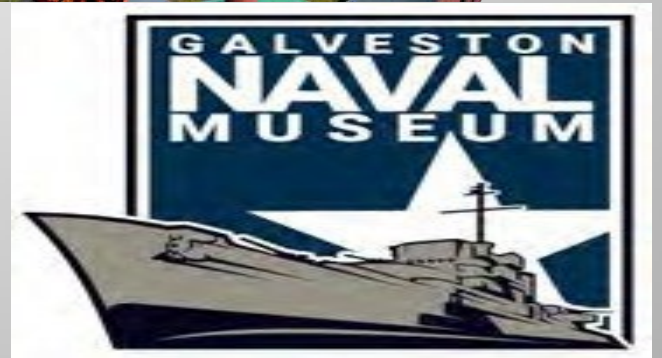

Galveston Naval Museum

2024 Annual Report



Executive Summary

2024 Review

- Strong 1QTR & 4QTR visit rates
- Increased offerings at museum – new exhibits, community outreach
- Completed USS Stewart mooring plan & critical structural repairs to USS Cavalla sail.
- Significant impact from unplanned closures

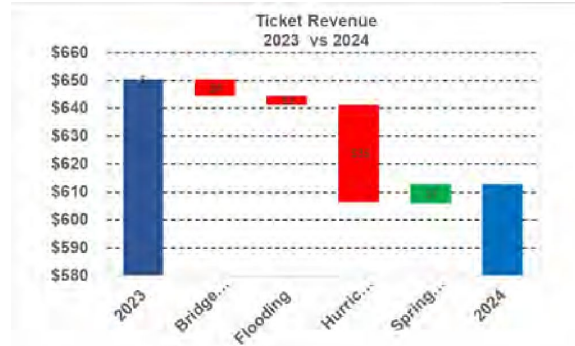
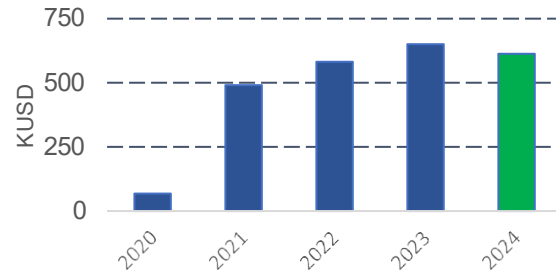
2025 Look Ahead

- Continued focus on creating a positive visitor experience
- Implement improved visitor flow plan with new office trailer & gate
- Progress development of water taxi landing site.
- Well kept grounds and cleanliness of ships
- Continuous improvement of facilities



2024 REVENUE PERFORMANCE

Full Year Ticket Sales 2024



- Strong start to 2024 with initial visit rate higher than 2023 for 1QTR24
 - Driven by higher Spring break and April attendance
- Increased offerings at museum
 - New LCVP Exhibit
 - Pearl Harbor and Taffy 3 Exhibits
 - Career Day, Navy Week, & Spooky Galveston
- Completed Stewart mooring plan and Cavalla framing work
- Regrets – Unplanned Closures
 - 8 days from impact of Pelican Island bridge strike on 15 May.
 - 4 Days initial lost revenue due to bridge closure
 - 4 subsequent days lost during repairs (June)
 - 3 day closure due to flooding from June storms
 - 9 Day closure due to damage from Hurricane Beryl
- Continued focus on creating a positive visitor experience
 - Well kept grounds and cleanliness of ships
 - Prioritizing exterior appearance of vessels over restoration
 - Continuous improvement of facilities
 - Acquired new office trailer 2QTR 24

