

Bill as Introduced

HCR 21 - AS INTRODUCED

2011 SESSION

11-0878
09/03

HOUSE CONCURRENT RESOLUTION *21*

A RESOLUTION urging the US Army Corps of Engineers to donate a portion of the wreckage of the USS Chickasaw, which served in the Civil War, to the state of New Hampshire.

SPONSORS: Rep. S. Lindsey, Ches 3

COMMITTEE: State-Federal Relations and Veterans Affairs

ANALYSIS

This house concurrent resolution urges the US Army Corps of Engineers to donate a portion of the wreckage of the USS Chickasaw, which served in the Civil War, to the state of New Hampshire in honor of its lieutenant commander, Commodore George Hamilton Perkins.

HCR 21 - AS INTRODUCED

11-0878

09/03

STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Eleven

A RESOLUTION urging the US Army Corps of Engineers to donate a portion of the wreckage of the USS Chickasaw, which served in the Civil War, to the state of New Hampshire.

1 Whereas, the USS Chickasaw, commissioned in 1864, was a monitor in the United States Navy
2 during the American Civil War; and

3 Whereas, between May 14 and June 30 of 1864, the USS Chickasaw patrolled on the Mississippi
4 River and after sailing to New Orleans, joined the West Gulf Blockading Squadron on July 9; and

5 Whereas, while operating the Squadron, she participated in Admiral David Farragut's victory in
6 the Battle of Mobile Bay on August 5, 1864, during which she was struck by enemy shells 11 times,
7 and in the attacks on Fort Gaines on August 6 and Fort Morgan on August 13; and

8 Whereas, the USS Chickasaw remained in the vicinity of Mobile Bay until July 3, 1865, when
9 she sailed down river for New Orleans where she was decommissioned on July 6, 1865, later bearing
10 the name of Samson and then again reverted to Chickasaw, and was sold to civilians on September
11 12, 1874; and

12 Whereas, Commodore George Hamilton Perkins, a native of New Hampshire, was a commander
13 of the USS Chickasaw during her Civil War service on the Mississippi River and during the Battle of
14 Mobile Bay; and

15 Whereas, the USS Chickasaw spent her last years as a work barge near New Orleans, sinking in
16 the 1950s; and

17 Whereas the wreckage of the USS Chickasaw was recently discovered; now, therefore, be it
18 Resolved by the House of Representatives, the Senate concurring:

19 That the New Hampshire general court urges the US Army Corps of Engineers to take the
20 necessary steps to donate a portion of the wreckage of the USS Chickasaw to the state of
21 New Hampshire for display in the New Hampshire state house in honor of its commander,
22 Commodore George Hamilton Perkins; and

23 That the clerk of the New Hampshire house of representatives transmit a copy of this resolution,
24 signed by the speaker of the house of representatives and the senate president, to the US Army Chief
25 of Engineers and Commanding General of the US Army Corps of Engineers and each member of the
26 New Hampshire congressional delegation.

Hearing Minutes

HOUSE COMMITTEE ON STATE-FEDERAL RELATIONS AND VETERANS AFFAIRS

PUBLIC HEARING ON HCR 21

BILL TITLE: urging the US Army Corps of Engineers to donate a portion of the wreckage of the USS Chickasaw, which served in the Civil War, to the state of New Hampshire.

DATE: February 10, 2011

LOB ROOM: 203 **Time Public Hearing Called to Order:** 1:00 p.m.

Time Adjourned: 1:25 p.m.

(please circle if present)

Committee Members: Reps. Baldasaro, Blankenbeker, L. Christiansen, T. Smith, Cunningham, Kingsbury, Larsen, Lundgren, McCarthy, Notter, Tamburello, Vita, Rokas, Domingo, Hofemann, Theberge and Spainhower.

Bill Sponsors: Rep. S. Lindsey, Ches 3

TESTIMONY

* Use asterisk if written testimony and/or amendments are submitted.

Rep. Lindsey passed out several handouts and gave a very interesting presentation on the history of USS Chickasaw.

It sounded like it would cost money.

Few questions were asked. One was "Have you contacted the Army?" Rep. Lindsey had not.

Respectfully submitted,



Rep. Jeanine M. Notter,
Acting Clerk

HOUSE COMMITTEE ON STATE-FEDERAL RELATIONS AND VETERANS AFFAIRS

PUBLIC HEARING ON HCR 21

BILL TITLE: urging the US Army Corps of Engineers to donate a portion of the wreckage of the USS Chickasaw, which served in the Civil War, to the state of New Hampshire.

