

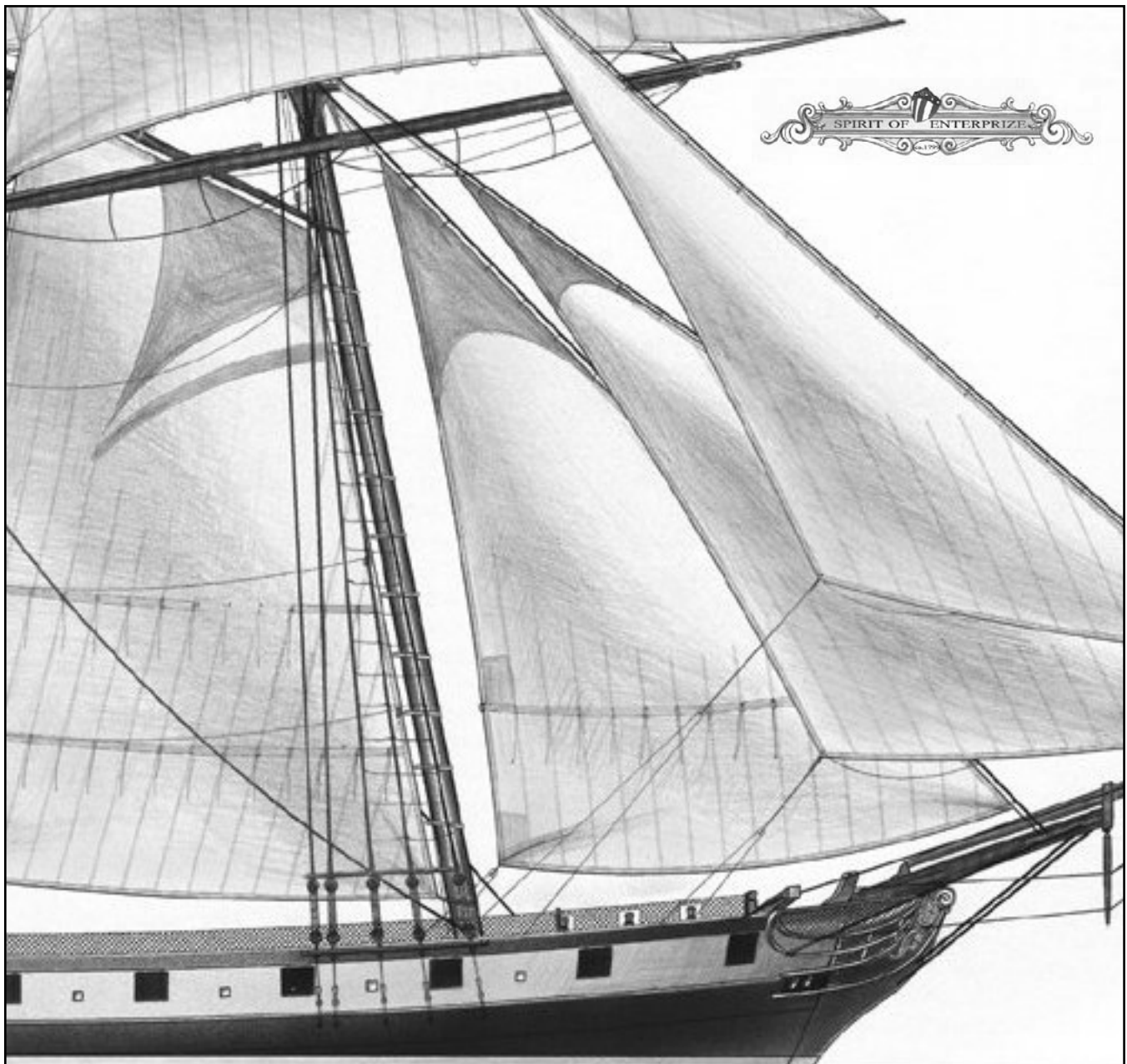


ANCHOR WATCH

OCTOBER
NOVEMBER
DECEMBER
2005

The Official Journal of the Historic Naval Ships Association

www.hnsa.org



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**OCTOBER - NOVEMBER - DECEMBER
2005**

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THE COVER

Detail of an artist's conception of the SPIRIT OF ENTERPRISE. Building the two-masted SPIRIT is a major project of the National Maritime Heritage Foundation. The complete story begins on page six.
Image courtesy National Maritime Heritage Foundation.

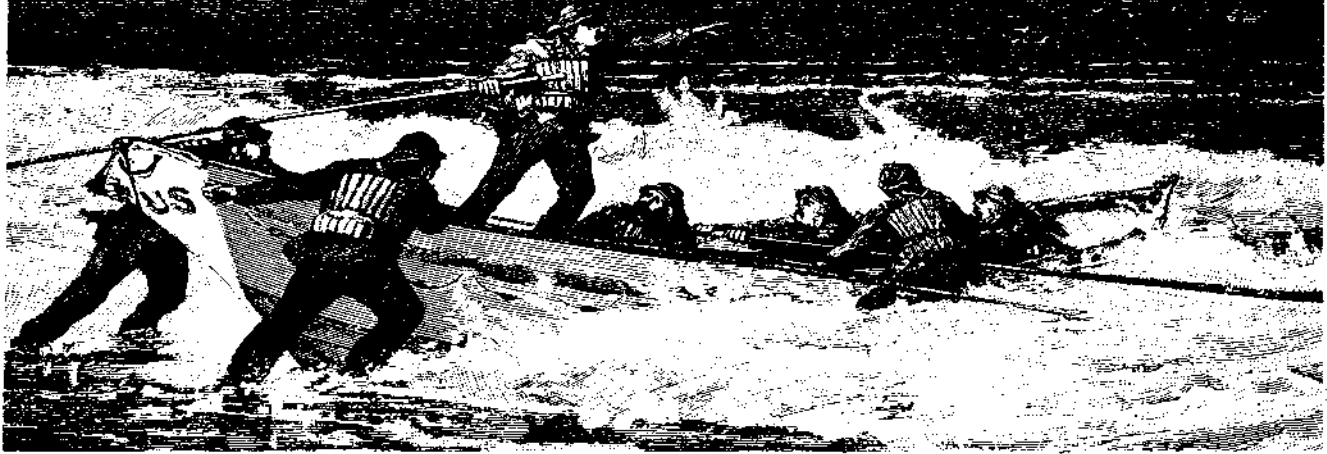


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FLOTSAM AND JETSAM

BY JEFFEREY NILSSON



WOW!!! As we are now in the throes of making our preparations for the H.N.S.A. Annual Conference in Cleveland, Ohio, to be held 9-12 October, at least two of our members are reeling from the devastating effects of the appearance of a young lady by the name of Katrina.

If you have been keeping up with the news in my Executive Director Memorandums, you know that KIDD fared quite well in comparison to what ALABAMA has gone through. Mr. Lee Bryars, who is a fifteen-year employee of the park, rode out the hurricane aboard the ship and had this to say about the event, as quoted in the *Mobile Register*: "I never thought that in a million years I would see this ship move like it did. The scary part was when the ship started rolling. You felt like the bottom was coming out from under you for a second."

No one was injured, but Byars noted that he was in charge of the safety of everyone on board and said his biggest concern was their well being. Asked if he would ride out another major hurricane on the battleship, he replied, again as quoted in the *Mobile Register*, "I think next time I'll pack my stuff and head north."

The ALABAMA as I write this column, is listing eight degrees to port, in the mud. Our prayers and good wishes go out to Bill Tunnell and his crew for their safety and to put the pieces of this big puzzle back together. Bill is anticipating having the park up and running by Veteran's Day in November.

During the week following the hurricane, I had a number of conversations with Maury Drummond of the KIDD. They suffered little, if any, damage, and were able to get

power from a generator, to the ship. Because of the location, the ship, at this time, is being used as a barracks for National Guardsmen and employees from power companies. Maury has indicated it may be five or six weeks before they will have the ship ready for visitors, but that is because the roads to the ship are impassable. Our prayers and good wishes go out to Maury and his crew in their efforts to get things back together.

Otherwise, it has been a fairly quiet summer. While on a cruise to the Baltic, I was able to spend a little time with one of our newest Fleet Members, T121 SPICA, in Stockholm. I want thank them again for their gracious hospitality. Champagne on the quarterdeck at ten in the morning is certainly the way to go. You'll see SPICA on the cover of the next issue of *Anchor Watch*, along with a feature story on this new Fleet Member.

While in St. Petersburg, Russia, I did see the AURORA, however, being on a guided bus tour, I had to ask our guide if we could go to the ship, which we did and I had less than ten minutes to see this very important artifact of Russian history. Oh well, it is something to go back for, along with an extended visit to the Hermitage. The cruise was wonderful, but there was too much, too quick, and not enough days at sea.

Moving the H.N.S.A. office to Smithfield was successful and timely. With the price of gas going through the roof here in the U.S.A., I'm happy not to be spending ten-plus hours a week in the car commuting. Not to mention the wear and tear on your Executive Director. Have a wonderful Autumn, and oh, Christmas is just around the corner.

--Jeff Nilsson



SUNSIGHTS

BY DOUG BUCHANAN

This issue of *Anchor Watch* marks my first year anniversary as co-editor. I have to say I've enjoyed it immensely. At 32 pages, this is also the biggest issue yet, at least for me. I have gained a great deal of respect for former *Anchor Watch* editor, Bob Willson.

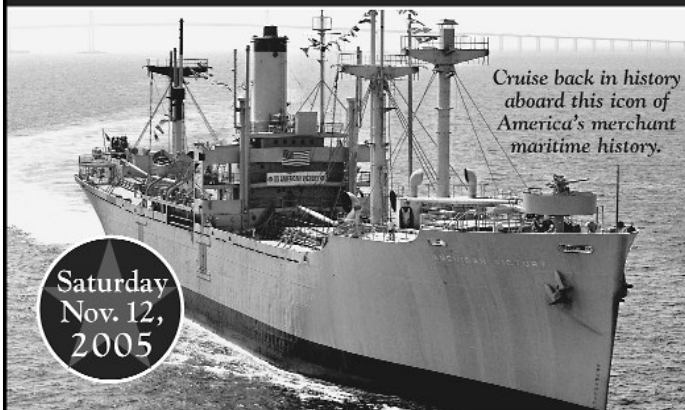
As I'm sure Bob knows, assembling this journal is no easy task. But the *Anchor Watch* team has plenty of help finding quality articles to print. H.N.S.A.'s executive director Jeff Nilsson, and Chan Zucker, executive director emeritus, keep us supplied with articles and news.

