



## COMMODORE HENRY LIVINGSTON THOMPSON

2nd Commander of the Texas Navy & the Yucatan Expedition of 1837

by William P. Haddock

Emerging from the shadows of history, Henry Livingston Thompson led the Texas Navy on one of its most spectacular and controversial campaigns during his brief tenure as the second commander of the Texas Navy during the summer of 1837. For the damage inflicted on the Mexican Navy, shipping, and coastal towns, including the raising of the Lone Star flag on Mexican soil, the Texas Navy, with its tiny fleet and daring sailors, under the leadership of Commodore Thompson, would become known south of the Rio Grande as los diablos Tejanos—the Texan devils.

### Early Life

Other than being regarded by his compatriots as a competent sailor and ship owner, not much is known about Thompson's life prior to his service to the Republic of Texas. In 1832, he was the master of three small merchant vessels registered at New Orleans: the Ohio (a 44 ton schooner), the Annette (a 44 ton schooner), and the William A. Tyson (a 61 ton schooner). A year later, he purchased the Empress, a 59 ton schooner. His involvement in merchant shipping may have taken him as far as Chile, where he received a delivery of Chilean cotton and seeds. It is also believed that Henry Livingston Thompson was the "Thompson" who was listed as the master of the Colonel Fannin, the merchant schooner that carried volunteers, military supplies, and government communiqués to Velasco and Galveston in August and November of 1836.

### Appointment as Captain in the Texas Navy

On December 1, 1834 President Sam Houston appointed

Thompson as a captain in the Texas Navy, and the Senate confirmed the appointment the same day. However, there was no vessel for Captain Thompson to command. All of the ships of the Texas Navy were being overhauled either in New York (the Invincible and Brutus) or in New Orleans (the Liberty), because no ship repair facilities existed in Texas. Ultimately, the young Republic could not afford the repairs. The Liberty was sold at auction. The Invincible and Brutus avoided the auctioneer's gavel when Samuel Swartwout, a New York land speculator and fund-raiser for the Texas Revolution, personally paid the bill for their maintenance. The Invincible and Brutus returned to Galveston in April 1837, and President Houston named Captain Thompson as commander of the Invincible and of the fleet. The time was then ripe to implement an audacious plan, devised by Secretary of the Navy, S. Rhoads Fisher, and Commodore Thompson that would become one of the most celebrated and controversial adventures of the Texas Navy.

### The Balance of Power in the Gulf

The battle of San Jacinto (April 21, 1836) decisively settled the Texas Revolution on land, but open warfare continued at sea between the navies of Texas and Mexico. The Mexican Navy routinely blockaded Texas ports, and the smaller ships of the Texas Navy would emerge from their ports, at great risk, to break the blockades. As late as April 17, 1837, Secretary Fisher witnessed, from the beach near the mouth of the Brazos River, the battle that ensued between the Independence and two Mexican brigs, the Vencedor del Alamo and Libertador, which resulted in the loss of the Independence.

Moreover, the Mexican government repudiated the Treaties of Velasco and was planning a major campaign into Texas during 1837, including a massive invasion by sea. By the spring of 1837, an army of some 10,000 troops was stationed at Matamoras, waiting for the time when Mexico had adequate naval resources to mount its invasion of Texas.

President Houston and the Congress were at odds over naval strategy. About the only consensus was that it was unacceptable for Texas' ports to be blockaded and that the Texas Navy should break any blockade and keep open the vital trade routes between Texas and New Orleans. The Congress and the general public favored aggressive action against Mexico, including operations in Mexican waters against the Mexican Navy and commerce from other nations consisting of war materials. President Houston, however, believed that if Mexico was not provoked, Texas would be left alone. Thus, he believed that the Texas Navy should maintain a purely defensive posture in Texas waters. Moreover, he felt that the Republic should not risk its few naval assets against a "vastly superior force" with operations outside of Texas waters.

Outside the immediate threat of the Mexican Navy, the Republic also was vying with the United States, Great Britain, Spain, and France to maintain a naval presence in the Gulf to achieve their strategic purposes. Texas was interested in protecting the virtual ocean highway that existed between New Orleans and the Texas coast while trying to limit the flow of war materials into Mexico. Great Britain and France were officially neutral in the conflict between Texas and Mexico and were using their navies to protect merchant commerce between their countries and their trading partners.

Despite this political situation, Secretary Fisher was determined to avenge the loss of the Independence. Weighing the pros and cons of a mission that would break the Mexican blockades and force the Mexican Navy to defend Mexico's ports, Commodore Thompson and Secretary Fisher decided that they must proceed, and proceed they did on June 11, 1837, after spending the previous day escorting the merchant schooner Texas, with its cargo of supplies for the army, to

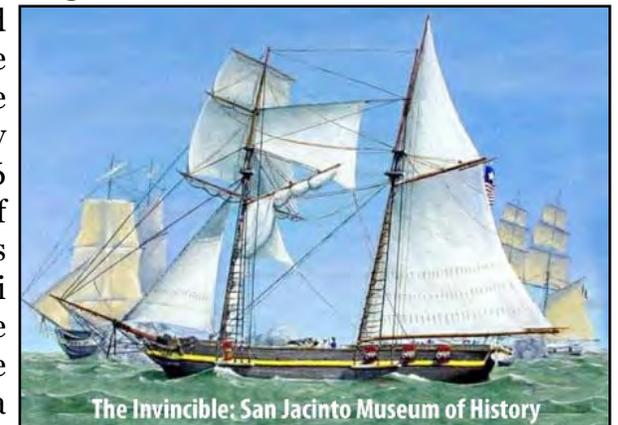
Matagorda.