DATE: 2-16-11

LOB ROOM: 203 **Time Public Hearing Called to Order:**

Time Adjourned:

(please circle if present)

Committee Members: Reps. Baldasaro, Blankenbaker, L. Christiansen, P. Smith, Cunningham, Kingsbury, Larsen, Lundgren, McCarthy, Notter, Tamburello, Vita, Rokas, Domingo, Hofemann, Theberge and Spainhower.

Bill Sponsors: Rep. S. Lindsey, Ches 3

TESTIMONY

* Use asterisk if written testimony and/or amendments are submitted.

Rep. Lindsey passed out several handouts and gave a very interesting presentation on the history of USS Chickasaw.

It sounded like it would cost money.

Few questions were asked. One was, "Have you contacted the army?" Rep. Lindsey had not.

Testimony

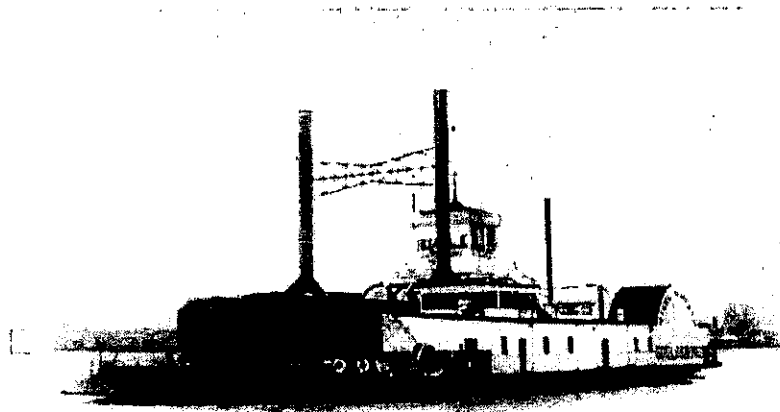


TEXAS & PACIFIC RAILWAY

- Route of the Eagles Forum
- People
- News Archive
- Railroadiana
- Steam Roster
- Diesel Roster
- Ferry Roster
- Rolling Stock
- Stations/Structures
- Wrecks
- Submit Photo

Sign Up to see what your friends recommend.

Gouldsboro c1938



Texas and Pacific Railway's "Gouldsboro", a steam powered ferry boat, transports a passenger train across the Mississippi River at New Orleans, circa 1938.

The Portal to Texas History

* Hulu subscribers...get a FREE week of Hulu Plus

Try Roku! An awesome device for streaming HD Movies from Netflix to your TV without the use of a computer! My link gets you their best deal ever.

U.S. Railway project
traveling from coast to coast in High-Speed. Powered by Siemens!
Siemens.com/High-Speed-Rail

Railway Computers
Industrial specifications, housing, RS-232/422/485, VGA, VFI models.
www.moka.com

Ads by Google

Recommendations

Create an account or log in to see what your friends are recommending.

Stations & Structures - Painted Wall - 2528 Elm Street
One person shared this.

Rolling Stock - Budd Michlen
3 people shared this.