I hear frequently from several "regulars," including Tim Rizzuto of the U.S.S. SLATER, who also sends me plenty of story leads as well as SLATER news, Peter Nunan at the Queensland Maritime Museum, Russ Kuykendall aboard the U.S.S. TEXAS, and from Jeff Cary, who supplies the braintwisters for our regular trivia column.

In addition to our regulars, I'd also like to take up some space in this issue to thank everyone whose articles or photographs over the past year have made *Anchor Watch* possible, including: Kurt Wagemann, Bob Willson, Thomas Banit, Mark Deskins, Karen Cronin, Tania Karpinich, Jaclyn Stewart, Jesse Lebovics, Rusty Bloxom, Sharon Sipprell, Richard Caswell, Stephen Deere, Peter Fimrite, Svetlana Sivkova, Sarah Stephan, Chris Rowsom, Kate Patterson, Tami Faram, Avril Westmoreland, David Winkler, Paul Cora, David Bernheisel, Scott Schonauer, Mike Fornes, Paul Hoffmeyer, Yasmin Assemi, Scott Brownell, John Surratt, Robert Johnson, David Scheu, Jan Michaelis, John Reed, Gary Lyon, Greg Miliote, Tim NesSmith, Jo Ann Richards, Merylin Wong, Charles Bayer, Nick Hewitt, Brad King, Charles Fuss, Megan Andersen, Robert Brunelle, Dave Henderson, Rosanne Bentley, Bill Galvani, Frank Lennon, Darrick Vormann, Bill Thiesen, Karen Duvalle, Aristotelis Dimitsas, Jerry Spinks, Larry

Continued on page 21.

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H.N.S.A. SNAPSHOT



Above: Here's the H.N.S.A. Fleet Member that Jeff wanted more time to visit: cruiser AURORA, berthed in St. Petersburg, Russia (see "Flotsam & Jetsam," page 4). Launched at St. Petersburg in 1900, AURORA saw her first action at the Battle of Tsushima during the 1905 Russian-Japanese War. Photo courtesy H.N.S.A.

NEWS FROM THE FLEET

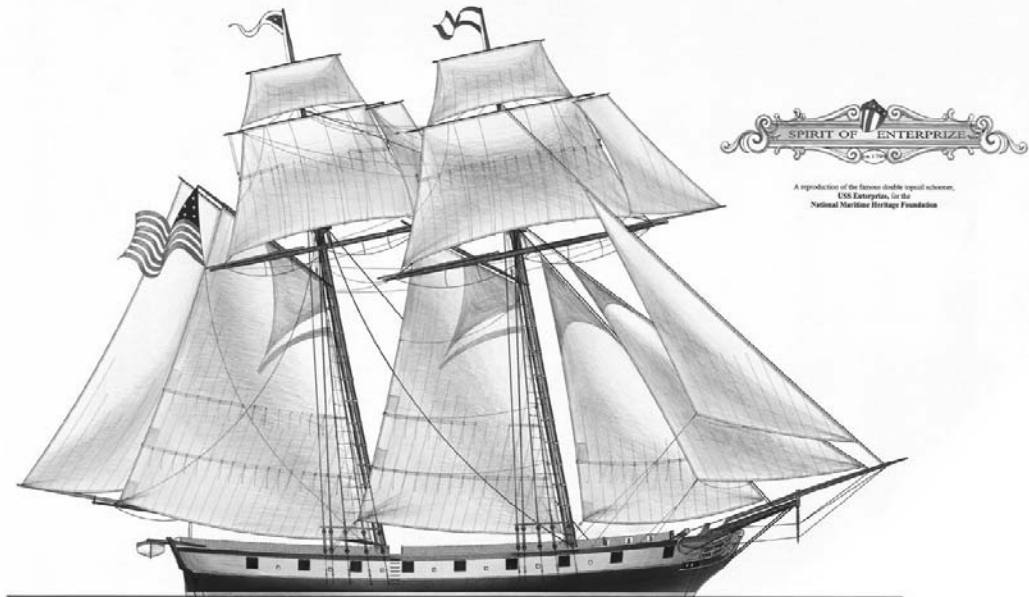
H.N.S.A. MEMBER IN THE SPOTLIGHT

THE NATIONAL MARITIME HERITAGE FOUNDATION

Washington, District of Columbia, U.S.A.

By Kevin J. Traver

Executive Director, The National Maritime Heritage Foundation



The National Maritime Heritage Foundation plans to build the SPIRIT OF ENTERPRIZE as a replica of the U.S.S. ENTERPRIZE in Washington, D.C. as the new National Capital Tall Ship. Seen here is an artist's conception. Image courtesy National Maritime Heritage Foundation.

“THE SPIRIT OF ENTERPRIZE: THE NATIONAL CAPITAL TALL SHIP”

A few years from now, along the Anacostia River, in the District of Columbia, Washingtonians will see something new rising up on the waterfront. Two tall masts will tower over the landscape, the signs of a new project bringing the adventure of sailing and the story of America's maritime and naval history to the people of Washington, D.C., the D.C. metropolitan area, and the United States.

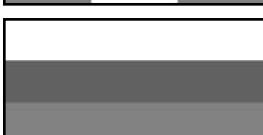
The masts will stretch up from the deck of the tall ship SPIRIT OF ENTERPRIZE, a topsail schooner 140 feet long and weighing 160 tons.

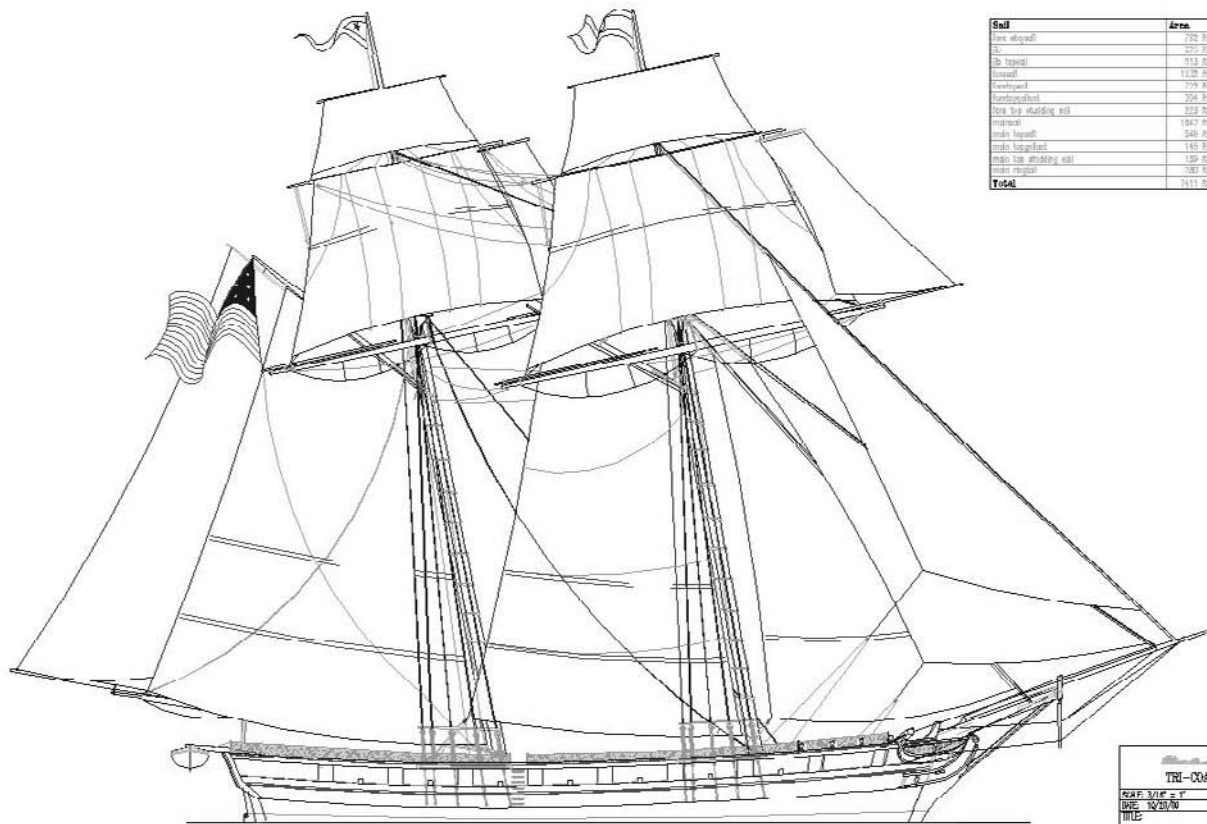
The ship will be modeled on an illustrious ancestor, the U.S.S. ENTERPRIZE, which defended American shores and shipping some 200 years ago. Secretary of the Navy Benjamin Stoddert knew in 1798 that the young nation needed a fleet of small, fast vessels quickly to engage the myriad small French privateers attacking American shipping

FLAGS OF THE H.N.S.A. FLEET

(Top to bottom, in alphabetical order)

Australia, Canada, France, Greece, Israel, the Netherlands, Norway, Peru, Russia, Sweden, Turkey, the United Kingdom, and the United States of America.





during the Quasi Naval War with France. He instructed that two new Baltimore schooners, or “schooner, pilot boat built” be constructed at once. ENTERPRISE was built in St. Michaels, Maryland at the Spencer Yard in 1799 and outfitted at Fells Point in Baltimore. Armed with 12 six-pounder cannons, ENTERPRISE was commissioned in December 1799. She successfully fought in the Quasi War against the Barbary Pirates and, after being rebuilt at the Navy Yard in Washington, in the War of 1812. From 1817 to 1823, ENTERPRISE served in an anti-piracy role in the West Indies. After a long and lucky career, her luck ran out in July 1823 as she foundered on Little Caracao Island, without injury to crew.

