



MISSISSIPPI MARITIME MUSEUM NEWS

SUMMER 2018

Preserving and promoting the maritime heritage of Mississippi
msmaritimemuseum.org | msmmuseum@gmail.com



MESSAGE FROM THE PRESIDENT:

Perry Thompson

As your new President of the Mississippi Maritime Museum I would like to thank all our members for their support. I would also like to thank our outgoing President, Terry Bollman, for guiding the Board through some stormy and calm seas over the last two years. In addition, I welcome aboard our new Board members: Pattie Brooks, Jen Dearman, Guy Moore, and Ron Schnoor. Lastly, I would like to thank all our current Board members and committee chairpersons who are serving or have agreed to serve for another two years. They have spent countless hours working hard to bring the Mississippi Maritime Museum to a reality.

Please visit our web page: msmaritimemuseum.org to check out our current events. Elsa Martin has been giving a 10-part historic lecture series occurring the third Thursday of each month. More recently Jeff Rester and James Ballard from the Gulf States Marine Fisheries Commission gave a presentation on the SEAMAP program and the Sports Fish Restoration Programs.

Our mission has always been to preserve, educate, promote and exhibit Mississippi's maritime history for the present and future generations. We will be working hard this year to raise funds to renovate the Math and Science building for the museum, planning community activities for the Marine Activity Center (MAC), and locating artifacts. We need your help by volunteering to serve on one of our committees. Your involvement and assistance is necessary to help further our cause and will greatly appreciated for generations to come.

Thank you for your support, Perry

Art & Photography Contest

open to K-12 students
in Jackson County

Check the website and follow the
facebook page for the full announcement

Why join the Mississippi Maritime Museum?

1. You believe in the importance of lifelong learning.
2. You appreciate the legacy of the maritime industry as the foundation of commerce along the MS Gulf Coast.
3. You support innovative community maritime programming for children and adults of all ages.
4. You want to promote the impact of the maritime industry has on our local area as well as our country.
5. History helps us understand the world at large.
6. Museums serve as community centers allowing stakeholders to meet, discuss thoughts and opinions, and become an active part of the community.
7. The MS Maritime Museum needs support to continue its mission of education and work force development.
8. Museums enhance a community's economy by bringing in tourist dollars.
9. Membership start at only \$25.
10. All donations to the MS Maritime Museum are tax deductible!

MEMBERSHIP NEWS:

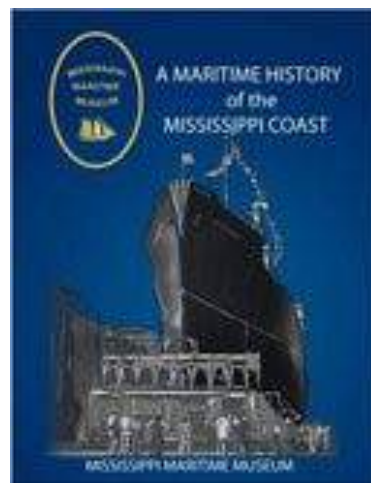
Rene' Shaw

Here's hoping everyone is enjoying the summer months!! As for our museum efforts, we've had SUCH a busy time! Membership currently stands at 94 of the 123 listings in the database. These numbers include 12 Lifetime and 14 new members!! Since a membership can be defined as either an individual or a couple, I'm pleased to report that those 123 listings represent 163 like-minded individuals! If yours is a membership that hasn't yet renewed, please do so soon to help us come closer to reaching our goal of 150 memberships for 2018!! If you aren't a member yet, it's very easy to join. Annual dues are only \$25 while a Lifetime Membership option available for a one-time payment of \$350. There's so much more to come, and our momentum is growing – don't get left behind! Use the membership form on the back page and come aboard!!!

A MARITIME HISTORY OF THE MISSISSIPPI COAST

A book by Chris Wiggins

The newest book by Dr. Chris Wiggins is a historical odyssey of the people with all their foibles, and the times, with all their peculiarities, of two cities in south Mississippi. It is a tale full of heroes and scoundrels, explorers and fisherman, people of great ideals, and people of the lam from the law. The story begins in 1699 when Iberville landed on the Mississippi coast, and ends...yesterday.



