

NM NAUTICAL NEWS

OFFICIAL NEWSLETTER OF THE
NEW MEXICO COUNCIL
NAVY LEAGUE OF THE UNITED STATES



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April 2025

Spring 2025 Issue

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We Can Rebuild It – the Albuquerque Sail Comes Together

*by Mark Schaefer, newsletter
editor*

At the time of this photo in
mid-February, the sail parts
had been temporarily
reassembled to make sure
everything fits together for
final assembly.



Mid-February look at the Sail of the Albuquerque

According to Damien Pascetti
of Pascetti Steel Design, Inc,
the sail was powder coated, then a coat of primer will go on, and then after that, the
black final coat gets applied. The schedule is weather-dependent since all of the
work is outside work.



Members of the
Bullhead Base of
the United States
Submarines Veterans,
Inc. have been keeping
a close eye on the
progress.

To donate to the City
of Albuquerque's
efforts to create a USS
Albuquerque
memorial, see the link
on page 2. Donations
are tax deductible.

Thank You! When you keep your dues up to date with the Navy League national
office, our New Mexico council receives a stipend for each active member. This
makes a big difference in our ability to help support our namesake ships, our youth,
our Sea Cadets, and the local active and reserve.

Join or renew at members.navyleague.org

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President's Message



David F Williams

President, New Mexico Council

"Hear ye, hear ye"

John Glynn has arranged another Navy Network Event to be held on Friday, April 25, 2025, 5:30-7:30 at the Black Angus Restaurant, 2290 Wyoming Blvd, NE, ABQ. Our guest speaker will be Bob Hull, Vice President of the local Chapter of the Association of Former Intelligence Officers and consultant to an alphabet soup of Government organizations and the Labs. He will be speaking on "Hybrid Warfare on the Worlds Undersea Cables." I have heard him speak on this topic. His presentation is interesting, well-illustrated, and very timely. Bring guests, they won't be disappointed.

Further out on the horizon is the Navy's 250th Birthday Ball scheduled for Saturday,

October 18th at the Isleta Resort. John Jones with help from others including Kristelle Siarza Moon is already well advanced with arrangements. This will be our only chance to celebrate such a significant milestone for our Navy. We will be partnering again with the ABQ NAVRESCEN, likely with support from the UNM NRTOC. Thanks to LCDR Bularzik and CAPT Cave for their past support, we look forward to you joining us again.

Speaking of NAVRESCEN, John Jones and I had the honor of hosting a small, informal dinner at our local cultural culinary gem, El Pinto Restaurant, for RADM Robert Nowakowski, Deputy Commander, Naval Education and Training Command-Force Development. He was visiting the NAVRESCEN in Albuquerque for the weekend. Our thanks to LCDR Bularzik for joining us and including us in the Admiral's visit.

John Jones recently prepared and submitted our Council's Annual Report for Navy League HQ. It is a very impressive compilation of our support of our Sea Services including advocacy, educational activities, and community engagement. As I reviewed our past and continuing support for our namesake submarines, advocacy for the USS Albuquerque Memorial, legislative engagement, support of Navy JROTC units, and support of Big Navy with Navy Week and other activities, I see a well-earned "Bravo Zulu" and salute to our Directors and Committee Chairs.

Dave Williams

Commander, U.S. Navy (ret)



Donations to the USS Albuquerque Memorial are now being accepted at this City of Albuquerque web site:

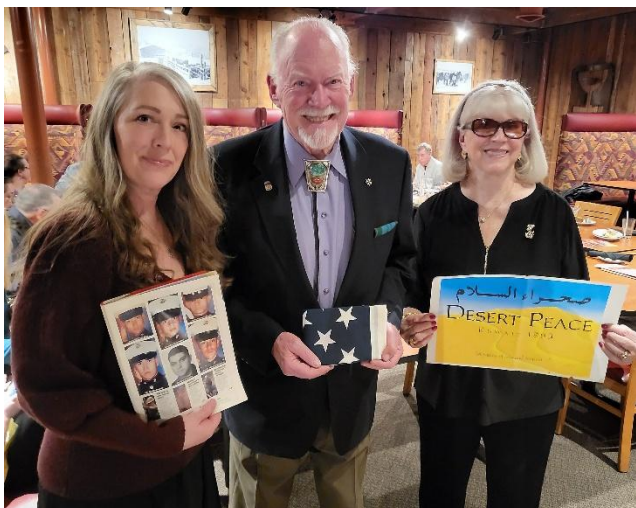
<https://one-albuquerque-fund.snbll.com/uss-albuquerque-memorial>