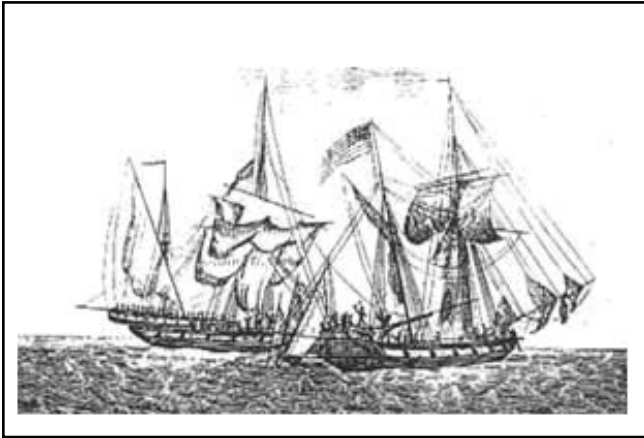
“The National Maritime Heritage Foundation”

The National Maritime Heritage Foundation (N.M.H.F.) was founded in April 2000 by business and community leaders who recognized the need in the Washington area for a maritime heritage program. The program would serve as a focus for education and community development and with the mission to inspire young minds through maritime adventures. The N.M.H.F. accomplishes this mission by increasing community awareness of the maritime and naval history of Washington, D.C and the United States. The N.M.H.F. motivates young people through the sport of sailing and enhances the local waterfront by reconnecting

the residents of the national capital region to their rivers.

The founders of N.M.H.F. have always envisioned the building of a tall ship to be the foundation’s ultimate goal. From the moment of the ship’s christening, the SPIRIT OF ENTERPRISE will be a floating classroom, part of the long and exciting story of American maritime and naval history. For every visitor who steps aboard, the ship holds a hands-on lesson about the lives of seamen, the beauty and craftsmanship of wooden sailing vessels, and the importance of waterborne commerce and defense in building both the new union and its capital.

SPIRIT OF ENTERPRISE will be a grand addition to the foundation’s existing programs. When her sails fill with wind and the SPIRIT OF ENTERPRISE slices down the Potomac into Chesapeake Bay and beyond, the ship will become our nation’s capital economic and cultural ambassador. The Foundation hopes to locate the new National Capital Sailing Center near the tall ship building area and berth to give visitors and residents the chance to enjoy the foundation’s ongoing programs. These programs include Kids Set Sail, DC Sail and the High School Racing Team, which have brought the excitement of sailing to local residents for many years.



Above: U.S.S. ENTERPRIZE vs. TRIPOLITAN, August 1801... "Sir, I have the honor to inform you, that on 1 August, I fell in with a Tripolitan ship of war, called the TRIPOLI mounting 14 guns, commanded by Rasis Mahomet Rous. An action immediately commenced within pistol shot, which continued three hours incessantly. She then struck her colors...with heartfelt pleasure I add, that the officers and men throughout the vessel, behaved in the most spirited and determined manner, obeying every command with promptitude and alertness, we have not had a man wounded, and we have sustained no material damage in our hull or rigging." Lt. Sterett, United States Naval Academy (Captain, U.S.S. ENTERPRIZE). Image courtesy National Maritime Heritage Foundation.

A smaller vessel, the schooner AMERICAN SPIRIT, is currently being operated by N.M.H.F. as an educational vessel. AMERICAN SPIRIT will continue to offer students and residents the experience of learning maritime and naval heritage in a hands-on environment. Visitors aboard AMERICAN SPIRIT enjoy pleasure trips for groups and special events on a daily basis.

Additionally, N.M.H.F. is bringing maritime and naval heritage to the classrooms of the national capital region through its "Spirit-IN-Schools" program. SPIRIT is a replica of the U.S.S. ENTERPRIZE in miniature and is fully-functional. Her sixteen-foot size allows N.M.H.F. to bring her directly to the students for an "in-school field trip" format.

SPIRIT OF ENTERPRIZE and N.M.H.F. also have an important role to play in revitalizing the Anacostia Waterfront. Until today, Washington's city center has been the focus of development. But city planners are now looking for ways to enlarge the circle of attractions that draw millions of tourists every year. The areas on both sides of the Anacostia River are the best candidates for the next wave of development in Washington.

Along with a new baseball stadium and other attractions, the SPIRIT OF ENTERPRIZE will help bring the waterfront inside that circle of attractions and will bring

new businesses and opportunities to the river's edge, providing year round activates for residents and visitors.

In the future, the SPIRIT OF ENTERPRIZE may be only a first step; building the ship could open the way to a grander attraction. N.M.H.F. is developing long-range plans for a Washington Maritime Center on the waterfront for sustainability of its programs.

This facility is envisioned as a maritime heritage interpretation center, sailing school, and research center with exhibition space, maritime collections, theaters, classrooms, activity centers, a maritime art gallery,



The SPIRIT, a 16-foot working scale replica of the SPIRIT OF ENTERPRIZE, visited over 2,000 students in the 2004 / 2005 academic year. Photo courtesy National Maritime Heritage Foundation.

restaurants, retail stores, and a re-creation of the historic shops and business that lined the 19th-century waterfront of Washington, D.C.

The center will include immersive experiences, such as a "Storm at Sea," playscapes where visitors can safely "climb the rigging" or load and fire a cannon, a daily live maritime show, a navigation simulator, and more. And the surrounding waterfront will welcome tall (and small) ships, offering Washingtonians and other visitors everything from sailing classes to sea voyages.

For more information on the building of the SPIRIT OF ENTERPRIZE and other exciting N.M.H.F. programming, please visit www.nmhf.org, or call Kevin J. Traver, Executive Director of N.M.H.F. at (202) 547-1250.

**U.S.S. SLATER (DE-766)
DESTROYER ESCORT HISTORICAL MUSEUM**

Albany, New York, U.S.A.

By Tim Rizzuto



A fine portrait of three historic ships moored together: (from left to right) the New York state canal tug URGER, the Manhattan fireboat JOHN J. HARVEY, and the destroyer escort SLATER (DE-766). Photo courtesy U.S.S. SLATER.

“SLATER SIGNALS”

August. The 24th to be exact. For the first time I could have worn a sweater to work this morning. It's way too soon to be thinking about sweaters. Every time my wife sees a yellow or red leaf on a tree she breaks into a cold sweat. We know what's coming.

But for now, we enjoy the last weeks of summer.

We got back from vacation in time for the next big event of the month, the annual visit by the fireboat JOHN J. HARVEY from Manhattan. The annual visit by the HARVEY is a major event because there is always a great

party by the two groups of volunteers. The HARVEY arrived on Monday August 15th for a brief stay to off-load passengers and load passengers for the trip to Troy [New York]. We welcomed them to Albany with a gun salute from our newly restored aft three-inch gun.

From Troy, they went on to overnight in Waterford, and they returned Tuesday at 1500 and moored alongside the SLATER. They had company. The historic New York State Canal tug URGER accompanied the HARVEY and nested outboard, so we were three abreast. The tug is a classic sweetheart; meticulously maintained by the N.Y.S. Thruway Authority's Canal Corps. The brass was polished and the engine room was spotless. She is a role model for

all of us.

The HARVEY made two thirty-minute cruises at 1600 and 1700, and there seemed to be a lot of excited firemen and their families who made up the visitors. Our volunteers started to gather on the deck while the HARVEY made her last trip of the day. As they were enjoying a cold one, the skies darkened and we got drenched in a downpour. As bad as it was for us under the awning, it was a lot worse for all the people out on the HARVEY. After they secured, we rigged the gangway; it was one soaked group of fire safety inspectors who left the ship.

Helping the HARVEY crew wasn't the only civic assistance we gave this month. For the first time the SLATER crew was invited to fill a slot in our public television summer festival. Helping WMHT answer their phones gave us a little more public exposure, and we seemed to be pretty well received. The crew included Clark Farnsworth, Bernard "Smitty" Smith, Dave Hamilton, Andy Desorbo, Frank Lasch, Fred Sirois, Rosehn Gipe, Nelson Potter, and Bob Donlon.

Back on board the SLATER, the engineers enjoyed considerable success this month. Gus and Karl, Barney Bullard, and Eileen Mathena got the emergency diesel back together and started it up. Gus said without ether it started easier than his car. It's been a long road to success. Ed Whitbeck, Peter Jez, Chris Fedden, and Dave Hamilton wrapped up the chipping on the fantail.

Then we looked around and saw that most of our fantail 20mm ready service lockers are rusting away. Tim Benner, Chuck Teal, Doug Tanner, and Clark Farnsworth are now up to their armpits in ready service lockers. We picked out the four worst ones and are making repairs, as the chocks and floater net basket sit neglected, put on the back burner for now.

Stan Murawski is doing a beautiful job with the restoration of the foxer gear winch on the fantail. On gun 31, Ken Berg has the foot pedal mechanical firing mechanism back together, and Smitty is making great progress on the sightsetting mechanism. Once we get it working, somebody has to figure it out so we can explain it to the public.

Tom McLaughlin is sorting out signal flags, and Les Yarbrough has been repairing them as well as sewing up mattress covers. Barry Witte is still pecking away at battle lanterns, and Gary Sheedy and Joe Breyer are still pecking away at the reefer deck.

But the outstanding achievement of the month has to go to ET1 Jerry Jones. He created a CD and a system that can be played in the radio room that puts Morse code in the radio

room and an actual sonar ping coming out of CIC. His sonar ping even has a return echo with Doppler. Leave it to a radioman to outwork the rest of the crew.

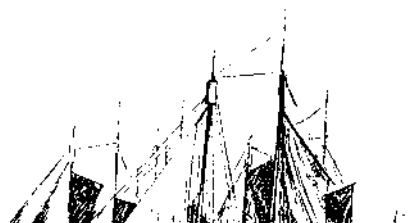
We were saddened to learn of the deaths of two of our shipmates from the Michigan Chapter in July, both of who had been SLATER Field Day stalwarts over the years. Dick Briel called to inform me that Steve Borovich (DE-532) has passed away. Steve was a regular at the Michigan field days and was a longtime supporter of the SLATER effort.

