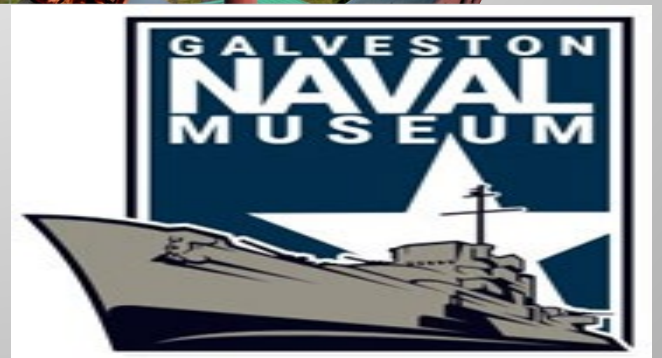


Galveston Naval Museum

2023 Annual Report





Cavalla Historical Foundation

6341 Stewart Rd. #249
Galveston, Texas 77551-1880
409-770-3196



16 December 2023

Colleagues, Donors, and Friends,

It is hard to believe that 2023 has nearly come to a close. Looking back, I am excited to report an enormous amount of continued progress to further enhance our museum. Our organization continues to grow and enhance our capability to deliver quality experiences to our guests, executing our mission to Preserve, Remember, and Educate. This year saw fundamental improvements that changed the way the Galveston Naval Museum is seen. Starting with the new brand launch in March, our goal was to have imagery that appropriately depicts the compelling and powerful stories of our ships and her sailors. Our tagline: "From Harms Way to Historic" brings into focus the courage and sacrifices these men made on behalf of our future, reminding us that the liberty we enjoy was earned at a dear cost. In addition, our new Women of World War Two exhibit tells the reciprocal side of the same story, highlighting the support at home and efforts made by mothers, wives, and sisters to support their fighting men on the other side of the world.

The new exhibit and brand launch kicked off a productive start to 2023, including:

Exhibits & Branding

- Launch of our new museum brand and logo
- Launch of the Women of WW2 Exhibit.
- Acquisition and installation of new 3"50 & 40MM guns from Patriots Point
- Launch of our new parade float
- Launched our new website & digital media campaign.
- Opened the USS Carp Conning tower.

Museum Collaborations

- Collaboration with Western Australia Maritime Museum (Cavalla was based in Fremantle for 3 of her 6 war patrols)
- GNM Display at the Bullock Texas State History Museum

Museum Infrastructure

- Installed new museum wide speaker system.
- Acquired new larger bathroom trailer.
- Installed new sunshades for the summer heat.
- New display kiosks for Women of WW2
- Installed new exhibit signage.

Restoration Projects

- Repaired Stewarts yardarm brackets
- Replaced Stewart lifeline stanchions.
- Painting of USS Stewart bow & fwd guns

Events

- Make a wish foundation.
- Navy Chiefs CCTI
- Stewart 80th birthday
- Ghost Tours

As I write this, I am mindful of the fact that none of our accomplishments would have been possible without the support of our dedicated team, volunteers and generous donors. I am extremely proud of our team for the work that they have done to continue building our path to success.

Our museum receives no public funding for our operations or restoration activity. (We do receive Hotel and Occupancy Tax support for Advertising and Promotion) Everything we do to manage and maintain our ships is supported by ticket sales, donations, and grants. To our generous donors and volunteers, I would like to express our sincere gratitude. Without your generous support, we simply could not have achieved these tremendous results.

The list above is a sample of the progress that we have made in the past twelve months and demonstrates the results of your generosity. **There is still time to make a tax-deductible donation for 2023.**

Please visit us at www.galvestonnavalmuseum.com to contribute to preserve our past for the next generation.

Thanks to all of you for your continued support and I look forward to building into the future in 2023. Happy New Year!

Brian R. Abugel
Chairman & CEO
Cavalla Historical Foundation

Board of Directors



Aric Deuel

Antoinette Lynch

Brian Abugel

Bruce Talbot, ETCM(SS), USN

Christopher Palumbo

Dan Fast

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Mike Morin

Ronald Whitener, LCDR, USN (Ret.)