Desert Peace – Kuwait Shows Gratitude for Fallen American Soldiers *by John Glynn*

On January 17, Kathryn Glynn, wife of member John Glynn, gave a PowerPoint presentation, 'Desert Peace', the actions taken by the country of Kuwait for its gratitude to American families for the loss of their loved ones during the 1st Gulf War. Her presentation described the deployment of Glynn's son-in-law, LCPL Michael Linderman, USMC, as part of the Marine Corps Rapid Deployment Force supporting 'Desert Shield' in August 1990. She included photos of the Marines living in the desert of Saudi Arabia and their actions taken at the start of 'Desert Storm' in mid-January 1990. During combat action on 29 January 1991, Michael's Light Armored Vehicle (LAV) was hit and he was killed in action. Kathryn and Christina, Michael's wife and Kathryn and John's daughter, were part of a United States family contingent of those who lost a service member during 'Desert Storm' and were hosted by the government of Kuwait as special guests and treated for one week in Kuwait. They met and visited with Kuwaiti families who suffered losses, were treated to several dinners and given gifts, and met the Kuwaiti Royal family. Kathryn showed photos of the visit. They were treated as very special guests throughout the visit. John and Kathryn were invited to a reception in Washington to meet the Kuwaiti Ambassador and had a private lunch with him. The visit to Kuwait helped heal our loss.



Christina Linderman, John Glynn, and Kathryn Glynn



Navy League members at the Desert Peace Network Navy gathering

NETC Deputy Commander Visits Reserve Center Albuquerque *by Dave Williams*

On February 22, Rear Admiral Robert Nowakowski, Deputy Commander, Naval Education and Training Command, visited Albuquerque and the Reserve Center. He was hosted at El Pinto restaurant for dinner by Dave Williams, President of the Navy League of the United States, New Mexico Council and by LCDR Nicholas Bularzik (NOSC ABQ).



RADM Nowakowski, LCDR Bularzik, and Dave Williams

Blue Star Mothers *by Damon Runyan*

On March 15, the Rio Grande Valley Blue Star Mothers packed and mailed 425 care packages to military units all over the world. Our New Mexico Council stepped up in a big way by donating \$750 to this worthy effort. Ms. Frances Walker is one of the coordinators of the event and expresses her appreciation to the NM Council!



Damon Runyan and Frances Walker

Local New Mexico News



A Once-in-a-Lifetime Experience Aboard the USS Nimitz

by Kristelle Sizarza Moon, New Mexico Navy League Navy Week Liaison

Stepping onto the USS Nimitz felt like entering a realm defined by precision, power, and unwavering pride. The colossal scale of the aircraft carrier was awe-inspiring, but what left the deepest impression was the dedication and professionalism of the men and women who serve aboard this floating city. From the moment we arrived, we were greeted with a strong sense of camaraderie that made us feel part of something far greater than ourselves.

The visit was made possible thanks to the Navy Office of Community Outreach's public affairs team, who graciously extended the invitation. While it's always meaningful to host their visits, the opportunity to step into their world was truly unforgettable. I had the privilege of collaborating with fellow public affairs professionals and Navy Week participants, whose contributions were essential to the success of our outreach mission.



One of the most unforgettable experiences was standing on the deck, gazing out at the endless expanse of ocean meeting the horizon. The rhythmic crash of waves and the steady hum of the ship's engines underscored this incredible vessel's sheer power and capability. It was humbling to stand on the very spot where sailors and aviators launch and recover aircraft with unmatched skill and precision. Witnessing the F/A-18s in action was both thrilling and awe-inspiring—they certainly succeeded in giving us a heart-pounding experience on the flight deck! In contrast, the arrival of the Hawkeyes felt like a gentle giant's whisper, a striking balance to the high-intensity moments.

