Independence, Brutus, Liberty, Invincible, Potomac, Zavala, San Jacinto, San Antonio, San Bernard, Louisville, Austin, Archer

Texas Navy Association

INVINCIBLE

July 1, 2020

Newsletter

Charles E. Hawkins Squadron
Galveston, Texas

Mirabeau B. Lamar Squadron
Shoreacres, Texas

Chester W. Nimitz Squadron
Dallas-Fort Worth

Samuel May Williams Squadron
San Antonio, Texas

The Tom Toby Squadron
Houston, Texas

E. W. Moore Squadron
Austin Texas

Sam Houston Squadron
Seabrook, Texas

Table of Contents:

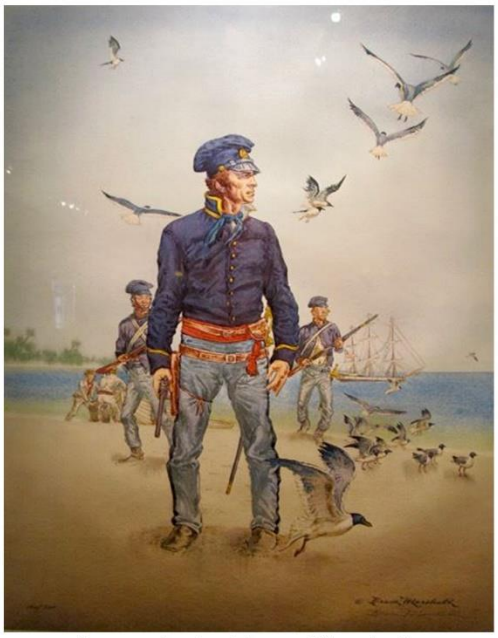

Image by by Bruce Marshall.

The Texas Navy Association salutes, preserves and presents the fabulous history of the officers and men who so gallantly served to free and protect The Republic of Texas. Their story is amazing and is truly a story worth telling. Without the contributions of the Texas Navy, there would most likely never been a Republic of Texas. continuing to improve its financial well being, and always invites and is most thankful for your generous contributions. Please be a part of our wonderful organization.

https://texasnavy.org

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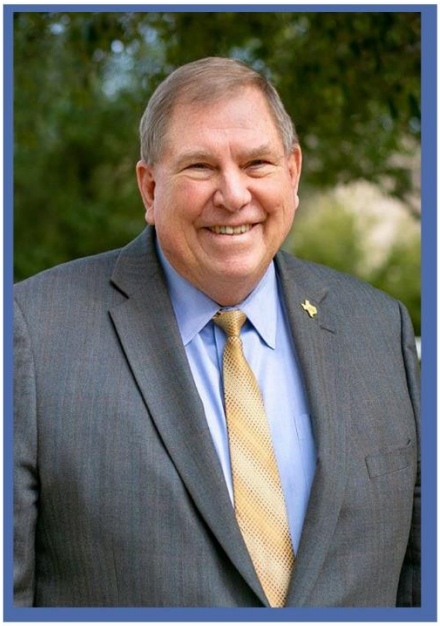
Word from Our President



Admiral Richard M. Dempsey
President
Texas Navy Association

Welcome to the publication of the Texas Navy Association (TNA) newsletter, The Invincible. It has been quite some time since our last issue, due to the transition from having a paid staff to a completely volunteer support organization. The TNA's ability to perform our mission of promoting the historic and heroic achievements of the Texas Navy (1836-1846) is totally dependent on the volunteer efforts of its membership. Everyone's contributions are most welcome. My personal goals as President for the calendar year 2020, expressed at the 1st Quarter Board of Director's meeting are as follows:

1) Maintain the financial stability of the Association; through efficient and profitable operation of the Ship Store, control of operating costs and development of alternate sources of revenue. 2) Develop and improve relationships between the Association and Affiliated Squadrons; through improved communications between the Squadron Commanders and the Board, and personally attending at least one periodic meeting of each of the Squadrons. (This latter commitment has been severely hindered, as one might expect by the COVID-19 pandemic.) 3) Support and provide oversight for the continued Search for Invincible project; through planning, research, budgeting and fund raising for each sequential step forward. 4) Promote and proselytize the historic and heroic accomplishments of the Texas Navy through the development of Texas Navy exhibits throughout the State of Texas and beyond.

In addition to the Search for Invincible efforts, we have four smaller scope initiatives. The first is presentation of Admiral Peter Rindlisbacher's painting Announcing The Victory to the USS San Jacinto (CG-56). The second is collecting funds to build a display case at the Texas Military Museum for a large scale model of the TNS Austin. The third is construction of a period-appropriate cradle to hold the TNA Bell donated by Admiral Chester Barnes. The fourth is an overhaul of the TNA's software suite to make it more cost effective, intuitive and robust. Finally, as we all experience these unprecedented times of this horrific COVID-19 pandemic, your Board of Directors has taken innovative actions to continue to conduct business. Using videoconferencing technology, we were able to successfully conduct the 2nd Quarter Board of Directors meeting virtually. It is our intention to utilize this technology to enhance participation for future Board meetings even when we are able to return to in person meetings. Until we are able to meet again, please stay safe and healthy.

News From Our Squadrons

From
Wayne A. Courreges Jr.
Command Officer
Edwin Ward Moore Squadron

"Where liberty dwells, there is my country." – Benjamin Franklin

Ahoy E. W. Moore Squadron Admirals All!

It is a beautiful day to be enjoying the 4th of July with your family and loved ones! Yes, the Coronavirus pandemic is still with us and we must take it seriously. We are all hopeful that we can evade contracting it until a vaccine is made available hopefully by the end of this year.

Some good news is we have another Admiral joining our ranks. Admiral Bart Hornsby received his Admiral of the Texas Navy Certificate several days ago. He is the nephew of the late Admiral Hugh Hornsby. We have missed Admiral Hugh, but Admiral Bart will keep the family's name strong and moving forward within the E. W. Moore Squadron and the Texas Navy Association!

As you know, our meeting is cancelled for this month, but I have purchased a Zoom program and am thinking about having a virtual Zoom meetingJuly 19th at 3 PM. What do you think? It would be an informal time for us to catching up with each other for an hour and fellowship. Please let me know if you think this is a good idea and I will set it up.

More good news is that Ali James is now a "Yellow Rose of Texas." She has not received her certificate yet, but is looking forward to when we can meet again formally to receive it. She is the Texas State Capitol Curator and will be our speaker that day. She is wonderful and would be a candidate to be honored with her "Admiral of the Texas Navy" recognition one day.