Facebook social plugin

Google images

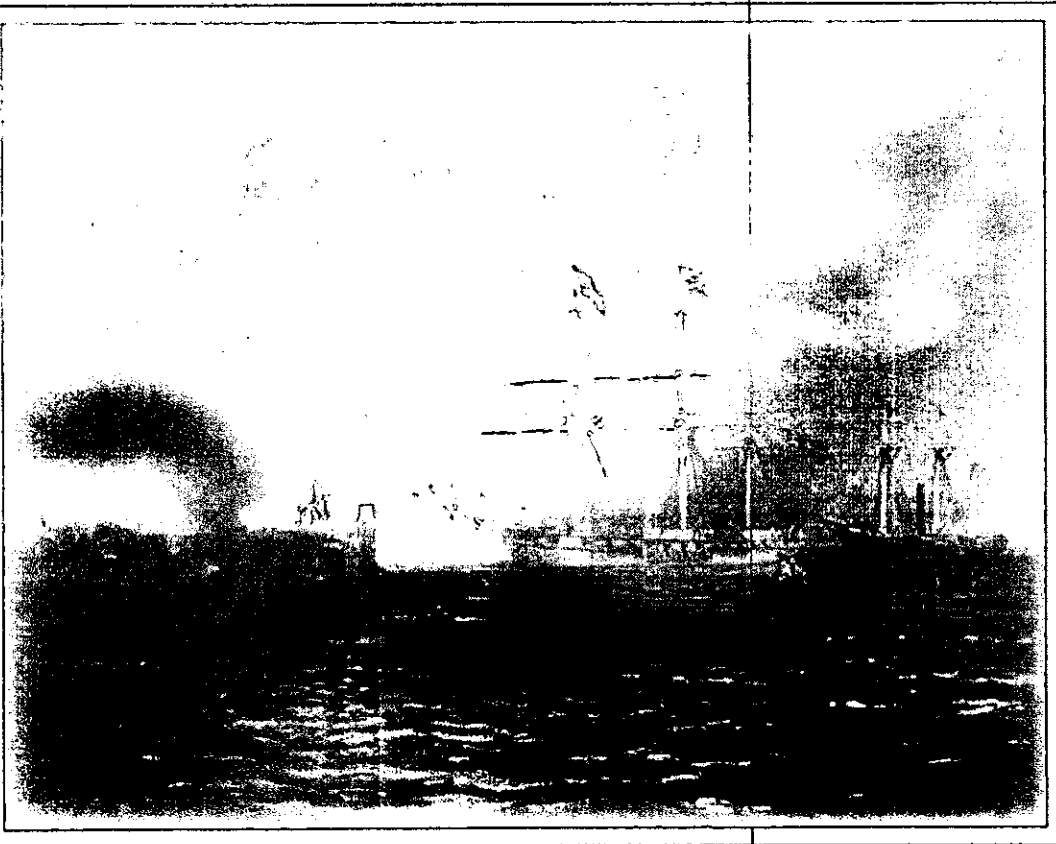
Website for this image
cityofart.net

Full-size image - Same size

Size: 740 × 449

Type: 121KB JPG

This image may be subject to copyright.



Google images

[Website for this image](http://www.homepages.dsu.edu)
homepages.dsu.edu

[Full-size image](#) - 1.3x larger

Size: 883 × 583

Type: 146KB JPG

This image may be subject to copyright.



Montgomery Advertiser,

By: David Upton
Date: Saturday, 29 July 2006, 8:57 am
In Response To: USS Chickasaw Rediscovered (Erick)

This was published in the months before Katrina hit. Does anyone have new information on the remains of the USS Chickasaw?

 nola.com

WATERY GRAVEYARD

A collapsed riverbank exposes a host of sunken vessels -- and reveals a slice of history

Sunday, March 13, 2005

By Mark Schleifstein

Staff writer

A section of the Mississippi riverbank near Audubon Park collapsed about a year and a half ago, with astonishing results.

No, muddy water did not inundate Uptown New Orleans. Riverbank repairs are a routine task that the Army Corps of Engineers performs adeptly. What made this job special was the historical treasure trove it turned up: 19 sunken ships, including the remains of a Civil War ironclad that played a major role in the 1864 battle of Mobile Bay.

Research conducted for the corps provides a rich and unusual view of the ties between a sliver of Uptown -- the area just upriver from the Audubon Park Butterfly -- and the economic and cultural heritage of the city and the nation. This was the place where renowned African-American singer Mahalia Jackson grew up; where ferries transported horse-drawn carriages, automobiles, and railroad cars and engines across the Mississippi; and where many of the work ships servicing the Port of New Orleans, the river and ocean-going shipping were based.

The sunken ships, scattered along about a mile of sloping underwater riverbank that's 30 to 150 feet deep, are mostly the derelict remains of vessels used by various Bisso family businesses that have operated in the area since at least 1853. And it was Bisso workers who first spotted the collapsing riverbank about 18 months ago.

"We lost about 50 feet of land," remembered W.A. "Cappy" Bisso III, chairman of Bisso Marine, one of the Bisso companies along the river at the repair site. "It was there when everybody went home that night and wasn't there the next morning."

When it became clear that at least two of the shipwrecks had historical value and should be protected, the corps quickly jettisoned its normal riverbank repair process, which uses huge revetment mats made of concrete panels to armor failing banks. Instead, the riverbank is being repaired with more than 140,000 tons of rock at a cost of \$2.1 million to ensure that the Mississippi's current doesn't undercut that portion of the levee protecting the Carrollton-Riverbend area of New Orleans.

"The idea is to preserve them in place as best we can," said Don Rawson, a corps civil engineer directing the repair, said of the submerged hulls. "We're not placing rocks around the two most critical vessels."

Underwater finds

The sunken ships were spotted by corps researchers using sidescan sonar and multibeam bathymetry to survey the underwater portion of the east bank of the river. Projecting multiple sound beams along the river's floor provided a three-dimensional image of the outlines of individual ships, and even of pilings driven through one of the ships.

