



Texas Navy Association Newsletter

# The Invincible

January 2012

Image: Emil Bunjes

## From the IT Department



**G**reetings Friends and Associates. This is my first article addressing the status of our web site. I would like to start by thanking Admiral Dick Brown for continuing to host our web site for the majority of last year, and for organizing much of the historical data that is currently used.

Our site (TexasNavy.com, .net and .org) went live on our new web hosting service GoDaddy late this fall. I have been working closely with Admiral Judy Fisher ever since, using her artistic talents to gather the historical information in our possession, and placing it in easy to read and use PDF files to help inform the world about the Texas Navy. Many thanks to Judy, who is doing all of this in a completely voluntary capacity. Without her efforts, our site would not be near what it is today. To get the most out of our site, it would help to understand how it was designed, how to use it, and how to help us improve it.

The site was designed so that the major areas of interest are down the left side as buttons. As your mouse hovers over a button, more buttons may appear that are subcategories of the primary button. These may also have subcategories under them, but we never go more than three sub menus deep. Clicking on a button at its lowest level causes the page to change. While some pages go straight into narrative text, others have too much information to present all at once. To keep response times very fast on these large sets of information, we use collapsible panels. You can identify these as they appear as bars going across the page with text on them. Clicking on the bar causes that panel to open so that you can see the contents within. Clicking on the bar again closes the panel back up.

On many areas, there was a lot of information we felt could be better viewed separately by enclosing it within a PDF file. The PDF could then be saved to your local PC, and viewed or printed at your leisure. We do this by putting a lower resolution image of the front page of the PDF on the web site. If you decide it is of something of interest to you, you can click it, and it will launch the PDF file in a separate window. On the slide shows, most will open and once the thumbnails have loaded, and then go straight into the slide show. If it doesn't, hover the cursor over the middle of the picture and VCR type controls that will allow you to control the slide show. The same is true of any video shows we post for you.

During the slide shows, text will appear over the slide describing the scene or the persons shown. We would really like your help identifying everyone shown. It is after all an attempt to accurately preserve history. If you know the people or scenes shown, pause the slide show as described above, write down the slide number, which would be where the description normally is, and email it to me. I get all email addressed to [homeport@texasnavy.com](mailto:homeport@texasnavy.com), as shown at the bottom of every web page. I will update the slide descriptions as soon as I possibly can.

## What's Coming

**A**t present, we have a person recreating our Ship's Store using Google Shopping cart and processing capability. This will enable us to handle credit card transactions, and orders from all over the country or world. We look forward to analyzing the profitability of this approach.

We also have work going on in the private Members Only section

of the site. I am currently working to make sure that security is in place to keep our Association's Information open to members only. The following is the login page. Management of user enrollment, password generation, and ties to current Association membership status are currently being worked on.

When I have finished the work, I will remove the "Work in Progress" banner across the login page, and we will begin allowing people to log in to see the pages available only to our Members: A data page, where you can review the profile that Association has for you, the Association Bylaws, the board minutes, the Financials presented at the most recent board meeting, and an opt-in member directory



(your name will not be shown to other members unless you explicitly ask us to do so). We are also examining ways to create a suggestion or discussion board.

## *Regarding "Scuttlebutt"*

A number of you have written the board asking why we aren't doing a better job of policing the conversations on Scuttlebutt, and keeping the topics more in line with the goals of the Texas Navy Association. The reason is simple – we do not own it. Scuttlebutt was the creation and is owned by a Texas Navy Admiral, not the Texas Navy Association. This individual has all rights to this chat group. It is not an official or unofficial site of the Texas Navy Association. We cannot control the persons who have access to it, nor can we direct the conversations held on it. We also do not respond to commentary regarding the Texas Navy Association on this site without the advice and recommendation of our legal counsel.

We are looking at creating a chat board for our web site's Members Only area. It will not be anonymous, but will allow members to express opinions and suggestions visible to all other members as well as the board. We feel that this will provide a meaningful method of communication that will belong to the Texas Navy Association. This new area is on the "to-do" list, but remains behind the other tools that members have requested for the site, such as online financial reports and board minutes.