Recent Events Involving The Texas Navy

Quarterly Report

Search for the *Invincible* Committee

Texas Navy Association

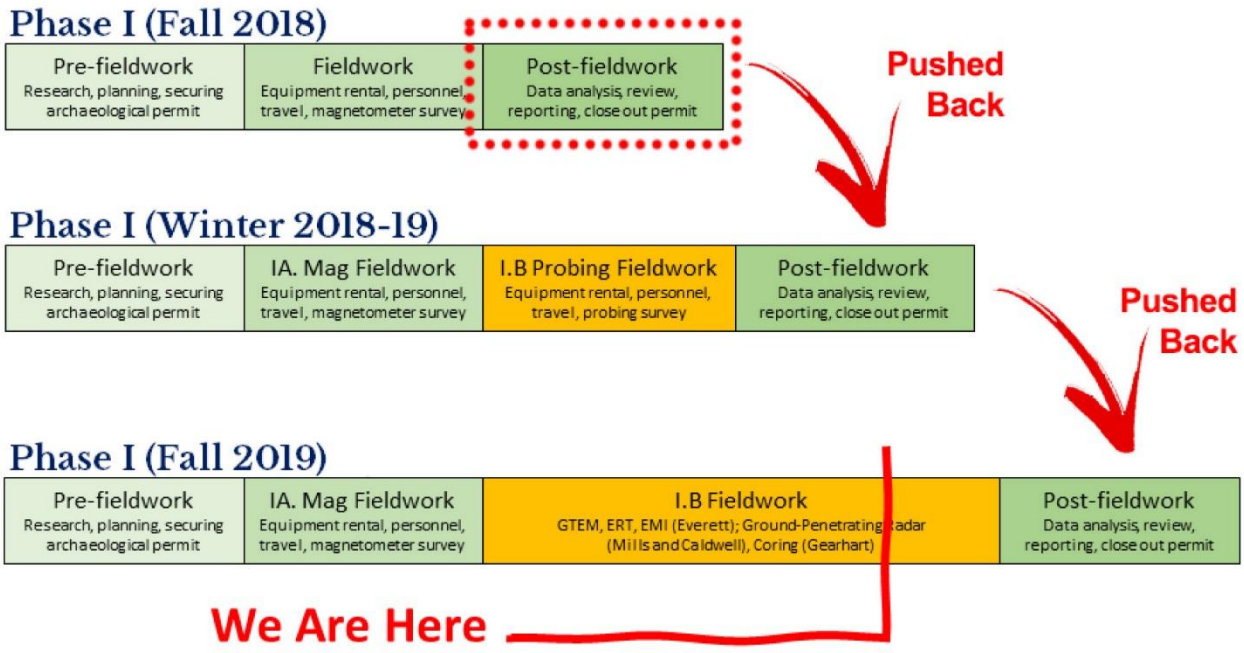
May 2, 2020

Replica topsail schooner Pride of Baltimore II, image via Sail Training International. The schooner is a close match to the general appearance of Invincible in 1836-37.

In my last written report in July 2019, I outlined proposed fieldwork to take place at the site in the fall of 2019. I presented interim updates on the project at Texas Navy Association Board of Directors Meetings in October 2019 and January 2020. This written report covers key project-related events since the last written report in July 2019 through the end of April 2020.

1. Updated Scope of the Project

As illustrated in the chart below, the remote sensing phase of the project has expanded significantly from its original scope. It was originally to include only a straightforward magnetometer survey of the site, that was completed in November 2018, but has since been expanded twice to include additional



As originally conceived in the fall of 2018, the Phase I Survey was to consist of a magnetometer survey done by BOB Hydrographics (Robert Gearhart). Funds for this work, including post-fieldwork analysis and final reporting to the Texas Historical Commission, were raised in the summer and fall of 2018 before fieldwork was done. Approximately half of this amount has been paid, to cover expenses and professional fees through the end of fieldwork. **The post-fieldwork analysis and reporting has not been done or billed, as that is the very last step in the process, but the funds are in hand to cover those costs.**

Based on Gearhart's study of the magnetometer survey data, in late November 2018 he recommended a follow-on project (subsequently designated Phase IB) of hydraulic probing, to determine the depth and extent of the targets detected. This is Gearhart's short summary of his November 2018 magnetometer findings; the figures referred to are not reproduced in this report:

> The magnetometer survey, Search for *Invincible*, sponsored by the TNA in November 2018, delineated two anomalous areas (figures 1-4) that are potentially associated with historic shipwrecks. This interpretation is based on a comparison with magnetic anomalies recorded over 40 verified shipwrecks as reported by Gearhart (2011; 2016; and 2018). Complex anomaly sources (i.e., composed of many separate magnetic objects), including shipwrecks, tend to have amplitude anomalies aligned with earth's magnetic field. In mid-northern latitudes, including Texas waters, a typical shipwreck anomaly is dominated by a +/- dipole oriented with a negative pole (blue in figures 1 and 2) situated north of a positive pole (red in figures 1 and 2). Anomalies 1 and 2 from the search for

Invincible survey each include a dipole that closely resembles, in size, shape, amplitude and orientation, anomalies reported over verified shipwrecks. Both anomalies are illustrated with a stylized hull shape, matching the dimensions of *Invincible*, overlaid for scale. Anomaly 1, in particular, bears a strong resemblance to magnetic anomalies recorded over wood-hulled ships similar in size to *Invincible*. The anomalous area located a short distance east and southeast of Anomaly 1 may or may not be associated with the larger dipole (marked by the hypothetical hull outline in figures 1 and 3). If Anomaly 1 proves to be associated with *Invincible*, the latter area might indicate wreckage scattered down current by storm surge leaving the bay following the passage of Racer's Hurricane a few weeks after *Invincible* was lost. Unfortunately, the magnetic sources of anomalies 1 and 2 cannot be identified with certainty based solely on the geophysical evidence. The next logical step in demonstrating whether one or both of these anomalies is associated with a shipwreck, and potentially with *Invincible*, would be to probe these locations.

During the spring and summer of 2019, the project undertook discussions with several potential vendors/investigators, in an effort to bring to bear on the site as many different remote-sensing technologies as might be useful. A brief discussion of each of these, and their results (if applicable) follows.

2. Permit Extension

Based on the consensus of the Search for the *Invincible* Committee meeting on July 3, 2019, I asked Robert Gearhart to prepare an amendment to the existing Texas Historical Commission Phase I Survey Permit 8593, to reflect the additional work being done at the site. This was completed and approved by the Texas Historical Commission on August 29, 2019, to include coring and other fieldwork contemplated at the site.

3. Penhall Company

Discussions were held with the Penhall Company in the spring and early summer of 2019, based on initial contacts with the company that suggested they would be able to provide a ground penetrating radar (GPR) survey of the site, at little or no cost to the TNA. These discussions were fairly far along, including a long conference call on May 24, and we were only awaiting confirmation of potential dates that would be workable for the company. Unfortunately, since that time Penhall appears to have lost interest in the *Invincible* Project. Written communications with the TNA's contact person there have either not been answered, or shown no interest in setting up dates for actual fieldwork. No further communications have been received from Penhall, so their further involvement with the project is deemed unlikely.

4. Texas A&M University Department of Geology & Geophysics

A team led by Texas A&M University Professor Mark Everett, from the Department of Geology & Geophysics, conducted work on the site over the weekends of September 28-29 and October 5-6. (The first planned weekend, September 21-22, was scrubbed due to heavy rains and higher-than-normal tides that impeded site access.)

The TAMU crew used three technologies: (a) Geonics G-TEM time domain electromagnetic induction system; (b) AGI SuperSting electrical resistivity tomography (ERT) system; and (c) GSSI frequency-domain electromagnetic induction profiler.

