELLATION served as the flagship of the Squadron which patrolled these waters. During that autumn the CONSTELLATION captured two French privateers, the DILIGENTE and the UNION.

On February 9, 1799, the CONSTELLATION, while on patrol, sighted a ship which proved to be the 36-gun French frigate INSURGENTE. Hoisting his colors, Commodore Truxtun bore down on the ship and the French commander, after first setting American colors, showed the French ensign and fired a gun to the windward by way of challenge. The CONSTELLATION ranged alongside, both ships opened fire, and a spirited action ensued. The CONSTELLATION crossed and recrossed the French frigates bow, pouring shot into her from each side, and when Truxtun drew out of the thick smoke of battle three hours later the French ship struck her colors. John Rodgers, First Lieutenant of the CONSTELLATION, Midshipman David Porter, and eleven seamen were sent on board the prize to take possession. They succeeded in driving the Frenchmen into the lower hold and after riding out a three day gale this handful of men brought the frigate safely into St. Kitts. The INSURGENTE lost 70 of her crew of 400, while the CONSTELLATION lost 4 from her crew of 309.

The gallantry displayed by Commodore Truxtun in this fight was not only applauded in the United States, but the merchants of Lloyd's of London sent him a present of silver plate engraved with a view of the fight between the two frigates.

Following this engagement, the CONSTELLATION returned to the United States to be refitted. Her armament was then reduced by exchanging the 24-pound guns in her main battery for twenty-eight 18-pound guns, with 24-pound cannonades on her quarter deck. The latter were among the first of that type used in the American Navy.

The CONSTELLATION sailed in January, 1800 for the island of Guadaloupe which was then the headquarters of the French privateers preying on our commerce. On February 1, Basse Terre being east fifteen miles, a strange sail was sighted. Truxtun hoisted colors and made sail in chase, gaining fast on the stranger, which proved to be the French frigate VENGEANCE, 44 guns. After giving chase the entire day, the CONSTELLATION drew within hail of the VENGEANCE at about 8 P.M. Just as Truxtun lighted his battle lanterns the French ship opened fire. Coming to close quarters before opening fire the CONSTELLATION exchanged broadsides with the VENGEANCE for over four hours, when the CONSTELLATION's mainmast went by the board, every shroud having been shot away. All the topmen went over the side with the mast, including Midshipman Jarvis who refused to leave his post in the top until it was too late. Passengers on board the VENGEANCE reported later that she had hauled down her flag three times during the fight, but in the darkness it was not observed by the Americans and the fight had continued.

In the excitement consequent upon the loss of the mainmast, the French ship disappeared into the darkness and escaped. The CONSTELLATION was forced to make her way to Jamaica for refitting.

Congress awarded a gold medal to Commodore Truxtun for this action and expressed its regret at the death of midshipman Jarvis.

On February 3, 1801, a treaty of peace with France was ratified by the Senate, and the American Squadron was at once recalled from the West Indies. The CONSTELLATION returned to Delaware Bay. In April, while in Delaware

Bay, she dragged her anchors and grounded on a shoal. The tide ebbed so quickly that she lay over on her beam ends and filled with water. After about two weeks she was gotten off, and the opportunity was taken to make extensive repairs and refittings.

In March, 1802, the United States still being at war with the Barbary Powers, the CONSTELLATION, under the command of Captain Alexander Murray, was sent to the Mediterranean. Early in May, she sailed to Tripoli to aid the BOSTON in the blockade of that port.

One morning, not long after the arrival of the CONSTELLATION, the mast-head lookout saw several small vessels to the westward, stealing along shore. They were made out to be seventeen Tripolitan gunboats which, as it was later learned, had gone out at night to convoy in an American prize that was expected from Tunis. As the CONSTELLATION drew in near land the enemy divided his vessels into two divisions, the rear division falling within range of the CONSTELLATION's fire. The gunboats were forced upon the rocks along shore and completely destroyed. This affair was the opening of the aggressive efforts by the Americans against the port of Tripoli.

The CONSTELLATION took an active part in the rest of the Barbary War, and after the treaty of peace signed in June, 1805, she returned to the United States. She was laid up in ordinary until the year 1812 when she was taken to Washington Navy Yard and to some extent rebuilt, being given fourteen inches more beam.

When the War of 1812 broke out, the CONSTELLATION was ordered to sea and under the command of Captain Charles Stewart sailed to Hampton Roads from the Washington Navy Yard, only to find such a strong blockading force of British vessels in the bay as to preclude the possibility of getting to sea.

In June, 1813, while the CONSTELLATION was at anchor near Craney Island about five miles below the Norfolk Navy Yard, the British fleet, thirteen men-of-war with transports and a body of troops under the command of Admiral Warren, appeared off the mouth of the James River. As the enemy was evidently making preparations to land, Captain Stewart at once sent a detachment of one hundred marines and sailors on shore to man a small battery on the north side of the island. At dawn the next day, the British were discovered landing around the point of the Nansemond River and at 8 P.M. the barges attempted to land in front of the island. The CONSTELLATION at once opened such a well directed fire that the largest British barge, the CENTIPEDE, and Admiral Warren's barge were both sunk, and about fifty men were killed or drowned. The enemy speedily abandoned their attempt and withdrew.