## A Campaign that Became Legend

Commodore Thompson commanded the fleet from his flagship, the *Invincible*, and Secretary Fisher decided to accompany his fledgling navy on its mission. Secretary Fisher served only as a volunteer, keeping Commodore Thompson completely in command. His stated reason for volunteering was to help control mutinous sailors who had been sitting idle in Galveston.

Historians believe his true motivation was a combination of adventure-seeking and attempting to distance himself from the inevitable wrath of President Houston. Secretary Fisher's stated reason for volunteering most likely represented his motivation, because his orders to Commodore Thompson stated that President Houston authorized the mission. The orders stated, in part:

When you are satisfied that the Discipline and trim of your fleet may justify, you move south and seek the enemy wherever you may think you can find him and I will here observe that the present cruise will in all probability fix the character and reputation of our navy. . . His Excellency is rather conscious that we are running an improper risk and required some persuasion to indulge him to extend his consent to the present cruise. Sailing toward the Mississippi River passes, the fleet set out on what would be an unsuccessful search for Mexican vessels that were interfering with the vital trade route between New Orleans and Texas. By July 1, the fleet separated. The *Invincible* sailed directly to Mujeres Island (6 miles off the east coast of Yucatan and 600 miles south of the Mississippi River passes), and the *Brutus* sailed to the same destination via



Cape Antonio (near the westernmost point of Cuba). By July 7, both ships would rendezvous at Cancun Island, where the crews gathered wood, caught sea turtles to supplement the food stores on their ships, and refreshed their water supply from the island's wells and springs.

### Raising the Lone Star Flag on Cozumel Island

On July 12, the fleet sailed for Cozumel Island, a sparsely populated island about 30 miles in length and 12 miles from the mainland. Commodore Thompson was taken by the beauty of the island with its "delightful soil, pure water, and a forest abounding in the finest kinds of timber, logwood, mahogany, Spanish cedar and abundance of fruits of various kinds." On July 13, he took possession of the island, in the name of the Republic of Texas, by raising the "Single Star Banner of our country" to a height of 45 feet near the beach. Captain James D. Boylan, commander of the Brutus, ordered the firing of a 23-gun salute. He then swore in a new alcalde (mayor) who swore his loyalty to Texas. Captain Boylan noted that the few inhabitants "expressed their good feelings for us at the same time swearing allegiance to our cause." This was because Yucatan was in rebellion against the centralist Mexican government.

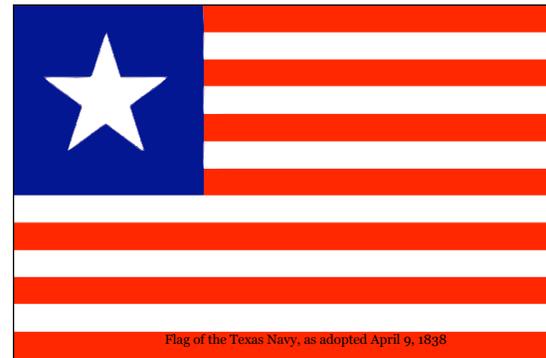
Commodore Thompson would later claim his actions at Cozumel Island were designed to force Mexico to withdraw its forces from the Texas coast; however, in the Navy Department's view, Thompson actually intended to make Cozumel a territory of the Republic, which the Mexican government would have seen as a provocation of war. On July 17, the fleet anchored off the western shore of Contoy Island. The landing party "found domestic animals but no inhabitants altho [sic] there were recent marks of people having been in the houses." They were delighted to find pens full



of turtles. Leaving Contoy Island on July 19, the fleet rounded Cape Catouche and continued west to Silan, a distance of about 100 miles. On July 21, a landing party went ashore at Silan, escorted either by Indians who were recruited at Cozumel or Mujeres or by a crew of a captured canoe. The fleet captured numerous "canoes" in the early course of the Yucatan campaign. Canoes were the chief vessels used for coastal trade around the peninsula and were not necessarily small craft. Some reached 32 feet in length and measured up to 9 feet in beam. These vessels also may have had up to two sails; however, in this configuration, the canoes were not very maneuverable. John Lloyd Stephens, and explorer and archaeologist, wrote in 1842, that getting one of these canoes to come about was like maneuvering a 74-gun ship.

### Raising the Texas Navy Flag at Silan

During the raid on Silan, all of the local inhabitants fled to the mountains, but witnesses recalled seeing a flag raised bearing "a white star and red and white bands." The fleet then sailed down to Telchac, where the Brutus seized the merchant schooner Julia and two canoes. Continuing westward another 32 miles, the fleet arrived at Sisal on July 22. The Brutus captured two merchant schooners, the Union from Mujeres and the Invincible from Campeche. The Union was set free after the captain ransomed his vessel for \$600, and the Mexican Invincible was set free after its cargo was seized. Additionally, the Brutus burned 18 canoes and five pirogues in Sisal's harbor.