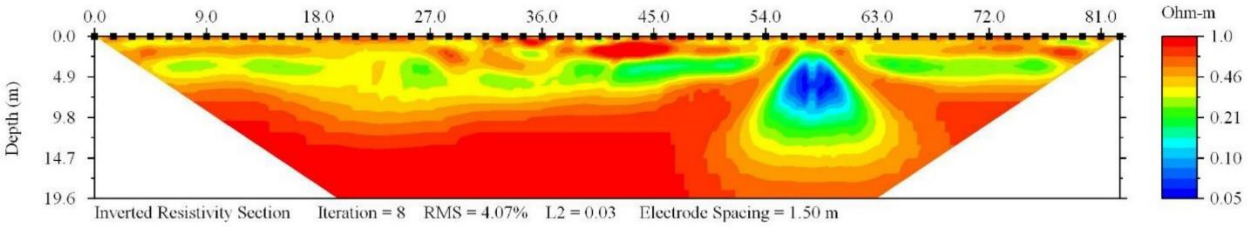
Setting out the survey grid (l. to r.) Bob Gearhart, Mark Everett, Tom Oertling

Over four days, the team completed fourteen transects of the area around the main anomaly cluster, eight running north/south, and six running east/west. Most of these were 82.5 m long, or about 270 feet, although three east/west transects were 110m (360 feet) long. These generated profiles to a depth of 19.6m (64 feet). The transects were spaced 15m (49 feet) apart.

Laying out one of the ERT lines. Electrical probes are placed 1.5m (5 feet) apart, and electrical current sent in sequence through them by a controller. The readings taken through the array allows a profile to be made of the electrical resistance in the soil at various levels, that can in turn be used to detect different layers or soil composition, stratigraphic disruptions, or objects buried below the surface.

Over the entire site, these profiles showed a generally very consistent electrical resistivity value for the soil, with one notable exception — across the site, there appears to be a layer beginning at a depth of about 5m (16 feet) and extending for 1-2m (3-6 feet) below that, that is slightly more conductive than the sand above and below it. This layer is currently interpreted — absent direct sampling — as a sedimentary marine layer, possibly a light clay. Because this layer is consistent across the site it is our current belief that this represents the "natural bottom" of this location prior to changes in the hydrography caused by subsequent man-made alterations to the landscape (e.g. construction of the South Jetty). This depth corresponds well to the depth marked in the area on the earliest large-scale U.S. Coast Survey charts, that date back to within 15-20 years of the loss of *Invincible*. Although nothing that could be seen as debris or wreckage was clear on the profiles, in several transects this layer of more conductive

sediment was seen to be disturbed or churned, that may reflect a man-made disturbance in the form of a wrecking event or other incident.



Electrical resistivity tomography (ERT) Transect 04, which is typical of the data collected over the primary anomaly cluster. The transect runs from south (left) to north (right) over 82.5m (270 feet). The horizontal green line at about 5m depth (16ft) is currenty believed to be a layer of sedimentary marine clay, that may represent the "natural bottom" of the sea floor at the time of Invincible's sinking. This specific profile shows some disturbance or churning in that layer (left), that may significant. The prominent, high-conductivity feature in blue (right center) corresponds to a long, linear feature on the 2018 magnetomer data plot, that is currently unexplained. Image courtesy Mark Everett.

Setting out the 10m (33 feet) grid for the G-TEM time domain electromagnetic induction system. This square grid was moved across the entire central anomaly cluster site to collect profile data, like squares on a chessboard. The Data analysis for this system is pending.

Everett's full report of findings are included in Appendix A, following. There are no dramatic results from the G-TEM or ERT data that clearly point to the presence of an historic shipwreck. Everett's five key interpretive points based on his students' fieldwork are as follow:

1. The ground at the site is generally very uniform to depths up to 100 m. As a rule, the subsurface is very highly conductive indicative of seawater-saturated sediments.

2. There is a distinct layer that is more conductive than the sand above or below. This layer begins at about 5 m depth and is ~5 m thick, according

to the ERT results. The G-TEM detects a similar, albeit thicker, layer but at lower resolution. The higher conductivity suggests a different sedimentary texture of this layer. This may be a marine sedimentary clay layer that might represent the natural sea bottom in this area before the landforms were changed by dredging and construction of the South Jetty in the 1890s. The jetty construction caused this area to build up a significant amount of accreted sand, forming a beach/marsh area where none existed in the 1830s at the time of the shipwreck.

3. There is an elongate [i.e., linear] feature running east-west a little north of the center of the survey area, with the previous magnetometry suggesting it is well over 200 m long. This feature shows up strongly in the ERT profiles, as being a compact, symmetric zone of extremely high conductivity. The causative body could be a linear man-made conductor such as a pipe, cable, or chain. The ERT profiles show that this feature lies along the upper surface of the putative marine sedimentary clay layer at about 5 m depth.

4. The ERT tomograms reveals locations where the marine sedimentary clay layer appears to be disturbed. These locations may simply represent buried natural material that has a lower conductivity than the marine clay, or they may indicate a disturbance in the clay layer caused by spatially-distributed shipwreck or other materials, or else scouring of the seabed by currents circulating around proud items on the seafloor.

5. The G-TEM depth-profiles show the same layered-host structure as the ERT tomograms, except the intervening marine-clay layer is apparently thicker. The G-TEM has less vertical resolution than ERT, but deeper penetration. The G-TEM results indicate that seawater-saturated sands may extend below 100 m depths throughout the survey site. The marine clay layer appears to thicken toward the sea to the north of the survey area.

5. Ground-Penetrating Radar

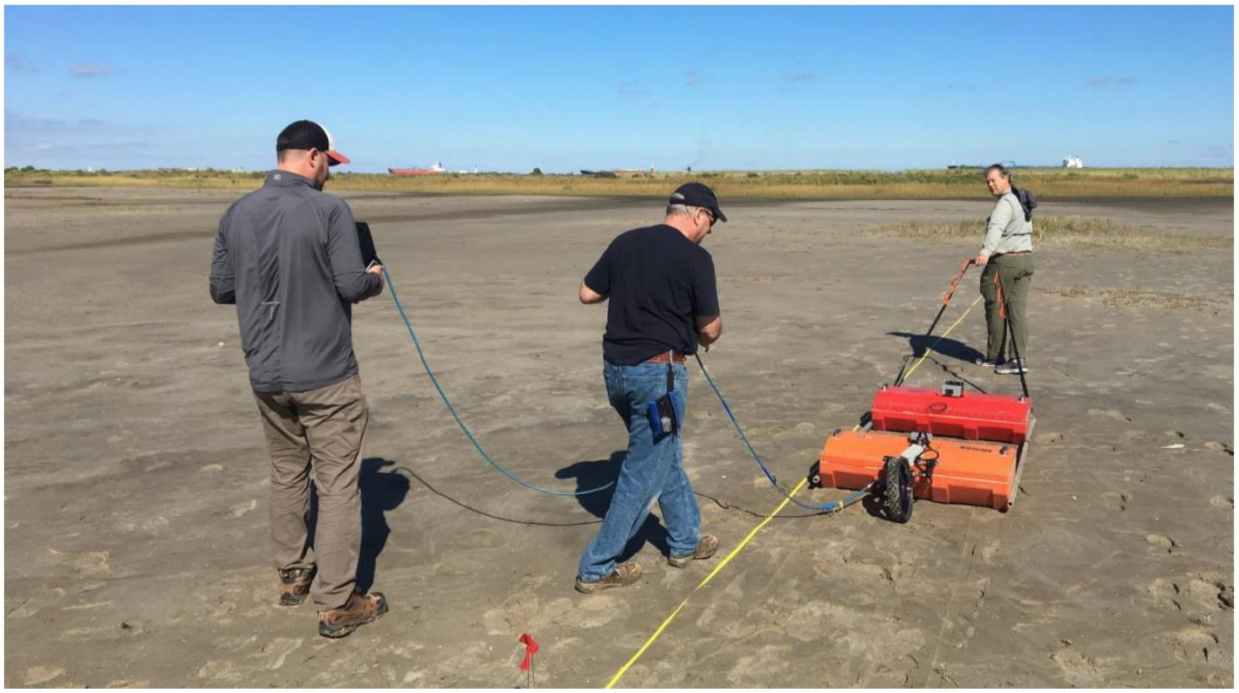
The ground penetrating radar survey, conducted on October 27, did not yield significant amounts of data for the project, due to a variety of logistical and technical issues. Two systems were on-site, an older model 100 MHz system provided by Cmdr. (now Adm.) Dennis Mills, and a new 200 MHz system brought by Brett Caldwell of Geophysical Survey Systems.