Steve Bauerband

Urs Schmidt



2023
in Pictures



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.

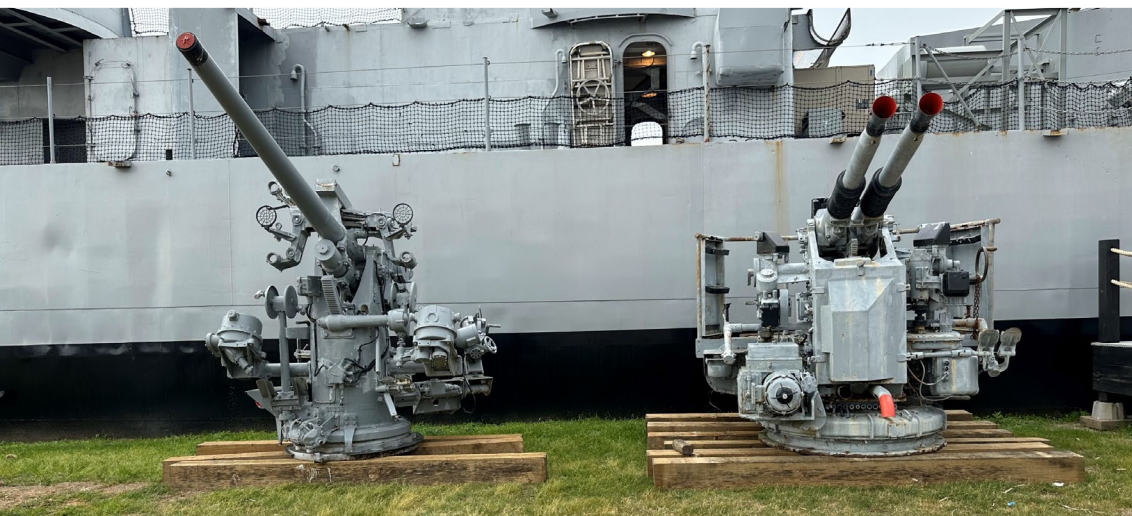


Launching Our New Brand

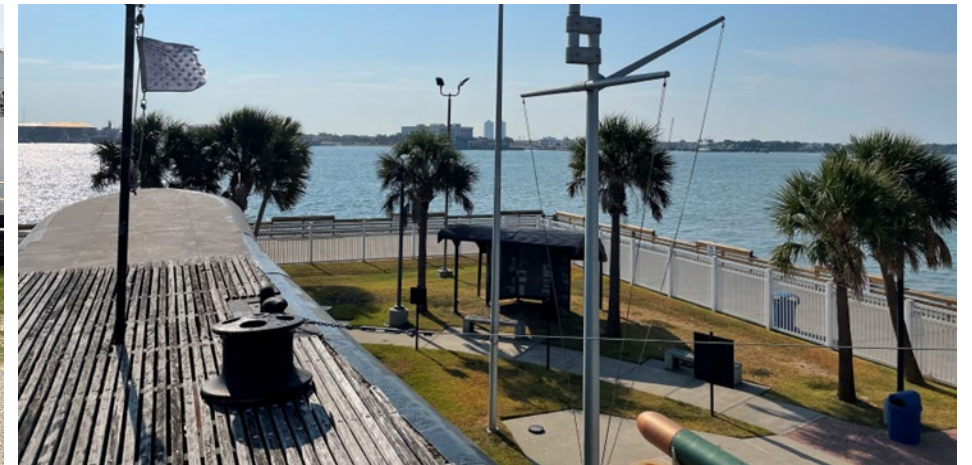
From **HARMS WAY** to *HISTORIC*...