The vessels lie along the east bank of the river from Audubon Park to Lowerline Street.

Using sophisticated sonar tools and old-fashioned hard-hat divers, archaeologists working for the corps

used a variety of public and private business records and the reminiscences of Bisso officials to identify many of the ships and explain their roles in the port's history.

Among the discoveries documented in a two-volume report prepared for the corps by R. Christopher Goodwin & Associates are the remains of a tall-sailed schooner, several river or ocean-going tugs, a number of work and derrick barges, and at least two ferries that once traveled between Algiers and the Walnut Street wharf.

The area is marked on river charts as Greenville Bend, a reference to the adjacent Faubourg Greenville, a pie-shaped piece of land stretching toward Lake Pontchartrain from the river that was sandwiched between New Orleans and the village of Carrollton, until both were annexed by the city in the late 1800s.

Much of the land once had been used to raise indigo and sugarcane before it was subdivided for homes and businesses. During the Civil War, part of the land was used as a Union garrison, and nearby stables were used after the war by an African-American cavalry detachment that was the forerunner of the famed Buffalo Soldiers.

Beginnings of Bisso

William Bisso, a Civil War veteran of the U.S. Navy, settled along the river at Walnut Street about five years after the war, first taking rafts of logs downriver to a timber company, then beginning his own timber business. By the 1890s, his family was running a three-boat ferry service to the West Bank from their private Walnut Street wharf, along with a towboat business and coal-importing company. By the 1930s, the Bisso Ferry Co. ran ferries from Jackson Street to Gretna and Louisiana Avenue to the West Bank, and they ran the original Walnut Street ferry.

Today, various branches of the family own three businesses that operate at the foot of Walnut Street: E.N. Bisso and Son Inc., Bisso Marine Co. and Bisso Towboat Co. Over the years, a number of the companies' ships have sunk along the riverbank.

The submerged riverbank today is a "catchment for submerged watercraft lost at or in transit to our nation's busiest port, on America's premier commercial waterway," the Goodwin report said.

"Due to a variety of circumstances, including at least one notorious collision on the river, the loss of vessels from the various Bisso fleets contributed to the creation of a virtual shipwreck graveyard at this location," the report said. "The river is swift, turbid and deep, and at several locales within the project area, sunken watercraft are stacked like random cordwood on the river bottom, sometimes four to six vessels deep, where they are admixed with debris and mechanical equipment lost during accidents and hurricanes."

Cappy Bisso said most of the ships sank in an era before environmental rules that might have required their raising.

"As long as they were not a hazard to navigation, nobody cared," he said. "Today, you'd pretty much have to have a pretty good reason for them to stay underwater."

History of an ironclad

The most important find doesn't look so important in the underwater sonar views, but the shadowlike image that looks like a square picket fence emerging from the river bottom is the remains of the USS Chickasaw, an ironclad built in St. Louis in 1864 by James B. Eads.

Eads is better known in New Orleans as the designer of twin jetties that allowed the Mississippi River's South Pass to scour itself clean, keeping the river free for the passage of ocean-going cargo with much less dredging. That's a project on which today's modern river channel is based.

At the beginning of the Civil War, Eads had recommended to President Lincoln that the Navy be equipped with ironclad ships that could take on anything the Confederate States could come up with.

By 1864, he had been given the go-ahead to build a variety of such ships, including four based loosely on the design of the USS Monitor, which won the first ironclad battle against the CSS Virginia in 1862 at Hampton Roads, Va.

The Chickasaw was one of the Eads ships, a low-slung vessel with two round, rotating turrets, each equipped with two 11-inch smooth-bore guns.

The interior of the ship was so hot during the summer that removable wooden awning supports were attached to the deck, so sailors could spend much of their day underneath a canvas awning.

The ship was designed with four individually controlled propellers, which gave it unusual maneuverability that would prove its worth in Mobile Bay. Remains of the propulsion system are one of the reasons the ship is considered historically significant today.

First assigned as part of a squadron of ships patrolling the Mississippi, the Chickasaw soon was transferred to New Orleans to participate in a coastwide blockade under the command of Rear Adm. David Farragut.

Battle in Mobile Bay

The Chickasaw and three other Monitor-styled ironclads, two of which were single-turret vessels built on the East Coast, were ordered into Mobile Bay on the morning of Aug. 5, 1864, to screen Farragut's other ships from fire from both the land-based Fort Morgan and any ships in the harbor.