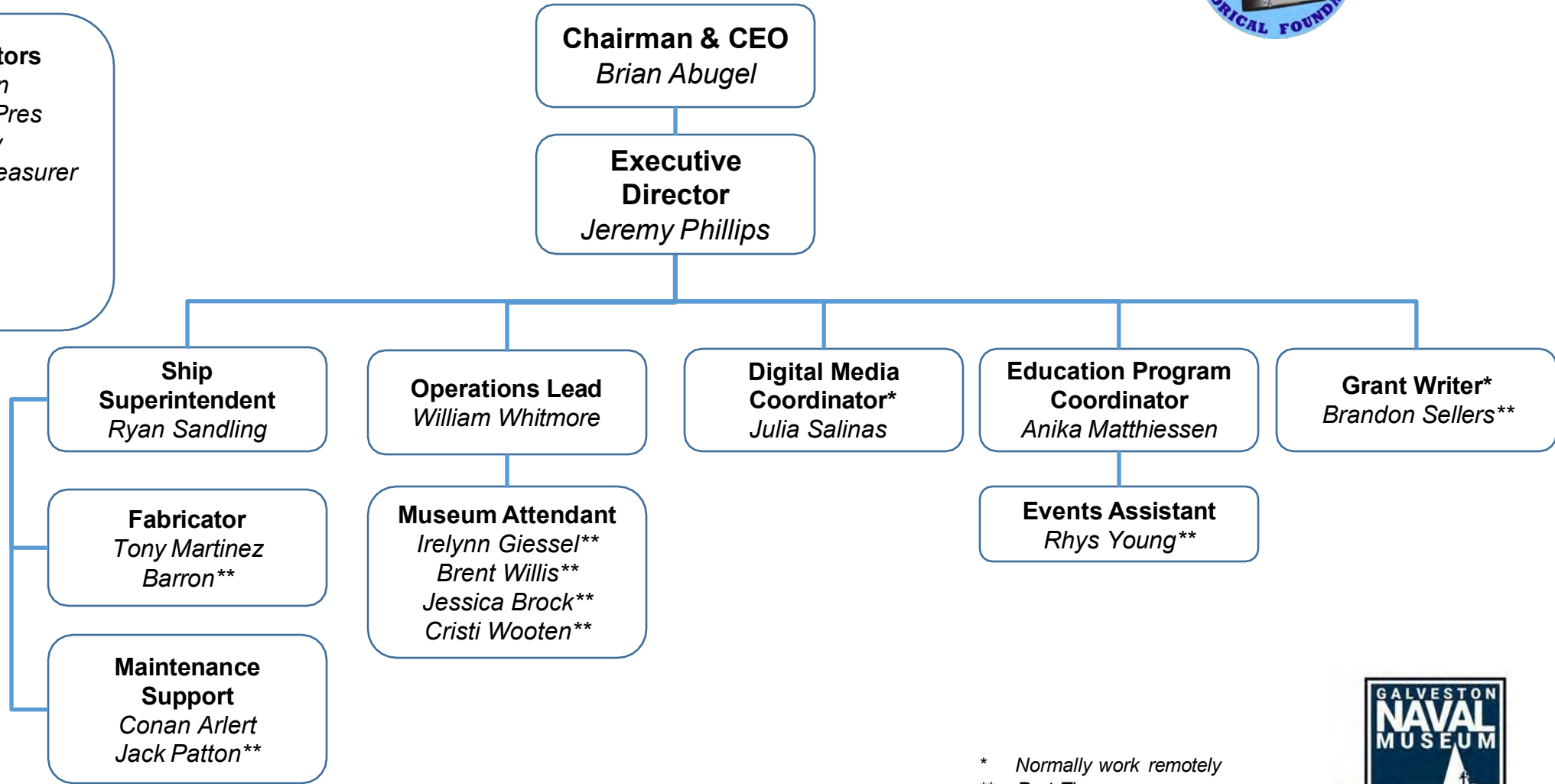


GNM Organization



CHF Board of Directors

Brian Abugel - Chairman
David Anderson – Vice Pres
Bruce Talbot - Secretary
Stephen Bauerband - Treasurer
Urs Schmid - Director
Don Graves - Director
Mike Morin – Director
Bill Grimm - Director