The general consensus and guidance that we had been given since the beginning of the project was that GPR would not be effective in this specific environment — i.e., wet sand with a very high salt water table. The high conductivity of the salt water, it was believed, would simply dissipate any radar signal projected into it to such a degree that no meaningful signal

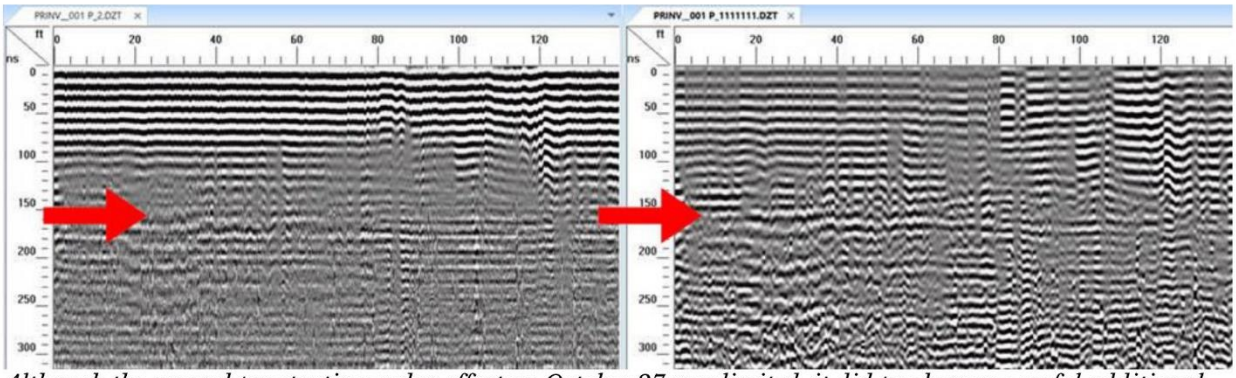
return would be possible. Simply put, we had been advised that GPR would be effectively blind on this site. Getting back *any* usable data, frankly, would be more than we had been led to expect.

The 200 MHz system was getting data into the system, but there were a number of technical difficulties as often happens with brand-new technology, such as calibration, and getting the individual components to communicate with each other.

The older, 100 MHz system was able to pick up very little, although it did apparently detect a change in the soil density that appears to confirm the data from the Texas A&M University students (see figure below).



Doing a test transect with the 1oo MHz GPR unit. L. to r., Brett Caldwell, Dennis Mills, and Bob Gearhart.

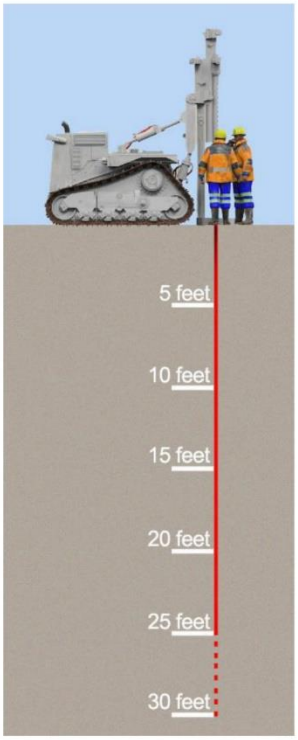


Although the ground penetrating radar effort on October 27 was limited, it did produce one useful additional piece of evidence regarding the site. The 100 MHz GPR system did detect a slight variation in the density of the subsurface, at a signal timing of about 160 nanoseconds (red arrows). This corresponds to an approximate depth of 16 feet beneath the surface, that corresponds with the higher-conductivity layer revealed by the ERT survey done by the students from Texas A&M University. The image on the left above shows the raw data, while that on the right shows the same data after signal processing. This data corroborates the TAMU interpretation of the subsurface profile, and matches with historic chart data for the area.

Because it appears that the newer, 200 MHz GPR system was retrieving real data, but not recording it, it is our hope to get that system back on site at some point in the future after the technical issues are ironed out. **(See Part 8 below, Current Project Status and Next Steps.)**

5. Cascade Drilling and Technical Services

Between Wednesday, December 18, and Friday, December 20, 2019, Cascade Drilling and Technical Services conducted hydraulic coring/probing activities on the project site. Over three days, the crew put down 45 separate core shafts at the two magnetic anomaly clusters of interest. Three cores in close proximity to each other hit a "refusal" at a depth of around 4 feet beneath the surface, when they encountered concrete or cement. Thirty-nine cores were pushed to 25 feet, and three went down to thirty feet. Both the 25- and 30-foot depths are well below what we believe to be the depth where a shipwreck, if present, would be, based on a number of factors including historic charts showing the water depth in that area during period in question.



Right: Illustration to scale showing the penetration of a 25-foot core (solid red line) and a 30-foot core (dashed red line).

Project archaeologist Bob Gearhart points to dark striations in the soil sample, from approx.. 20-25 feet in depth, showing thin clay layers, or lenses (green arrows), between the lighter sand.

Positioning the coring/probing equipment at the site, December 18. From left, archaeologist Bob Gearhart and Tom Oertling, TNA Past President Bill Turner, and Cascade crew members.

The coring locations were all placed in a regular grid over and around the magnetic anomalies recorded in November 2018. Although we believe *Invincible* was broken up and scattered both in the wrecking event and in Racer's Storm that followed a few weeks later, there should be significant

components of the hull, ballast (likely pig iron) and other parts of the wreck that could be detected by the coring done this week. **Other than first strikes on concrete just a little below the surface, the team did not strike or detect anything other than the sand and a few thin layers of clay between 20 and 25 feet down.**

Unfortunately, this coring/probing work did not provide any direct evidence of the presence of a shipwreck. This is a disappointing outcome. In archaeology, there is a process known as "ground truthing," where you take the data from remote-sensing (e.g. magnetometer, ground penetrating radar) and dig or probe to come in direct physical contact with a suspected object to verify its presence, depth, and perhaps identify it. This coring project was our first attempt at ground truthing on this site, and was not successful. We cannot say, at this point, what the sources of the magnetic anomalies are.

5. Summary of Findings Reported

Although Phase IB field activities to date have not resulted in dramatic new findings, they have provided important evidence about the environment in the area where the search for the *Invincible* is currently focused.

Both the ERT and GPR data suggest the presence of a marine sedimentary layer at a depth of about 16 feet (5m) below the present surface, that may represent the historic seafloor at the time *Invincible* was lost. That gives the project a strong indication of where we might expect to find the targets indicated in the Phase IA magnetometer survey.

6. Correct Depth?

On January 16, 2020, Adm. Beth Fisher texted me to state that she believed strongly that the most recent investigation of the site (i.e., probing/coring) was not looking deep enough. She felt the wreck of *Invincible*, if there, would be found at a depth of 35-40 feet below the surface, roughly at twice the depth we have been considering. She stated that she wanted this view to be included as part of the formal record of the project, hence its inclusion in this report.