We will keep you apprised of the progress on all of these efforts. Please keep in mind that everything being done on our web site in regards to the member's area is being done as volunteer effort by people with full time jobs. Please be patient with us. We are peddling as fast as we can.

Thanks,  
Admiral James S. Tyson  
Technology Director

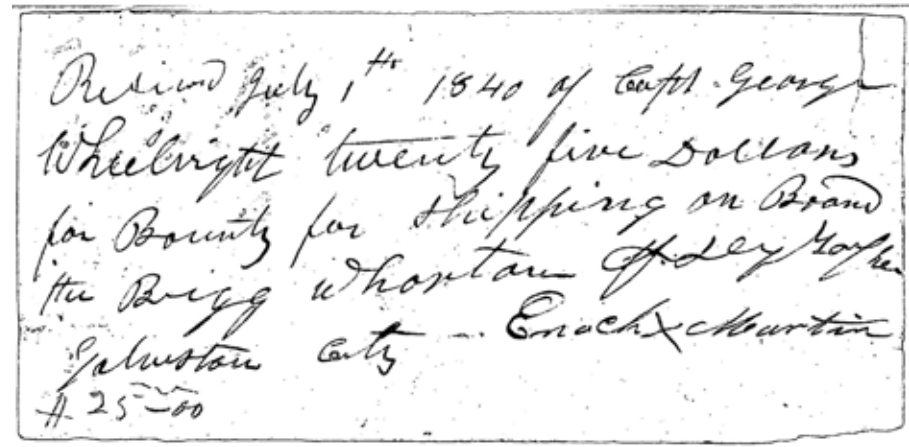


## A Texas Navy Sailor

Submitted By: Stephen and Karen Tanner

**B**ased on the following evidence, it is my belief that our ancestor, Enoch Martin, came to Texas in 1840 directly from Brooklyn, New York as a recruit with the newly formed Texas Navy.

The following record was obtained from the Holdings of the Texas State Archives (#401-20): "Received July 1st 1840 of Cap't George Wheelwright, twenty five



Received July 1<sup>st</sup> 1840 of Capt. George  
Wheelwright twenty five dollars  
for Bounty for shipping on Board  
the Brig Wharton of New York  
Galveston Cnty - Enoch X Martin  
\$ 25<sup>00</sup>

dollars for Bounty for shipping on Board the Brigg Wharton. Galveston Cnty. (?? Clerk signature) Enoch X Martin" (X representing his mark)

*From: Commodore Moore and the Texas Navy, by Tom Henderson Wells, Commander, U.S.N., printed by the University of Texas Press, Austin, 1988.*

"The Brig Wharton was commissioned on 18 October 1839. A week before, Commodore Moore had set out for Austin. Secretary of the Navy, Louis P. Cooke, was fretting about expenses. He needed money. Everywhere he turned requisitions



*Texas Navy Sailor Enoch Martin in his Texas Navy Uniform in approximately 1840.*

faced him. Provisions for the ships cost 300 per cent to 400 per cent more if bought in Texas than if bought in the United States.

Secretary Cooke realized his shortcomings in details about the employment of sea power. He asked President Lamar for a full-time naval officer assistant for technical matters. When his recommendation was not taken the Navy was crippled. Time and again the fleet suffered from mismanagement and lack of informed support in the capital.

Moore had to call on the Secretary of the Navy and on President Mirabeau B. Lamar. As the new operating head of the Navy he needed policy guidance from his superiors and the opportunity to tell them what was necessary to carry out the policy. Just now the policy was to build and train a navy of a size and composition already determined, so that it could fulfill whatever mission might later be assigned.

First of all the ships needed men. General Richard G. Dunlap, the Texas minister to the United States, had earlier written recommending that recruiting be done in New York, since one small ship would pass practically unnoticed in that great harbor, and ex-USN sailors would be available. Then, too, firearms, technical books, and instruments were readily available in the big Atlantic coast ports. Secretary Cooke gave Moore orders to prepare the Wharton (then known as the Colorado) for the recruiting voyage and to assume command. He was given \$40,000 and the authority to draw on the naval agent, John G. Tod, if he needed more money. The Wharton, built in Baltimore, had been delivered by an American crew to Galveston about a week after Commodore Moore left for Austin.