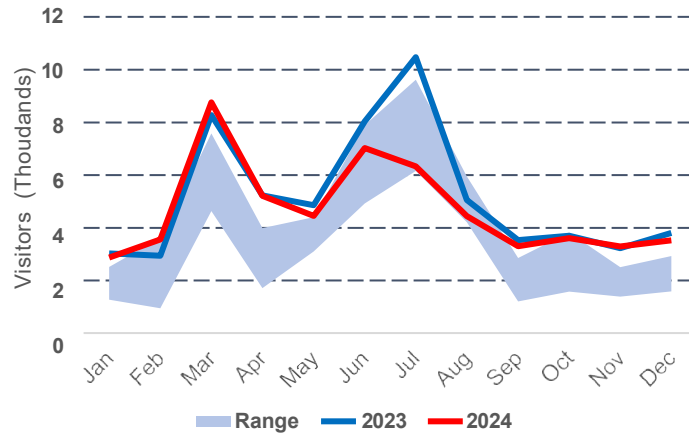
* Normally work remotely

** Part Time



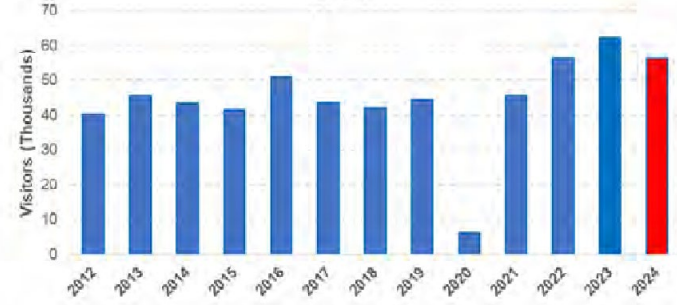
2024 ATTENDANCE

Attendance vs Historical Range

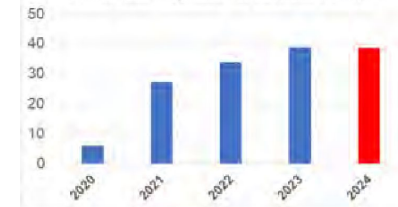


- **56,393** Total ticketed visitors
 - Down 5700 from prior year
- Feb, Mar, Apr, Sep, Oct, Nov record months
- Cumulative visit rate still well above previous records.

Cumulative Attendance 2024



Visitor Rate, Adjusted for External Events



- Adjusted for external events, 2024 attendance is comparable to 2023



Events and Connections

- Our purpose is to connect yesterday to today and remind the next generation that our liberty and way of life is worth fighting for.
- We do this by fostering rich connections with our visitors, volunteers, sponsors, and the community we live in.