Thus the CONSTELLATION, although she had begun her career as successfully as the CONSTITUTION, was blockaded during the War of 1812 and condemned to remain in comparative idleness while the CONSTITUTION was winning undying laurels against the enemy.

After the close of the war with Great Britain, the CONSTELLATION, under the command of Captain Charles Gordon, was sent to the Mediterranean as a part of Commodore Stephen Decatur's squadron. Decatur's mission was to bring the again belligerent Barbary Powers to terms and compel them to respect the conditions of their treaties with the United States. By June of 1815, Decatur had defeated the Algerine fleet and the CONSTELLATION remained in the Mediterranean till 1817 exacting indemnities from Algiers, Tunis, and Tripoli for the violation of our treaties with them, and liberating Christians held in slavery by the Barbary Powers.

From 1819 to 1820, the CONSTELLATION was on special service in the West Indies and Brazil and, from 1820 to 1822, she served in the Pacific in Commodore Charles Stewart's squadron. During the years 1825-1827, the

CONSTELLATION was the flagship of Commodore Lewis Warrington in the West Indies and, in 1829, she was sent on special service to France and England. Next she went to the Mediterranean under Captain A. S. Wadsworth from whence she returned to Norfolk in November, 1831.

In April, 1832, she sailed for the Mediterranean on a two year cruise under Captain Charles C. Read. In 1835, the CONSTELLATION became the flagship of Commodore A. J. Dallas' West India Squadron. From 1840 to 1844, she served as the flagship of Commodore L. L. Kearney's East India Squadron.

From 1845 to 1853, the CONSTELLATION was laid up in ordinary at Norfolk. In 1853 she was rebuilt as a 22-gun sloop-of-war. We find recorded in the Secretary of the Navy's Report for 1854 that "...being found altogether unworthy of further repair she has been rebuilt as a spar deck sloop..."

In 1859, the CONSTELLATION was attached to the United States African Squadron and stationed off the Congo River. This squadron was ordered especially to watch for slavers, and the CONSTELLATION captured several, the most notable being the slave brig CORA with 705 slaves aboard and the brig TRITON.

The CONSTELLATION was recalled at the outbreak of the Civil War in 1861. She was again assigned to the Mediterranean, this time to protect commerce from the vessels of the Confederacy. However, the introduction of steam driven ships had sounded the knell of the sailing ships of all navies as men-of-war.

Following the Civil War, the CONSTELLATION, after a brief tour of duty with Admiral Farragut at Mobile Bay, was assigned duty as a receiving ship. From 1871 until 1893, she was used for the midshipmen's cruises with occasional special assignments. In 1878, American displays for the Paris Exposition were taken on the CONSTELLATION to France, where the historic ship aroused much interest. In 1880, she carried relief stores donated by the Americans to alleviate the famine in Ireland.

In 1893 she was decommissioned and was used as a receiving and training ship at Newport. In 1926 she was placed in commission and visited the

Sesquicentennial Exposition at Philadelphia and then returned to Newport and decommissioned.

She was recommissioned in Newport on the 24th of August, 1940 by a direct order of President Roosevelt and on May 20, 1941 was assigned duty as the flagship of Admiral E. J. King, who at that time was Commander-in-Chief, U. S. Atlantic Fleet.

The CONSTELLATION was towed to the Boston Naval Shipyard in October, 1946 and has remained there since that date, the oldest commissioned vessel in the United States Navy.



1797	Sept. 7. Launched at Baltimore, Maryland.
1799	Captured French frigate INSURGENTE, French privateers DILIGENTE and UNION.
1799-1802	West Indies; battle with VENGEANCE.
1802-1805	Mediterranean, blockade of Tripoli.
1805-1812	In ordinary; Washington Navy Yard.
1812-1815	Blockaded by English Fleet in Chesapeake Bay.
1815-1819	Mediterranean; Barbary War.
1819-1820	Cruise to Brazil station.
1820-1822	Pacific Station.
1822-1824	In ordinary; New York Navy Yard
1824-1828	West Indies.
1828-1829	In ordinary.
1829-1831	England and Mediterranean cruise.
1831-1832	In ordinary; Virginia Capes.
1832-1834	Mediterranean
1834-1835	Gosport Navy Yard
1835-1838	West India Squadron
1838-1840	Boston Navy Yard for repairs.
1840	Brazil Station.
1840-1843	South African Squadron
1843	Hawaiian Islands
1843-1844	West coast of South America.
1844-1855	Hampton Roads; rebuilt at Gosport Navy Yard.
1855-1858	Mediterranean.
1858-1859	Mediterranean.
1859-1861	South Africa Squadron; captured several slave traders.
1862-1864	Mediterranean; guarding shipping from Confederate Navy.
1864	Mobile Bay with Admiral Farragut.
1865-1868	Duty as receiving ship at Norfolk and Philadelphia.
1868-1871	Repaired; out of commission
1871-1878	Cadet training ship.
1878	France with stores for Paris Exposition
1878-1880	Cadet cruise and Mediterranean.
1880	Ireland with stores for Irish relief.
1880-1893	Annapolis Cadet cruises.
1893-1914	Newport; Receiving and stationary training ship.
1914	Baltimore.
1914-1926	Newport; Receiving ship.
1926	Philadelphia for Sesquicentennial Exposition.
1926-1940	Newport; Training ship.
1946	Recommissioned; Admiral E. J. King's flagship.
1946-1948	Boston Naval Shipyard.