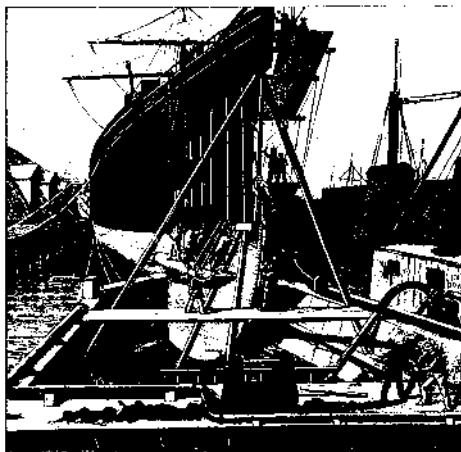
A few days later, I received an email from Charlie Markham that reported the passing of Paul Monaco (DE-148). Paul was also a Michigan field day regular in the galley keeping the troops happy and fed. The Michigan Crew had attended the funeral in uniform of the day with white shirts with dark pants and ship's caps to pay their, and our, respects.

Losing friends like this is the hardest part of being involved with the SLATER. We couldn't do it without guys like Paul and Steve. They will be missed.

The fall reunion season has started. We hosted over forty shipmates and families from the U.S.S. WALTER C. WANN (DE-412) this week. They held an impressive memorial service which included posting our color guard, taps over the ship's 1MC [public address system] and tolling the ship's bell for their departed shipmates.

And finally, the Michigan crew has set the dates for their fall field day week. They will be coming to the U.S.S. SLATER on Sunday 25 September 2005 to Saturday 1 October 2005. The weather will be warmer (for painting) and the annual SLATER volunteer party is planned for Saturday 1 October.





REFIT YOUR RESUME: PUBLISH IN THE “ANCHOR WATCH”

Readers are encouraged to submit articles for publication in the *Anchor Watch*. Newsworthy events and programs, recent accomplishments, and articles of scholarly interest are welcome. Articles should be titled and submitted electronically, preferably by email. Articles should be sent in the body of an email and can be up to 1,000 words in length. Whenever possible, articles should be accompanied by clear photographs in electronic (.jpeg) format with a resolution of 200 dpi or greater. Photographs should have accompanying captions.

Rolling year-round deadlines for submissions are February 28, May 31, August 31, and November 30.

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U.S.S. ALABAMA (BB-60) U.S.S. ALABAMA BATTLESHIP MEMORIAL PARK Mobile, Alabama, U.S.A.

By Bill Tunnell

Editor's Note: Battleship U.S.S. ALABAMA (BB-60) in Mobile, Alabama, and the destroyers U.S.S. KIDD (DD-661) in Baton Rouge, Louisiana, and U.S.S. ORLECK (DD-886) in Orange, Texas, endured the effects of Hurricane Katrina on August 29, 2005, as did LST-325 in Alabama. Maury Drummond of the KIDD reported to Channing Zucker on August 31 that KIDD had weathered Katrina in good shape and expected to re-open once area roads were cleared. From Orange, Bob Orleck reported to Chan that ORLECK experienced no problems. Bob Jorlin down aboard U.S.S. LST-325 also reported no damage. Unfortunately ALABAMA was not so lucky, as Bill Tunnell makes clear below. Katrina battered much of the Gulf Coast of the United States, inflicting tremendous damage and leaving thousands homeless. Bill's update was posted to the ALABAMA's website; it is reprinted below. Our thoughts go out to those Fleet members and their families affected by the disaster.

“HURRICANE KATRINA SLAMS BATTLESHIP MEMORIAL PARK”

U.S.S. ALABAMA Battleship Memorial Park has suffered immense damage from Hurricane Katrina as the killer storm ripped through the Central Gulf Coast area during the morning hours on Monday, August 29, 2005. A storm surge of at least 10 feet coupled with triple digit winds has dealt the Park a crippling blow. The unofficial surge is the largest ever recorded in Mobile Bay.

Initial damage assessments show that Battleship ALABAMA (BB-60) has shifted position and is listing some 5+/- degrees to the portside or landside. The aft concrete gangway leading up to the ship has been critically damaged. The Aircraft Pavilion has significant damage to all sides and may be a complete loss. Many aircraft and displays inside the Pavilion have been severely damaged. Submarine U.S.S. DRUM (SS-228) has apparently suffered little, if any, damage.

Although the Pavilion and Gift Shop were completely boarded for protection, Katrina's winds, with a 108-mile-per-hour blast recorded at the Park while the wind gauge was still operational, ripped the boards from both



Above: Battleship ALABAMA at anchor in Casco Bay, Maine, circa December 1942. The SOUTH DAKOTA-class battleship suffered damage from Hurricane Katrina in late August 2005. Photo courtesy National Archives / Naval Historical Center / Navsource Naval History.

buildings. Breaches on the Pavilion exterior are numerous. The Gift Shop glass walls were broken, with two feet plus of water in the building, which houses the Ticket Office, Gift Shop, Inventory Stock Room, and Snack Bar.

As this report is being written in the immediate aftermath of the hurricane passing through Mobile, a minimum of five feet of water covers the entire Park as well as Battleship Parkway. Water is lapping at the bottom of the I-10 bridges. Downtown Mobile has severe flooding.

The entire Battleship family, which includes Park employees, Battleship Commission members, and especially her World War II crewmen, are optimistic about the Park's recovery. Park officials have pledged a full restoration to make the Park bigger and better in light of this natural disaster.

U.S.S. LST-325
U.S.S. LST-325 SHIP MEMORIAL, INC.
Chickasaw, Alabama, U.S.A.
By Captain Bob Jornlin

**“CAPTAIN’S REPORT ON
HURRICANE KATRINA”**

The LST-325 has taken on Hurricane Katrina and has won another battle. Bruce Voges and Dewey Taylor were on the ship during the storm and tended the lines, as the big problem was from water surge. There was some ten feet or more of water at Hook’s Terminal

and it was over the chain link fence that circles the yard. Mobile [Alabama] is still without electricity, but Bruce is trying to get the generator going to get the reefers cold again. The water has subsided and all is well with the ship and with Bruce and Dewey. We are grateful that they were there when this happened.

We are scheduled to be in Evansville, Indiana, on 1 October and are still working out the details. Not sure what Katrina has done to our water levels on the rivers. Three of us are back from Iceland and Kenny Adams is still there looking after our LCVPs. He is scheduled home this weekend.

Our hearts go out to the people in New Orleans and the Gulf Coast who were devastated by this huge storm. The Smiths evacuated from Metairie, Louisiana. We have not heard from Ron Maranto, who also lives in Metairie, since Tuesday morning, at which time all was well. Since then, there has been horrific flooding and we cannot reach him (his wife and daughter evacuated). Our prayers are with the Marantos and all those involved.

A late update from Jim Anderson: The Marantos had escaped major flooding as of press time. -Editors

U.S.S. REQUIN (SS-481)
CARNEGIE SCIENCE CENTER
Pittsburgh, Pennsylvania, U.S.A.

By Richard Smith

**“CHANGES FOR THE BETTER ABOARD
REQUIN--AND NEW PAINT TO BOOT”**

The year 2005 has been a very busy year on the U.S.S. REQUIN, and many new opportunities await it in the coming year. After the end of the 2004 season, REQUIN closed for maintenance and to redesign the way the ship is toured by visitors. Starting with the 2005 season, guided tours have made way for a more free-flowing, visitor-driven experience, allowing visitors with time constraints or very small children to visit the submarine at their own pace.

The new format has staff and volunteers stationed in different compartments, letting visitors receive lots of detailed information along the way, while allowing others who just want to see the inside of a submarine to move on through.

In addition to the change in format, many exhibit enhancements were made as well. One of the staterooms has been made up to appear as though the officers just



left the room (although they forgot their coffee!), the galley is now complete with the many pieces of equipment and food required to feed the crew of REQUIN, and many other changes have been made to give the visitors a better feel for what it would have been like to have been a crew member on REQUIN.

REQUIN also received a new paint job this summer. Sherwin-Williams Industrial & Marine Coatings donated the paint for the project, which was completed by the International Union of Painters and Allied Trades. The union donated their time to paint the submarine as part of their apprenticeship training program.

Three Rivers Diving donated the use of one of their barges to allow the painters to paint along the waterline, and Purdy Brush Company and 3M also contributed to the restoration effort. The new finish makes a world of difference when looking at the submarine, and our thanks go out to everyone involved with the project.

The crew of REQUIN also celebrated the 60th anniversary of the ship's commissioning on 28 April, while September will mark the 15th year that the ship has been in Pittsburgh as part of the Carnegie Science Center.

Above: REQUIN shows off a fine new paint job at anchor in Pittsburgh. Launched in New Hampshire in 1945, she was on her way to the Pacific when World War II ended. REQUIN saw plenty of Cold War service as a radar picket submarine. The boat is one of only two surviving examples of the U.S. Navy's TENCH Class of diesel-electric submarines. TORSK in Baltimore, Maryland, is the other. Photo courtesy U.S.S. REQUIN / Carnegie Science Center.

Improvement is an ongoing process onboard REQUIN as it is anywhere else, and many new exhibit changes are planned to begin this winter. In addition to these changes, staff members are working on turning the aft battery space into an archive for the many records belonging to the ship and on creating a new program, "Dive Into Physics," which will reinforce science education for high school physics students in the area.

To learn more about REQUIN, please visit us online at <http://www.carnegiesciencecenter.org/exhibits/requin.asp>.