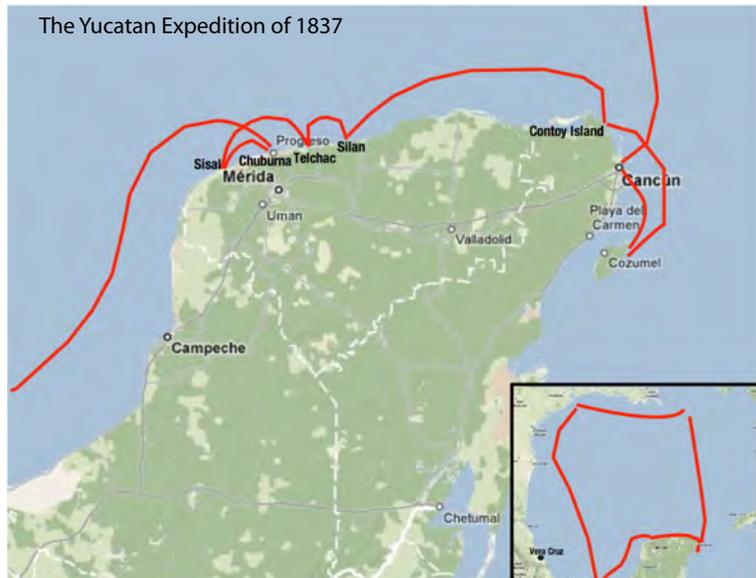


### Hostile Reception as Chuburna and Sisal

The fleet then anchored off Chuburna on July 24. There the landing party was met by a squad of Mexican cavalry, and gunfire was

exchanged. After receiving hostile gunfire, the landing party then burned two nearby towns, most likely San Andres and Cheventun. Later in the day, the Brutus captured the Mexican schooners, Aventura and Telégrafo.

The Brutus next sailed to Sisal to investigate conditions there. Upon



receiving a favorable report, the Commodore decided the two ships should go there. On July 26, Commodore Thompson sent a captured canoe into Sisal harbor, under a flag of truce, with a messenger to demand payment of \$25,000 to prevent the destruction of the town. Leaving the captured vessels, Aventura and Telégrafo outside, the Brutus and Invincible entered Sisal's harbor, flying flags of truce. The fleet was greeted by a 24 pound cannon shot fired from the old Spanish fort. The Brutus and Invincible anchored, lowered their flags of truce, and hoisted the colors of the Texas Navy. The Brutus fired two rounds at the port, but the shots fell short. The fleet, lying in calm waters, then called upon their oarsmen to tow the Brutus and Invincible closer to shore under a regular fire from the shore. Finally the Brutus and Invincible brought their starboard guns to bear on the port and began firing. The subsequent artillery duel lasted 2 hours, 40 minutes. Neither Texas vessel sustained any serious damage before Commodore Thompson ordered a withdrawal.

Commodore Thompson had the Aventura burned after releasing its 40 prisoners. The fleet then sailed for the Alacran Islands, some 80 miles north-northeast of Sisal. En route, the Invincible captured the schooner Abispa. Thompson then sent the Abispa and Mexican Invincible, under the control of his officers, to Matagorda for adjudication. The first time that a Texan would learn about this campaign would be when these vessels reached Matagorda and stories of the Navy's exploits were published in the Telegraph and Texas Register.

### Capture of the Eliza Russell

On August 3, the Brutus captured the 180 ton British merchant schooner, Eliza Russell. This vessel was carrying a cargo from Liverpool to Sisal which consisted of civilian merchandise consigned by Liverpool merchants David and Thomas Willis to Julian Gonzales-Gutierrez, a Mexican merchant in Merida. Commodore Thompson ordered a prize crew to take the Eliza Russell to Galveston for adjudication.

This incident would begin a diplomatic and legal dispute between the Texas and British governments— a dispute that President Houston wanted to avoid at all costs—since Great Britain was only one of a small handful of countries to recognize the Republic of Texas. Moreover, President Houston did not want to provoke the Royal Navy and cause it to increase its presence in the Gulf of Mexico, since Great Britain also had diplomatic relations with Mexico.

The dispute was over the nature of the cargo carried by the Eliza Russell. Papers revealed that Gutierrez had title to the consigned goods; thus, they were Mexican property, although not contraband of war. Thompson's sailing orders only authorized him to seize neutral powers' ships that were carrying "contraband of war." Before the dispute was settled, the Royal Navy would treat any ship flying the Texas flag as a pirate ship. Ultimately, the Texas government settled the dispute by paying \$4,000 to the British government.

On August 12, the Mexican mail schooner, Correo de Tobasco, was

captured, and the government communiqués provided highly useful intelligence, revealing that the Mexican Gulf Fleet was anchored at Vera Cruz and that the Independencia, General Terán, and General Bravo were to sail east. The fleet then spent three days sailing the sea lanes between Vera Cruz and Frontera in an unsuccessful attempt to intercept the Mexican ships.