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Vol. 63. October 1937, p. 1445

Vol. 73. September 1947, p. 1091

All of this material is available in the Navy Library, Navy Department,  
Washington, D. C., or in any large municipal library.

## HISTORY OF CONSTITUTION CAMPAIGN

The restoration of the frigate CONSTELLATION represents the realization of the hopes of public minded citizens and patriotic groups for the past several decades. As early as 1914 Franklin D. Roosevelt as Assistant Secretary of the Navy tried to obtain the necessary legislation. Since that time there have been repeated attempts, lead by private citizens as well as organized groups, to restore the CONSTELLATION as a national monument. The project is now begun under Public Law 442 passed by the 80th Congress on March 13, 1948. (see above).

It is believed that a brief background of the CONSTITUTION campaign will be of value at this time. The complete records of this campaign, fiscal and administrative, will be kept in Room 0103 of the Navy Department, Washington, D. C., until July 1, 1948. They will then be returned to the National Archives in Washington and will be available through the Office of Naval Records and Library in the Archives.

From the beginning of the "Save Old Ironsides" campaign in March, 1925, until it concluded in 1930, there were three main sources of revenue; donations, receipts from the sale of lithographic pictures, and receipts from the sale of souvenirs manufactured from the wood and metal taken out of the ship. There was also the additional item of \$27,000 received as interest on bank deposits over the five year period.

The greatest single net receipt came from donations. The first step was an attempt to collect money in pennies from the school children. There was some difficulty, particularly in the larger cities where the greatest aid was anticipated, when school officials objected to solicitation. In both large and small cities the Elks Clubs were of tremendous help. Their local units reached all the schools of the country, and they tied the campaign in with an essay contest, the topics for which were selected by President Coolidge.

The School children's donations amounted to \$154,000, and this was the first money spent on the ship. School donations and contributions from individuals and organizations, minus the \$50,000 expense incurred in the collection, totaled \$300,000, 36% of the total amount raised by the campaign. Largest single donation was \$5,000. This was in marked contrast to the British campaign to raise funds for the restoration of the VICTORY, Admiral Nelson's flagship, in which one man alone gave over \$325,000.

In June, 1926, efforts were begun to obtain the donation of various materials needed for the actual rebuilding of the CONSTITUTION and resulted in the donation of lumber, metal fittings, and a complete suit of sails from various companies throughout the nation.

#### SALE OF PICTURES AND SOUVENIRS

Upon completion of the campaign in the schools the project of selling pictures was begun. An original painting of the CONSTITUTION under sail, with the copyright, was donated to the campaign by Artist Gordon Grant. Lithographs of the picture were made and sold in bookstores and department stores throughout the nation at 25¢ and later at 50¢. The receipts from these sales, minus expenses amounted to \$166,000, 19% of the total raised. The original picture was donated to the President and is now in the White House.

In March, 1927, the manufacture and sale of gavels, ashtrays, cigarette boxes, and other trinkets made from the metal and wood removed from the ship was begun, resulting in a receipt, expenses deducted, of \$124,000, 16% of the total campaign receipt.

In 1930 Congress appropriated the \$220,000 necessary to complete the restoration.

The cost of this campaign, which raised a total of \$1,039,000, was \$202,444. This expense included the cost of the pictures and souvenirs,

salaries, commissions, publicity, telegrams, postage, historical pamphlets, etc. Of the remaining \$837,500 actually expended in the rebuilding, the sources may be listed as follows:

Donations	\$300,000	36%
Pictures	\$166,000	19%
Souvenirs	\$124,000	16%
Interest	\$27,500	3%
Congress	\$220,000	26%



## COMMITTEE SUGGESTIONS

Profiting by the experiences of the CONSTITUTION campaign the Secretary of the Navy has asked citizens who represent a broad cross-section of American life to serve on the committee for the restoration of the CONSTELLATION. In this way it is hoped that the committee will be able to reach into all walks of life.

Congress has not been asked to appropriate the funds necessary for this task because it is felt that by public subscription we focus the attention of America on the beginning of our history and those inherent principles of Democracy on which our great nation was founded.

The work of the CONSTELLATION Committee will fall into two main categories. First, to gain widespread publicity for the campaign, and secondly, to set up a program for reaching every community in the nation through local clubs and organizations.

The CONSTELLATION Committee, chosen as it is from leaders in many fields, will attract a good deal of attention. Any activities in which they engage should be written up for press release. This may be accomplished through a sub-committee set up for that specific purpose. The Navy's Division of Public Information will assist in every way possible. The Navy maintains Public Information Offices in each of the 15 Naval Districts, the River Commands, and at the Navy Department in Washington, D. C. which will also be available to assist. A list of these offices, their locations and director, is included in this folder.

In the course of the drive there will be many events and dates which will be splendid material for drawing the public's attention to the campaign. Several suggestions have already been submitted to the Navy Department. One of these is that the first donation to the fund be flown from California to Washington in a Constellation plane and presented to the Secretary of the Navy

by the president of the company manufacturing this plane named for the historic ship CONSTELLATION.

A second suggestion project is the issuing of a special CONSTELLATION stamp, possibly on September 7, the anniversary of the ship's launching.

Such events as these should result in wide newspaper, radio and newsreel coverage.