**U.S.S. OLYMPIA (C-6)
U.S.S. BECUNA (SS-319)
INDEPENDENCE SEAPORT MUSEUM
Philadelphia, Pennsylvania, U.S.A.
By Tania Karpinich**

**“SEAPORT MUSEUM RESCUES
RARE STEAM ENGINE”**

On Wednesday, 6 July 2005, after weeks of careful planning and coordinating, Independence Seaport Museum was successful in rescuing the 45-ton, 4-cylinder, triple-expansion steam engine of the 1901 ferry ELIZABETH. Tim Mullane of Dominion Marine of Portsmouth, Virginia, the current owner of the ferry, donated the engine to the Museum.

The ferry, originally named LAKEWOOD, was built in 1901 at Harlin and Hollingsworth in Wilmington, Delaware. Renamed ELIZABETH in 1950, she was part of the Central Railroad of New Jersey’s ferry line. She stopped operating as a ferry in 1967, and it wasn’t until the 1990s that the vessel opened as a restaurant on the Delaware River waterfront [in Philadelphia], at the foot of Callowhill Street.

“Intact assemblages of steam machinery of this vintage are extremely rare in North America, and ones built on the Delaware River are virtually non-existent,” said David Beard, the Museum’s Curator. “The sudden and unexpected appearance of a rare, and perhaps, once-in-a-lifetime opportunity for the Museum to help save the steam machinery from the former ferry LAKEWOOD, was a major coup.”

The effort to retrieve the engine was coordinated by Karen Cronin, the Museum’s Vice President of Operations, with help from Jesse Lebovics, the Museum’s Ships Manager, steam engine enthusiast Harry Burkhardt, and marine surveyor Charlie Deroko. The Museum also hired Mayberry Rigging Company of Moorestown, New Jersey, to rig the engine for removal.

Work began at 5:00 a.m. on July 6. Weeks Marine pulled the engine with a crane and placed it on their barge. The engine was then towed to Crowley Liner Services, who graciously allowed Mayberry to load the engine and auxiliaries onto a Low-Boy truck. Mayberry donated warehouse space and use of their overhead cranes so the Museum can clean and preserve the engine. Around 11:30

a.m., the rescue mission was complete.

Initial inspection of the engine shows it is in very good condition, with only surface rust. The engine will require cleaning and lubrication with the hope of eventual display. The Museum plans to get it running again using an electric or hydraulic motor in order to display how it worked.

**“7-FOOT MODEL OF U.S.S. MONTEREY DONATED
TO INDEPENDENCE SEAPORT MUSEUM”**

Independence Seaport Museum was presented with a seven-foot scale model of the light aircraft carrier U.S.S. MONTEREY (CVL-26) during a ceremony on Wednesday, 11 May 2005.

The craftsman who created the model, Ray Guyette, donated it to the Museum in the name of his friend and former crewmember of the MONTEREY, William Terheun. Both men attended the dedication, as well as friends and family members of those who served aboard the U.S.S. MONTEREY. A wreath-laying ceremony also took place to commemorate the sailors who served aboard the ship.

“This model finally brings the ‘Monty’ back up the Delaware River to where it all began so it can take its place in history, and the men who served aboard the MONTEREY are celebrating this gift to the City of Philadelphia with pride,” said Cynthia Parker, granddaughter of William Terheun.

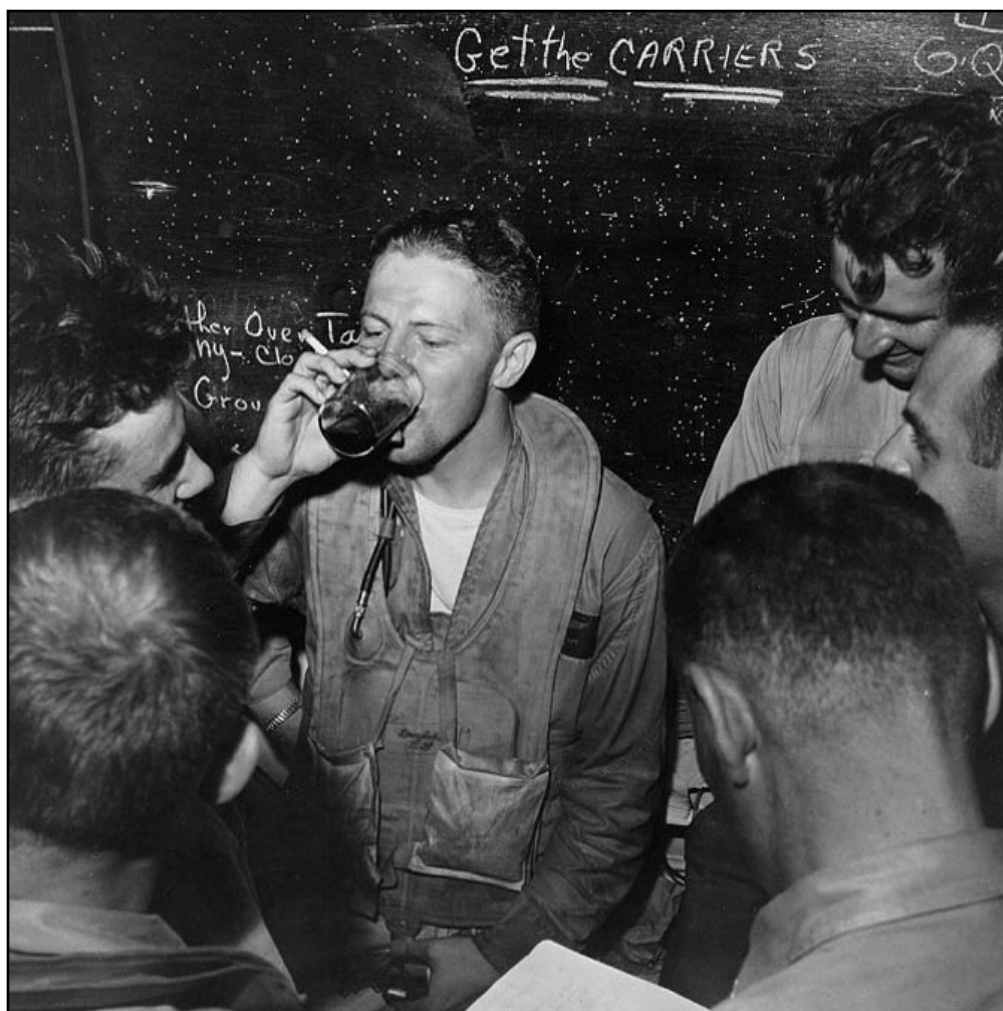
“The model of the MONTEREY marks a significant addition to ISM’s collection and the ability to interpret the scope of shipbuilding at the Delaware River shipyards. Until now there has not been a model of an aircraft carrier in the collection and the scale of [the] MONTEREY model provides visitors with a very detailed look at these small INDEPENDENCE-Class carriers that played such a significant role in the Pacific theater during WWII,” said David Beard, Seaport Museum Curator.

The MONTEREY was an 11,000-ton INDEPENDENCE-Class small aircraft carrier, built in 1941 by New York Shipbuilding Corporation in Camden, New Jersey. MONTEREY served in the South Pacific during World War II. After a 30-year career, receiving 11 battle stars for her World War II service, her career ended in 1971 when she was finally scrapped. Now, 34 years later, this model serves as a reminder of a piece of local history that was lost.



Above: U.S.S. MONTEREY veterans pose with the 7-foot model of the light carrier built by Ray Guyette. On 11 May 2005, the model was donated to Independence Seaport Museum in Philadelphia, Pennsylvania. Photo courtesy Independence Seaport Museum.

Right: Lieutenant Ronald P. "Rip" Gift relaxes with other pilots in a ready room on board the U.S.S. MONTEREY after landing at night following strikes on the Japanese fleet, 20 June 1944. Note the admonition "Get the Carriers" on the chalk board in the background. Photo courtesy Lieutenant Victor Jorgensen, U.S.N.R. / Naval Historical Center / National Archives / NavSource Online. Caption by NavSource Online.



**U.S.S. COBIA (SS-245)
WISCONSIN MARITIME MUSEUM**

Manitowoc, Wisconsin, U.S.A.

By Darrick Vormann & Karen Duvall

Submitted by Bill Thiesen

“ACTIVITY ABOARD SUBMARINE COBIA”

Late June saw a lot of activity onboard the COBIA with the Harley Owners Group holding their state rally in Manitowoc, and the Riverwalk Festival. Over 525 visitors took a guided tour through the COBIA on Saturday [24 June] alone.