The fleet then sailed to Chilpetec, where the prisoners were ordered to replenish the fleet's food and water supplies. The fleet then sailed toward Vera Cruz, but gave it a wide berth, since much of the Mexican Gulf Fleet was anchored there. Nonetheless, in the passage around Vera Cruz, the Brutus captured the Rafelita.

As the mission ended, the fleet returned to Galveston with the captured Correo de Tobasco and Rafelita in tow; however, the Rafelita was lost at sea

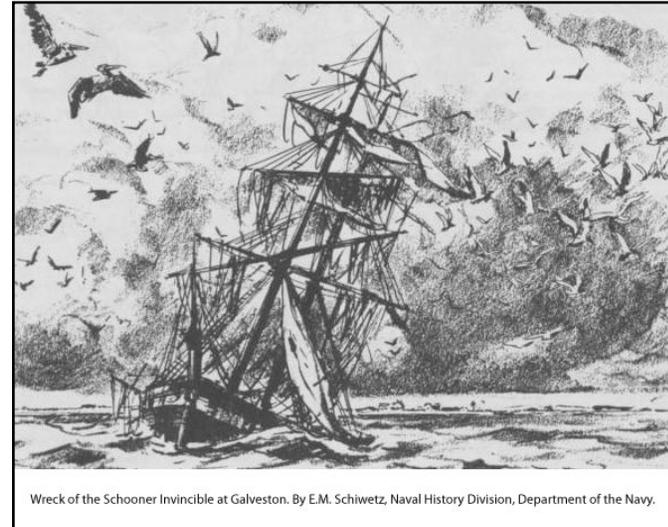
### **The Final Battle of the Invincible**

The fleet returned to Galveston on August 26. Just past high tide, the Brutus, towing the Correo de Tobasco, sailed across the treacherous sand bars off of Galveston and continued into Galveston harbor. The deeper draft Invincible anchored overnight outside the harbor, so it could cross the sand bars at high tide. The next morning, the Mexican brigs, Iturbide and Libertador, which were pursuing the Texas fleet, came into sight. Commodore Thompson sailed the Invincible out from the sand bar to engage the Mexican fleet. Meanwhile, in attempting to come to the Invincible's aid, the Brutus ran aground and sheared off its rudder, rendering it useless in battle.

The battle between the Invincible and the Mexican fleet lasted the day with the Invincible and the Mexican fleet criss-crossing the mouth of Galveston Bay, exchanging gunfire. In the evening, as the tide was receding, Commodore Thompson tried to draw the two larger Mexican ships close to shore in an attempt to cause them to run aground. Instead, it was the Invincible that drifted aground near what is believed to be the present day Stewart Beach. There

are conflicting reports whether the Invincible was grounded after suffering catastrophic damage to its masts or losing its rudder on a nearby sandbar. Over the next 48 hours, the Invincible was destroyed by the pounding of the sea, and the Mexican fleet withdrew to Matamoras for repairs.

A few weeks later, a hurricane known as Racer's Storm (named



Wreck of the Schooner Invincible at Galveston. By E.M. Schiwetz, Naval History Division, Department of the Navy.

after the Royal Navy schooner, HMS Racer, which first observed the storm off eastern Yucatan), destroyed the Brutus along with every ship in the harbor and every building in Galveston, except the old Mexican customhouse.

(Full article may be viewed; [https://texasnavy.org/Resources/Documents/Historical/People/Commodore\\_Thompson-First%20Texas%20Navy.pdf](https://texasnavy.org/Resources/Documents/Historical/People/Commodore_Thompson-First%20Texas%20Navy.pdf))

## Texas Navy Association Affiliated Squadrons

### **Chester W. Nimitz Squadron**

If you live in the Dallas area and are interested in joining a Squadron you may contact Squadron Commander **Admiral Micki Sander** at 972.662.1818 or [micki@thegolfspot.com](mailto:micki@thegolfspot.com)

### **Sam Houston Squadron**

If you are a Texas Navy Admiral and a member of Lakewood Yacht Club or a reciprocal club to Lakewood Yacht Club and are interested in joining the Sam Houston Squadron, please contact the Sam Houston Squadron Commander, **Admiral Don Genitempo**, at 832.771.3222 or [dtempo@msn.com](mailto:dtempo@msn.com)

### **Commodore Edwin Ward Moore Squadron**

If you live in the Austin area and are interested in joining a Squadron you may contact Squadron Commander **Admiral Larry Schroeder** at [lschroeder@grandecom.net](mailto:lschroeder@grandecom.net)

### **The Mirabeau B. Lamar Squadron**

If you are a Texas Navy Admiral and a member of the Houston Yacht Club and are interested in joining the Mirabeau B. Lamar Squadron, please contact Squadron Commander **Admiral Tom Deen** at [tdeen55@comcast.net](mailto:tdeen55@comcast.net)

### **The Tom Toby Squadron**

If you live in Houston area and are interested in joining a Squadron you may contact Squadron Commander **Admiral Curtis Osborne** at [curtosborne@windstream.net](mailto:curtosborne@windstream.net) (281.242.4972) or **Admiral Ron Brown** at 713 621-5660.