While the CONSTELLATION Committee will plan and execute events of national interest, keep the campaign before the public, and possibly solicit the larger donations, it has been found that the work in the medium sized and small communities is best accomplished by enlisting the aid of fraternal, social, and patriotic organizations. In the CONSTITUTION campaign the governors of each state were asked to, and did, set up state committees for the campaign, but little or nothing was accomplished through them. The Elks Clubs of America did the major share of that local work which is so vital to a campaign of this type.

There are few communities in the United States that do not have some sort of fraternal or patriotic organization. It will be the work of the committee to reach one or more of these in each community and set up a system whereby all members of the community are asked to support the campaign. In searching out "organized America" it has been found that groups fall into fairly well defined categories. Their strength varies in communities and care should be exercised in the selection of those ones asked to lead the drive in a particular locale. They are listed below for the committee's convenience.

Agricultural groups; 4-H, Future Farmers of America, etc.  
Civic Clubs; Chamber of Commerce, Elks, Lions, Kiwanis, Rotary etc.  
Educational Organizations; Parent Teachers Assn. NEA, etc.  
Fraternal Organizations; Masons, K of C etc.  
Patriotic groups; DAR, Navy League, Navy Clubs, etc.  
Veterans Organizations; VFW, American Legion, etc.  
Youth Organizations; Boy Scouts, YMCA, etc.  
Women's Organizations; General Federation of Women's Clubs,  
Navy Mothers, etc.

Captain A. Macondray, Room 0110, Navy Department, Washington, D. C., maintains a complete file of the home offices and officers, number of local chapters, etc., of all prominent national organizations. This office will furnish all assistance possible in contacting these groups. If the committee feels that certain organizations are important enough to warrant a representative on the CONSTELLATION Committee, it is within their power to invite such persons to join them.

Donations will probably again be the most important single source of income. From the public interest point of view, it is important that the greatest possible number of people be asked to contribute to the cause, many small donations being preferable to fewer large ones. Schools, private institutions as well as public should be reached. Several schools have already made collections on the strength of advance publicity concerning the campaign and are holding their contributions until the proper machinery for accepting it has been organized by the committee.

Several sketches of the CONSTELLATION have been submitted to the Navy Department in connection with the possible use of picture sales as a source of revenue. These will be submitted to the committee for their consideration.

Many interesting prints and pictures of the CONSTELLATION are to be found in museums and private homes throughout the country. The Committee might set up some sort of a scheme for seeing these with a view to finding the best possible ones to be copied for sale, should this source of income be used. A general call throughout the country for such pictures as well as any authentic mementos or records of the CONSTELLATION would result in numerous stories of local interest and possibly in real aid to the Navy in the work of restoration.

The sale of souvenirs made from unused parts of the CONSTELLATION has been authorized by Congress. Information concerning parts available for this use may be obtained from the Boston Navy Yard through Captain S. N. Pyne, Bureau of Ships, Room 4509, Navy Department, Washington, D. C.

List of Public Information Officers on Duty at Naval Districts and Other Commands.

FIRST NAVAL DISTRICT

Commandant: Rear Admiral Morton L. Deyo, USN

495 Summer Street, Boston 10, Mass.

Public Information Officer: Commander S. H. P. Read, USN

THIRD NAVAL DISTRICT

Commandant: Vice Admiral Walter S. Delany, USN

U. S. Naval Shipyard, Brooklyn, N.Y.

Public Information Officer: Captain Charles G. Duffy, USNR

FOURTH NAVAL DISTRICT

Commandant: Vice Admiral James L. Kaufman, USN

U. S. Naval Base, Bldg. 6, Philadelphia 12, Pennsylvania

Public Information Officer: Captain George W. Campbell, USN

FIFTH NAVAL DISTRICT

Commandant: Rear Admiral Walden L. Ainsworth, USN

U. S. Naval Operating Base, Norfolk, Virginia

Public Information Officer: Commander Wilson Starbuck, USNR

SIXTH NAVAL DISTRICT

Commandant: Rear Admiral L. T. DuBose, USN

U. S. Naval Base, Charleston, South Carolina

Public Information Officer: Commander Earl M. Collison, USNR

SEVENTH NAVAL DISTRICT

Commandant: Rear Admiral Ralph E. Davison, USN

U. S. Naval Air Station, Jacksonville, Florida

Public Information Officer: Commander J. D. Shea, USN

EIGHTH NAVAL DISTRICT

Commandant: R. Admiral L. F. Reifsnider, USN

Federal Office Bldg., New Orleans, Louisiana

Public Information Officer: Commander J. C. Ford, USN

NINTH NAVAL DISTRICT

Commandant: Rear Admiral J. C. Jones, USN

U. S. Naval Base, Great Lakes, Illinois

Public Information Officer: Commander S. B. Wright, USNR

TENTH NAVAL DISTRICT

Commandant: Vice Admiral D. E. Barbey, USN

U. S. Navy Headquarters, 10th Naval District, San Juan, Puerto Rico

Public Information Officer: Lt. Comdr. H. E. Harman, USNR

ELEVENTH NAVAL DISTRICT

Commandant: Rear Admiral B. H. Bieri, USN

U. S. Navy Headquarters Bldg., San Diego, California

Public Information Officer: Captain R. A. Diedorff, USN

TWELFTH NAVAL DISTRICT

Commandant: Rear Admiral D. B. Beary, USN  
Federal Office Bldg., San Francisco 2, Calif.  
Public Information Officer: Captain T. R. Wirth, USN