SECRETARY'S CORNER:

Rene' Shaw

Despite Mother Nature's difficult transition this year, I'm going to say – "Welcome to Summer, everyone!" Recent events have given the museum a boost in the way of public exposure, and even more momentum is coming! The MAC's first year was a bit of a slow start, but the Capital Campaign is raising interest in and funds for our cause, and the activities on tap this year are bringing about a place to celebrate the 300+ years of maritime history in our state. I am appealing to all members to become active in your museum's growth. There are 16 standing committees working on various aspects of the museum's purpose. Unfortunately, many committee members overlap on several of those committees, and variations of the 14-member Board of Directors make up most of chairmanships. The legacy of our maritime heritage, and the variety of efforts needed to bring that information to the public, is vast and broad enough to allow all our members to participate as a committee member or chairperson. Please contact one of the Board members and let's determine where your talents and enthusiasm can best help further this important cause!

GET ON BOARD CAPITAL CAMPAIGN:

Robert Hardy

The past 90 days showed continued progress with 5 year pledges and donations being received.

The Honor Roll Reception recognizing the 2017 donors to the *Get on Board!* Campaign was held at the Maritime Activity Center on February 27, 2018, with key note speaker USS Fitzgerald Commanding Officer, DDG 62, CDR Garret Miller. CDR Miller spoke of his 26 year naval career and the importance of the Maritime Industry throughout the history of the United States. Prior to his current assignment as C/O of the USS Fitzgerald, CDR Miller was commanding officer of the USS Decatur, another DDG, operating in the Pacific Ocean, the Sea of Japan, and conducting patrols off the coast of North Korea. The reception was sponsored by the Bacot McCarty Foundation and coverage was provided in the recent May 4th issue of Coast Living Magazine.

Following communications with the Governor's office, a meeting was held with the CFO of the MS Development Authority, and the Director of Visit Mississippi. The meeting was in conjunction with the *Get on Board!* campaign's request for a \$2.5 million commitment from the State of MS. Campaign Co-Chairmen, Dr. Jack Hoover and Robert Hardy, met with the State House and Senate leaders in March. A post-MDA follow on meeting with Rep. John Reed was also held.

Other meetings/presentations were held with the following over the last 60 days:

- Bacot McCarty Foundation Executive Director,
- Hancock Whitney Bank Chairman,
- Kiwanis Club of Pascagoula,
- Pascagoula Senior Center,
- Main Street Pascagoula,
- Frank Corder, City of Pascagoula Assistant City Manager
- Carla Todd, Jackson County Chamber of Commerce Executive Director
- Jackson County Board of Supervisors
- Jackson County Retired Teacher's Association
- Pascagoula Rotary Club
- George Freeland, Jackson County Economic Development Foundation Executive Director
- Mark McAndrews, Jackson County Port Authority Director
- Shea Dobson, Mayor of Ocean Springs



GET On BOARD!

- and several other businesses and individuals.

The Jackson County Board of Supervisors passed a resolution which was then drafted into a Public Private Bill and signed by the MS House of Representatives and Senate authorizing the County to support the MMM capital campaign. We were advised by the Jackson County Board of Supervisors President that the Board would be scheduling funding in their FY 2019 Budget with an initial payment targeted for August-September 2018.

Similarly, we have presented a request letter to the City of Pascagoula's Mayor and City Manager as well as the Main Street Pascagoula President for the City's 5-year commitment. All such requests are now handled through the Main Street Pascagoula which will present our request to the City Council with an affirmative recommendation. A request letter has also been presented to the Mayor of Gautier, while a follow up meeting is being scheduled with the Mayor of Ocean Springs.

5-year pledges and initial donations were received from Merchant's & Marine Bank, Foster's Air Conditioning, JW Webb State Farm Insurance of Ocean Springs, David McCormick Attorney, Mr. & Mrs. John Banahan, Bacot McCarty Foundation, Johnson Brother's Jewelry, and Byrd Automotive.

5-Year Pledge Request Letters were presented to:

- Ed's Drive Inn
- City of Gautier
- City of Pascagoula
- Pugh's Florist
- Main Street Pascagoula
- Bar Pilot's Association
- Jackson County Chamber of Commerce
- Jackson County Board of Supervisors
- Regions Bank

A meeting was held May 8th with the Executive Director of the Visit Mississippi Gulf Coast, the tri-county tourism authority. The next 60 days will be of particular importance as we wrap up the first half of year two of the 5-year Capital Funds Campaign!