The Wharton was about 110 feet long with displacement of 405 tons, and with sixteen 18-pounder medium-range guns. Her war complement was 19 officers and 112 men. She was allowed muskets, pistols, and cutlasses for her complement, and she had five boats.

Moore took her over to New Orleans in mid-November 1839 and then headed for New York.

The Neutrality Act of 1818 prohibited foreign navies to recruit in United States ports. The Wharton's recruiting might not have been noticed if the port had been crowded with sailors so that all United States Navy ships could fill their crews, but it happened that for some time fewer and fewer sailors were on the waterfront looking for berths. Many guesses were made as to the reasons: that sailors were leaving the sea, that illness reduced their numbers, or that long overdue ships had not come into port. Whatever the cause of the shortage, Moore arrived at a poor time for inconspicuous recruiting.

The Wharton was greeted warmly. Close kinship was felt with the Texans struggling to be independent of Mexico. The sight of the beautiful little Wharton in the harbor, the fine reputations of her officers, the snappy appearance of her sailors in their new uniforms with pay in U.S. dollars in their pockets aroused much interest ashore. So, too, did the news of her swift voyage. She had left the southwest pass below New Orleans on 20 November at 6 a.m., and arrived on the evening of 10 December. Had she not run into a gale 158 miles off New York she would have beaten the mail.

The Wharton, towed up the narrows, passed in full view of the sailors in the Brooklyn Navy Yard, and then anchored so that the battery was between the Wharton and the yard, and small boats full of recruits could not be observed from across the East River. Moore did not immediately plunge into recruiting. He first set about giving the cruise an appearance of conformity with the Neutrality Act. He sent his powder ashore to the U.S. Navy magazines at Ellis Island, and started work on the Wharton's magazines. He bought fifty new-style rifles and fifty pistols which later became famous as the favorite of the Texas Rangers. He bought books on steam engineering and other subjects for the officers and midshipmen to study. He bought

navigation equipment and instruments and the best lifeboat in the world at the time, a Francis self-bailing boat. He bought boats for the other ships. He spent \$7,000 over the \$40,000 he had been given, but this being allowed for in his orders, he drew on Navy Agent J. G. Tod for the amount.

After a consultation with J. Prescott Hall, a lawyer, Moore was ready for recruiting. The good word had got around. A rendezvous was set up ashore with the assistance of R. and J. W. Benson (or Benjamin Benson) a tailor, Rufus Rowe (or Hughes) a butcher, and Robert Tilford (or Tolford) and James Jackson, watermen. Enthusiasm for the Texas cause swept the waterfront. Many sailors enlisted, signing statements that they were "sailormen bailing from Texas and calling themselves Texians," which made the enlistments practically legal. Texas Navy pay was the same as the U.S. Navy pay. Moore's men were subjected to the same discipline, privations, and poor food as those in the U.S. Navy. But adventure and prize money were to be had in Texas, for renewed war with Mexico awaited only the fleet's return from New York and New Orleans. Besides, the Texas Navy had Commodore Moore. He took back to New York many of the men he had earlier enlisted there; his character and leadership were well-known on the waterfront. Even the untrue story that tea had replaced grog in the Texas Navy did not ruin recruiting. About seventeen midshipmen and a hundred twenty men signed up. Recruiting was going all too well.

More than one U.S. ship was noticing empty hammock hooks, while the Wharton had to install a hundred twenty-five extra hooks for men signed on board above complement. Lieutenant Charles S. Hunter of the U.S.S. North Carolina made official complaint against Moore, swearing Moore was violating the Neutrality Act of 1818. Moore was arrested on 30 December 1839. His one thousand dollar bail was posted by the Texas government, but he borrowed \$400.00

of it back. Arrested with him and held to the same bail were his recruiters. Recruiting continued nevertheless, with Moore unable to take receipts (to avoid possible legal complications) for the twenty-dollar bounty money for enlistments.