## Squadrons Forming

A new Squadron is in the beginning stages of forming. If you live in **Corpus Christi** and have an interest in joining please contact Admiral Peter Davidson at [peterd@cctexas.com](mailto:peterd@cctexas.com)

A new Squadron is in the beginning stages of forming in Galveston. If you live on **Galveston Island** or near by and have an interest I joining a Squadron please contact our Membership Chairman/Marketing Director Admiral Dick Hatch at [richardbhatch@gmail.com](mailto:richardbhatch@gmail.com)

If you are in the **San Antonio** area and are interested in joining a Squadron; there is one forming. Please contact our Membership Chair/Marketing Director, Admiral Dick Hatch at [richardbhatch@gmail.com](mailto:richardbhatch@gmail.com)

## Squadron Announcements

### **Tom Toby Squadron:**

Please be aware that the dues of \$30 for membership in the Squadron are due this month. If you have paid, thank you very much. If not, please forward to our Sugar Land address.

Also, be aware that our next Squadron meeting is Wednesday, November 12th at Christies Seafood. We will have a great speaker. Mr. Ed Cotham is President of the Terry Foundation in Houston. The Terry Foundation is the largest private source of scholarships at Texas Universities. The author of several books, he was also awarded the President's Award for Distinguished Volunteer Service from the Galveston Historical Foundation. He will be speaking on the Battle of the Bay, the Civil War struggle for Galveston. Ed recently spoke aboard the Battleship Texas at Texian Navy Day. I know you will enjoy hearing him.

On Veterans Day, November 11th at 11AM, our Squadron has been invited to tour the USS Cavalla at Sea Wolf park in Galveston. The

Cavalla is a Gato-Class submarine, named for a salt water fish. She is best known for sinking the Japanese aircraft carrier Skokaku, a veteran of the Pearl Harbor attack.

Enjoy our fall and I'll see you all on November 11 at the Cavalla and November 12th at Christies Seafood.

Regards,  
Curt Osborne, Commander

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### **Sam Houston Squadron:**

On September 19, the Sam Houston Squadron of the Texas Navy met in the LYC Ballroom for the final dinner program of its first term, 2012-2014. Commander Don Genitempo welcomed the membership and guests, which included TNA President Admiral Bill Turner and wife Sandy, and TNA Vice President Admiral John Nicholson and wife Carole. The Pledges to the U. S. and Texas flags were led by Admiral Dick Hatch, who shared some interesting historical facts about the flags and the pledges. The National Anthem and Texas Our Texas were led by Admiral Marisa Hegyesi, accompanied by Madge Hunt on piano. The Invocation was delivered by Admiral Loyd Thornton. Following dinner, Commander Genitempo introduced the new officers for the 2014-2016 term, and presented a beautiful wooden gavel in an engraved box to incoming Commander, Marsha Taylor. Admiral Taylor presented Commander Genitempo with an engraved brass telescope as a token of appreciation for his service as the first Commander to the Squadron. Officers for the new term are:

Commander – Marsha Taylor  
Deputy Commander – Marisa Hegyesi  
Secretary – Jeff Southard  
Treasurer – Mike Dehart  
Adjutant - John Barnett  
Legal Officer - Tom Taylor  
Special Duty Officer - John Broderick

Special Events Officer - Peg Hill  
Historian - Jack Frassanito

Presenting an SHS dinner program requires the participation of many people. The squadron is fortunate to have had the help of five talented ladies for our first term, and they have agreed to continue their work for the second term. They are Admiral Jean Rauckman, Dawn Hatch, Ann Muffeny, Judy Fuller and Admiral Alice Thomas. This team prints the programs, plans the decorations, plans the menus, and works with LYC Staff to prepare for the event.

Three newly appointed Admirals were presented. Appointments requested by the SHS were Admirals Larry Kurz and Marcy Fryday. From the Texas Navy Association, Admiral Debbie Phillips was commissioned. Admiral Phillips is spearheading a program within the Texas school system, on behalf of the Texas Navy Association, to not only increase the Texas Navy history material presented in middle school textbooks, but also to present Texas Navy history lesson plans for the teachers. Admiral appointments are granted at the sole discretion of the Governor of the State of Texas. Recommendations are made to the Governor's Appointment Office.

Speaker for the evening was Michael Sproat, Curator of Collections at the Sam Houston Museum in Huntsville. The topic was "Sam Houston Shenanigans" and he shared many amusing and entertaining stories about the Texas hero, Sam Houston. Among artifacts he brought to share were Santa Anna's sword and Sam Houston's carved wooden cane. At the end of Mr. Sproat's presentation, he presented Commander Genitempo with a replica of Sam Houston's cane. The SHS is grateful to Admiral Bob Fuller, member of the Sam Houston University Alumni Association, for making the arrangements for Mr. Sproat to join us for the evening.

The Sam Houston Squadron dinner programs are open to all LYC members and their guests.