First in was the USS Tecumseh, which soon struck a torpedo -- actually an underwater mine -- and sank, killing most of its crew.

"Damn the torpedoes! Full speed ahead!" Farragut was quoted as saying when hearing of the loss.

Blocking the assault were the Confederate ironclad ram CSS Tennessee and three Confederate gunboats.

The Tennessee proved too slow to ram any of the Union ships, but the accompanying gunboats successfully fired on the USS Hartford, Farragut's flagship, until one was captured and two others were chased to safe water beneath the fort's guns.

The Chickasaw's stack was blown away during the initial action, and cannonballs damaged its starboard side.

The Tennessee, meanwhile, again tried to approach the Union fleet, and Farragut ordered his ships to fire on it and ram it.

Broadsides from several of the remaining Union ships seemed to bounce off the Tennessee's sides, until the Chickasaw maneuvered to fire into the Confederate ship's stern.

"Shot away the enemy's flagstaff and smokestack and soon afterwards her steering gear, which forced the enemy to stop," wrote Chickasaw's commander, Capt. George Perkins in an after-action report. "We opened our shot into the stern of the enemy, nearly all of which took effect, when she hoisted the white flag at 10:40.

". . . In the engagement with the ram Tennessee, 52 solid shot were fired in a short time and with great accuracy, the distance being from 50 to 10 yards," Perkins wrote.

The Chickasaw also bombarded several forts in the bay in the following months and, at the end of the war, assisted in accepting the surrender of a variety of Confederate vessels.

Towed to New Orleans after the war ended, it was laid up in Algiers for nine years before being sold to the New Orleans Pacific Railroad and converted to a coal barge under the name Samson.

The railroad converted it to a rail ferry in 1880, renaming it the Gouldsboro and adding a sidewheel

propulsion system. The Gouldsboro ferried rail cars and engines across the Mississippi until the rail company began using the Huey P. Long Bridge in the late 1930s.

In the 1940s, the ship was sold to New Orleans Coal & Bisso Towboat Co., which converted it into a work barge. Information about its sinking, sometime in the 1950s, was unavailable.

Ferry's significance

A second shipwreck at the site considered historically significant is the A.M. Halliday, a steel-hulled catamaran ferry built in 1903 in Jeffersonville, Ind., and brought to New Orleans two years later. The ship's lifetime spanned the movement from horse-drawn carriages to motorized vehicles, and no real changes had to be made to its deck or equipment to accommodate the advances in technology.

By 1908, the coal-fired Halliday was owned by Southern Transportation Co. & Ferryboat and operated between the foot of Canal Street and Algiers, and later between Napoleon Avenue and Marrero. Much later, it was bought by one of the Bisso companies.

Goodwin researchers were unable to find a record of the Halliday's sinking, but it must have been after 1970, when a photograph of the ship on the river was taken.

"Ferries, such as the A.M. Halliday and the Algiers (a similar catamaran that also operated from Canal Street in the early 1900s), became the anchor between residential and commercial communities throughout the city of New Orleans," the Goodwin report said. "Thus, the work of the A.M. Halliday was directly associated with the growth of Carrollton and Westwego."

Remote sensing of the river bottom, however, indicates the ship is upside down, badly damaged and eroded. Still, it could be valuable to future research into the construction and use of similar catamaran ferries and should be protected, the report concluded.

A number of tugs and barges found on the underwater riverbank were stricken by hurricanes or sank after collisions, the report said.

The most infamous incident was the July 28, 1977, collision of the S.S. Sitala, a French-flagged tanker loaded with 19 million gallons of crude oil that was traveling upriver to the Marathon Oil refinery in Garyville. As the ship approached Greenville Bend at 13 mph, it lost steering and, despite immediately dropping anchor, slammed into the Bisso mooring area, sinking four ships and damaging several others.

One of the ships was raised, but the other three, the derrick barge Boaz, ENB Barge 535 and an unnamed tank barge, are among those on the bottom.

Raisings unlikely

Archaeologist Christopher Goodwin said there's not much chance any of the shipwrecks will be raised because the cost would outweigh the ships' historical value.

"Because of the history of refits of the Chickasaw, it's really the history of the vessel that's important, and that history already is fairly well-documented," he said. "The only reason to bring it up would be if the repair project would have a direct adverse effect on it and any historical data would be lost, and even then, only if something good could be done with it."

"It would cost millions to stabilize and restore, and at the end of the day, you'd have a vessel that's been cut up, chopped up and has lost its integrity above the hull," Goodwin said.