While Moore was busy recruiting and fending off the law, there was trouble in Texas. On 15 January the New York Morning Herald reported a proposition in the Texas Congress to lay up the Navy and sell the Zavala. To Moore in New York, it must have appeared that the Texas Congress, having invested a third of a million dollars in ships, and depending on the Navy entirely for forcing recognition from Mexico, would not fall for a measure such as this in order to save a few thousand dollars.

Moore was getting good men. With some drill they would soon be ready to fight Mexico. When President Lamar gave the order, the fleet would carry the brunt of the operation. It could take command of the Gulf. Command could probably be maintained, because Moore's ships could prevent the delivery of any single or small groups of warships to Mexico, and could prevent trade from going on between Mexico and the outside world.

United States Secretary of State John Forsyth, never a friend of Texas, did not forget Moore's recruiting. He wrote General Dunlap a note about Moore. Dunlap, who had made the original suggestion for recruiting in New York, expressed horror at the thought that anyone would so grossly violate United States neutrality, and assured Forsyth that Moore had explicit orders not to do such a thing.

Forsyth rather brusquely reiterated the charges, and stated that if the offence was repeated he would bar all Texas Navy ships from U.S. ports. Moore saved everyone embarrassment by bringing his powder back aboard on 4 January, and departing New York on 21 January

1840. Correspondence about the affair continued, but nothing more was done. Presumably the remaining \$600.00 of Moore's bail was forfeited.

The Wharton arrived off Galveston on 8 February 1840, only three days after the Fourth Congress adjourned. It was generally known in Galveston that the Houston faction in Congress would cut down the Navy as it had furloughed the whole Army. When the news finally reached Moore, it was black. An act approved on the last day of Congress kept just two schooners in commission-and these for the purpose of making coastal surveys .

In late March 1840 Moore made the five-day horseback trip to Austin to discuss naval matters with his superiors. It had never been Lamar's intention to lay up the navy; he had invoked his emergency power when Congress adjourned. On 20 April President Lamar walked into the Navy office while Cooke was out and had Commodore Moore change the names of the ship and brigs from Texas, Brazos, and Colorado to Austin, Archer, and Wharton.

While Moore was in Austin an agent from rebelling Yucatán visited Texas. President Lamar became interested in Keeping that rebellion going .

On 20 June 1840, Commodore was given orders to take as many ships as he could ready, and proceed to a safe anchorage near Veracruz. There he was to arrange for delivery of some messages to Texas secret agent James Treat via the British Consul to Veracurz and the British Minister to Mexico .

For the cruise Moore moved over to the Austin, which he commanded, and took the Zavala, the San Jacinto, and the San Bernard to New Orleans, where he arrived in late June. The Wharton's sailors had been transferred to other ships; so she was left behind in Galveston

with a skeleton crew under Commander Wheelwright, who was ordered by Moore to ship 140 men for one year's service and to join the other ships off Veracruz."

It is not known if Enoch Martin remained in the navy after 1 July 1840. On 1 January 1849 he married Elizabeth Kennerly in Travis County, Texas. He is listed on the Travis County Census Records in 1850, 1860 and 1870.

## Nautical Quiz

What is a Lazarette?

- a) Anchor
- b) Nautical term for a kitchen
- c) A storage space in the boat's stern area

Answer is on the last page



## The Texas Navy Time Line

(Cont'd from the last Invincible)

### August 1836

Texas warship Liberty, formerly the privateer William Robbins, is sold for the cost of repairs in New Orleans when the Texas government cannot afford to pay the repairmen.

### August 4

Ad interim President David G. Burnet orders the Invincible under Captain Jeremiah Brown to New York for repairs. He quickly countermands this order when the Mexican Navy threatens the Texas coast, but Captain Brown proceeds to New York against orders nonetheless.