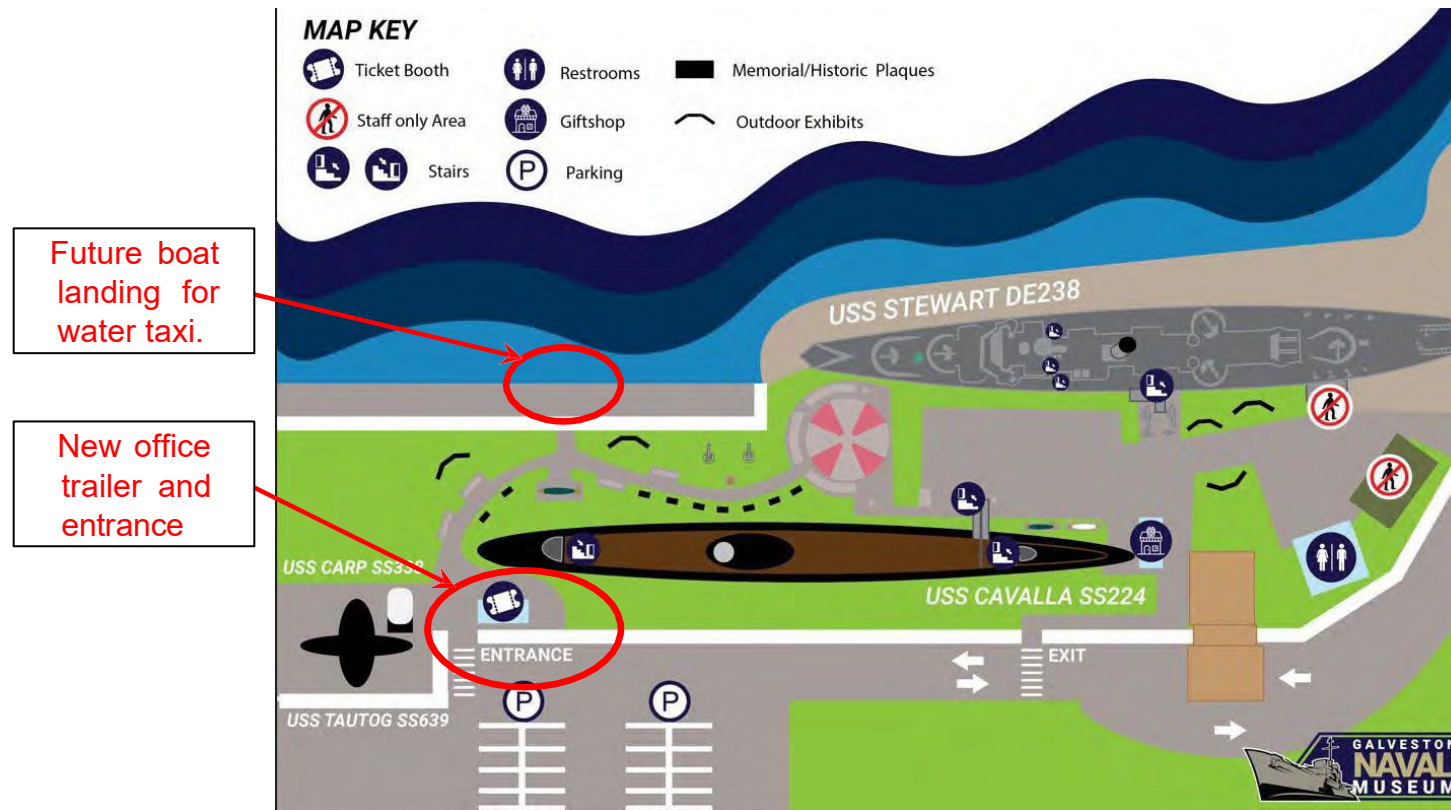




Focused on
Continuous
Improvement



Improved Facilities and Site Layout





Refreshed
Exhibits



Hurricane Beryl





Cavalla Historical Foundation
6341 Stewart Road, #249
Galveston, Texas 77551-1880
409-770-3196

(Managing and maintaining the Galveston Naval Museum at Seawolf Park)



Galveston Naval Museum Ceremony Days

USS Cavalla Birthday	Last Day of February
Submarine Force Birthday	11 April
Memorial Day	Last Monday in May*
Independence Day	4 July
Patriot Day	11 September
Battle of Leyte Gulf	25 October
Veterans Day	11 November*
Pearl Harbor Day	7 December

*Designated free parking for ceremony

Two additional ceremonies per calendar year may be designated for free parking.

2024 Financial Statements

Forms 990 / 990-EZ Return Summary

For calendar year 2024, or tax year beginning

, and ending

76-0617618**Cavalla Historical Foundation****Net Asset / Fund Balance at Beginning of Year****5,494,523****Revenue**

Contributions	<u>4,140</u>
Program service revenue	<u>871,870</u>
Investment income	<u>3,110</u>
Capital gain / loss	<u>12,917</u>

Fundraising / Gaming:

Gross revenue _____

Direct expenses _____

Net income _____

Other income 4,144**Total revenue****896,181****Expenses**

Program services	<u>776,465</u>
Management and general	<u>39,748</u>
Fundraising	_____

Total expenses**816,213****Excess / (deficit)****79,968**

Changes

-3,119**Net Asset / Fund Balance at End of Year****5,571,372****Reconciliation of Revenue**

Total revenue per financial statements _____

Less:

Unrealized gains _____

Donated services _____

Recoveries _____

Other _____

Plus:

Investment expenses _____

Other _____

Total revenue per return**896,181****Reconciliation of Expenses**

Total expenses per financial statements _____

Less:

Donated services _____

Prior year adjustments _____

Losses _____

Other _____

Plus:

Investment expenses _____

Other _____

Total expenses per return**816,213****Balance Sheet**

	Beginning	Ending	Differences
Assets	<u>5,688,586</u>	<u>5,704,916</u>	
Liabilities	<u>194,063</u>	<u>133,544</u>	
Net assets	<u>5,494,523</u>	<u>5,571,372</u>	<u>76,849</u>

Miscellaneous Information

Amended return _____

Return / extended due date

05/15/25

Failure to file penalty _____



Our Mission



Who We are

The **Cavalla Historical Foundation** (CHF) does business as, and operates, the Galveston Naval Museum. Established in 1999, CHF is charged with the care, preservation, restoration, & promotion of the USS Cavalla, USS Stewart, and the other artifacts within the museum. The museum is a public/private partnership with the City of Galveston, through cooperation with the Galveston Park Board of Trustees.

Preserve, Remember, Educate

Our motto embodies our mission:

- Preserve our vessels & artifacts
- Honor the memory of the men lost during WW2, particularly the Submarine Service.
- Tell the stories of these sailors and educate future generations of the importance of their service.



Our Vision



Grow Galveston Naval Museum into a world class facility comparable to other museums of its kind

Serve as a memorial and educational facility representing all WW2 Submarines and Destroyer Escorts

Tell the story of hard work done and sacrifices made by these ships and their crews

Inspire young visitors to learn more about U.S. history and the U.S. Navy

Build a team of Employees and Volunteers with strong sense of camaraderie and family