We explored the hangar bay inside the ship, where aircraft were carefully secured and maintained. Seeing the legendary fighter jets up close, including one marked with a pilot's name from Farmington, NM, was a special touch, bringing home the personal stories of service members who dedicate their lives to protecting our freedoms. Every part of the ship, from the control rooms to the mess halls, reflected the discipline and teamwork that keep the USS Nimitz running seamlessly.

When I first heard that spending a night on an aircraft carrier was going to be one of the most thrilling experiences, I was skeptical. "Sleeping on an aircraft carrier? How thrilling could that be?" I thought. But, oh, how wrong I was.

We arrived on the carrier aboard a soon-to-be-retired Grumman C-2 Greyhound, a twin-engine, high-wing cargo aircraft. The landing was unforgettable—the sudden deceleration and intense G-force grip you in a way that's hard to describe. But it was the exhilarating launch at the end that truly took the experience to another level.

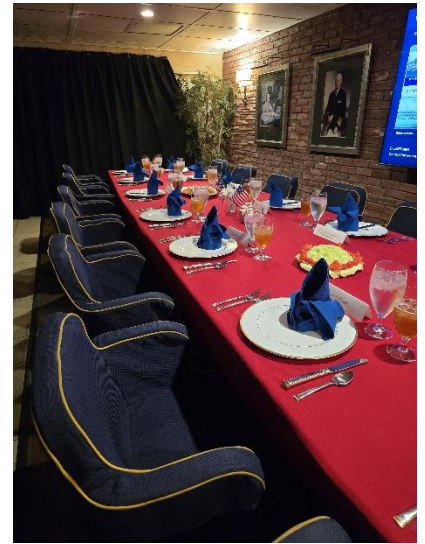
It's a rush they promised would stay with me forever, and they were absolutely right—I'll never forget it.

I also had the privilege of speaking with Captain Justin P. Eckhoff, the ship's Executive Officer. During our conversation, I asked him, "What's the biggest leadership challenge you're currently facing?" He spoke candidly



about the difficulties of deployment, a topic clearly close to his heart and one that underscored the immense responsibility of guiding a crew through such demanding circumstances.

While the advanced technology and seamless operations of the USS Nimitz were impressive, the most inspiring part of the visit was meeting the sailors who call this massive ship home. With a crew of over 5,000, the Nimitz operates like a roving city—efficient, corporate in its structure, and meticulously organized to keep everything running smoothly. In contrast, the life of submariners, with crews of 150 or fewer, feels like being part of a close-knit small town. The difference is striking: on the Nimitz, you can feel the scale and complexity of managing a floating metropolis, while submariners rely on an intimate, tightly bonded community to navigate their unique challenges. Hearing the sailors' personal stories of long deployments, rigorous training, and life at sea underscored these contrasts, making it clear that, regardless of scale, both environments demand



professionalism, resilience, and deep commitment. The Nimitz, like submarines, is far more than just a vessel—it represents service, sacrifice, and the diverse ways sailors come together to accomplish their mission.

As we disembarked, I carried with me a deep sense of gratitude—not only for the opportunity to step aboard but for the incredible individuals who make this ship what it is. The experience was a powerful reminder of the strength and dedication of our armed forces, and I left with a renewed appreciation for those who serve.

The USS Nimitz is a testament to the excellence of the U.S. Navy, and I am truly honored to have witnessed it firsthand.

Property Tax News for NM Veterans

by Mark Schaefer, newsletter editor

On March 20th, the Governor of New Mexico signed into law House Bill 47 that implements constitutional amendments approved by voters in the 2024 general election. The legislation raises the property tax exemption for veterans from \$4,000 to \$10,000 and adjusts for inflation in future years. It also established a proportional property tax exemption for disabled veterans that matches their federal disability rating starting in 2026.

Dorothy Blanchard Park

by Mark Schaefer, newsletter editor

High Desert Park, on Academy Road east of Tramway Blvd in Albuquerque, is being considered for a name change to Dorothy Blanchard Park. Chief Petty Officer Blanchard was an early pioneer for women in the Navy. The photo was taken in 1943 shortly after Dorothy joined the WAVES during WWII. The Navy League, NM Council, enthusiastically supports the name change.