7. Arrangements for Artifact Conservation

In the fall of 2019, I engaged in a series of discussions with the Conservation Research Laboratory (CRL) at Texas A&M University in College Station, to describe the project, our anticipation that we might recover a small amount

of artifacts as part of the then-planned coring at the site, and the need to make arrangements for conservation of those materials. These materials might be of various types, including wood, ferrous (iron or steel) composition, or copper sheathing. The CRL agreed to handle conservation of any artifacts recovered, within reasonable limits, for a flat sum of $1,000. Although in the actual event no artifacts were recovered that required conservation at CRL, and no project funds expended, establishment of this working relationship is an important step in setting the groundwork for what we hope may be recovery of significant artifacts in the future.

8. Current Project Status and Next Steps

No fieldwork has been conducted at the site currently under investigation since the abortive effort to use ground penetrating radar in late October 2019. Adm. Dennis Mills, who participated in that fieldwork, has since obtained a 200 MHz GPR system of the same type we planned to use on that occasion, and has expressed an interest and intent to bring that to Galveston to use at the site. Project archaeologist Bob Gearhart would assist in that as well, setting out survey lines according to the magnetometer findings from November 2018. That should be a relatively straightforward effort, probably not requiring more than one day in the field, and preliminary findings should be available almost immediately. No firm date has been determined for that at present, as that would be dependent on a number of factors, including the availability of the equipment, personnel, and shutdowns/restrictions based on state and local actions to combat the spread of the novel coronavirus COVID-19.

At this point, given the inconclusive results of remote-sensing work done at the site in the fall of 2019, it remains difficult to say whether the magnetometer targets identified in 2018 are actually those of shipwreck scatter. Although they look very much the way a deeply buried shipwreck would, those anomalies may also represent a number of other as-yet unidentified sources, perhaps much smaller ferrous material closer to the surface. The distinctive linear magnetic feature running almost all the way across the site from east to west remains a particular puzzle. It shows up very clearly on the magnetometer survey, and as a high-conductivity feature in the ERT work done by Mark Everett's students (see the ERT Transect 04 image, above). That latter survey estimates its depth as between five and six meters, or generally in the range of 15 to 18 feet deep. This corresponds well to other data collected by Everett that shows a possible sedimentary clay layer at that depth, as well as soundings shown on historic charts from close to the time of the shipwreck. If Everett's analysis is correct as to the depth of that feature, it is almost certainly not something recent in origin. The database maintained by the Texas Railroad Commission of

known pipelines does not include a feature like this anywhere nearby. Bob Gearhart has reached out to contacts within the archaeology offices of the US Army Corps of Engineers, in hopes of determining whether it is perhaps a long-forgotten feature of Fort San Jacinto, a coastal battery installation at the east end of Galveston Island that was active from 1898 to 1947. That long, uniform magnetic feature might potentially represent a cable or perhaps an effluent (sewage) pipe associated with that military installation.

There are also other possibilities. Galveston was the terminus of several marine telegraph cables laid in the latter half of the 19th century. One example of this is the cable established by the Mexican Telegraph Company, that established a direct cable between Galveston and Vera Cruz, Mexico, in the early 1880s. From Vera Cruz other cable companies provided connections to points throughout Central and South America. Determining the exact route or location of the cables had terminals at Galveston is a subject for further research, but it is possible that one or more came ashore at Fort Point. The apparent depth of this feature at about 5m (16 feet) below the surface would correspond well to a 19th century cable laid on the bottom, prior the accretion of sand subsequent to the construction of the jetty system.

Another possibility is that this is the remnant of an electrical cable running to the end of the South Jetty and the lighthouse that operated there from between 1918 and 1979. However, the electric lamp used there was powered by batteries until the lighthouse was connected to power from shore in 1969. While the path of that cable is unknown at present, it seems unlikely that a cable laid that recently – decades after the accretion of sand to create a dry beach environment -- would be buried that deeply.

Once the 200 MHz GPR survey work is done, there are several directions the project might take from there, based on the results.

1. If the GPR data suggests deeply-buried features that are consistent with a wrecked vessel, it seems appropriate that we should use that data to conduct additional, more precisely-focused coring/probing activities at the site in the hopes of recovering physical evidence that would corroborate or refute identification of the site as *Invincible*. This will require acquisition of significant additional funding, but that probably could be attained based on clear GPR data.

2. If the GPR data consistently shows buried features that correspond to the magnetometer plot done in 2018, but at a much shallower depth than is likely for the remains of an early 19th century vessel, it might be appropriate to conduct a limited, *ad hoc* test excavation to see if

those features can be located and identified as the source of the magnetic anomalies. Although there is no evidence of a permanent structure being located on that site, there are hypothetical scenarios (e.g., an illegal dump site) that would explain a large scattering of small ferrous material a short distance beneath the surface for which there are no historical records; that sort of feature is of no interest to this project. Of note here is that the first probes put down at the site by Cascade Drilling and Technical Services in December 2019 hit "refusals" in either broken or solid concrete at a depth of about four feet, that might conceivably be from dumping or some long-forgotten project.

3. If the GPR data reveals nothing of significance at all — i.e., clear sediment as deep as the signal can penetrate and return an echo to the system — then we will be faced with a much more difficult question as to the next step. In that case the Search for the Invincible Committee and the TNA leadership will need to reevaluate their interest in continuing to pursue investigation of this specific site, and what further resources are appropriate to commit to it, in light of the lack of compelling data that corroborates the presence of an historic shipwreck at this location.

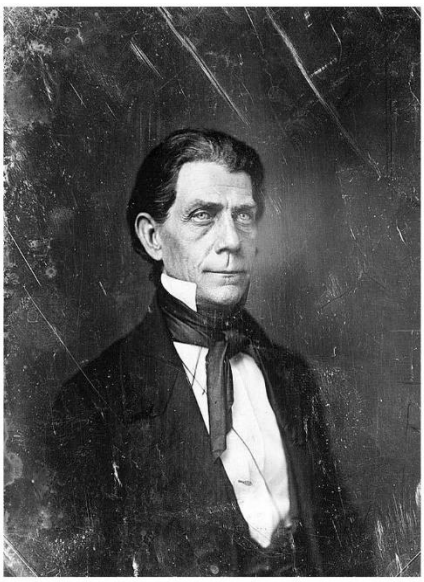
8. Search for the *Invincible* Committee

Search for the *Invincible* Committee Members for 2020 include:

Adm. Chester Barnes
Adm. Jeff Corbin
Adm. Dave Haglund
Adm. Andy Hall (Chairman)
Adm. Paula Morris
Adm. Tom Oertling
Adm. Peter Rindlisbacher
Adm. Butch Spafford
Adm. Bill Turner

Respectfully submitted,
Andrew W. Hall
Chairman

Texas Navy History Brief:



HUNT, MEMUCAN (1807–1856). Memucan Hunt, legislator and secretary of the Texas Navy, was born on August 7, 1807, in Vance County, North Carolina. He engaged in planting and business until 1834, when he removed to Madison County, Mississippi. In 1836 he volunteered his services to Texas, where he arrived shortly after the battle of San Jacinto. President David G. Burnet appointed him brigadier general in August 1836 to meet an expected invasion from Mexico, but the danger soon passed, and Hunt resigned his commission. President Sam Houston appointed Hunt agent to the United States to assist William H. Wharton in securing the recognition of Texas. That task successfully accomplished in March 1837, Hunt became Texan minister at Washington. His proposal of annexation in 1837 was rejected by the United States, but he succeeded in negotiating a boundary convention in 1838. Under President Mirabeau B. Lamar, Hunt was secretary of the navy from December 1838 to May 1839, when he became the Texas representative on the joint United States-Texas boundary commission. In 1841 he was an unsuccessful candidate for vice president. He was inspector general of the army and then adjutant general in the Somervell expedition in 1842. He served briefly in the Mexican War. After annexation he served one term in the legislature, 1852, and in 1853 he was appointed United States commissioner to adjust the southwestern boundary. He spent his last years trying to recoup his fortune, which he had sacrificed in the cause of Texas. The legislature granted him full compensation in land. To develop his holdings he promoted a railroad from Galveston Bay to Red River. While he was thus engaged, his health failed, and he died at his brother's home in Tipton County, Tennessee, on June 5, 1856. Hunt County, Texas, was named for him.