### August 9

President Burnet grants a captain's commission to W.S. Brown, brother of the Invincible's captain, if he can fit out a ship to be called the Benjamin R. Milam. The commission is never finalized because Brown dies in New Orleans before he could finish arming his ship. That same day Commodore A.J. Dallas of the U.S. Navy's Gulf Coast squadron writes a letter from Pensacola stating that he would dispatch a warship to the mouth of the Mississippi to protect any vessels bound for Matamoros, and would

raise the blockade declared by the Texas government.

### August 12

Texas Navy flagship Independence contacts the privateer Terrible off the Northeast Pass of New Orleans on her way to join the Independence at Matamoros.

### August 16

New Orleans newspapers report that the Texas privateer Terrible under Captain John M. Allen (who would later become mayor of Galveston) is patrolling the Gulf. The one-gun Terrible would capture the Mexican merchant sloop Matilda and rendezvous with the Texas Navy warship Invincible before being captured by the U.S.S. Boston and taken to Pensacola on piracy charges. Interestingly, a young lieutenant aboard the Boston, Lt. Edwin Ward Moore, would later become the commander of the Texas Navy.

### August 31

Texas warship Brutus under Captain William Hurd arrives in New York, having gone AWOL to seek repairs there.

### September

Texans vote on new government officers,

national constitution, and the question of annexation to the United States. Vote overwhelmingly in favor of annexation.

### September 3

Captain John M. Allen of the privateer Terrible (who would later become mayor of Galveston) departed New Orleans for a cruise to Campeache and Matamoros. Allen's goal was to meet the Invincible and blockade the port of Matamoros. The Terrible would be captured that month by the U.S.S. Boston and taken to Pensacola for trial on piracy charges for its capture of the United States merchant sloop Matilda. That same day, the ad interim government informed its agents in New Orleans that they would have to allow the warship Liberty to be sold, as the government could not pay its repair bills incurred at New Orleans.

### September 11

Warship Invincible under Captain Jeremiah Brown arrives in New York, having left New Orleans on August 24 against the orders of Texas ad interim President David G. Burnet. The Invincible would spend the winter with the Brutus in New York, leaving the Texas coast defended only by the flagship Independence.



## October 1836

During the first week in October, Captain Nathaniel Hoyt of the privateer Thomas Toby sailed for Mexico, stopping at the Mexican ports of Veracruz, Sisal, Campeche, Matamoros and Tampico. During this trip, the Thomas Toby captured the Mexican schooner Mentor, and bombarded the fort at Tampico with his ship's "long tom" cannon. He challenged the commandant of Tampico to meet with any armed vessel Mexico could field, and when the challenge went unanswered, Hoyt sailed back for the Louisiana coast.

## October 2

One Captain Moore was given a commission for the schooner Jim Bowie, formerly the Shenandoah, which was ordered to New Orleans to fit out and apparently did not ever resume active service for Texas. Because Texas' agents in New Orleans did not advance the money for the ship's fitting out as a warship, the schooner remained the Shanandoah in merchant service in New Orleans and never saw active service for Texas.

## October 17

Captain Jeremiah Brown of the warship Invincible reported that he had arrived in New York to find the warship Brutus unable to leave due to extensive debts that her captain, William A. Hurd, incurred in repairing and

provisioning his ship. Nine days later, a frustrated President Sam Houston would write to Texas agents in New Orleans asking them to forward his orders to Captains Hurd and Brown to return home as soon as possible.

## October 26

President Houston submitted his cabinet for Senate approval, including "S. Rhoads Fisher, Secretary of the Navy." Fisher came to Texas from Philadelphia in 1831, settled at Matagorda and represented Matagorda in the Consultation, and signed the Texas Declaration of Independence, and was on its Constitutional Committee. He was fired by Houston after the unauthorized summer 1837 cruise against Mexico, and died at his home in Matagorda in 1839. That same day, the Congressional Committee on Naval Affairs recommended "the immediate building or purchase" of a 24-gun sloop, a 10-gun steamship, and 2 11-gun schooners at an estimated cost of \$135,000.