Creation of the James Nesmith Naval Sciences Scholarship

by Mark Schaefer, newsletter editor



The Navy League of the United States, New Mexico Council is creating a new scholarship to support youth in the Sea Services. In years past, supporters of the U.S. Navy in the Los Alamos area made financial contributions to an effort to name a U.S. Navy submarine after Los Alamos. That effort was ultimately unsuccessful, but there are some residual monies that our Council is now directing to youth in the form of the James Nesmith Naval Sciences Scholarship. Mr. Nesmith was a US Army Veteran and tireless supporter of the Sea Services' mission and loved his adopted hometown of Los Alamos.



NEW MEXICO COUNCIL, NAVY LEAGUE OF THE UNITED STATES

PLEASE JOIN US FOR A ...‘NETWORK NAVY’

WHEN: FRIDAY, 25 APRIL 2025

**WHERE: BLACK ANGUS RESTAURANT, 2290 WYOMING BLVD. NE (DINING
FROM MENU AND DRINKS FROM BAR)**

TIME: 5:30 – 7:30 PM

PROGRAM: HYBRID WARFARE ON THE WORLD'S UNDERSEA CABLES

**PRESENTATION BY BOB HULL, VP NM CHAPTER OF THE ASSOCIATION OF
FORMER INTELLIGENCE OFFICERS**



Wall Street Journal: An image provided by the U.K. Ministry of Defence shows a Royal Navy vessel patrolling near the Russian spy ship Yantar in November. © U.K. Ministry of Defence/Agence France-Presse/Getty Images

*****IF YOU PLAN TO ATTEND, PLEASE SEND AN EMAIL TO JOHN GLYNN,
glynstewart@yahoo.com NLT MONDAY 21 APRIL WITH THE NUMBER IN YOUR
PARTY.**



From the Sea Chest — by Greg Trapp, JD, Chapter Historian

The Unlikely Nautical History of Fort Stanton *by Greg Trapp, JD*

Few places in New Mexico can rival the colorful history of Fort Stanton. That history is often rich and vibrant, but it is also at times sad and tragic. Fort Stanton was built in 1855 in an area that had long been the ancestral Apache homeland. A stream of pioneers and prospectors migrated to that homeland after the Mexican-American War. Those pioneers and prospectors were seeking the promise of a better life in the territory of New Mexico. Fort Stanton was built in 1855 to protect those settlers. The fort was named after Captain Henry W. Stanton, an officer with the First Dragoons who had been killed while defending his troops in a skirmish with Apache warriors on January 18, 1855. The ending of the Apache Wars some thirty years later meant that the Army no longer needed Fort Stanton, and the fort was abandoned in 1893. For some, Fort Stanton may now summon bitter recollections of the Mescalero Apache being forced to leave their ancestral homeland, while for others the fort may evoke colorful visions of Kit Carson, Billy the Kid, Pat Garrett, John Pershing, and Buffalo Soldiers. In more recent times, Fort Stanton may produce painful memories of people with developmental disabilities who languished for decades within the walls of the Fort Stanton Hospital and Training School. The recollections that are perhaps least likely to be invoked are those that relate to the nautical history of Fort Stanton.

Fort Stanton and The Marine Hospital Service

The nautical history of Fort Stanton began when President McKinley transferred the fort from the War Department to the Marine Hospital Service in 1899. The Marine Hospital Service had been created out of the Marine Hospital Fund in 1870. Congress had established the Marine Hospital Fund in 1798 by adopting “An Act for the relief of Sick and Disabled Seamen.” The Act was the nation’s first federal health law, and it created a system of hospitals for the care of seamen and Coast Guard sailors. The Marine Hospital Service was renamed the Public Health and Marine Hospital Service in 1902, which in turn became the U.S. Public Health Service in 1912. The modern U.S. Public Health Service Commissioned Corps can trace its founding back to the original 1798 law. The Commissioned Corps is one of the nation’s eight uniformed services. It is also home to the Surgeon General of the United States, who holds the rank of Vice Admiral. The Commissioned Corps also provides medical officers to the Coast Guard, including the Coast Guard’s chief medical officer.