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TX Navy Member Appreciation:

Admiral Dr. Amy Jo Baker
DRT Liaison

Dr. Amy Jo Baker is the Past President of the Alamo Couriers Chapter of The Daughters Of The Republic of Texas in San Antonio. The mission of her chapter is to: provide educational programs of the highest caliber in coordination with Texas school districts and the Texas Education Agency, as well as programs for the public, to perpetuate the memory and spirit of those who achieved and maintained the independence of Texas & lastly to encourage research into early Texas records

Every year the Couriers fulfill this goal with their annual Texas History Essay Contest. The contest involves 1st thru 7th grades, and the topic this year for 4th Grade was The Texian Navy. Fourth grader Anna Mueller from Weiderstein Elementary School in the Schertz-Cibilo-Universal City ISD was this years winner .

Anna will receive: Alamo Couriers certificate of appreciation and congratulations, a check for $100; Spirit of Gonzales, 2020 DRT recipient of the Virginia M. Law Award for the Most Distinguished Book on Texas History for Young Adudt, and a Texas Flag that flew over the Alamo

Thank You To All Our Members In The Texas Navy Association Who Continue To Make a Difference In Their Local Communities

Ancestor Spotlight: by Dick Weitzel

Admiral Dick Weitzel
Board Of Directors
Immediate Past Commander Samuel May Williams Squadron
The Sons of The Republic of Texas Liaison

My ancestor I'd like to honor is Dilue Rose Harris (28 Apr 1825 – 2 Apr 1914). Dilue Rose Harris, was a pioneer, memoirist, and daughter of Dr. Pleasant W. and Margaret (Wells) Rose. She was born in St. Louis, Missouri, on 28 Apr 1825. Her family arrived in Texas in April 1833. They had stopped temporarily at Harrisburg, and settled at Stafford's Point in December of that year. Dilue Harris made bullets for men going to the Alamo and she took part in the Runaway Scrape with her family in the winter of 1836. She was the first woman to cross the San Jacinto Battlefield after the battle and the surrender of Santa Anna. Following the Texas Revolution, her family moved to the area of Bray's Bayou, five miles outside of Houston, there Dilue attended school. On 20 Feb 1839, Dilue married Ira A. Harris. Ira was born in Jefferson County, New York, in 1816, and arrived in Texas in 1836. Ira served with Company E of the Texas Rangers. The couple lived in Houston until 1845, when they moved to Columbus, Texas. In the 1990s, their Houston home was designated with a historic marker. Ira Harris died in 1869 and was survived by his wife, Dilue, and nine children.

Dilue Harris was acquainted with the leaders of the Texas Revolution and of the Republic of Texas, and her reminiscences, written when she was seventy-four and published in the Quarterly of the Texas State Historical Association (see Southwestern Historical Quarterly) and the Eagle Lake Headlight, are a primary source for early Texas history. At one time Mrs. Harris lived with a son, William Lee Harris, in Purcell, Oklahoma Territory. She died at Eagle Lake on 2 Apr 1914.

Dilue's father, Dr. Pleasant W. Rose, was a surgeon in Sam Houston's Army. Dr. Rose was either at the San Jacinto Battle site, or arrived immediately after the battle. Dr. Rose was born about 1782 in Granville County, North Carolina, and died on 26 Dec 1839 in Harris County, Texas. The P. Rose Survey, Abstract #645 (Harris 1st Class) is now occupied by portions of the Texas Medical Center, Rice University, Hermann Park, and farther west along Bray's Bayou, the Braeswood Subdivision, in Houston.

Thank You Dick for Sharing

New Members

Admiral Sheana Suek

Commission Date: 06 Jan 2020

Ms. Suek joined Westwood in 2015 and currently serves Vice President, Marketing and Communications at Westwood Holdings Group. With over twenty years of experience as a marketer in the financial services industry, she manages Westwood's marketing and communications efforts including oversight of Westwood's digital properties, content creation and development, media relations and communications as well as branding across the enterprise. Prior to joining Westwood, Ms. Suek spent sixteen years at Ameriprise Financial and American Express Financial Advisors in Minneapolis, MN where she worked in a variety of marketing functions for the financial planning and advice services firm. Ms. Suek earned her Bachelor of Arts degree from Southwestern University in Georgetown, Texas. She is a registered Securities Representative

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Admiral R. Bolton

Commission Date: 02 Feb 2020

Bio: R. Chance Bolton is a native Texas born in Houston and raised in Austin. He currently lives in Bee Cave with his wife, Miranda, and two daughters, Blair and Reese. Mr. Bolton currently holds a Texas Certified General Real Estate Appraiser license and a Texas Broker's License. He is the Managing Partner of Bolton Real Estate Consultants, Ltd. a 55-year-old commercial real estate appraisal firm, which was founded by his father, David R. Bolton. M Prior to entering the commercial real estate field, he served as a second-class petty officer in the United States Navy. Mr. Bolton deployed to the Persian Gulf in 1997 aboard the USS Nimitz in support of Operation Southern Watch. He was awarded four Letters of Commendation during his service. Mr. Bolton was appointed by Governor Abbot to serve on the Texas Appraiser Licensing and Certification Board in 2016. He currently serves as the Secretary of the Executive Committee and the Chairmen of the Enforcement Committee. Previous community/civic involvement includes membership in the State Bar of Texas Law Focused Education Committee which promotes and provides law related and civics curriculum/training for teachers. Also, Mr. Bolton served as a member of the Board for the Lake Travis Education Foundation, which provides funding for educational materials and scholarships benefitting the Lake Travis Independent School District. Additionally, he volunteers for the Texas Heritage Songwriter's Association (TxHSA) to satisfy his passion for all things Texas Music. TxHSA honors the iconic songwriters of Texas, whose ranks of honorees include the likes of Willie Nelson, Waylon Jennings and Billy F. Gibbons, among many other. The Bolton family also volunteer for the Mobile Loaves and Fishes program through their church, Lake Hills Church in Austin.

New Members

Commander Sherri Driscoll

Commission Date: 04 Apr 2020

Bio: I have been involved in Texas history professionally for more than 18 years. My love of early Texas history started as a school teacher in San Antonio. I then took the job of Director of Education at the Alamo and delved deeper into the fascinating details of the Texas Navy. I am originally from Oklahoma City, OK. I graduated from the University of Central Oklahoma and accepted a commission in the US Army. I served 6 years on active duty, including almost a year in Saudi Arabia in support of Operation Desert Storm. After raising 3 children, I earned my Texas teaching certification and taught school at St. Anthony Catholic School in San Antonio, TX. I was then hired by the Alamo to run their "up-front" operations including museum staff and tour guides, as well, as provide educational programs to school children. Although I loved my job, I left in September of 2019, after 15 years of service, in order to accept a position at Texas State University. I am currently responsible for the Texas Alliance for Geographic Education which provided resources and professional development to Texas social studies educators.