## November 1

President Sam Houston lifts the blockade imposed on the Mexican port of Matamoros, on the Rio Grande. The blockade had been imposed the previous July by interim President David G. Burnet.

## November 18

President Houston signs an act providing for

an increase in the Texas Navy, to include a 24-gun sloop of war, two steam transports and two 11-gun topsail schooners. The act would never be funded.

## November 19

A New York judge issues warrants to seize the Texas warships Invincible and Brutus, whose captains had run up large unpaid debts while AWOL at the Port of New York. The vessels would not return to the Texas coast until the following February.

## November 21

President Houston sends Congress an angry message over the seizure of the U.S. brig Pocket by the Texas warship Invincible, which sets off a long series of heated diplomatic exchanges between Texas and the United States.

(cont'd in the next Invincible)

## Ship's Log

Submitted By: Sent in to Admiral Jim Tyson through our web site.

*First book on the old, old Texas 1895-1911*

*For those of you that take a keen interest in the Battleship Texas....*

Just wanted to let your members know about the first book on the "Old Hoodoo" which is now available on amazon.com It's entitled "Old Hoodoo" The Battleship Texas, America's First Battleship 1895-1911.

It is a 400 page illustrated history and not only includes about 1,000

photos, illustrations, and contemporary articles but also has the deck logs of this fighting ship during the Santiago Campaign included. The Texas fought more than any ship in the fleet in the campaign and was the battleship that aggressively supported the Marine taking of Guantanamo as well as participating in the naval blockade, bombardment, and the battle of Santiago, as well as a night action against the Spanish cruiser Reina Mercedes.

## TNA License Plates

"For Admirals Only". You can help support the TNA by buying a personalized license plate proudly displaying the Texas Navy Logo.  
[www.myplates.com](http://www.myplates.com)



*Click on: Create a plate*  
*Choose a category: Luxury Series*  
*Select: Texas Navy plate in the "Sponsored Organizations"*

## On-Line Ships Store

*By: Lieutenant Will Fisher*



Our Texas Navy Association Ships Store is completely "On-Line". Our members are now able to purchase Ships Store items on-line by going to the TNA web site [www.texasnavy.com](http://www.texasnavy.com) and choosing the button "Ships Store". For a *larger view* just click on the photo of the item that interests you. Once you have chosen your items by "Add to Cart", it is added to your shopping cart which shows up at the top of the page. Once you have purchased all you want just click on "Check Out" and you will be taken to a secure Google Checkout page. A number of members have already started using the convenience of on-line shopping. For questions or assistance with buying on-line you may contact me at [ltfisher@texasnavy.com](mailto:ltfisher@texasnavy.com)

## Texas Navy Cup Award

*By: Admiral Jim Tyson*

**A**re you aware that Texas has some very serious offshore sailboat racing? In addition to the Harvest Moon, and now the Galveston to Gulfport race, there is a series of three offshore races known as the Texas Offshore Racing Circuit (TORC). This series is comprised of the Houston Yacht Club (HYC) Offshore Regatta, the Lakewood Yacht Club (LYC) Heald Bank Regatta, and the Galveston Bay Cruising Association (GBCA) Texas Race Week. All three races take sailors well out of sight of land, forcing reliance on their skills and seamanship to complete the race safely. This in itself is quite a feat at times. To excel, one must thoroughly understand and be extremely competent in sailing, weather, tides, and Texas Coastal waters. The winner is by its very definition the best offshore racer in the State of Texas.

In a tradition that dates back to 1971, the boat and skipper with the best combined score from the three races is awarded the Texas Navy Cup, a trophy inscribed with the boat and skipper name. This trophy is kept at the GBCA club house, and is brought out each year for the event.

In recent years, under the guidance of Admiral Tynes Sparks, a keeper trophy was

added, giving the winning boat something to take home as well. Another tradition has been to work with the Governor's office to obtain an Admiral's commission for the winning skipper, given the typical compassion these skippers have to preserve Texas waters, and their absolute skill in seamanship and sailing.