U.S.S. Pascagoula:

George Sholl

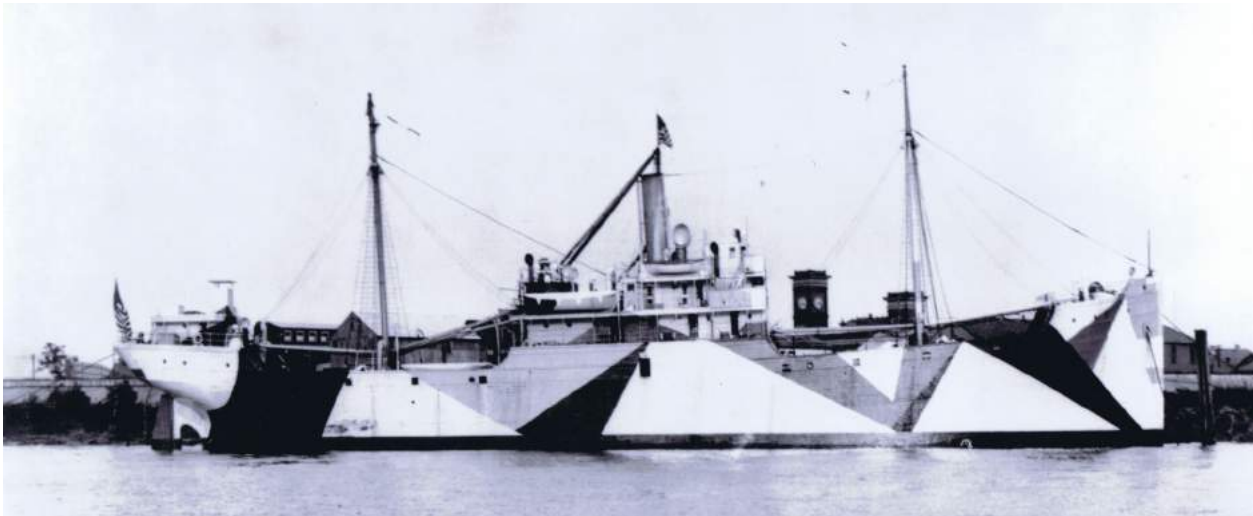
When the United States entered World War I, German submarines began sinking American ships at an alarming rate. Existing shipyards were soon overwhelmed with new orders, both for warships and cargo vessels needed to transport men and material to Europe. Existing shipyards were expanded and new ones created, but it was feared they wouldn't be ready soon enough to make a difference. Construction of modern, steel ships demanded not only skilled workers, but massive quantities of specialty steel, itself in short supply. To meet the need for more ships, the newly created U.S. Shipping Board proposed a program to build ocean-going cargo ships to the Emergency Fleet Corporation's *Ferris Design 1001*. These were not wooden sailing schooners that might have been familiar in the eighteenth or nineteenth century, but rather a modern design that looked almost identical to the steel ships then being built. The idea was to use a non-strategic material – wood – to create new shipyards in parts of the country that were not involved in steel ship production. Areas such as south Mississippi boasted massive amounts of wood as well as available manpower, many of which were thought to be skilled in woodworking. Over 700 of the Design 1001 ships were ordered, including several from three shipyards, not yet built, in Jackson County, Mississippi. Hodge Shipbuilding Company and Dantzler Shipbuilding were located in Moss Point, and Dierks-Blodgett Shipbuilding in Pascagoula.

The Ferris Design 1001 ships were 281 feet in length, 45 feet wide, powered by a 1,400 hp coal-fired steam engine with a design speed of 10 knots. The Mississippi ships each required over a million board feet southern pine in their construction. (Shipyards on the west coast called for an

equal amount of Douglas fir.) Due to the perceived approaching disaster in shipping, U.S. officials considered these ships worthwhile if they could make just one successful one way voyage to the war zone. In retrospect however, the wooden fleet project proved to be a failure. The wooden-ship shipyards took longer to begin construction than planned, the rapid construction of steel Liberty Ships began, and finally, effective convoy protection lowered the submarine threat. Only a few of the ships were delivered before World War I ended and the program cancelled.