Marsha Taylor,  
Commander, Sam Houston Squadron of the Texas Navy

## **Mirabeau B. Lamar Squadron:**

The Mirabeau B. Lamar Squadron of the Texas Navy at the Houston Yacht Club elected officers on Tuesday, October 28, 2014.

The nominating committee, consisting of Admiral Fount McKee, Chair; Admiral By Baldridge; and Admiral Ginny Garrett, proposed Admiral Tom Deen for Squadron Commander; Admiral Brad Larson for Squadron Deputy Commander; and Admiral Dave Haglund for Squadron Delegate to the Texas Navy Association Board. No other nominations were received and the proposed slate of officers was unanimously elected.

The Lamar Squadron is dedicated to preserving the history, honor and glory of the Texas Navy in the fight for Texas Independence from Mexico.

Membership in the Lamar Squadron is available to all Commissioned Admirals in the Texas Navy who are members of the Houston Yacht Club.

Adm. Ed Bluestein  
Lamar Squadron Commander (retired)

# Don't Get Lost!

Have you moved your residence or about to change your email address? We need current contact information so we can keep you informed about announcements and upcoming events.

Send us your changes by clicking [HERE](#).

## On the Lighter Side

You Know You Are Having a Bad Day  
...when your twin sister forgets your birthday!

You Know You Are Having a Bad Day  
...when the bird singing outside your window is a vulture!

You Know You Are Having a Bad Day  
...when



Little Known Tidbit Of Naval History... .IF THIS WAS THE TEXAS NAVY WOULD THE PROVISIONS BE ANY DIFFERENT??

The U.S.S. Constitution (Old Ironsides), as a combat vessel, carried 48,600 gallons of fresh water for her crew of 475 officers and men. This was sufficient to last six months of sustained operations at sea. She carried no evaporators (ie. Fresh water distillers).

However, let it be noted that according to her ship's log, "On July 27, 1798, the U.S.S. Constitution sailed from Boston with a full complement of 475 officers and men, 48,600 gallons of fresh water, 7,400 cannon shot, 11,600 pounds of black powder and 79,400 gallons of rum." Her mission: "To destroy and harass English shipping."

Making Jamaica on 6 October, she took on 826 pounds of flour and 68,300 gallons of rum. Then she headed for the Azores, arriving there 12 November. She was provisioned with 550 pounds of beef and 64,300 gallons of Portuguese wine.

On 18 November, she set sail for England. In the ensuing days she defeated five British men-of-war and captured and scuttled 12 English merchant ships, salvaging only the rum aboard each.

By 26 January, her powder and shot were exhausted. Nevertheless, although unarmed she made a night raid up the Firth of Clyde in Scotland. Her landing party captured a whisky distillery and transferred 40,000 gallons of single malt Scotch aboard by dawn. Then she headed home.

The U.S.S. Constitution arrived in Boston on 20 February 1799, with no cannon shot, no food, no powder, no rum, no wine, no whisky, and 38,600 gallons of water.

*Submitted by: Admiral Jeff Kilgore*

INVITATIONS HAVE BEEN MAILED

Make your reservations now for a fun weekend!

click [HERE](#) to reserve on-line



YOU'RE INVITED  
TO THE  
*Texas Navy Ball*

SPONSORED BY  
THE TEXAS NAVY ASSOCIATION

SATURDAY EVENING DECEMBER 13, 2014

*Moody Gardens*

7 HOPE BLVD, GALVESTON, TEXAS 77554

*Guest Speaker - Amy Borgens*

STATE MARINE ARCHEOLOGIST FOR THE TEXAS HISTORICAL COMMISSION

COCKTAILS AT 5 PM PROGRAM AND DINNER AT 6 PM

FOLLOWED BY DANCING TO THE

*Mid Life Crisis and the Hot Flashes Band*

BALL - \$85/PERSON

BALL PLUS SUNDAY BRUNCH - \$120/PERSON

SUNDAY BRUNCH - DECEMBER 14 AT 11:00 AM AT

*The Artillery Club*

3102 AVENUE O, GALVESTON, TEXAS 77550

R.S.V.P. BY DECEMBER 1

BALL - BLACK TIE

# Please join one of our tours of The Cradle



## the Birthplace of the Daughters of the Republic of Texas



The Cradle in Galveston is DRT's birthplace. The building was originally the law library of Judge William Pitt Ballinger, father of co-founder, Miss Betty Ballinger. It was recently restored to reflect the original furnishings of the late 1800s. Mrs. Linda Cooper, Chairman of DRT's Cradle Committee, along with her committee members, will be there to greet you.

### When

Saturday, December 13, 2014

### Where

2902 Avenue O ½ - Galveston

### Tour Times (first-come; first served)

Tour No. 1 : 11 to 11:30 a.m.

Tour No. 2 : 11:45 to 12:15 p.m.

You will be assigned your tour time.

### Cost

FREE

(Tours are limited to  
15 people per tour.)

### Reservations

To make your reservation, **BEFORE NO LATER THAN NOVEMBER 20**, please send an email to

[TXNavyAdmiral@gmail.com](mailto:TXNavyAdmiral@gmail.com)

and give your name and the number of people in your group.

Your reservation and tour time will be confirmed by return email.