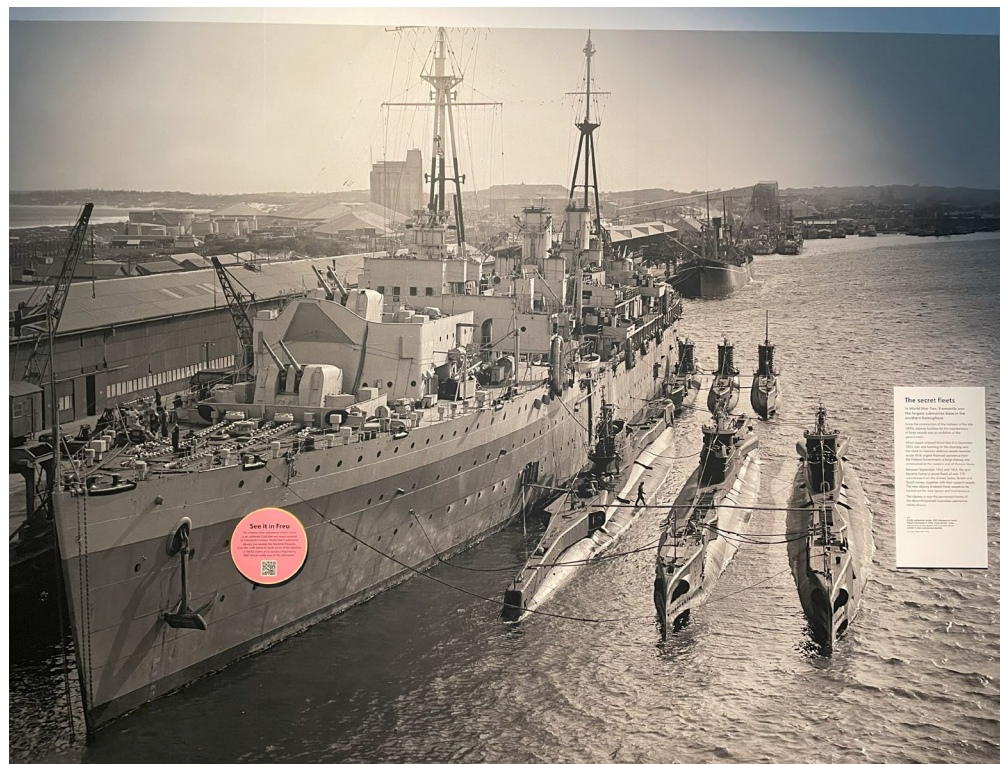
New Artifacts and Exhibits

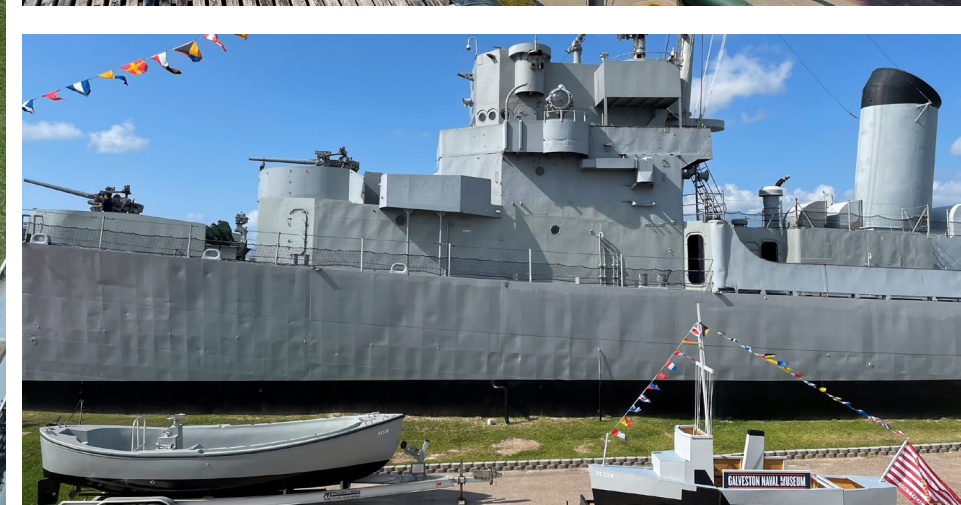


New Signage and Infrastructure



GNM Visit to Fremantle, Australia





Thank you for your support!