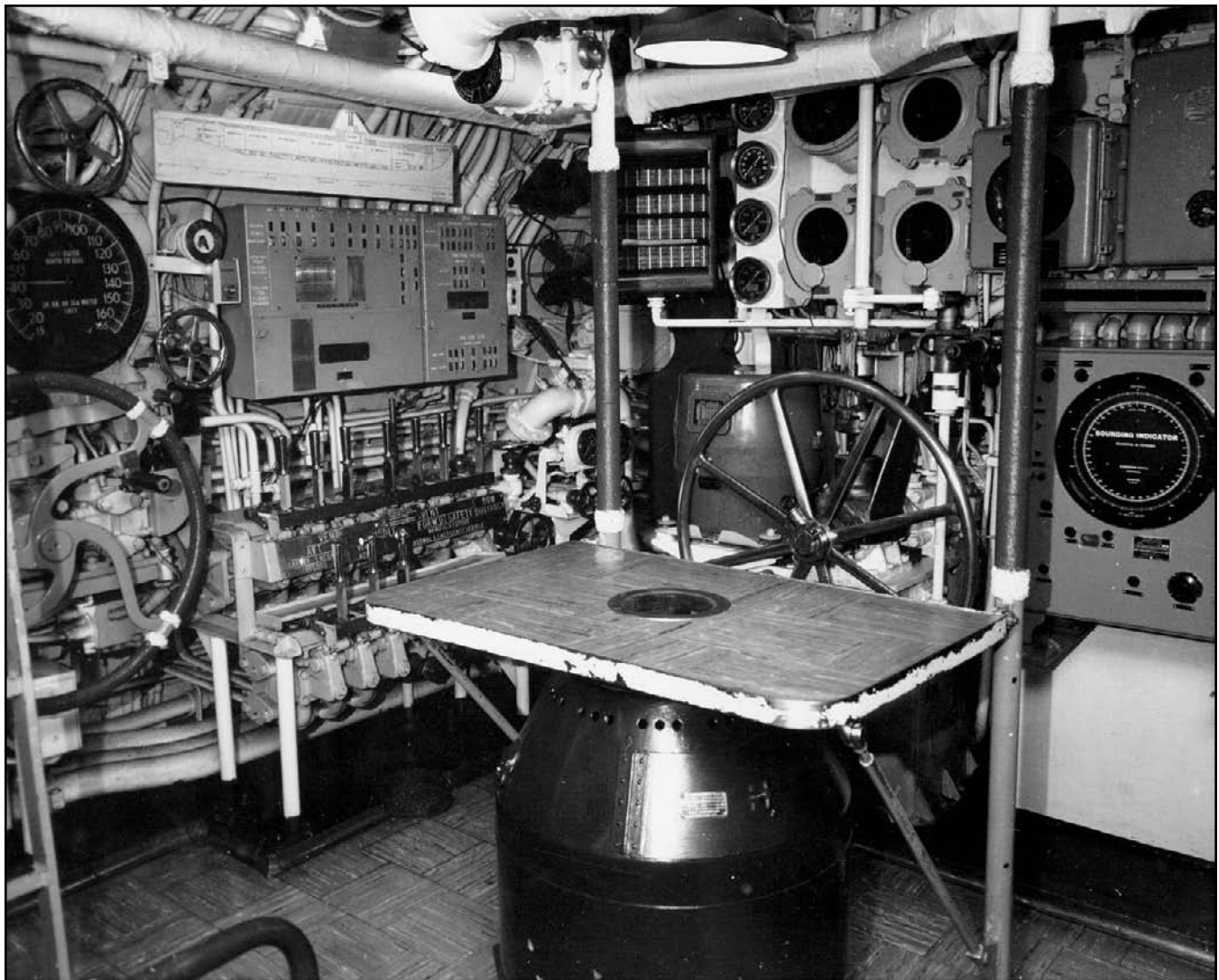
All of the U.S. Navy Reservists changed their training duty time to accommodate the special main engine start ups scheduled for this weekend. They do considerable skilled maintenance and preparation work on the engines, air compressor, fuel and lube systems prior to each start up. A special thanks goes out to each member of the Navy



Above: Visitors tour the GATO-class diesel-electric submarine U.S.S. COBIA. Photo courtesy Wisconsin Maritime Museum.

Below: COBIA's well-preserved control room, circa 1990s.

Photo courtesy Lester Palifka / NavSource Online.



Reserve unit, civilian volunteers, and museum staff for their dedication and hard work in showing off the COBIA, one of the best operating displays of a U.S. Navy fleet boat diesel submarine.

Additional work included man handling the torpedo loading crane off the front end of the submarine to make room for the installation of the new HVAC system.

U.S.N.R. Mark Gordon assisted retired sub vet Jerry Calenberg and volunteer Darrick Vormann in preparation of an operating manual for the High Pressure Air Compressor system. Manuals will also be completed for the engine fuel, lube and start up procedures. Tom continues to work on bringing the original radios back to working condition for reinstallation back on board the COBIA.

“COBIA CREW REUNION A BIG SUCCESS”

This year’s COBIA Crew Reunion was a big success. Crew members began arriving on Thursday [18 August]. After they settled in at their hotel, they arrived at the Museum to catch up with old friends, explore the Museum, and take in the old familiar scent of diesel. This year, ten crew members were able to attend: Charlie Stewart, Gene Madigan, Vance Combs, Phil Brower, Dan West, Bill Kratochvil, Ray Mahanes, John Love, Bob Devey, Ernie Brown, and one crew member widow, Mae Donan.

On Friday [19 August], crew members toured Burger Boat Company, before returning to the Museum for a COBIA engine start up and whistle salute at 4:00 pm. In the evening the crew kicked up their heels at the Annual Banquet, during which they honored Building Manager Paul Rutherford and long-time tour guide and Overnight Program supervisor Dave Heckman as honorary members of the crew.

On Saturday [20 August], the crew hung out on COBIA to discuss their experiences with tour groups. Everyone gathered in the Museum’s Adventure / Discovery Center for a dedication and memorial service for the late Roland Soucy. After Dave Heckman gave a wonderful eulogy memorializing Roland, the lights were dimmed to watch a rough cut of the new COBIA tour video starring Roland.

At 3:30 several crew members gathered in the WMM Conference Room for an open phone session where they could call other crew members that were unable to make it to this year’s reunion. Then at 6:00 everyone gathered at Citizens Park for the annual WMM Volunteer Picnic. This year was our biggest turnout with approximately 130 people gathered to feast on roast pig, beans, salads, and a special COBIA cake!



Veterans of the Wisconsin Maritime Museum’s submarine COBIA gather for a group photo at their recent reunion in Manitowoc. Their boat earned four World War II battle stars. Photo courtesy Wisconsin Maritime Museum.

H.M.A.S. DIAMANTINA (K377) QUEENSLAND MARITIME MUSEUM South Brisbane, Queensland, Australia

By Peter Nunan

“Q.M.M. GETS SOME NEW SAILORS, HOSTS A WEDDING, AND DISCOVERS A MYSTERY...”

About thirty men and women sailors from the U.S.S. BLUE RIDGE (LCC-19) spent their Fourth of July morning hard at work at the Queensland Maritime Museum. Among other tasks, thousands of rivets from the working dry dock days were collected for disposal. The morning ended with Museum volunteers hosting the sailors at a barbecue on the river bank.

In its long active career, H.M.A.S. DIAMANTINA had about twenty babies christened in the ship’s bell. A similar number of former sailors were buried at sea.

Yet a recent perfect Brisbane winter Saturday saw a first: the cycle of life was completed with a wedding. After her limousine drew up to the gangway, the bride in white processed along the red carpet with her bridesmaids to the ceremony on the after gun deck. The couple’s first date had been a visit to the museum, hence their unusual choice of venue.

A research trip to Canberra’s Australian War Memorial in August unearthed a puzzling part of our steam tug H.M.A.S. FORCEFUL’s wartime service. The captain’s Report of Proceedings of H.M.A.S. FORCEFUL’s transit from Fremantle to Darwin in late October 1942 had

attached to it a commendation from the Navy Board. Why an uneventful eleven day “pleasure” cruise merited such praise seems strange...

Yet there are some clues. The 50-year captain who came to the tug from Intelligence and returned there immediately after berthing in Darwin had been twice mentioned in dispatches and awarded a Distinguished Service Cross in the First World War for “service against enemy submarines.” He also reported the exact times FORCEFUL occupied ten precisely plotted positions en route off the coast. A contact in the R.A.N. History section is following up our interest in the mystery.

**U.S.S. TEXAS (BB-35)
TEXAS PARKS AND WILDLIFE
DEPARTMENT / SAN JACINTO
STATE HISTORICAL PARK**

La Porte, Texas, U.S.A.

By Russell Kuykendall

**“EXCERPT FROM THE 8-14 AUGUST
BATTLE REPORT: CONTEMPLATING A
REPAIR PLAN FOR TEXAS”**

This week, Ship Manager Barry Ward, Park Manager Russ Kuykendall, and Region Director Jerry Hopkins traveled to T.P.W.D. Austin headquarters to meet with staff in the Infrastructure Division, regarding the repair and berth redevelopment options for Battleship TEXAS.

Among the items needing to be addressed are a full, 50% hull replacement, blister tanks, keels, rudder, superstructure repairs (aft), and the main deck. Infrastructure staff noted that Texas Department of Transportation must approve the project to certify that it meets federal guidelines, and that they are trying to direct the project through their special Highway Enhancement Program, utilizing all new money.

No construction would be done before June or July of 2006, leaving approximately a year to execute an advance funding agreement, which would simply establish the scope and responsibilities of administering the grant. The Legislative Budget Board would allow a federal match (not previously the case), which may allow us to ask for a portion or all of the [U.S.D.] \$12.5 million in Proposition 8 bond monies set aside for BB-35.

Four different options for getting the repairs completed were discussed at the meeting, none of which were endorsed by the site staff for at least the past two years. To tow the ship to a drydock facility as was done in 1988

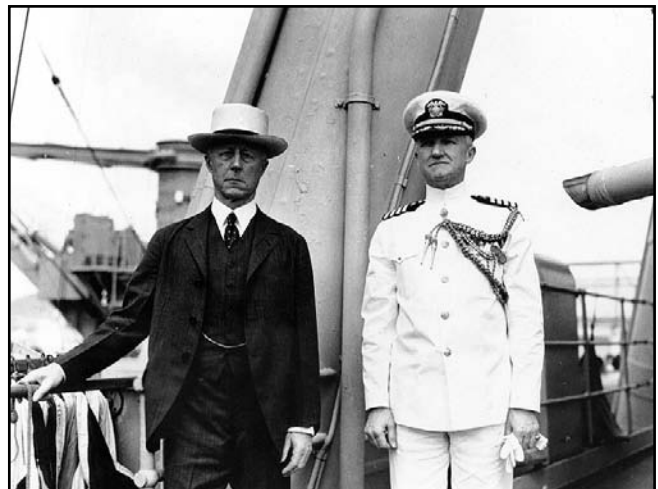
would cost \$1.4 million, which is both risky and inefficient, in that those monies would be taken away from needed repairs. The remaining options advocated a (wet) graving dock facility, but would only make repairs to the ship if federal and/or Proposition 8 monies were a part of the package.

Local site staff has been favoring a plan for a permanent (dry) berth which would take the ship out of the water forever, in hopes of slowing the natural, deterioration process of metal in water. State Parks Division Director Walt Dabney was present at the meeting, and said that he and Executive Director Bob Cook also preferred the dry berth option, and would at least put forth a valiant effort to approve this option, even if it required us to try to secure additional dollars from the private sector and public to complete the job.

He ventured that this would be much easier to do with the ship going through the various stages of repair on site, as opposed to a drydock facility as far away as Biloxi, Mississippi.