Commander David Tye

Commission Date: 11 Apr 2020

Bio: Ever since I was a boy growing up in the United Kingdom I was told stories of two young men from Texas who came over to the UK as GI's for the allied push on D Day. They were cousins of my mother and they visited her and the family several times before deployment. One died on D day whilst taking cover in a bomb crater. The other died on the final push into Berlin. Having never met these two very brave young boys (I believe they were only 19 years old) I was always fascinated to learn more about your great State of Texas. I have studied a lot of the history of Texas and even found the short lived Texas Embassy in London UK. So many people outside Texas and the US know very little other than it's a big state with oil rigs. UK which is an island that has a huge naval history of of course, which I am proud of I see so many parallels not only from a historical viewpoint but a kindred spirit in mind, soul and body of both British and Texans alike. Both have huge seafaring traditions and both have served alongside each other. The good works the Texas Navy Association do resonates with me as I have spent most of my adult life helping others and being actively involved in various charitable organizations in the UK, Canada and the USA.

New Members

Commander George Cowan

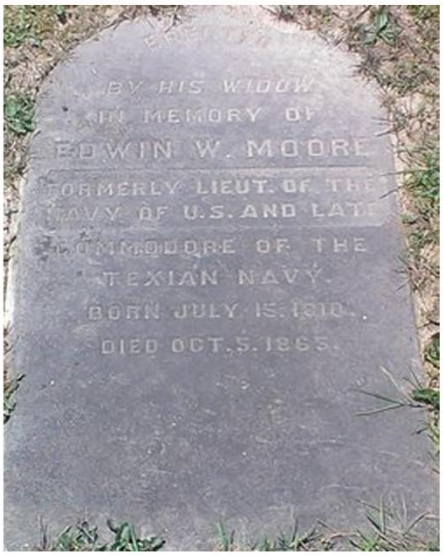
Commission Date: 14 Jun 2020

Bio: George was born in Beaumont, Texas, 04 January. Moved to Maracaibo, Venezuela when I was 8 months old and lived there till 1965. My dad was in the oil business, drilling. Moved to Houston, Texas; attended Elementary, Jr High, and graduated from Westchester High School in Houston, Texas in 1975. Attended Texas A&M, earning a B.S. degree in Mechanical Engineering. Joined General Electric as a Field Engineer in the Installation and Maintenance of gas turbines. First assignment was in Juarez, Mexico, then to Riyadh, Saudi Arabia. Worked on a 16-gas turbine installation in Riyadh, Saudi Arabia till April 1981.

In 1986 got married, joining Stewart & Stevenson supervising over 25 field engineers. This work was in the US and overseas. Had several trips to Iraq, Saudi Arabia, Israel and Italy. Joined the Navy Reserve in March. Began intelligence training. During this time had two children, daughter in 1990, and son in 1991Served in intelligence production units at Naval Air Station, New Orleans. Taught 9th Grade Sunday School at Tallowood Baptist Church, Houston, Texas. In 1996 earned an MBA at University of Houston. Transferred to DIA Intelligence production unit at Camp Bullis, Texas. Was awarded Joint Service Commendation Medal, and Navy/Marine Corps Achievement Medal from 1996-1998.

Became inactive in the Navy Reserve and began correspondence courses, as I did not want to be going to the US Embassy in Beijing due to the certainty of being under surveillance. Continued Correspondence Courses for Navy Reserve, received an Honorable Discharge from the US Navy. Left Equis due to liquidity event, sale of assets. Semi-retired. Interests include: world and current events, history, wargames, cooking, fishing, hunting, reading and traveling.

Burial Locations of Famous Texas Navy Heroes



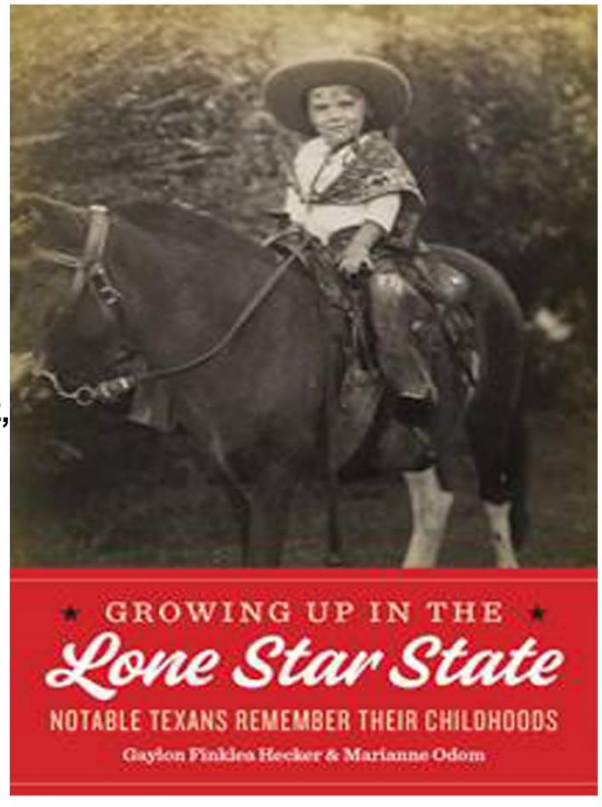
Commodore Edwin Ward Moore

(July 15, 1810 – October 5, 1865), was an American naval officer who also served as Commander-in-chief of the Navy of The Republic of Texas. In 1860, Moore returned to Galveston, where he built the Galveston Custom-house. Moore died in New York City on October 5, 1865, of apoplexy, and is buried in the Ivy Hill Cemetery, Phila-delphia, Pennsylvanian

Book Recommendations:

Growing Up in the Lone Star State: Notable Texans Remember Their Childhoods

Admiral Gaylon's long-awaited book, co-authored with Marianne Odom, is now in the University of Texas Press' Fall 2020 Catalog! It's available for pre-order and will make a great holiday gift for anyone, especially the hardcore Texans in your life.