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.

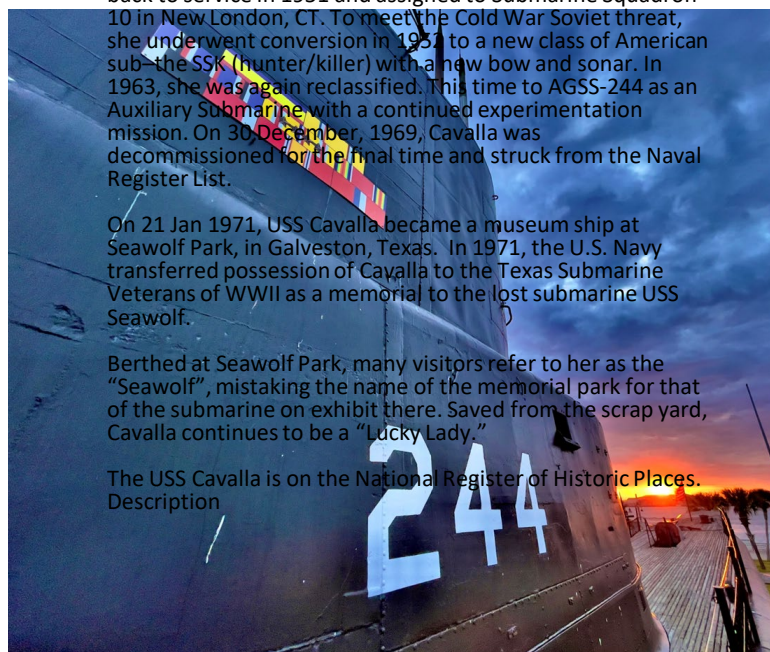
USS Cavalla (SS-244) was awarded the Presidential Unit
 Citation for actions on her first patrol near the Philippines
 from May 31 to Aug 3, 1944 under the command of Lt. Cdr.
 Herman J. Kossler (1911-1988). She was also awarded four
 Battle Stars for operations in the Pacific. The USS Cavalla is
 best know 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 1951 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.
 Description



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 full load feet

Complement: 8 officers, 201 Enlisted

Propulsion: 4 Fairbanks-Morris 1500 hp diesel Engines

Speed: 21 Knots Range: 9,100 nmi

Range: 9,100 nautical miles at 12 knots

Armament: 3 x 3in, 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 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 student officers out of 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 1944, she commenced North Atlantic convoy operations, making 30 crossings with occasional enemy submarine 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.

USS Stewart is named after Admiral Charles Stewart who was the first Admiral of the US Navy, and commanded the USS Constitution during the War of 1812. In addition to DE-238, two earlier U.S. Navy destroyers, DD-13 and DD-224, were named in Stewart's honor. One of her special duties as an escort ship, in October of 1943, USS Stewart transported flag officers and their staffs while escorting and protecting the Presidential Yacht of President Franklin D. Roosevelt as he made his way to the Battleship USS Iowa and on to Tehran, Iran for an historic meeting with Prime Minister Winston Churchill and General Secretary Joseph Stalin. There, they decided that in May of 1944, the Allies would conduct Operation Overlord, the landing at Normandy Beach. USS Stewart led the way to history! On April 10, 1945, USS Stewart assisted the SS St Mihiel after it collided with another ship off the coast of New York. Stewart fought the fire, reestablished power, and helped escort the ships back to port.