Exhibits



USS Cavalla



USS Stewart



USS Carp



USS Seawolf



USS Tautog



Engineer
Special Brigades

USS Cavalla SS-244



Class: Gato Class Submarine
Number of boats in class: 73
Nickname: "Lucky Lady"
Builder: Electric Boat of Groton Connecticut
Keel Laid: March 4, 1943
Launched: November 14, 1943
Commissioned: February 29, 1944 (Leap Year Day)
Decommissioned in 1946,
brought back into service from 1951-1958
Length and Maximum Breadth: 311ft and 9in X 27ft and 3in
Draft: 15ft 3in
Displacement: 1526 tons surfaced; 2410 tons submerged
Operating depth: 300 feet
Watertight compartments: 8 plus conning tower
Pressure Hull Plating: 11/16 inches mild steel
Maximum Speed: 21 knots surfaced; 9 knots submerged
Cruising range: 11,000 miles surfaced at 10knots Submerged
Endurance: 48 hours at 2knots
Fuel Capacity: 94,400 gallons
Patrol Endurance: 75 days
Propulsion: Four diesel engines x 1600 shaft hp main motors x 1370 hp two 126-cell Sargo main storage batteries/ one auxiliary generator.
Crew: 6 officers/54 enlisted.
4 x General Electric propulsion motors to drive the screws (2 propellers).
Range: 11,000 nautical miles on the surface at a cruising speed of 10 knots.
War Patrols: 60 to 70 days long, usually submerging from 18-20 hours at a time.
Armament: 10 x 21-inch torpedo tubes (24 Mark-14 or Mark-16 torpedoes) 6 Fwd., 4 Aft. 1 x 3 inch, 50-caliber gun and 4 x machine guns at commissioning; Bofors 40mm and Oerlikon 20mm guns were added later.

Cavalla was a Gato class fleet sub, designed and built in the summer of 1943 by the Electric Boat Company and launched on November 14, 1943. She was commissioned on Feb. 29, 1944, the first "leap year" boat built by E.B.

From 1944-1946, Cavalla was an attack submarine, sinking over 34,000 tons of enemy shipping including the Imperial Japanese Navy's carrier, Shokaku during the Battle of the Philippine Seas. After the war, she was decommissioned and placed in the Navy Reserve Fleet, New London CT. Decommissioned again after a tour with Submarine Squadron 8, the Electric Boat Company converted her into a hunter-killer submarine (SSK-244) on September 3, 1952. Cavalla was recommissioned and served with Submarine Squadron 10/Submarine Development group 2 to experiment with new sonar equipment.

USS Cavalla (SS-244) was awarded the Presidential Unit Citation for actions on her first patrol near the Philippines from May 31 to Aug 3, 1944 under the command of Lt. Cdr. Herman J. Kossler (1911-1988). She was also awarded four Battle Stars for operations in the Pacific. The USS Cavalla is best known as the "Avenger of Pearl Harbor" and earned the prestigious Presidential Unit Citation for sinking the Japanese Aircraft Carrier, Shokaku, a vessel which attacked Pearl Harbor.

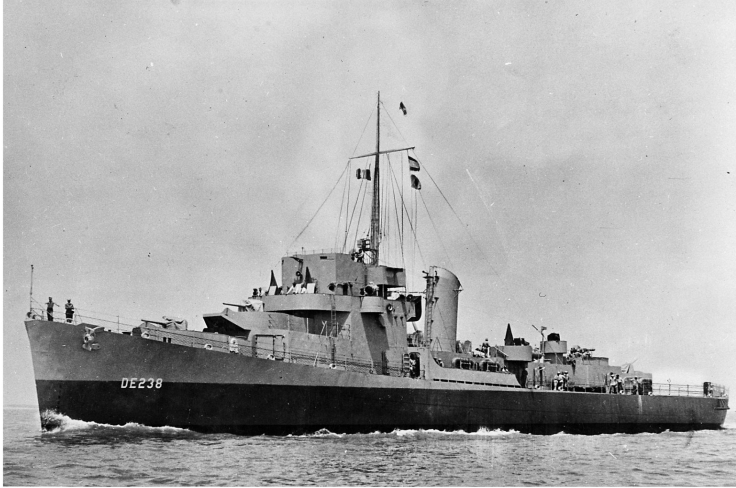
The Cavalla was decommissioned in 1946, but was brought back to service in 1951 and assigned to Submarine Squadron 10 in New London, CT. To meet the Cold War Soviet threat, she underwent conversion in 1952 to a new class of American sub—the SSK (hunter/killer) with a new bow and sonar. In 1963, she was again reclassified. This time to AGSS-244 as an Auxiliary Submarine with a continued experimentation mission. On 30 December, 1969, Cavalla was decommissioned for the final time and struck from the Naval Register List.