Shown here is a photo taken circa 1910 of the Fort Stanton Marine Hospital. Being a seaman was a dangerous profession, and poor ventilation and confined quarters aboard ship could rapidly spread tuberculosis and other illnesses.

(story continues on next page)



From the Sea Chest — by Greg Trapp, JD, Chapter Historian

(continued from previous page)

The Fort Stanton Sanatorium was the nation's first federal tuberculosis hospital. The warm and dry climate of the Southwest had long been considered healthful for tuberculosis patients, and thousands of "lungers" were annually traveling to New Mexico in hopes of being cured from what was at the time known as "consumption." The most famous of these lungers was Doc Holiday, who set up a dental practice in the New Mexico town of Las Vegas in 1878. The dentist, gambler, and occasional gunfighter had been attracted by the area's hot springs that were thought to help consumption. Another notable individual who moved to New Mexico for the healthy climate was Clyde Tingley. His wife Carrie suffered from tuberculosis, and they move to Albuquerque in 1910. Clyde Tingley was elected to the Albuquerque City Council in 1916, and he went on to become the state's eleventh governor in 1935.

Fort Stanton thrived during its time as a sanatorium for merchant sailors, coming to have all of the amenities of a small town. In addition to the hospital where locals would sometimes seek treatment for medical emergencies, the community had patient cottages, family living quarters, chapels, an elementary school, a theater, and a golf course. The sanatorium even included a farm where the former sailors would work in the belief that vigorous outdoor exercise would help cure their consumption. The seamen initially lived in tent cottages that were specially designed to maximize the circulation of fresh air. Over 5,000 merchant seamen and Coast Guard sailors sought cures for their tuberculosis at the sanatorium. Tragically, over 1,500 of those sailors and seamen would never leave Fort Stanton, ultimately coming to rest at the Maritime Cemetery.

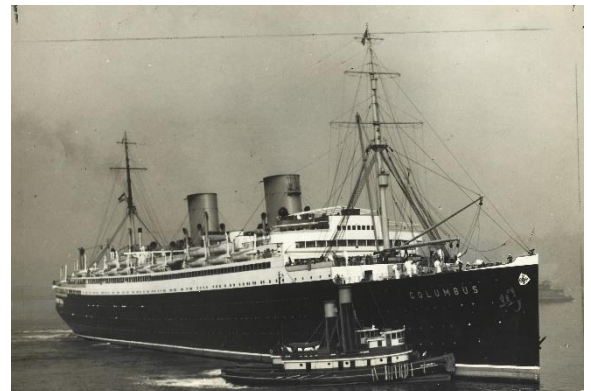
The advent of effective treatments for tuberculosis in the late 1940s brought to an end the need for patients to seek sunshine, warmth, and dry air to cure their tuberculosis. As a result, the Fort Stanton Sanatorium was closed in 1953. The property was transferred to the state of New Mexico, where it continued to function as a tuberculosis hospital for another ten years.



Shown here is a photo of The Maritime Cemetery that overlooks Fort Stanton circa 1939. The Maritime Cemetery is the resting place of over 1,500 of the merchant seamen and sailors who came to the sanatorium. The Cemetery is also the resting place of four German sailors interned from the ocean liner SS Columbus. (Historic American buildings Survey, HABS NM-212-F).

Fort Stanton and the Internment of German Sailors from SS Columbus

The Second World War began when Hitler invaded Poland on September 1, 1939. The outbreak of War found scores of German merchant ships in the Americas that were either attempting to return to Germany or seeking shelter in neutral ports. One of those ships was the German luxury liner SS Columbus of the Norddeutscher Lloyd Line. The captain of the stately liner was Wilhelm Daehne. At 750 feet and 32,565 tons, Columbus was the world's 13th largest ocean liner. The liner was on a Caribbean cruise when war was officially declared on September 3, and Captain Daehne put ashore his six hundred passengers at Havana Harbor that same day. From there, Captain Daehne steamed to the neutral Port of Veracruz to seek shelter and resupply.