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 berths 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



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

Collision with 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



The Pacific Theater



MacArthur's Navy

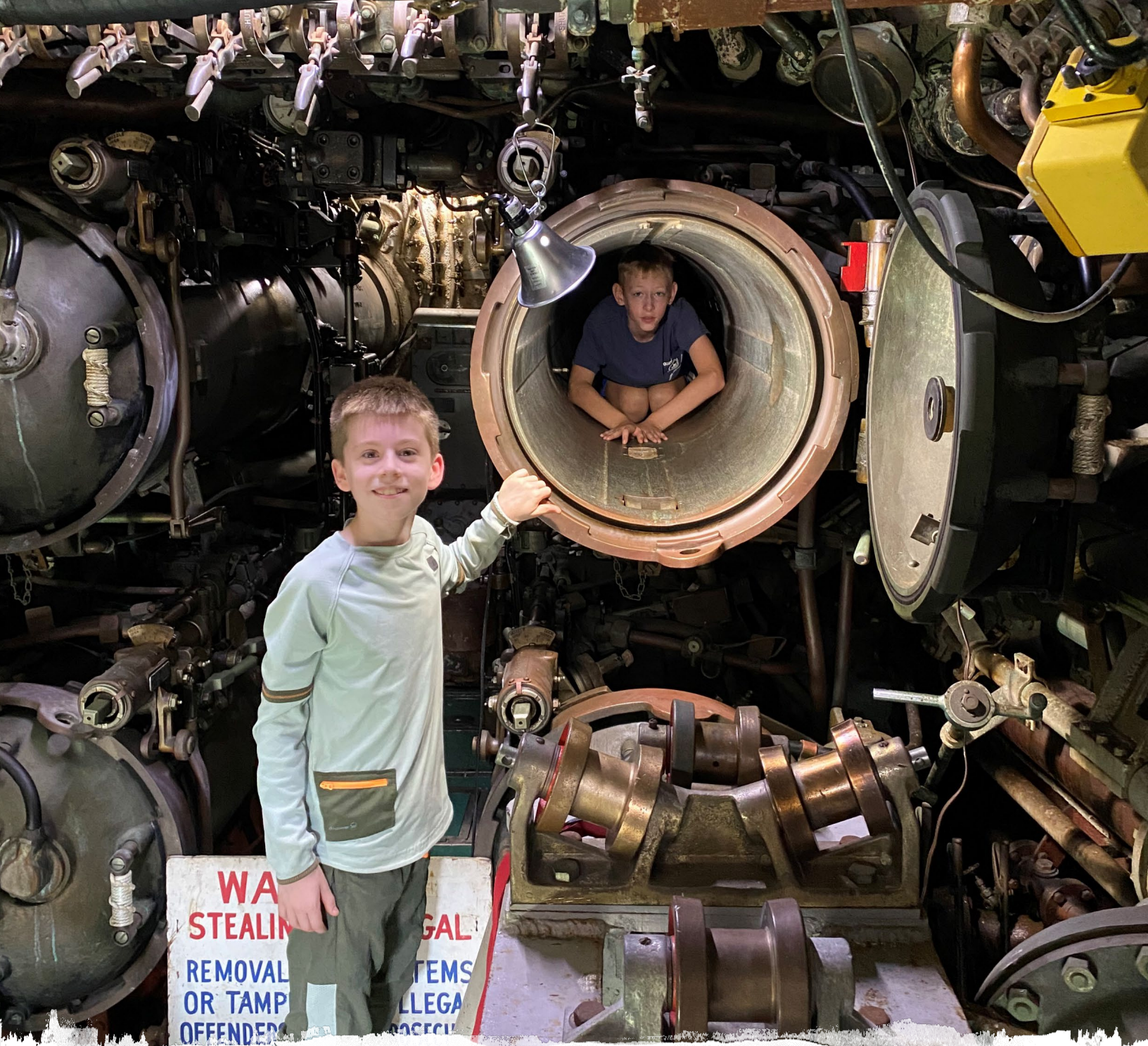
Amphibious engineer brigades executed more than just transport. The amphibians conducted anti-air and anti-ship operations, defended harbors, beachheads, and airports, organized the far shore, constructed facilities and infrastructure, conducted combat operations, and sustained forces on land.

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