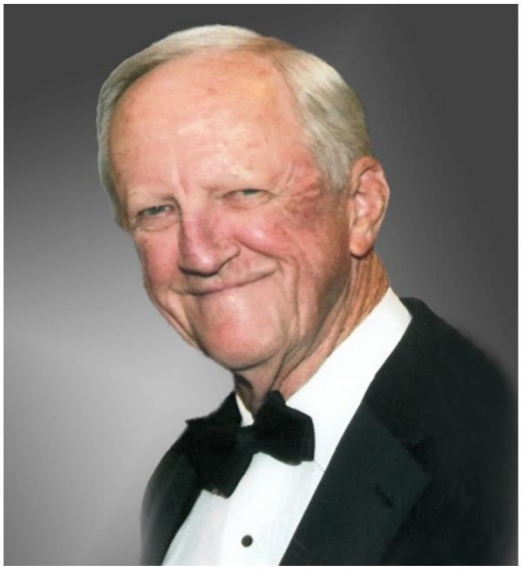


Growing Up in the Lone Star State: Notable Texans Remember Their Childhoods **details life in Texas in the early 20th century and the childhoods that launched careers in entertainment, politics, sports, science, journalism and more. Collected over almost 40 years, it includes oral history interviews with folks like Dan Rather, Lady Bird Johnson, Debbie Reynolds, A.J. Foyt, Rex Reed, Delbert McClinton, Sandy Duncan, Nolan Ryan, Phyllis George, Jimmy Dean, Jaclyn Smith and Rex Tillerson.**

To find out more about the book check out www.growingupinthelonstarstate.com

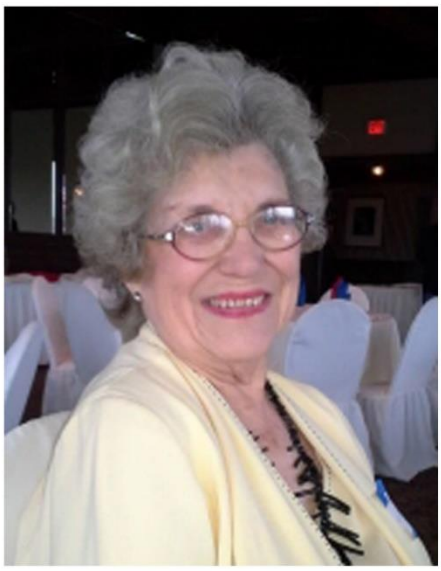
In Memorandum

RICCO SR., Nicholas D. Retired U.S. Navy Commander Nicholas D. Ricco Sr., 86, who was also known as a generous husband, father, business leader, entrepreneur and philanthropist, died Saturday, May 4. He was born in New York City in 1932, attended Fordham University, enlisted in the U.S. Air Force in 1952 and was commissioned a 2nd Lieutenant in September 1953 as a Navigator-Bombardier. He was assigned as an instructor to Strategic Air Command B-47 pilots and Air Force navigators from 1953 to 1959 at James Connally AFB. He obtained a BBA with Banking and Accounting as minors while supporting a family of five and continuing to fly with the Air Force Reserves. He was the first non-pilot in the Navy and Naval Reserves to be appointed as Executive Officer and Commanding Officer of Naval flying squadrons and other naval operational units as well and he was the first Naval flight officer appointed to a Naval Officer Promotion Board. He loved storytelling, helping others, Veterans Day parades and served as a past National Director of the Navy League of the United States. In addition to his devoted widow, Anna, the family includes 6 children, 16 grandchildren, 3 great grandchildren and 1 great-great grandchild.

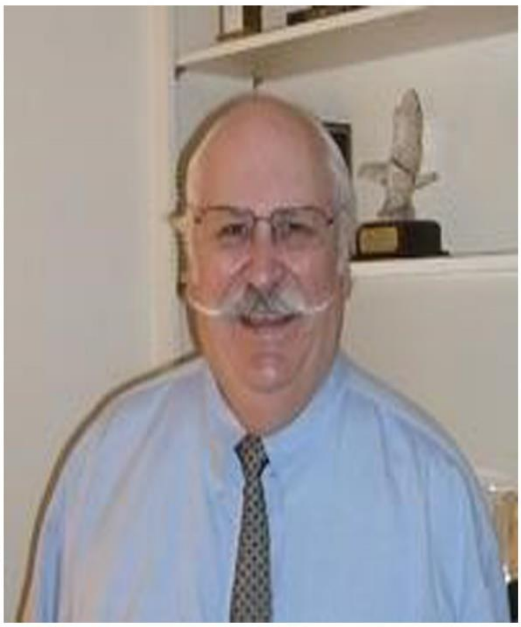


John Fisher Schwarz, "Big Daddy", our hero, role model and mentor, was born in Houston on the 8th of September 1936.John graduated from Mirabeau B. Lamar High School in Houston in 1954 and earned a Bachelor of Science degree in petroleum engineering from The University of Texas at Austin in 1960. He began a long oil and gas career in Shreveport, Louisiana, in March of 1960 with CSX Oil & Gas. After a brief move to Lafayette, Louisiana, John and Cherry relocated to Houston in 1963 where he continued his career with CSX and served as President/-CEO/Board of Directors from 1982 until 1988. Upon leaving CSX, John formed Entech Enterprises, Inc., a family owned oil and gas company that continues to operate. An avid outdoors-man, John enjoyed playing golf and tennis. He also loved fishing, hunting with his friends and family as well as boating and piloting his airplane. He could also often be found in his workshop making repairs or in his greenhouse tending to his plants. John was a man of integrity and honesty, a warrior who battled his illness with grace and dignity.

In Memorandum



Jean LaDelle Epperson, 92, of Liberty County in the Old River–Winfree, area passed away Thursday, March 7, 2019. She was born January 12, 1927 in Houston, Texas to parents Thomas Marvin Epperson and Marguerite Mitchell Epperson.Jean was a longtime resident of the Old River-Winfree area in Liberty County after moving from Houston. She taught special education in Baytown for over 35 years. Mrs. Epperson wrote books on genealogy and history and was very active in the DAR. Jean was a patron of the arts and historical societies in Liberty County.She is survived by her husband of 3 years Sheldon Kindall of El Lago, Texas; children, Mia Colleen McGinty Cummings and Marla McGinty Trahan and husband Joe; grandchildren, Shannon Tilton, LaDelle Maez, Clay Cummings and Charles Drost; six great-grandchildren; brother, Jon Harris; also numerous nieces, nephews, other relatives and friends.



William Comstock Fisher IV 1943-2019. Will was born in Philadelphia, Pennsylvania on April 20, 1943. As he always said, "I got to Texas as fast as I could at age 6 weeks". He lived a full life and died at the age of 76 years old on September 18th, 2019. Will is a direct descendant of Samuel Rhoads Fisher, who signed the Texas Declaration of Independence in 1836. In his early years, Will and his family lived in Houston, TX and attended St. John the Divine Episcopal Church where he was a Boy Scout at Troop 55. Will attended Lanier Middle School and Lamar High School in Houston. He then attended University of Texas in Austin majoring in Real Estate Finance. He honorably served his county in 1967 by joining the US Navy and was stationed in Istanbul, Turkey at a Naval Intelligence Station. Thereafter, He went on to establish his own company Wyebrook Capital, where he was known to solve complex distressed multifamily deals and projects. He was blessed with rich Texas family history and was a life member of The Sons of The Republic of Texas. In 1985 he was commissioned as an Admiral in the Texas Navy by Governor Mark White. He served on the board of The Texas Navy Association for 20+ years with a steadfast dedication to promote and preserve the history of the Texas Navy. Will lived life to the fullest and was known for his jolly personality and handlebar mustache.

From Our Ship's Store

https://texasnavy.org/ShipsStore

Golf Shirt - White w/ pipped sleeves and stars on collar (also come in navy blue) $45.00

Silver 4 Star lapel device, Bright silver colored 4 Star lapel device. It is 2 inches wide. It is a distinctive indication of the Admiral's Commission and often gives an opportunity to tell the Texas Navy story $12.50

1836 Texas Navy Flag Lapel Pin $9.95

Our Lady Admirals will enjoy this "For Admirals Only" 4 Star Admiral pin designed by Admiral Judy Fisher and made by Pamela Wright Jewelry especially for the Texas Navy Association. 4 stars are filled with sparkling Swarovski crystals. Size: approximately 2 3/4 inches by 1 inch. $59.00

Calendar

July August September October November December

Texian Navy Day
19 Sep 2020