This year is no exception, and it was the Texas Navy Association's honor to be able to reaward this trophy at the Texas Navy Christmas Party in Galveston. Admiral Bill Pickavance was on hand to do the honors, and is shown below presenting it to winning skipper of Tres Hombres – Jeff Kitterman (center), along with his co-skippers Mike Tyler (left) and Steve Ghormley (right) - hence



the name Tres Hombres.

Jeff was also presented with an Admiral's commission from the Governor, while his co-skippers were each presented with Commander's commissions in the Texas



Navy. Please join me in congratulating these skippers in their fine accomplishment!

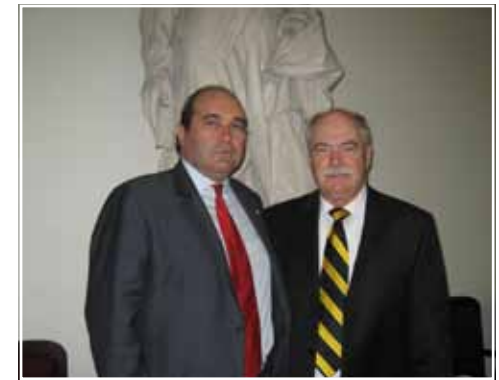
## Royalty Receives Texas Navy Admiral Commission



*(L)Adm John Thoma; (C) Vice Chancellor to the Duke, Carlos Evaristo; (R) Duke of Braganca Dom Duarte Pio, Titular King of Portugal.*



*(L) Texas Navy Admiral John Thoma presents (R) HRH Dom Duarte with an Admiral's Commemorative medal.*



*(L) His Excellency Alfredo Escudero, Marquis of Gori and (R) Texas Navy Admiral John Thoma after the presentation of the commission to the Marquis.*

**T**he pictures of HRH Dom Duarte were taken in the Banquet Hall of the Castle of Ourem (September 2008), located in central Portugal, which dates from the 11th century. Carlos Evaristo who is the Vice Chancellor to the Royal House of Braganca is presenting the Commission to the Duke as Admiral John Thoma looks on. Dom Duarte Pio is the head of the Royal Braganca Family and as such is recognized as the Titular King of Portugal. Dom Duarte is very active in charitable activities involving the former Portuguese Colonies of Timor, Angola and Sao Tome y Principe (Africa).

The picture of El Marquis Alfredo Escudero with Admiral John

Thoma was taken at the Sociedade de Geografica de Lisboa (founded 1875) in Lisbon, Portugal during a conference of the Prester John Institute with delegates from Portugal, Spain, Italy and the US. The presentation of the commission to the Marquis was made during the luncheon at the conference (September 2011); Alfredo Escudero, Marquis of Gori lives in Valencia, Spain, and is involved in numerous charitable and heraldic organizations throughout Europe. "The appointment of Admiral in the Texas Navy is one of the most sought after awards in Portugal and Spain, especially Spain since Texas is a former colony", said Admiral Thoma.



*The TNA Christmas Party* was a huge success! Held at the Hilton Galveston Resort on December 2, 2011. Those present enjoyed the Texas Land Commissioner Jerry Patterson's delightful and entertaining presentation. Thank you to Admiral Bob Callanan and Admiral Bill Turner for making the Ships Store available. Many

thanks to Admirals Marvin and Shirley Applewhite for the fascinating display of their Commodore Moore Collection. Members mingled and met their fellow Lieutenants, Commanders and Admirals then enjoyed dancing after the program.



Photos:  
Jamail Photography  
[jamail.michael@yahoo.com](mailto:jamail.michael@yahoo.com)





## *In Memory Of*



*Admiral David Edward Hall  
Admiral David L. Hearn, Jr.  
Admiral James Kay Welch*

*Fair Winds and Following Seas!*

**Commander-in-Chief**

Honorable Rick Perry  
Governor of Texas

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Diane Agerton Dyess  
Bruce Marshall  
John R. Nicholson  
James B. Sterling III  
James S. Tyson

## Nautical Quiz

What is a Lazarette?

c) A storage space in the boat's stern area