On 21 Jan 1971, USS Cavalla became a museum ship at Seawolf Park, in Galveston, Texas. In 1971, the U.S. Navy transferred possession of Cavalla to the Texas Submarine Veterans of WWII as a memorial to the lost submarine USS Seawolf.

Berthed at Seawolf Park, many visitors refer to her as the "Seawolf", mistaking the name of the memorial park for that of the submarine on exhibit there. Saved from the scrap yard, Cavalla continues to be a "Lucky Lady."

The USS Cavalla is on the National Register of Historic Places.

USS Stewart DE-238



Class: Edsall class Destroyer Escort
Number of boats in class: 85
Builder: Brown Shipbuilding, Houston Texas
Keel Laid: July 15, 1942
Launched: November 22, 1942
Commissioned: May 31, 1943
Decommissioned: January 1947
Length: 306 feet
Beam: 36.58 feet
Draft: 10.42 feet (full load)
Complement: 8 officers, 201 Enlisted
Propulsion: 4 Fairbanks-Morris 1500 HP diesel engines
Speed: 21 knots
Range: 9,100 nautical miles at 12 knots
Armament: 3 x 3 in, 50 cal guns, 2 x 40mm AA guns, 8 x 20mm AA guns, 3 x 21 in torpedo tubes, 8 x MK-6 (K-Gun) Depth charge projectors, 1 x hedgehog depth charge projector, 2 x stern depth charge roll-off tracks

USS Stewart is one of only two remaining Destroyer Escorts, and the only Edsall class DE in the United States. She was built in 1942 by the Brown Shipping Company in Houston and commissioned in May of 1943.

USS Stewart began her patrols out of Miami, then as a "school ship" training students out of the Norfolk, VA. She escorted President Roosevelt in the Presidential yacht down the Potomac River to rendezvous with USS Iowa for his mission to Casablanca and Tehran. In Tehran this is where the historic meeting occurred between President Roosevelt, Prime Minister Winston Churchill and General Secretary Joseph Stalin where they decided in May of 1944 the Allies would conduct Operation Overlord, the landing on Normandy Beach. In 1944, she commenced North Atlantic convoy operations, making 30 crossings with occasional enemy submarines and aircraft encounters. On April 9th, 1945, Stewart rescued the surviving members of the SS Saint Mihiel-SS Nashbulk collision and helped put out fires and salvage the ships. During her many convoys, heavy seas and icing conditions were frequent. Stewart moved to the Pacific theater in mid 1945, and conducted training exercises out of Pearl Harbor until the end of the war. She was decommissioned in late 1945 and changed berth 3 times before arriving at Seawolf Park in 1974. She is the only ship of her class in the US and the third ship (DD-13, DD-224, and DE-238) named for Rear Admiral Charles Stewart who commanded another ship in the historic naval fleet, USS Constitution, from 1813 to 1815. USS Stewart was added to the National Register of Historic Places in 2007.

USS Carp SS-338



Carp (SS-338) was launched 12 November 1944 by Electric Boat Company, Groton, Connecticut; sponsored by Mrs. W. E. Hess; and commissioned 28 February 1945.

Carp departed New London 14 April 1945, conducted training at Balboa, Panama, and arrived at Pearl Harbor 21 May. On her first and only war patrol (8 June – 7 August), Carp cruised off the coast of Honshū, destroying small craft and patrolling for the carriers of the 3rd Fleet engaged in air strikes on the mainland. Undergoing refit at Midway when hostilities ended, Carp returned to Seattle 22 September.

Carp received one battle star for her service in World War II. Her single war patrol was designated as "successful".

Based in San Diego as flagship for Submarine Division 71, Carp operated along the West Coast with occasional training cruises to Pearl Harbor. Between 13 February and 15 June 1947, she made a simulated war patrol to the Far East, and in 1948 and 1949 Carp made two exploratory cruises to extreme northern waters, adding to the knowledge of an increasingly important strategic area for submarine operations.

Converted to a Fleet Snorkel-type submarine in February 1952, which added to her submerged speed and endurance, Carp supported United Nations' forces in the Korean War during her cruise of 22 September 1952–April 1953 to the Far East. Arriving at Pearl Harbor, her new home port 15 March 1954, Carp remained on active duty with the fleet from that port through July 1959. During this time, she continued to make cruises to the Far East, one of which included a good-will visit to Australia and participation in a Southeast Asia Treaty Organization exercise, and to Alaskan waters.

On 1 August 1959 Carp departed Pearl Harbor for her new assignment with the Atlantic Fleet. Arriving at Naval Station Norfolk in Norfolk, Virginia, 28 August 1959, the submarine conducted type exercises and training off the United States East Coast and in the Caribbean Sea through 1967.