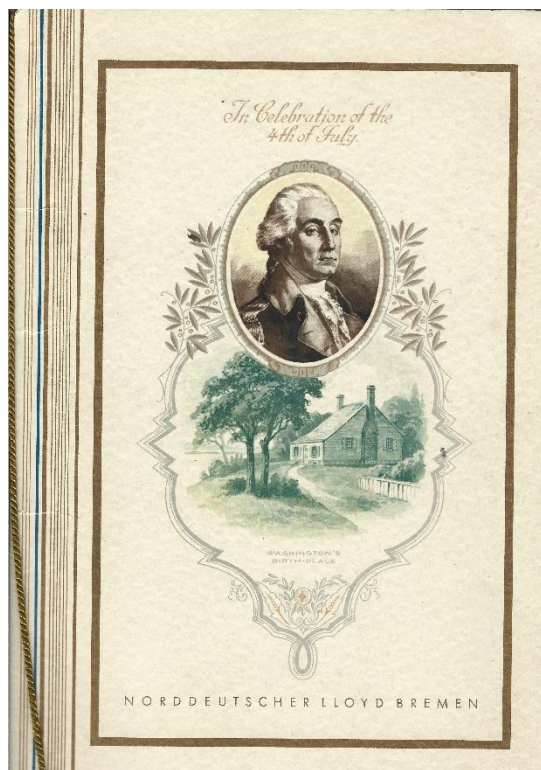


Shown here is a photo of the German Luxury Liner SS Columbus preparing to leave the neutral Port of Veracruz in December of 1939. The liner had been launched on August 12, 1922, and entered service in 1924 as a part of the Norddeutscher Lloyd Line (NDL).

In November Hitler ordered Columbus to return to Germany, and the luxury liner made her break from the port on December 14, 1939. The liner was escorted by U.S. Navy destroyers that were a part of the Neutrality Patrol. Captain Daehne planned to stay in the neutral waters in the hope of encountering bad weather that might provide sufficient cover for the liner to turn east and make a dash across the Atlantic. As Columbus steamed along her journey, the accompanying destroyers occasionally radioed friendly greetings to Columbus, which served to alert the Royal Navy of the liner's position.

At right is the cover of a menu from SS Columbus celebrating the American 4th of July holiday on July 4, 1938. While this menu paid tribute to the freedoms brought about by the American Revolution, freedoms were being savagely curtailed in Nazi Germany. The Nuremberg Laws had already deprived German Jews of the rights of citizenship, Austria had been annexed in March of 1938, in September the Sudetenland would be annexed, and in November Kristallnacht would see the destruction of thousands of Jewish shops and synagogues.

Farther right is the inside of the 4th of July menu from SS Columbus. This scan shows the English listing of the meals being offered, many of which had names related to the American Revolution.



Dinner			
Malossol Caviare on Ice Socle	Grape Fruit Liberty	Ripe and Spanish Olives	Table Celery
		Salted Almonds and Nuts	
Cream Soup George Washington	Kentucky Soup Pot	Consommé double General von Stauben	Chicken Okra Soup
		Iced Consommé in Cup	
Poached Salmon-trout, Melted Butter	Sc. Chambord	Sautéed Kingfish Lafayette	Filet of Halibut Baltimore
Broiled Lobster, Mousseline Butter			
American Prime Ribs of Beef White House	Cutlet of Jumbo Squab Golden Gate	Timbale Martha	Omelet Southern Style
Pâté of Game in Sherry Jelly	Corned Ox-tongue Alaska		
Mount Vernon Turkey, Cranberry Sauce	Pheasant, Sour-cream Sauce	Saddle of Milk Fed Veal, Gravy	
Sliced Ham Great Northern	Médallion of Sweetbread, Sauce Choron	Mixed Grill New Holland Style	
Lettuce Iceberg Doria	Alligator Pear	My Fancy Dressings: St. Regis	Lorenzo Princess French
Egg-plants Philadelphia	Cauliflower New Jersey	Tomato Stew with Green-corn	Hopping John
	Buttered Stringless Beans	Boiled Onions	Florida Artichokes, Orange Sauce
	Stuffed Green Pepper Creole		
Steamed Rice	Asparagus Tips	Mashed Green Peas	Glazed Chestnuts
Volain Stew	Candied Sweet	Uncle Joe Baked Sweet	Baked Idaho Boiled
Soufflé President Taft (about 10 Minutes)	Tart Franklin	Compote of Fresh Fruit	Crème Roosevelt
		Preserved Del Monte Apricots	
Vanilla Ice Cream & Hazelnut Parfait, Lady Fingers	Peach Lexington		
Assorted Cheese		Fruit in Season	
Dessert	Demi-tasse	Sanka Demi-tasse	