Planners at the table agreed to move forward with completing such items as a project summary, a strategy, summarize the existing condition of the ship and outline specific work for both it and the berth, propose repair and funding options, establish timeline and schedules, and come up with a consensus/joint recommendation.

To be continued...



Secretary of the U.S. Navy Charles Francis Adams (left), and Captain Harold R. Stark, U.S.N., Aide to the Secretary of the Navy, on the signal bridge of TEXAS (BB-35), March 1931. Note leg of the ship's tripod foremast behind them. Photo courtesy U.S. Naval Historical Center / National Archives / NavSource Online. Caption by NavSource Online.

B/S GEORGIOS AVEROFF**Athens, Greece***By Rear Admiral A. Dimitsas, H.N.*

For almost a year, major restoration work has been going on in the engine rooms of B/S GEORGIOS AVEROFF. The compartments of the two triple expansion engines have been taken apart, polished, repainted, reassembled and sealed inside nylon covers, so as to prevent further corrosion before completion.

Triple expansion engines were the backbone of the shipping industry for many years. They were more fuel-efficient than earlier simple expansion or compound expansion engines and due to this the marine engineers of the time could trade fuel (coal) for cargo and distance. For larger ships the reduction in fuel burned per unit of power also meant a reduction in boiler capacity and fewer firemen and coal trimmers. Triple expansion engines required steam to be at higher pressure and that also resulted in smaller boilers or a reduced number of boilers.

B/S G. AVEROFF has two groups of four cylinder reciprocating engines with a total output of 19,000 horsepower, and a steam generation system of 22 Belleville type water tube steam boilers.

It is estimated that the project will take a further eighteen months. The engines will only be accessible to a small number of people due to the very steep stairs that lead there.

B/S G. AVEROFF is currently hosting an exhibition on the history of the three-masted schooner yacht, known today as EUGENIOS EUGENIDES.

EUGENIOS EUGENIDES was built in 1929 as SUNBEAM II as the private yacht of the Runciman family. During World War II, she became the mother ship for the Inshore Patrol Flotilla and was sold in 1945, after the war was over, to the Abraham Rydberg foundation in Sweden as a sail-training vessel. Ten years later she was resold to Hansen's Clipper Line of Malmo and was renamed FLYING CLIPPER.

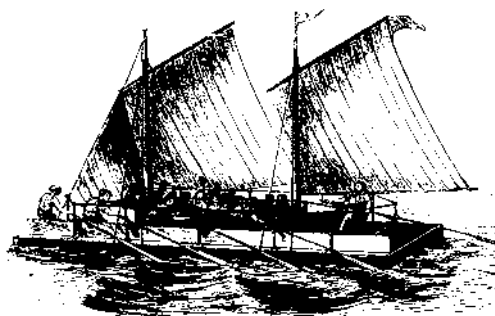
In 1965, the Greek government bought the vessel, with a third of the price being paid by the EUGENIOS EUGENIDES foundation whose name she bears to this day. For almost thirty years, she was used as a training vessel for merchant navy cadets. In 1995, she was given free of charge to the Ministry of Culture, which in turn, granted the use of the ship to the Maritime Museum of Greece.

Finally, in 2002, the use of the ship was granted to the Hellenic Navy General Staff. EUGENIOS EUGENIDES is currently being restored at Salamis Navy Base with the intent to use her as a training vessel for Hellenic Navy cadets.

The purpose of the exhibition is not only to inform the public on the history of one of the most beautiful vessels that ever sailed the Greek waters, but also to act as a fundraiser to aid her restoration to operative status.



View of a new exhibit area aboard the GEORGIOS AVEROFF. She is the world's only surviving heavily armored cruiser of the early 20th century. During the Balkan Wars in 1912 and 1913, she gained her greatest glory as the Hellenic Navy fleet flagship by freeing the North and Central Aegean islands, as well as the coastal cities of East Macedonia and Thrace. She served on the Allied side during World War II, having fled to Egypt with the rest of the fleet. She led the Greek naval force when the fleet dropped anchor in Faliron Bay, Athens on 17 October 1944, at the end of the Nazi occupation. AVEROFF's last voyage was to Rhodes in May 1945, to commemorate the accession of Dodecanese from Italy. She was towed to her permanent berth in Faliron Bay in 1985, where is now open as a museum. Photo courtesy B/S GEORGIOS AVEROFF.



**DUNKIRK HISTORICAL LIGHTHOUSE
AND VETERANS PARK MUSEUM /
U.S.S. SPHINX (LST-963 / ARL-24)**

Dunkirk, New York, U.S.A.

By George Sparrow

**“PRESERVING A GREAT LAKES LIGHTHOUSE,
THE U.S.S. SPHINX, AND MORE”**

The Dunkirk Historical Lighthouse is located on Lake Erie along U.S. Route 80, halfway between Erie, Pennsylvania, and Buffalo, New York. The light was established in 1827, and the present structure was built in 1857. A group of U.S. Navy veterans formed a non-profit organization that now owns and operates the lighthouse and ten adjacent acres as a museum and veterans park.

The ten-room museum consists of five rooms dedicated to the former lighthouse keepers. The museum is decorated with antiques and furniture from bygone days.

The other five rooms are dedicated to the U.S. Armed Forces, with a room for each branch of the services. They contain artifacts from World War II to today.

The ten-acre park contains displays of many small boats, buoys, and rescue equipment, plus a 21-foot buoy tender and a 40-foot U.S. Coast Guard cutter. The park also includes vehicles from the U.S. Marines and other services.

On 2 December 2002, President George W. Bush signed into law House Bill No.4546, which transferred ownership of the U.S.S. SPHINX (LST-963 / ARL-24) from the U.S. Navy to the Dunkirk Historical Lighthouse and Veterans Park. The SPHINX is a 328-foot amphibious assault ship with a beam of 50 feet. The Dunkirk Historical Lighthouse and Veterans Park will become the only museum in the U.S. offering both an historic lighthouse and a U.S. Navy warship as its main exhibits.

The U.S.S. SPHINX will come alive while serving the youth of our nation. It will provide a home and training facilities for the U.S. Navy Sea Cadets, U.S. Army Jr. Reserve Officers' Training Corps (R.O.T.C.) units, and U.S. Coast Guard units. Members of these units will serve as tour guides aboard the ship and will participate in restoration activities.

For more information, please email us at sphinxar124@juno.com, call us at (716) 366-5050, or write to us at Dunkirk Historical Lighthouse and Veterans Park Museum, P.O. Box 69, One Lighthouse Point Drive, Dunkirk, New York, U.S.A., 14048.



U.S.S. SPHINX (ARL-24) was laid down as LST-963 on 20 October 1944 by the Bethlehem Steel Company of Hingham, Massachusetts. Named SPHINX and re-designated AR-24 on 11 September 1944; launched on 18 November 1944; converted into a landing craft repair ship at the Merrill Steven's Drydock, Jacksonville, Florida; and commissioned on 10 May 1945. She operated in the central Pacific until entering Pearl Harbor, Hawaii, on 9 January 1947 en route to the West Coast for decontamination. SPHINX had participated in "Operation Crossroads," the atomic bomb test at Bikini Atoll in the Marshalls, from early April to 29 August 1946. The ship had a lengthy career and also served in the Korean War and the Vietnam War. She was decommissioned for the final time in 1989. The U.S.S. SPHINX (ARL-24) was transferred to Dunkirk Historical Lighthouse & Veterans Park Museum, Dunkirk, New York on 2 December 2002. Photo courtesy Richard Miller B.M.C.S., U.S.N.R., Ret. / NavSource Online. Caption by DANFS / Mobile Riverine Force Association.

**NOTE FOR
INDIVIDUAL
MEMBERS**

If you have questions concerning your membership, please contact our Individual Member Program Manager, Jeffrey Nilsson, at **Historic Naval Ships Association**
409 Main Street
Smithfield, Virginia
23430-1328, U.S.A.
E-mail: hnsa01@aol.com

BATTLESHIP NEW JERSEY MUSEUM AND MEMORIAL (BB-62)

Camden, New Jersey, U.S.A.

By Hope Koseff Corse

“NEW JERSEYANS ON THE BIG J’ EXHIBIT OPENS”

The Battleship NEW JERSEY’s fifth and latest exhibit, “New Jerseyans on the ‘Big J,’” opened on 10 August. The exhibit is a poignant, personal interpretive experience for visitors. It expands on existing exhibits that portray the NEW JERSEY’s history in a regional and national context.

At the core of the display are digitally-videotaped oral histories specifically commissioned for use in this exhibit. Using funds from the New Jersey Historical Commission and the New Jersey State Elks Association, the Curatorial and Education Department has documented the lives of ten ordinary New Jerseyans who proudly served on, and today are helping to restore and preserve, the “Big J.”

These oral histories are supplemented with text, graphics, and a growing collection of photographs, career records, correspondence, personal diaries, periodicals, uniforms, contemporary music, newscasts, and other supporting artifacts.

These oral histories are the foundation of the six “stations” within this exhibit, corresponding to the following specific periods in the Battleship’s history: 1940-1943: Construction; 1943-1945: World War II; 1950-1957: Korea and the Cold War; 1968-1969: Vietnam; 1981-1991: Ending the Cold War; 2001-Present: Museum.

New Jerseyans in each of these eras tell how their lives were touched in various ways by the NEW JERSEY. Museum visitors also learn about the political, social, and technological changes that affected the ethnic and racial makeup of the Battleship NEW JERSEY’s crew over her five decades of service.

The interpretive approach of the New Jerseyans on the “Big J” exhibit is enhanced through the use of artifacts as tools for learning. By combining video, personal mementos, and direct interpretation of primary resource materials, the exhibit provokes critical thinking and explores the social and political forces that have shaped the lives of fellow New Jerseyans in times of war and peace. This exhibit is funded by the New Jersey Historical Commission and the New Jersey State Elks Association.