### Directions

The Cradle is located at the corner of Avenue O ½ and 29<sup>th</sup> Street (aka Martin Luther King St). It will take about 25 minutes to drive from the Moody Gardens Hotel and park. From Moody Gardens go east on Stewart Road to 61<sup>st</sup>. Turn right on 61st and go south toward the beach.

Turn left at Seawall Blvd go east to 29<sup>th</sup> (aka Martin Luther King St). Turn left and go north.

The Cradle will be on your left (southwest corner) at 29<sup>th</sup> Street and Avenue O ½.

Park in front of the Cradle or beside it. Be sure to lock your car.

Please enter through the front gate on Avenue O ½ and go to the door on the west side.



Many thanks to the Daughters of the Republic of Texas Cradle Committee for opening the historic Cradle to the attendees of the Texas Navy Ball. Also, a thank you to Admiral Carolyn Orlebeke, former DRT Cradle Committee member and Chaplain of the Nimitz Squadron for organizing and making this possible.

# Ships Store



## NOW OPEN

Many thanks to Ships Store Sponsor 'Uncle Bob's Self Storage' for donating space to house the Ships Store Inventory. Check out their services by clicking on the Logo at the bottom of this page. Admiral Dick Hatch and his team have been busy unpacking and organizing the inventory for a smooth transfer of responsibilities. Shortly there will be new items for sale and sale items for the upcoming holiday season.

## BECOME A SHIPS STORE SPONSOR

If you would like to become a Ships Store Sponsor and have your Logo in the upcoming issues of the newsletter with a link to your website, please contact our Marketing Director, Admiral Richard "Dick" Hatch at [richardbhatch@gmail.com](mailto:richardbhatch@gmail.com)

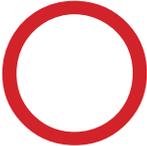


Uncle Bob's  
Self Storage

## Texas Seaport Museum New Exhibit

By: Rachael Protas  
Maritime Education and Museum Programs  
Texas Seaport Museum  
Galveston historical foundation

2014 is an exciting year for the Texas Seaport Museum, a project of Galveston Historical Foundation.

f the many newly developed and implemented programs, one has particular interest to this organization. The Texas Seaport Museum is pleased to announce that a new exhibit focusing on the history of Texas Navy will be installed in mid-November as an incentive to draw more people to the Museum and to interpret the long relationship of the Texas Navy to the Port of Galveston. From providing donations to contributing writing, the Texas Navy Association has been instrumental in helping achieve this goal, and we want to take this opportunity to thank Admiral Bill Turner and Admiral Jim Bevill for their efforts. If anyone within the organization is interested in contributing to this fantastic undertaking, the Museum is asking for artifact donations to fill out the six hundred square feet of the exhibit. If that ship model taking up space in your living room could be put to interpretive use, we would love to have it on loan! Of course, the most important contribution is your support. Please come see our new exhibit and spread the word to all your interested friends. Help us tell the story of the Texas Navy and continue sharing the history that made Texas the state it is today!

For more information or to discuss contributions, please contact Raphael Protas at [rachael.protas@galvestonhistory.org](mailto:rachael.protas@galvestonhistory.org) or 409-763-9108 ex 1312.

## *Members Open Meeting*

SATURDAY, DECEMBER 13, 2014

1:30 PM

THE TEXAS SEAPORT MUSEUM  
2100 HARBORSIDE DRIVE  
GALVESTON, TEXAS 77550

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**A Crossword Puzzle** has been added to the end of this newsletter. I hope you enjoy it. Just follow the instructions at the bottom of the Crossword page and you will be able to download it, save it and return to it whenever you like.

### Crossword Puzzle Answers:

Across: 1 Mole, 2 Posh, 4 Whack, 7 Lea, 8 Urn, 9 Apt, 10 Our, 12 Seeds, 13 Dish, 14 Poke.

Down: 1 Mill, 3 Horn, 4 Watts, 5 Azure, 6 Kudos, 9 Amid, 11 Rave.

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*Harvard Clubs, Veterans, Texas Navy Association, Sons of the Republic of Texas*

# Veteran's Day Event, 11 AM, Nov. 11<sup>th</sup>, 2014

## Seawolf Park, Pelican Island, Galveston



### The USS Stewart DE-238

“The last of the Edsall Escorts! Of the 85 Edsall Class Destroyer Escorts built in Texas shipyards during WW II, only one remains in North America! She is the USS Stewart DE-238 “ down at Seawolf Park. [Mac Christy, CHF Board member]

*Rain or Shine!*

*No Admission/ Parking Fees*



The USS Cavalla (SS 244) diesel sub is one of the most famous of WW II. On its maiden voyage, February 1944, it sank the Japanese carrier Shokaku, one of the carriers that attacked us at Pearl Harbor. Cavalla then endured many depth charges.

One of the men on that initial Cavalla voyage, Zeke Zellmer, will be here with us today. He will be speaking at the service and then joining us in the Stewart's "After Crew Quarters" for refreshments, discussions and Q&A. Look for the balloons at the rear of the Stewart.