S. S. COLUMBUS
Monday, July 4th, 1938



Two postcards of SS Columbus are shown above. The first shows how SS Columbus looked in the 1920s. The liner was 750 feet long, had a beam of 83 feet, and could carry 1,750 passengers. The second shows how SS Columbus looked after the liner's 1929 refit. The liner's funnels had been lowered and her reciprocating engines had been replaced with steam turbines. The refitted liner had a relatively slow top speed of between 20 to 24 knots, and the luxury liner was primarily used for pleasure cruises.

(story continues on next page)



From the Sea Chest — by Greg Trapp, JD, Chapter Historian

(continued from previous page)

The size and prestige of SS Columbus made the luxury liner and her crew of experienced sailors a prime target for the Royal Navy. The liner was also reported to be loaded with 25,000 barrels of oil and equipped to refuel Nazi U-boats. The cruiser USS Tuscaloosa began shadowing the liner on December 18. The next day the Royal Navy destroyer HMS Hyperion spotted the fleeing liner 400 miles off the coast of Virginia. The British warship ordered the German liner to surrender, firing two shots across the liner's bow. Captain Daehne responded by ordering that his ship be scuttled and the crew take to the lifeboats. The sailors of Columbus had spent the prior month drilling on how to scuttle their ship, and only two of the 579 sailors aboard the liner perished. The sailors were rescued by USS Tuscaloosa, which was under the command of Captain Harry Asher Badt. Captain Badt put the rescued sailors ashore at Ellis Island as "distressed seamen." The Jewish Telegraphic Agency News reported on the rescue, quoting from an editorial published shortly after the rescue by the Washington Times-Herald which noted that Captain Badt was Jewish, saying, "He commands the U.S.S. Tuscaloosa by commission from the Government of the United States to defend freedom of conscience, freedom of speech, freedom of the press and freedom of movement for free people." Hitler later recounted the loss of SS Columbus in his list of grievances when Germany declared war on the United States on December 11, 1941.



This dramatic photo shows sailors in lifeboats rowing away from the burning and sinking SS Columbus. The planned nature of the scuttling meant that the sailors were able to document the sinking with their personal cameras. Sources vary slightly on both the exact number of the crew and the number of sailors rescued.

The sailors from SS Columbus were moved to Angel Island in San Francisco Bay in January of 1940. The intent was that the seamen would soon be repatriated to Germany, but that proved difficult due to the British naval blockade of Germany and the increasing tempo of the war. Those who were repatriated included the liner's nine female nurses, the boy seamen, and the sailors who were too old for military service. A search was begun for a new location after eight sailors escaped in October on a Japanese merchant vessel. The Immigration and Naturalization Service headed the efforts to find a new facility, and Captain Daehne actively participated in the search. Fort Stanton was selected as the new detainment center due to its isolated location and the presence of buildings that had been erected earlier by the Civilian Conservation Corps. The location was near the Fort Stanton Sanatorium, with the two facilities separated by the Rio Bonito.

The first of the "distressed seamen" arrived at Fort Stanton in January of 1941. A total of 411 sailors from Columbus were eventually interned at Fort Stanton. The population of interned sailors would reach 650 as seamen from other German merchant ships were brought to the fort. The sailors constructed numerous facilities, including a canteen, a mess hall, barracks, a recreation hall, tennis courts, soccer fields, and a swimming pool. Because the United States had not yet entered the war, there was relatively little in the way of initial security, with the remote location serving as the primary deterrent to escape. The sailors were also allowed to leave the facility to go hiking or to visit the nearby town of Capitan. They also enjoyed mail privileges, could have sodas, could enjoy up to two beers a day, and were able to earn money by selling vegetables that they grew to the local community. Captain Daehne also continued to maintain shipboard discipline and assign tasks, which helped to preserve morale and prevent boredom.