USS Tautog SSN-639



Class: Sturgeon attack submarine
Name: USS Tautog
Namesake: The tautog, a type of wrasse (fish)
Ordered: 20 November 1961
Builder: Ingalls Shipbuilding, Pascagoula, Mississippi
Laid Down: 27 January 1964
Launched: 15 April 1967
Sponsored by: Pauline Lafon Gore
Commissioned: 17 August 1968
Home Port: Pearl Harbor - Hawaii
Decommissioned: 31 March 1997
Stricken: 31 March 1997
Identification: Hull number: SSN-639
Motto: Silent Vigilance
Nickname(s): "The Terrible T"
Fate: Scrapping via Ship and Submarine Recycling Program completed 30 November 2004



USS Tautog (SSN-639), a Sturgeon-class attack nuclear submarine, was the second ship of the United States Navy to be named for the Tautog (Tautoga Onitis), a wrasse (type of fish) commonly found along the Northern Atlantic coast. The submarine was in service from 17 August 1968 to 31 March 1997.

Collision with Soviet Union Submarine K-108, 1970

On 20 June 1970, Tautog was patrolling the North Pacific Ocean near the city of Petropavlovsk-Kamchatsky, on the Soviet Union's Kamchatka Peninsula, which was a major base for missile-armed submarines of the Soviet Navy. Tautog was attempting to trail the K-108, a Soviet Navy Echo II-class guided missile submarine nicknamed "Black Lila". The Soviet submarine was "close aboard" with K-108 unaware the Tautog was in the vicinity, and the two submarines were within one foot of each other for a lengthy period. Unable to determine the depth of K-108, as new depth-finding hydrophones had not yet been installed, the American submarine was at a disadvantage in such close quarters. At some points, the hydrographic equipment aboard Tautog registered zero distance between the submarines. At another point, Tautog's hydrophone operators assumed K-108 had risen near the surface, placing the Soviet submarine directly above Tautog. Then, the operators determined the Soviet vessel was descending. The trace on the oscilloscope that gave the American submariners a visual reference as to the distance of K-108 disappeared. Just as the captain began to say the Soviet sub was coming close again, K-108 slammed belly first into the top of Tautog's sail, proof that the Soviet vessel had been descending from directly above. The K-108's massive screws encountered the steel of Tautog's sail and lost one screw. This was confirmed by hydrographic sound of a turbine running away aboard the Soviet sub, being no longer coupled to a propeller. Tautog suffered damage to her sail. As Tautog proceeded away from the site of the incident, her crew heard what they believed was K-108

breaking up and sinking. When Tautog arrived at Pearl Harbor, a large portion of one of K-108's screws was found embedded in her sail. Over 20 years later, after the collapse of the Soviet Union, K-108 was revealed to have been able to return to Petropavlovsk-Kamchatsky. The former captain of K-108, Boris Bogdasaryan, was able to provide a concise narrative of the collision, which resulted in no casualties aboard either submarine.

Commemoration: Tautog's sail was preserved and is now on display at Galveston Naval Museum, in Seawolf Park in Galveston, Texas

USS Seawolf SS-197



Class: Sargo Class Submarine
Type: Diesel-Electric submarine
Number of boats in class: 16
Nickname: "Atlantic Wolffish"
Builder: Portsmouth Naval Shipyard, Kittery, Maine
Keel Laid: September 27, 1938
Launched: August 15, 1939
Commissioned: December 1, 1939
Stricken: January 20, 1945
Fate: Probably sunk by friendly fire from USS Richard M Rowell off Morotai (Indonesia) on October 3, 1944
Length and Maximum Breadth: 310ft and 6in X 26 ft and 10in
Draft: 16ft 7.5in
Displacement: 1,470 tons surfaced; 2,390 tons submerged
Operating depth: 250 feet
Watertight compartments: 8 plus conning tower
Pressure Hull Plating: 11/16 inches mild steel
Maximum Speed: 21 knots surfaced; 9 knots submerged
Cruising range: 11,000 miles surfaced at 10knots Submerged
Endurance: 48 hours at 2knots submerged
Fuel Capacity: 90,000 gallons
Patrol Endurance: 75 days
Propulsion: 4 x General Motors Model 16-248 V16 diesel engines driving electric generators, two x 126-cell Sargo batteries, 4 x General Electric motors with reduction gears, two shafts, 5,400 shp (4,000 kW) surfaced, 2,740 shp (2,040kW) submerged
Crew: 5 officers, 54 enlisted.
Range: 11,000 nautical miles on the surface at a cruising speed of 10 knots.
Armament: 8 x 21-inch torpedo tubes, 24 torpedoes (Mark-14 as designed, mixed with Mark 10s or mines) 4 Fwd., 4 Aft. 1 x 3 inch, 50-caliber gun and 4 x machine guns