The Chickasaw is not the only Civil War-era ship caught in such limbo in the state, he said. "The CSS Louisiana is in Plaquemines Parish underneath a levee and a lot of water," and another ironclad is in the Red River at Bossier City.

Cappy Bisso said his company also has no interest in raising the Chickasaw, even though it specializes in raising sunken ships. "Only if somebody wanted to pay for it," he said.

In 1964, the company helped federal officials recover the USS Cairo, another ironclad now on display at Vicksburg National Historical Park. The sunken Boaz was one of the crane barges used in that effort.

Famous singer's roots

While researchers found little more than a few old broken bottles, some china shards and pieces of Indian pottery in digs along the shoreline during their study of the area, their research also included a review of the history of the Bisso operations and surrounding area.

Among those working for the Bisso companies at the turn of the century, according to the Goodwin report, was Johnny Jackson Jr., a wharf laborer who was the father of renowned gospel singer Mahalia Jackson, for whom the city's center for performing arts in Armstrong Park is named.

Born in 1911, Mahalia Jackson and her family lived in one of a handful of ramshackle homes between the levee and the Public Belt Line railroad tracks, a couple of blocks upriver from Bisso's Walnut Street wharf.

"Mahalia said there was song everywhere in the Walnut Street neighborhood: singing dice chants, work songs from the wharf, the street vendors crying their wares, Baptist and Spiritualist shouts from nearby churches, even ragtime bands playing a new type of music called 'jass' or 'jazz' along Magazine Street and in Audubon Park," the Goodwin report said.

Jackson honed her music at the Plymouth Rock Baptist Church on Hillary Street and later at the Mount Moriah and Broadway Missionary Baptist churches.

David Upton

USS *Chickasaw* (1864)

From Wikipedia, the free encyclopedia

USS *Chickasaw* (1864) was a monitor in the United States Navy during the American Civil War.

Contents

- 1 Built in Missouri in 1864
- 2 Civil War service
- 3 Post-war decommissioning
- 4 Post-war career and heritage
- 5 References

Built in Missouri in 1864

The first U.S. Navy ship to be so named, *Chickasaw* was built in Carondelet, Missouri, launched 10 February 1864 by Thomas G. Gaylord, St. Louis, Missouri; brought to Mound City, Illinois, 8 May; and commissioned 14 May 1864, Acting Master J. Fitzpatrick in command.

Civil War service

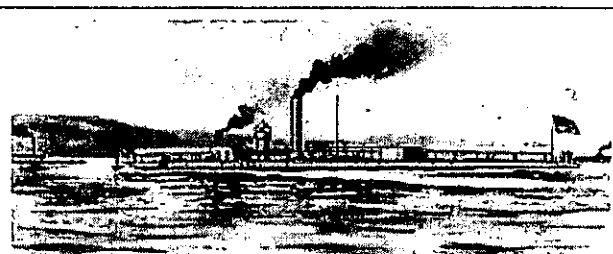
Between 14 May and 30 June 1864 *Chickasaw* patrolled on the Mississippi River. Sailing to New Orleans, Louisiana, she joined the West Gulf Blockading Squadron 9 July. While operating with the Squadron she participated in Admiral David Farragut's victory the Battle of Mobile Bay (5 August 1864), during which she was struck by enemy shells 11 times, and the attacks on Forts Gaines (6 August) and Morgan (13 August). The monitor remained in the vicinity of Mobile Bay until 3 July 1865 when she sailed down river for New Orleans, Louisiana.

Post-war decommissioning

Upon her arrival at New Orleans 6 July 1865, *Chickasaw* was decommissioned and laid up. Between 15 June and 10 August 1869 she bore the name *Samson* and then reverted to *Chickasaw*. She was sold at New Orleans 12 September 1874.

Post-war career and heritage

Chickasaw was converted to a railroad ferry by her civilian owners and later converted to side-wheel propulsion under the name *Gouldsboro*.