THIRTEENTH NAVAL DISTRICT

Commandant: Rear Admiral H. H. Good, USN  
U. S. Naval Station, Seattle 99, Washington  
Public Information Officer: Captain A. C. Burrows, USN

FOURTEENTH NAVAL DISTRICT

Commandant: Rear Admiral R. W. Hayler, USN  
Box 135, Navy 128, Pearl Harbor, T.H., c/o FPO, San Francisco, Calif.  
Public Information Officer: Lt(jg) G. H. Jensen, USN

FIFTEENTH NAVAL DISTRICT

Commandant: Rear Admiral E. W. Hanson, USN  
15th N.D. Headquarters, Box 108, Fort Amador, Canal Zone  
Public Information Officer: Commander J. M. Carver, USNR

SEVENTEENTH NAVAL DISTRICT

Commandant: Rear Admiral A. E. Montgomery, USN  
U. S. Navy Headquarters, Kodiak, Alaska  
Public Information Officer: Lt. Comdr. Tilden L. Brooks, USN

POTOMAC RIVER NAVAL COMMAND

Commandant: Rear Admiral Glen B. Davis, USN  
U. S. Naval Gun Factory, Bldg. 200, Washington 25, D. C.  
Public Information Officer: Lt. H. K. Griffin, USN

SEVERN RIVER NAVAL COMMAND

Commandant: Rear Admiral J. L. Holloway, Jr.  
Annapolis, Maryland  
Public Information Officer: Commander C. R. Burke, USN

NAVY ADVISORY COMMITTEE

While the Secretary of the Navy hopes that the raising of funds to make possible the restoration of the USS CONSTELLATION will be primarily a civilian project, planned and directed by the National Committee, the Department of the Navy is eager to offer the committee assistance in any manner possible.

An officer has been appointed in each of the Bureaus and Divisions connected with the restoration who will endeavor to make the resources of his particular unit available to the committee. These officers are:

Office of the Chief of Naval Operations	CAPTAIN REX L. HICKS Navy Department, Rm. 2714 Washington, D. C.
Bureau of Ships	CAPTAIN S. N. PYNE Navy Department, Rm. 4509 Washington, D. C.
Bureau of Supplies and Accounts	CAPTAIN P. C. CORNING Navy Department Arlington Annex, Rm. 1603 Washington, D. C.
Office of Judge Advocate General	COMMANDER T. F. RYAN Navy Department, Rm. 2320A Washington, D. C.
Office of Public Relations	Commander R. H. McILWAINE Navy Department, Rm. 0105 Washington, D. C.
Division of Naval History	CAPTAIN J. P. HEFFERNAN Navy Department, Rm. 1831 Washington, D. C.

The actual work of the restoring of the CONSTELLATION will be under the Bureau of Ships. Captain S. N. Pyne of this Bureau will furnish information on the ship's present condition, estimates of the cost of her restoration, and the extent to which the original plans may be practically followed in her rebuilding.

Captain P. C. Corning of the Bureau of Supplies and Accounts will assist the committee in the handling of the funds, and may be called upon for advice in financial problems which may confront the committee, such as the dispersing of contributions.

Commander T. F. Ryan of the Office of Judge Advocate General will offer legal assistance and advice in the interpretation and application of the law authorizing the restoration and the collection of funds.

Commander R. H. McIlwaine will represent the Office of Public Relations on the Navy Advisory Committee. The facilities of this office will be available to the committee for assistance in arranging events of public interest in connection with the campaign. Press releases will be prepared and disseminated by this office upon request, or by any of the District Public Information Offices.

When a campaign of this sort is before the public many excellent ideas are submitted to the Department of the Navy by private citizens. These are received by the Office of Public Relations and will be relayed to the Constellation Committee for consideration.



U.S. FRIGATE CONSTELLATION RESTORATION COMMITTEE

Acceptances

Mr. Frank Hecht  
President, Navy League of the United States  
1250 West Van Buren Street  
Chicago 7, Illinois

Mr. James F. O'Neil  
National Commander, American Legion  
777 North Meridian  
Indianapolis, Indiana

Mr. Ray H. Brannaman  
Commander-in-Chief  
Veterans of Foreign Wars  
Defense Building  
Washington, D. C.

Mr. H. H. Rogge  
President, Navy Industrial Association  
Westinghouse Electric Corporation  
Pittsburgh, Pennsylvania

Mr. Richard Farrelly  
President, Navy Council  
Mendham, New Jersey

Mr. Thomas Watson, Sr.,  
President, International Business Machines Corp.  
590 Madison Avenue  
New York 22, N.Y.

Dr. Willard Givens  
Executive Secretary, National Education Association  
1201 16th Street, N.W.  
Washington, D. C.

Mr. William Bell Clark  
135 S. LaSalle Street  
Chicago, Ill.

Mr. Phillip Murray  
President, Congress of Industrial Organizations  
718 Jackson Place N.W.  
Washington, D. C.

Mr. William Green  
President, American Federation of Labor  
901 Massachusetts Avenue N.W.  
Washington, D. C.

The Most Reverend Patrick A. O'Boyle  
Archbishop of Washington  
619 10th Street N.W.  
Washington, D. C.