Seawolf was a Sargo class fleet submarine, was the second submarine of the United States Navy named for the Seawolf. Seawolf's keel was laid down on 27 September 1938 by the Portsmouth Navy Yard in Kittery, Maine. She was launched on 15 August 1939 and commissioned 1 December 1939, Lieutenant Frederick B Warder in command.

Seawolf went on a total of 15 war patrols from 1941-1945 in the Pacific. On her 15th patrol Lieutenant Commander Albert M Bontier was in command. Seawolf and Narwhal exchanged radar recognition signals on 3 October in the Morotai (Indonesia) area. Shortly thereafter, a 7th Fleet task group was attacked by Ro-41. The destroyer escort Shelton was torpedoed and sunk, and the Richard M Rowell began to search for the enemy. Since there were four friendly submarines in the vicinity of the attack, they were directed to give their positions and the other three did, but Seawolf was not heard from. On 4 October, Seawolf again was directed to report her position, and again failed to do so. One of two planes from the escort carrier Midway sighted a submarine submerging and dropped two bombs on it even though it was in a safety zone for American submarines. The site was marked by dye. Rowell's commanding officer knew he was in a safety lane, but having failed to get word Seawolf was behind schedule, believed there was no US submarine nearby and chose to attack. Rowell established sonar contact on the submarine, which then sent a series of dashes and dots which Rowell stated bore no resemblance to the existing recognition signals. Believing this an attempt to jam her sonar, Rowell attacked with Hedgehog. The second attack was followed by underwater explosions, and debris rose to the surface. On 28 December 1944, Seawolf was declared overdue from patrol and presumed lost. She was stricken from the Naval Vessel Register on 20 January 1945.

USS Seawolf (SS-197) was awarded the Asian-Pacific Campaign Medal with 13 battle stars for World War II. Seawolf ranked fourteenth in confirmed tonnage sunk (71,609 tons), the most for a Sargo-class submarine. She tied for seventh with the submarines USS Rasher (SS-269) and USS Trigger (SS-237) in confirmed ships sunk, according to the postwar accounting of the Joint Army-Navy Assessment Committee (JANAC).

The contributions and sacrifices of Seawolf and her crew are officially commemorated in Seawolf Park, located on Pelican Island, just North of Galveston, Texas



The Pacific Theater



MacArthur's Navy

Amphibious engineer brigades executed more than just transport. The amphibians conducted anti-air and anti-ship operations, defended harbors, beachheads, and airports, organized the far shore, constructed facilities and infrastructure, conducted combat operations, and sustained forces on land.

They assaulted the beach, defended the beach, received personnel and equipment, and operated ports and constructed all facilities from ports to airports.¹⁸ The brigade supported an infantry division in all operations from embarkation, transportation, organization of the beachhead, and logistical support ashore. ¹⁹ Providing logistical support ashore was a key change to the tasks of the amphibians. Not only were they required to bridge the gap, but they had to maintain the bridge and sustain everyone across it.²⁰ Once in theater, the brigades would additionally develop an organic fires capability to assist in direct and indirect fire onto defended beaches



Museum Events





- **Memorial Day**
- **Veterans Day**
- **Pearl Harbor Day**
- **Battle of Samar**
- **Sleepover Program**
- **ScareWolf Park**
- **Volunteer Work Week**
- **Living History**
- **BVARC Radio Club**

Volunteer Work Week



Fellowship & Service..

The work week is one of the pinnacle events sponsored by the museum. We offer fellowship and service combined with the comradery of working toward a shared vision. Twice each year, our volunteers have a unique opportunity to experience life onboard the USS Stewart and effectively become a crew member for the time that they contribute. We live and work together during this time, sharing stories, advice, and fun. We work very hard to promote a sense of family and belonging for everyone who wants to join our crew. For one day or the entire week, volunteer contributions of time, skill, and effort are much needed and welcome.

Will feed for work...

One of the central themes of our Work Week is that we provide full meals for our volunteers. During this time, our fully equipped galley space is in constant use to produce everything from cookies to turkey dinners. Our volunteers enjoy mealtime to tell stories and chat with old and new friends alike.





Honored Donors