USS *Chickasaw*

Career (US)



Laid down:	date unknown
Launched:	10 February 1864 at St. Louis, Missouri
Commissioned:	14 May 1864
Decommissioned:	6 July 1865
Struck:	1874 (est.)
Fate:	sold, 12 September 1874

General characteristics

Displacement:	1300 tons
Length:	230 ft (70 m)
Beam:	56 ft (17 m)
Draught:	6 ft (1.8 m)
Propulsion:	steam engine
Speed:	8 kts
Complement:	138 officers and enlisted
Armament:	four 11-inch Dahlgren smoothbores

An effort to convert the retired railroad ferry into a museum ship failed and the *Chickasaw* spent her last years as a work barge for the Bisso family near New Orleans, Louisiana, sinking in the 1950s. Recently discovered, and covered in an Associated Press story, the *Chickasaw* drew some attention in newspapers including the *Montgomery Advertiser* in 2004. A more complete version of the story, by Mark Schleifstein can be seen at <http://history-sites.com/mb/cw/cwnavy/index.cgi?noframes;read=1803>

References

- *This article includes text from the public domain Dictionary of American Naval Fighting Ships. The entry can be found here (<http://www.history.navy.mil/danfs/c8/chickasaw-i.htm>) .*
- *This article includes text from the public domain Dictionary of American Naval Fighting Ships. The entry can be found here (<http://www.history.navy.mil/photos/sh-usn/usnsh-c/chikasw.htm>) .*

Retrieved from "[http://en.wikipedia.org/wiki/USS_Chickasaw_\(1864\)](http://en.wikipedia.org/wiki/USS_Chickasaw_(1864))"

Categories: Milwaukee class monitors | Ships built in Missouri | 1864 ships | Ships of the Union Navy | American Civil War monitors of the United States

- This page was last modified on 30 August 2009 at 14:00.
- Text is available under the Creative Commons Attribution-ShareAlike License; additional terms may apply. See Terms of Use for details.
Wikipedia® is a registered trademark of the Wikimedia Foundation, Inc., a non-profit organization.

Voting Sheets

HOUSE COMMITTEE ON STATE-FEDERAL RELATIONS AND VETERANS AFFAIRS

EXECUTIVE SESSION on HCR 21

BILL TITLE: urging the US Army Corps of Engineers to donate a portion of the wreckage of the USS Chickasaw, which served in the Civil War, to the state of New Hampshire.

DATE: February 24, 2011

LOB ROOM: 203

Amendments:

Sponsor: Rep.	OLS Document #:
Sponsor: Rep.	OLS Document #:
Sponsor: Rep.	OLS Document #:

Motions: OTP, OTP/A, ITL, Interim Study (Please circle one.)

Moved by Rep. Vita

Seconded by Rep. Hofemann

Vote: 12-0 (Please attach record of roll call vote.)

Motions: OTP, OTP/A, ITL, Interim Study (Please circle one.)

Moved by Rep.

Seconded by Rep.

Vote: (Please attach record of roll call vote.)

CONSENT CALENDAR VOTE: 12-0

(Vote to place on Consent Calendar must be unanimous.)

Statement of Intent: Refer to Committee Report

Respectfully submitted,

Rep. Kirsten Larsen, Clerk

Kirsten Larsen

HOUSE COMMITTEE ON STATE-FEDERAL RELATIONS AND VETERANS AFFAIRS

EXECUTIVE SESSION on HCR 21

BILL TITLE: urging the US Army Corps of Engineers to donate a portion of the wreckage of the USS Chickasaw, which served in the Civil War, to the state of New Hampshire.

DATE: 2/24/11

LOB ROOM: 203

Amendments:

Sponsor: Rep. OLS Document #:

Sponsor: Rep. OLS Document #:

Sponsor: Rep. OLS Document #:

Motions: OTP, OTP/A, ITL Interim Study (Please circle one.)

Moved by Rep. Vita

Seconded by Rep. Hofeman

Vote: 12-0 (Please attach record of roll call vote.)

Motions: OTP, OTP/A, ITL, Interim Study (Please circle one.)

Moved by Rep.

Seconded by Rep.

Vote: (Please attach record of roll call vote.)

CONSENT CALENDAR VOTE: 12-0

(Vote to place on Consent Calendar must be unanimous.)

Statement of Intent: Refer to Committee Report

Respectfully submitted,

Rep. Kirsten Larsen, Clerk

STATE-FEDERAL RELATIONS AND VETERANS AFFAIRS

Bill #: HCR 21 Title: making US Army Corps Engineers to donate portion of wreckage of USS Crickshaw, which served in Civil War, to state of N.H.