Rabbi Aba Hillel Silver, D.D.  
The Temple, East 105th Street at Ansel Rd.  
Cleveland, Ohio

Mr. Justin Miller  
President, American Association of Broadcasters  
1771 N. St., N.W.  
Washington, D. C.

Mr. Cranston Williams (name should not appear on letterhead, etc.)  
General Manager, American Newspapers Publishers Association  
1600 I St., N.W.  
Washington, D. C.

Mr. Robert Gross  
President, Lockheed Aircraft Corp.  
P. O. Box 551  
Burbank, California

Fleet Admiral William D. Leahy, USN  
Chief of Staff to Commander in Chief  
The White House  
Washington, D. C.

Fleet Admiral Chester W. Nimitz, USN  
Special Advisor to the Secretary of the Navy  
Federal Building  
San Francisco, California

Fleet Admiral William F. Halsey, USN  
Chairman of University of Virginia Development Fund  
The Rotunda,  
Charlottesville, Virginia

Fleet Admiral Ernest J. King, USN  
Office of Secretary of the Navy  
Washington, D. C.

General A. A. Vandegrift, USMC  
1519 Langhorne Road  
Lynchburg, Virginia

Mr. Carter T. Barron  
Manager, Easter Division, Loew's Inc.  
Loew's Capital Theater  
Washington, D. C.

Mr. John Philip Frey  
President, Metal Trades Department  
American Federation of Labor  
Washington, D. C.



Commander John Davis, USN (Ret)  
Governor's Staff House  
Providence, R. I.

Commodore George H. Bowdey, USN (Ret)  
15 Greenough Place  
Newport, R.I.

Mr. Tom Keegan  
National Commandant, Navy Club of the United States of America  
419 W. State Street  
Rockford, Illinois

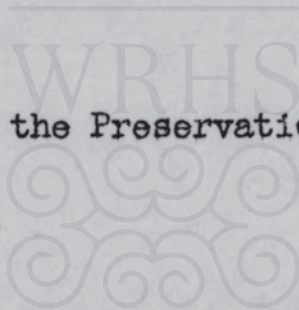
Mrs. Roscoe C. O'Byrne  
President, National Society of the Daughters of the American Revolution  
1720 D St. N.W.  
Washington, D. C.

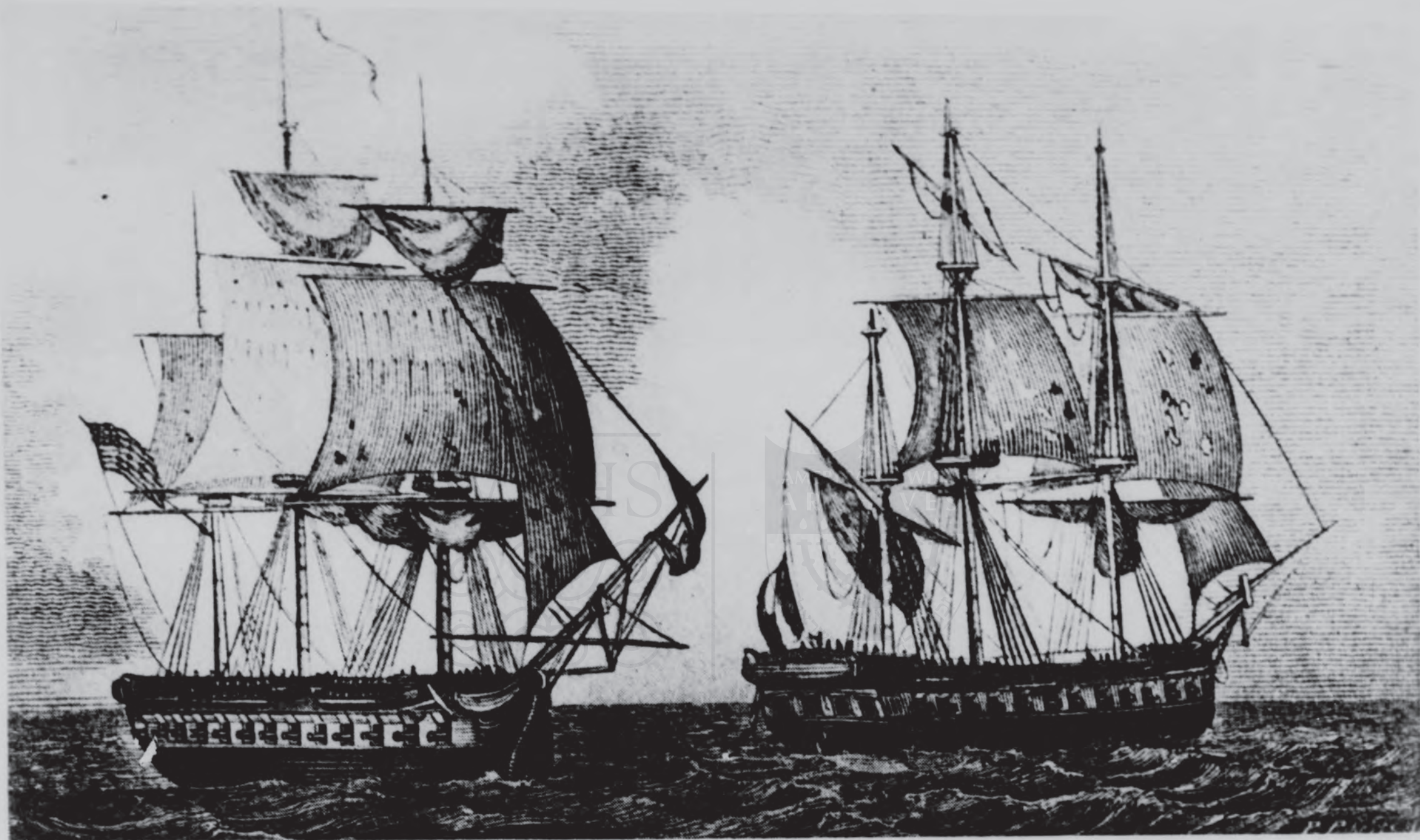
Mr. Frank B. Steele  
Secretary General  
Sons of the American Revolution  
1227 16th St. N.W.  
Washington, D. C.