The entry of the United States into World War II caused the status of the sailors to be changed from distressed seamen to enemy aliens. Barbed wire was installed, guard towers were built, and security was handed over to the United States Border Patrol. The advent of wartime conditions also inspired a greater sense of nationalism and Nazi fervor amongst the sailors. There were occasional escape attempts, with the most serious happening on November 1, 1942. That attempt involved four sailors who made it about 14 miles from the fort, with one of the escapees being shot and slightly wounded by a local rancher. However, although they were now classified as enemy aliens, the sailors at Fort Stanton were regarded differently from the 4,000 German Prisoners of War who were eventually held in POW camps in Roswell. Those prisoners were the Nazis who had actually fought against the United States military.

In a way, the crew of SS Columbus interned at Fort Stanton represented an odd kind of time capsule. The merchant sailors were interned during what was known as the "Phony War." That was the period after war had been declared but before the armies of Britain, France, and Germany had engaged in major conflict. The sailors remembered Germany as an ascendant nation that had not suffered military defeats or massive Allied bombing raids. They could dismiss news of German defeats in North Africa, Russia, Italy, or France as Allied

propaganda. The civilian residents of Fort Stanton and the surrounding communities could remember the sailors as distressed seamen who they met in the shops of Capitan, bought vegetables from, or encountered on area hiking trails.

Most of the sailors from Columbus spent the entire war as internees. The last group of sailors returned to Germany in August of 1945. Captain Daehne was repatriated to Germany at the end of 1944 as the warring nations began to exchange civilian detainees. According to James McBride, who has chronicled the history of Fort Stanton, four SS Columbus seamen died during their internment. One of those died from suicide, one died in a drunken brawl with other sailors, and two died from diseases. These four sailors from SS Columbus rest together with the 1,500 merchant seamen who were laid to rest in the soil of the Maritime Cemetery. There they share a common and eternal maritime bond.

Recommended Reading

This article benefited from the writings and research of James J. McBride. James McBride retired to New Mexico after a 24-year career in the U.S. Navy. Those who wish to read more about the nautical history of Fort Stanton should read:

A Photo Essay History Fort Stanton Marine Hospital 1899-1953, Second Edition, James J. McBride, Paper Tiger, Santa Fe, New Mexico, 2008.

Visiting Fort Stanton State Monument

Fort Stanton is open for visits and tours. You can read about the museum and its hours of operation and available tour packages at <https://www.fortstanton.org/explore>.

Tribute

James J. McBride passed away on April 13, 2023. Mr. McBride served as a Navy aviator during the Cuban Missile Crisis and Vietnam War, and the Navy League of the United States New Mexico Council gratefully acknowledges his Navy service. After retiring from the Navy in 1985, he continued to serve his nation and community in countless ways. This service includes documenting the nautical history of Fort Stanton. You can read his biography and obituary at www.jamesjmcbride.com



This photo shows rescued sailors from the SS Columbus at a tobacco shop at Ellis Island. Second from the right is one of the "boy seamen" who were part of the luxury liner's crew.

NAVY LEAGUE OF THE UNITED STATES
NEW MEXICO COUNCIL
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2025 Upcoming Events for Navy League, New Mexico Council

April 14	Navy League, New Mexico Council board meeting via Zoom
April 25, 5:30 pm	Network Navy! 5:30 to 7:30 pm Black Angus restaurant, 2290 Wyoming Blvd NE; ABQ Dining from menu; drinks from the bar. RSVP to John Glynn glynstewart@yahoo.com by 4/21. Program: Hybrid Warfare on the World's Undersea Cables
May 12	Navy League, New Mexico Council board meeting via Zoom
May 31 – June 1	KAFB Air Fiesta 2025
June 9	Navy League, New Mexico Council board meeting via Zoom

To sign up to help the KAFB Air Fiesta, go to <https://www.signupgenius.com/go/AirFiesta2025/>