One Design 1001 ship that was completed and commissioned into the US Navy was the USS Pascagoula, built by Dierks-Blodgett at its site near to the east end of today's Live Oak Avenue. Launched on 15 May 1918, the ship was sent to New Orleans for outfitting. USS Pascagoula was commissioned by the U.S. Navy on 4 October 1918 for use by the Naval Overseas Transportation Service. On its initial voyage to Norfolk, Virginia, to begin cargo service, the newly commissioned *Pascagoula* was forced to put into Key West, Florida, for steering gear repair and didn't reach Hampton Roads until 21 October. After emergency repairs, *Pascagoula* was sent to Norfolk Navy Yard to complete more permanent repairs. The war ended on 11 November, and USS *Pascagoula* was decommissioned on 21 December 1918 and declared surplus.

226 wooden World War I ships (most un-completed) were sold for scrapping in 1922, *Pascagoula* ended up as a hulk in the Mallow's Bay, Maryland, "Ghost Fleet". Over the years, attempts were made to salvage materials from the ships, but eventually they were left to decay in place. The remains of many of these wooden ships are still visible today forming a wildlife refuge which is designated a National Marine Sanctuary.



BY 1880 COMMERCE WAS GAINING RAPIDLY

Else Martin

The lumber agents were busy handling major shipments of timber and lumber to ports around the world. From this example below, you can see just one week's list of vessels clearing the Port of Pascagoula included very large shipments bound for Belgium, Germany, France, Holland, and Mexico. The Norwegian barks and ships were among the largest vessels that cleared in those years.

The lumber agents were busy, using the telegraph to handle orders from around the globe and making sure the orders were filled here on the Pascagoula and Escatawpa Rivers.

Bercier & DeSmet of London, with major offices on the Coast, had a busy office in Moss Point handling weekly exports. They were also major importers of liquors, and many other commodities as well as their large weekly exports of Gulf Coast lumber, staves, shingles, crossties, and logs.

A. C. Danner & Co., was also a major export agent and merchant handling large sales of lumber and products from the gulf coast sawmills. From the example below, you can see a few of their exports for one week. Their advertisements in the New Orleans papers listed them as dealers in charcoal, lumber, staves, and shingles.

CLEARED June 4, 1880

American Schooner Indianola, Capt. Bloom, 113 tons, **for Vera Cruz, Mexico**
with **120,000 sup ft. LUMBER**, by Avendano Bros.

Norwegian Bark Hedevig, Capt. Torgusen, 506 tons, **from Bremen, Germany**
With **361,409 sup feet LUMBER**, by A. D. Danner & Co.

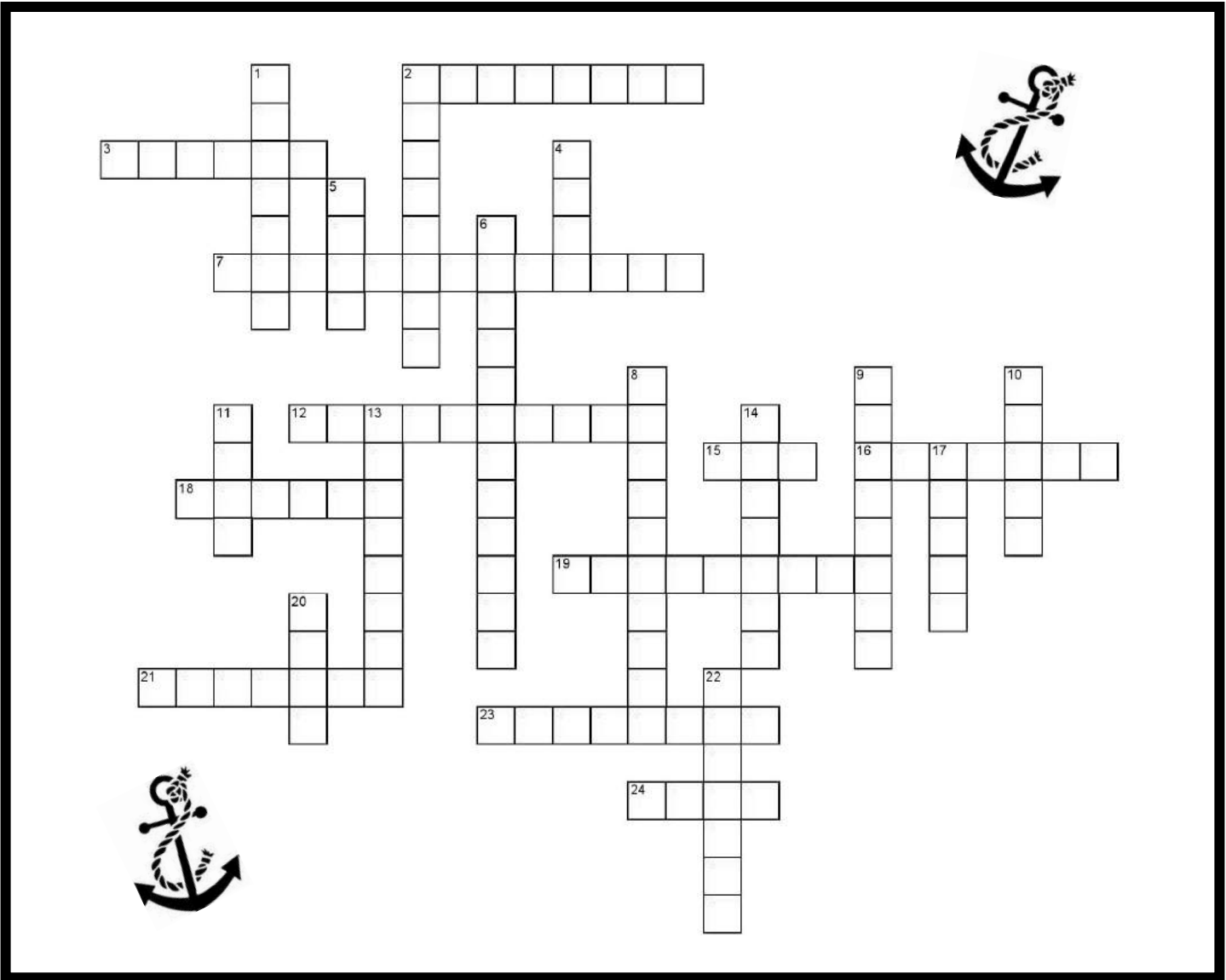
Holland Bark Hendrick Juan, Capt. Revier, 224 tons, **for Schiedam, Holland**
With **166,668 sup feet LUMBER** and **75 cases GIN**, by A. C. Danner & Co.