Mr. Robert Garrett  
President, Society for the Preservation of Maryland Antiquities  
201 W. Monument Street  
Baltimore 1, Maryland

Mr. John F. Farrell  
Adjutant Quartermaster, United Spanish War Veterans  
921 Pennsylvania Ave., S.E.  
Washington, D. C.

Mr. M. V. Brewington  
R. R. #1  
Cambridge, Maryland





THE "CONSTELLATION" AND "INSURGENTE," 1842

From John Frost's *Book of the Navy* (New York, 1842), 82. Engraved  
by P. Roberts from a drawing by William Croome

113 75

FILE NUMBER: NRL (OLD) 11375

FILED: February, 13, 1948

USS CONSTELLATION

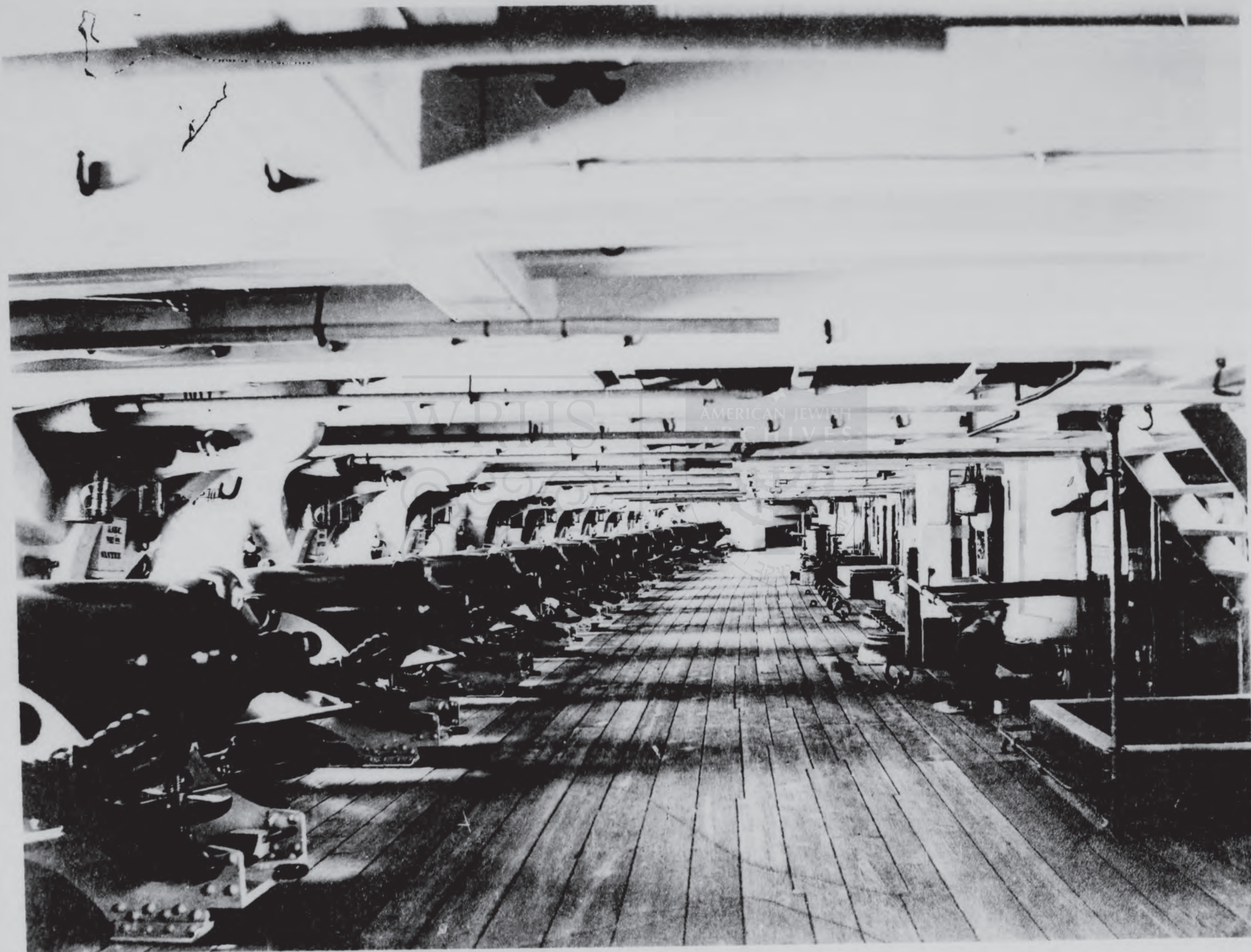
WRHS

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FILE NUMBER: NRL (OLD) 7952

FILED: February, 13, 1948

USS CONSTELLATION



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FILE NUMBER; NRL (OLD) 7913

FILED: February, 13, 1948

USS CONSTELLATION

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9/1/6



TOWING  
CABLE

U.S.S. CONSTELLATION  
OCT. 22, 1947  
STARBOARD GALLERY

FILE NUMBER: 705404

FILED: APRIL 28, 1948

U. S. FRIGATE CONSTELLATION - 22 October 1947--

Three of three. Starboard gallery showing the rotted condition of the timbers of the famous old frigate.