PH Date: 1/11/11Exec Session Date: 2/24/11Motion: ITL

Amendment #: _____

MEMBER	YEAS	NAYS
Baldasaro, Alfred P, Chairman	X	
Blankenbeker, Lynne F, V Chairman	X	
Christiansen, Lars T		
Smith, Todd P	X	
Cunningham, Steven L	X	
Kingsbury, Robert P		
Larsen, Kirsten L, Clerk	X	
Lundgren, David C		
McCarthy, Frank H	X	
Notter, Jeanine M	X	
Tamburello, Daniel J	X	
Vita, Lucien A	X	
Rokas, Theodoros V	X	
Domingo, Baldwin M		
Hofemann, Roland P	X	
Theberge, Robert L	X	
Spainhower, Dale S		
TOTAL VOTE:	12	0

Committee Report

CONSENT CALENDAR

February 24, 2011

HOUSE OF REPRESENTATIVES

REPORT OF COMMITTEE

The Committee on STATE-FEDERAL RELATIONS AND VETERANS AFFAIRS to which was referred HCR21,

AN ACT urging the US Army Corps of Engineers to donate a portion of the wreckage of the USS Chickasaw, which served in the Civil War, to the state of New Hampshire. Having considered the same, report the same with the following Resolution: RESOLVED, That it is INEXPEDIENT TO LEGISLATE.

Rep. Lucien A Vita

FOR THE COMMITTEE

COMMITTEE REPORT

Committee:	STATE-FEDERAL RELATIONS AND VETERANS AFFAIRS
Bill Number:	HCR21
Title:	urging the US Army Corps of Engineers to donate a portion of the wreckage of the USS Chickasaw, which served in the Civil War, to the state of New Hampshire.
Date:	February 24, 2011
Consent Calendar:	YES
Recommendation:	INEXPEDIENT TO LEGISLATE

STATEMENT OF INTENT

Although of historical interest, the value of the wreckage of the USS Chickasaw to New Hampshire has not been established nor has the cost to New Hampshire for the preparation and transportation of the wreckage to New Hampshire been provided. No testimony was provided regarding the value to New Hampshire museums and/or historical societies.

Vote 12-0.

Rep. Lucien A Vita
FOR THE COMMITTEE

Original: House Clerk
Cc: Committee Bill File

CONSENT CALENDAR

STATE-FEDERAL RELATIONS AND VETERANS AFFAIRS

HCR21, urging the US Army Corps of Engineers to donate a portion of the wreckage of the USS Chickasaw, which served in the Civil War, to the state of New Hampshire. **INEXPEDIENT TO LEGISLATE.**

Rep. Lucien A Vita for STATE-FEDERAL RELATIONS AND VETERANS AFFAIRS. Although of historical interest, the value of the wreckage of the USS Chickasaw to New Hampshire has not been established nor has the cost to New Hampshire for the preparation and transportation of the wreckage to New Hampshire been provided. No testimony was provided regarding the value to New Hampshire museums and/or historical societies. **Vote 12-0.**

Original: House Clerk
Cc: Committee Bill File

Blurbs

HCR 21 urging the US Army Corps of Engineers to donate a portion of the wreckage of the USS Chickasaw, which served in the Civil War, to the state of New Hampshire.

ITL CC 12-0

Although of historical interest, the value of the wreckage of the USS Chickasaw to New Hampshire has not been established nor has the cost to New Hampshire for the preparation and transportation of the wreckage to New Hampshire been provided. No testimony was provided regarding the value to New Hampshire museums and/or historical societies.

Rep.L. Vita



COMMITTEE REPORT

COMMITTEE: STATE - FEDERAL

BILL NUMBER: HCR 21

TITLE: urging US Army Corps of Engineers to donate portion of wreckage of USS Chickasaw, which served in Civil War, to NH.

DATE: 2/24/11 CONSENT CALENDAR: YES NO

- OUGHT TO PASS
 OUGHT TO PASS W/ AMENDMENT
 INEXPEDIENT TO LEGISLATE
 INTERIM STUDY (Available only 2nd year of biennium)

Amendment No.

STATEMENT OF INTENT:

ALTHOUGH OF HISTORICAL INTEREST, THE VALUE OF THE WRECKAGE OF THE USS CHICKASAW TO NEW HAMPSHIRE HAS NOT BEEN ESTABLISHED NOR HAS THE COST TO NEW HAMPSHIRE FOR THE PREPARATION AND TRANSPORTATION OF THE WRECKAGE TO NEW HAMPSHIRE BEEN PROVIDED. NO TESTIMONY WAS PROVIDED REGARDING TO THE VALUE TO NEW HAMPSHIRE TREASURY AND OR HISTORICAL SOCIETIES.

COMMITTEE VOTE: 12-0

- Copy to Committee Bill File
- Use Another Report for Minority Report

RESPECTFULLY SUBMITTED

Rep. Lucien A. Vito
For the Committee