Norwegian Ship Harmonia, Capt. Steenberg, 604 tons, **for Calais, France**
With **229,641 sup. ft. LUMBER**, AND **13,916 cubic ft. TIMBER**, by Bercier & DeSmet.

Norwegian Rusoer, Capt. Olsen, 399 tons, **for Brake, Germany**
With **300,675 sup. ft. LUMBER**, by A. C. Danner & Co.

Norwegian Bark Capella, Capt. Jorgensen,
675 tons, **for Antwerp, Belgium**
With **456,154 sup. ft. LUMBER**, by Bercier & DeSmet.





ACROSS

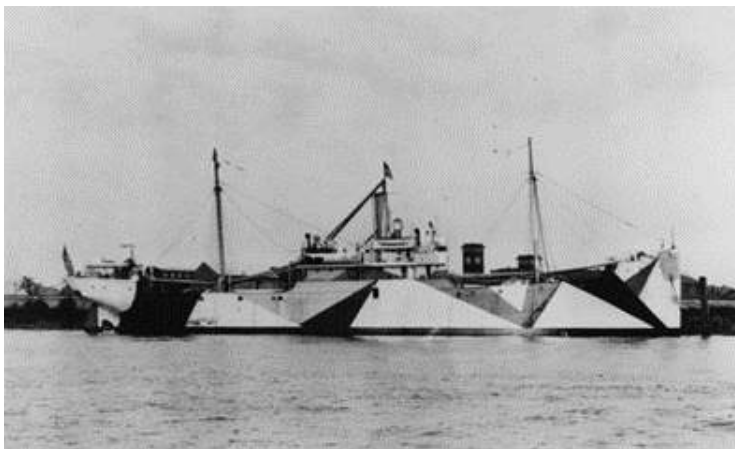
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| <p>2 Name for historic village located in present day downtown Pascagoula</p> <p>3 Place to put your boat in the water</p> <p>7 National Historic Landmark vessel built in Pascagoula named after the first elected post Civil War Governor of MS</p> <p>12 This river was the largest shipbuilding site on the Gulf Coast from 1811 to 1830</p> <p>15 Fisherman's pole</p> <p>16 The name of the earliest recorded vessel built on the MS Gulf Coast</p> <p>18 Imperial Spain's feared navy</p> <p>19 Two-hulled boat</p> <p>21 Largest maritime industry on the MS Gulf Coast; also MS's largest employer</p> <p>23 The type of earliest recorded vessel built on the MS Gulf Coast</p> <p>24 A class of landing helicopter dock amphibious assault ships</p> | <p>1 County in MS which has a long maritime history dating back over 300 years</p> <p>2 The primary destroyer class built for the US Navy during the 1970s</p> <p>4 River choker</p> <p>5 Boat's big beam</p> <p>6 The US Navy's 1st class of destroyers built around the Aegis Combat System</p> <p>8 Class of amphibious transport docks used by the US Navy</p> <p>9 City where USS Port Royal was commissioned</p> <p>10 German naval menace of WWI and WWII</p> <p>11 Any _____ in a storm</p> <p>13 Nautical tunes; Sea _____</p> <p>14 Instrument used for navigation and orientation</p> <p>17 Nautical map</p> <p>20 Boat's steerer</p> <p>22 Boats</p> |
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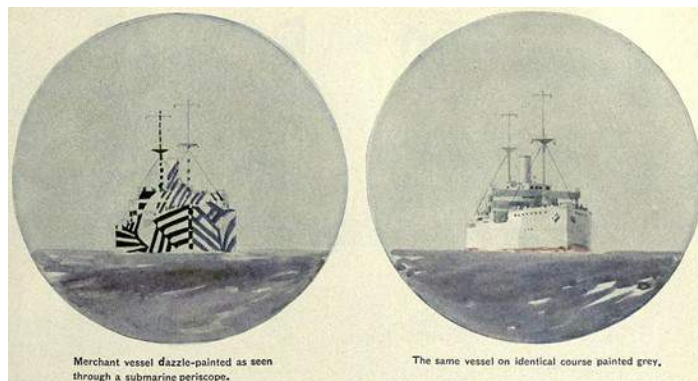
USS PASCAGOULA (1918), A DAZZLING SHIP

Chris Wiggins

Jackson County has built marine vessels since shortly after it was settled in the early 1700s. With the advent of World War I came a major change in the process. Traditional family shipbuilders were replaced by large companies, and Pascagoula pitched in by constructing wooden freighters for the war effort. USS Pascagoula, a 281-foot vessel, was a prime example. Steel construction did not come into production in Pascagoula until after the war.



World War I lasted only a year and a half for the US. Rather than crossing the ocean, the USS Pascagoula became part of the ghost fleet in Mallows Bay, Maryland, where her decaying timbers might still be visible. There was a second USS Pascagoula, PCE 874, a warship of World War II, but that was built elsewhere.



To our eye, the most peculiar thing about USS Pascagoula was the camouflage pattern, known as Dazzle and used by both the US and Britain. The design was inspired by nature, the Zebra being a prime example. This was an attempt not to make the ship invisible, it actually made the ship easier to see, but was an effort to disguise the type of ship and its heading. It was hoped this would confuse other attacking vessels, particularly submarines.

CROSSWORD ANSWERS

1 J
2 S C R A N T O N
3 L A U N C H
4 S
5 K K
6 A
7 G O V E R N O R S T O N E
8 S
9 S
10 U
11 P
12 P A S C A G O U L A
13 C
14 R O D
15 V I C T O R Y
16 A R M A D A
17 A N H A T
18 H I
19 C A T A M A R A N
20 H I E E
21 I N G A L L S
22 V
23 S C H O O N E R
24 W A S P
E
L
S

While naval minds were never fully convinced this worked better than traditional camouflage, there are some indications that dazzle-painted ships were sunk less than other paint styles.

- Sources:
- 1) *Mississippi's Navy Connections* by George Sholl, 2014, p. 22-23
 - 2) *Wikipedia*

Media plans: Perry Thompson and George Sholl have just completed a series of video shorts which are planned to be used as commercials for the museum. One video features locally named ships including the Pascagoula.

Mississippi Maritime Museum
P. O. Box 243
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msmaritimuseum.org



Mississippi Maritime Museum Membership



Annual Membership Options:

- | | |
|------------------------------------------------------|---------------------------------------------------------------|
| <input type="checkbox"/> Individual (\$25) | <input type="checkbox"/> Individual & Spouse (\$25) |
| <input type="checkbox"/> Lifetime Individual (\$350) | <input type="checkbox"/> Lifetime Individual & Spouse (\$350) |

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