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FILE NUMBER: 705402

U. S. FRIGATE CONSTELLATION - 22 October 1943 -

One of three. The USF Constellation, shown left, now at Boston Naval Shipyard, Boston, Massachusetts. US Constellation is at right.

FILED: APR 17 28, 1943

AMERICAN JEWISH  
ARCHIVES

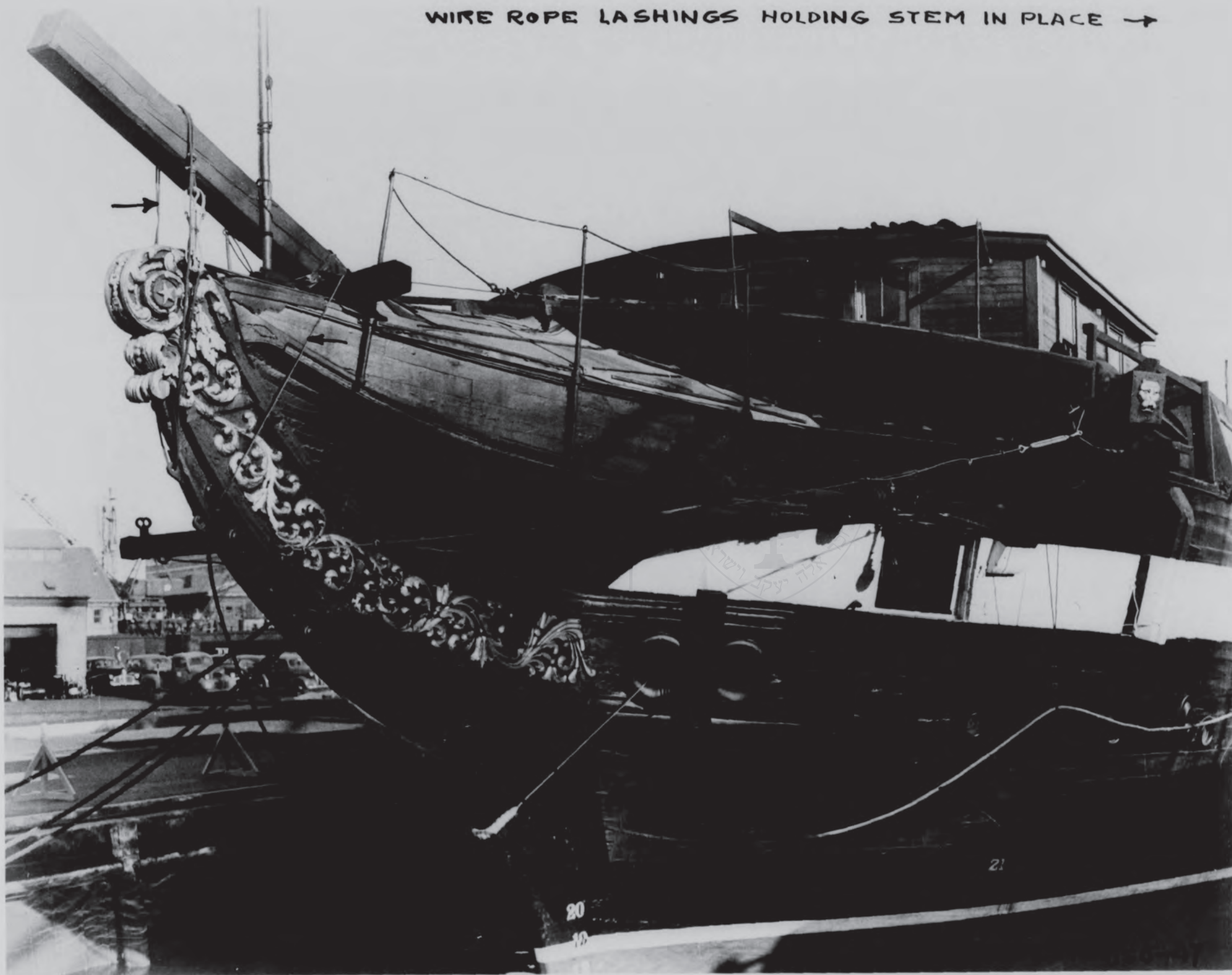


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WIRE ROPE LASHINGS HOLDING STEM IN PLACE →



FILE NUMBER: 705403

FILED: APRIL 28, 1948

US FRIGATE CONSTELLATION - 22 October 1947 -

Two of three. The Constellation as she looked at her berth in the Boston Naval Shipyard, Boston, Mass., with wire rope lashings holding her stern in place.



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