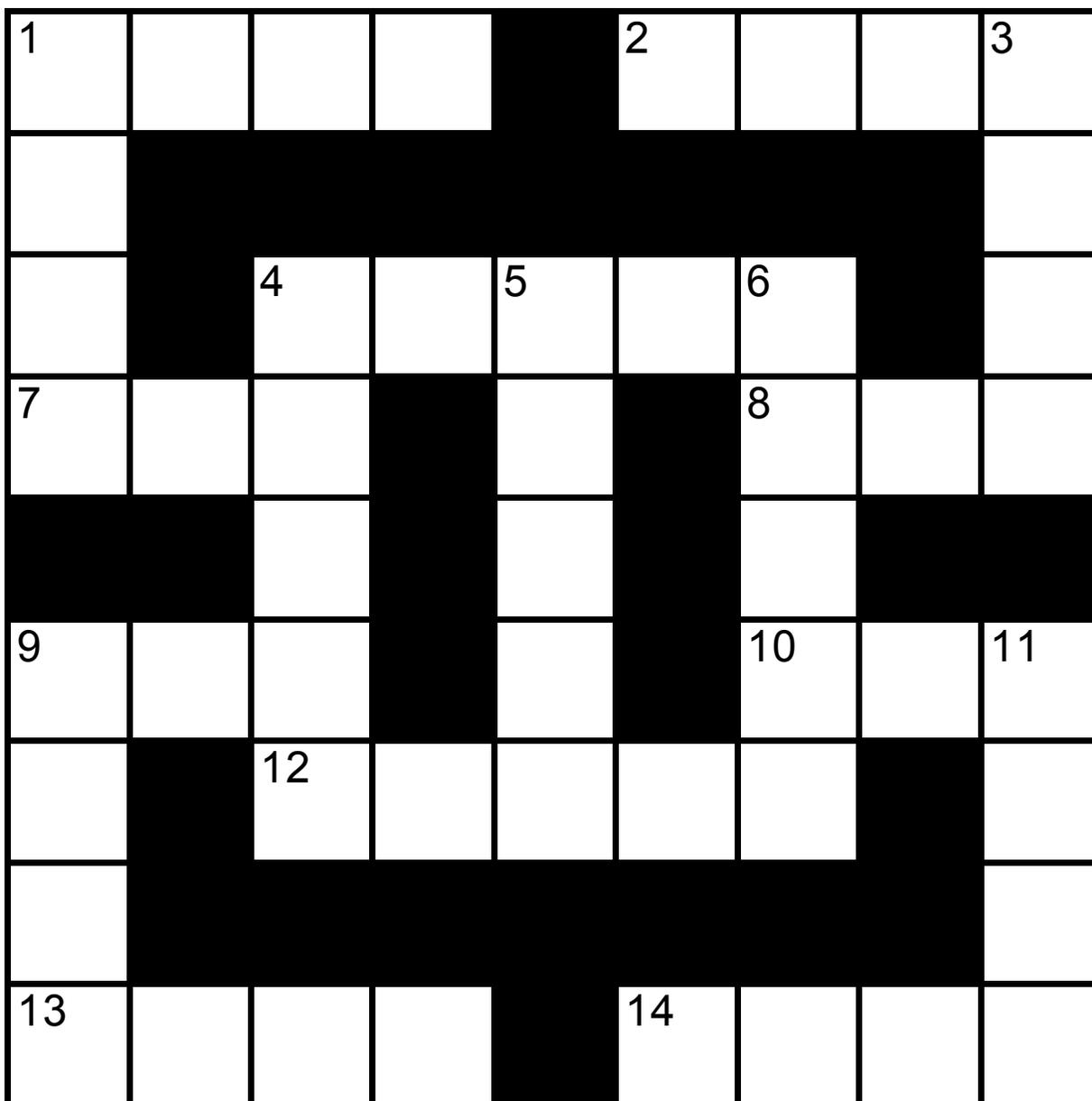
Veterans from destroyer Escorts will also be here.

Take tours of both ships using the new audio recording tape series. Audio tapes and refreshments available at NOMINAL Costs. Take the tours anytime.

Both ships are on the National Register of Historic Places. Bring the kids! Great fishing available.

Please RSVP to Joan Alford [713-932-1735, or [jalford\\_houston1@comcast.net](mailto:jalford_houston1@comcast.net)] so that we can get a head-count for refreshments [coffee, chili and gumbo]. Call or email if you need directions.

<http://www.americanunderseawarfarecenter.com>



**To fill in the Crossword Puzzle just click on each square inside the puzzle and insert the letter for your word. You will find the answers to this puzzle on the last page of this newsletter. Or, download this document and save it to your hard drive for later. ENJOY!**

**Across**

**1** small mammal (4) - **2** affectation (4) - **4** thump (5) - **7** meadow (3) - **8** vase (3) - **9** appropriate (3) - **10** owned by us (3) - **12** propagative element (5) - **13** shallow container (4) - **14** jab (4).

**Down**

**1** grinder (4) - **3** antler (4) - **4** electrical units (5) - **5** blue (5) - **6** praise (5) - **9** in the middle of (4) - **11** wild opinion (4) .

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