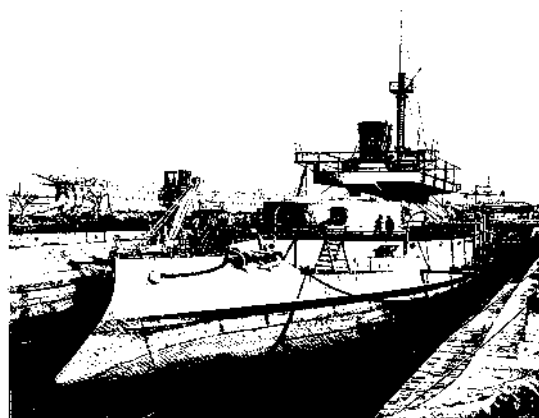
SUNSIGHTS, CONTINUED FROM PAGE 5

Bohn, Tom Tramantano, Jim Anderson, Kevin Traver, Bill Tunnell, Bob Jornlin, Richard Smith, Victor Jorgensen, Lester Palifka, George Sparrow, Fred Weiss, William Ricker, PH1 Castiglia, Lillian Carson, Chip Lanham, Jerry Souza, Roy Brooks, Mark Faram, Bernard Cardali, Phil Toy, Mike Fisk, Hope Corse, Anne McCarthy, Randy Kimes, Richard Miller, (the late) Norman Algiers, Gunter Krebs, and Basil Nickerson. I’d also like to thank NavSource Naval History, the Naval Historical Center, the National Archives, and the U.S. Navy for supplying us with many of the great images we’ve been able to reprint.

Naturally I’d like this list to grow even longer, so be sure to email me with your latest accomplishments. I’d also like to run articles of scholarly interest, so if you’ve been researching a maritime history subject you think would interest *AW* readers, send it in. The next *AW* deadline is November 30. Don’t forget pictures with captions. Keep in mind that digital images need to be of high resolution, at least 200 dpi. If you don’t have time to write up an article, mail me a CD-ROM with a dozen or so digital (3MG images will work) photos of your ship, museum, or latest exhibition.

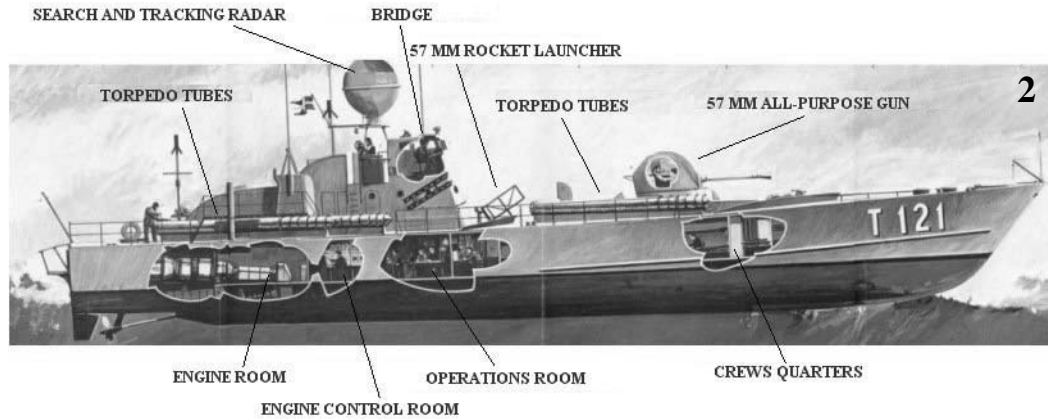
This issue features a great article from Kevin Traver at the National Maritime Heritage Foundation, who also supplied the cover artwork. I’d like to apologize to Basil Nickerson up in Alaska for taking six months to get a cartoon from the great *Four Stacker Comic Book* into the *AW*--it’s on page 31. Thanks also to a new H.N.S.A. member, T121 SPICA in Sweden, for the photos of SPICA in action on pages 22 through 24.

--Doug Buchanan

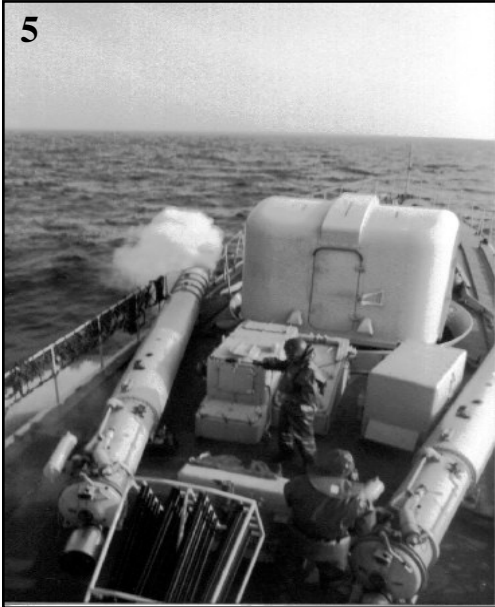


FLEET PHOTOS: T121 SPICA

GREAT IMAGES from our new H.N.S.A. member in Sweden: the high-speed torpedo boat T121 SPICA. (1) Aerial view, SPICA at speed, 1969; (2) SPICA's general configuration; (3) dinner in the crew's mess, 1974; (4) en route to Skeppsholmen, 2004; (5) torpedo launch from a deck-mounted tube; (6) icebound at Galo; (7) SPICA undergoes repairs in an *underground* shipyard. *Photos courtesy T121 SPICA.*



FLEET PHOTOS: T121 SPICA



FLEET PHOTOS: T121 SPICA

MORE GREAT IMAGES from T121 SPICA: (8) Starting the gas turbines; (9) SPICA at sea, en route to Bergen; (10) coffee break in the crew's mess, 1969. Look for a feature article about T121 SPICA, including more photos, in the next issue of *Anchor Watch*. *Photos courtesy T121 SPICA.*



BOOK REVIEWS

By Anne McCarthy, Anchor Watch Editor Emeritus

U-505 — THE FINAL JOURNEY

by James E. Wise, Jr.
 Naval Institute Press
 ISBN: 1-59114-967-3
 204 pages with photos and diagrams; bibliography

This book tells the entire story of the German World War II submarine U-505 from her construction to her present-day status as an underground naval historical display in Chicago, Illinois. The author guides the reader through the development of submarines around the world and includes similarities and differences in the navies of several nations.

The brief biographies of U-505's commanders, and interviews with crew members, along with excerpts from their personal logs, provide insight into what it was like for them to serve long periods underwater. U-505 had been at sea for 81 days before her capture by the U.S. Navy in the Atlantic in June 1944.

In the ongoing restoration of U-505 at Chicago's Museum of Science and Industry, the boat's original paint colors have been duplicated with phosphorescent paint. Her Diesel engines, telephone system, lighting system, and diving alarms have also been restored. U-505's engine room was featured in the movie U-571. Through a long process and interminable wait, the Museum has also acquired the boat's original navigating periscope. The Museum is still searching for additional U-505 artifacts.

With over two million visitors a year, U-505 was beginning to show signs of deterioration. After eight years of planning and raising necessary funds, U-505 was carefully moved underground and now provides an entirely new experience for visitors.

Please see page 28 of this Anchor Watch issue for a related U-505 item. Page 18 of the April-May-June 2005 issue of Anchor Watch featured several recent U-505 images. -Editors

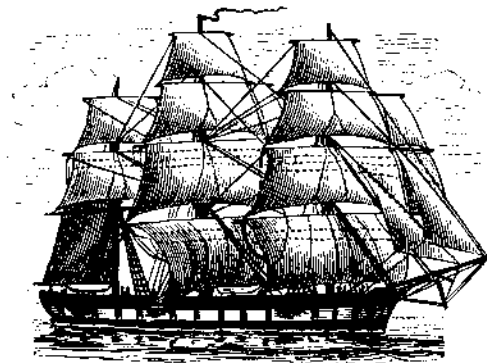
LIFE IN NELSON'S NAVY

by Dudley Pope
 Naval Institute Press
 Bluejacket Books
 ISBN: 1-55750-516-0
 280 pages; 20 illustrations

This riveting account holds the reader's interest throughout as the author details every aspect of life of the sailors who served in the Royal Navy's ships-of-the-line. Although standards were far different then, the men were much the same as today, if not as tall or as healthy.

Captains had to pay the costs for recruiting volunteers to serve in their often undermanned ships. The loss of men aboard was mainly due to scurvy, typhus, and yellow fever. It could take one and a half to two years to complete one wooden ship. The development of the "Impress Service" and how it operated is explained. Punishment, either by flogging or hanging, was usually swift and surprisingly just.

Petty thieves were punished by their shipmates. The author points out punishment for men on land was a great deal more severe than for a seaman. Men often joined the Royal Navy to avoid being imprisoned, even for so much as stealing a handkerchief. Yet conditions in the army were far worse! And for all the hardships borne by its men, the Royal Navy typically succeeded in battle.



**THE HISTORIC
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**WELCOME ABOARD
NEW H.N.S.A. FLEET &
ASSOCIATE MEMBERS**

In the past year, we've brought in a number of new Fleet and Associate Members. Starting with the new Fleet Members, we'd like to welcome aboard the following:

Bellingham International Maritime Museum: This is a fairly new non-profit museum located in Bellingham, Washington, on the site of the former United Boatbuilders Company, which later became Uniflite. Uniflite contracted with the U.S. Navy to build 150 Mark I PBR gunboats and approximately 782 Mark II model PBR gunboats from 1965 to 1977. With the exception of several held in this country for training purposes, all of the Mark I PBRs served in Task Force 116 in the Mekong Delta and other areas of the Republic of Vietnam.

It is felt that only one of these combat veteran Mark I PBRs was returned to the United States. That boat, Hull #66-65, is owned by Bellingham International Maritime Museum (B.I.M.M.), and is projected for restoration to operational condition. B.I.M.M. also owns PBR Mark II Hull #72-10 and is in the process of acquiring a J-Model Mark II PBR.

The J-Model, which was manufactured by Uniflite for the U.S. Army for service in the Army's only PBR unit, the 458th Transportation Company, which was also based in Vietnam. B.I.M.M. has also acquired for restoration the sole surviving U.S. Navy patrol air cushion vehicle (PACV). The craft did two combat tours in Vietnam, followed by long service in the Canadian Coast Guard. B.I.M.M. is dedicated to the restoration and preservation of these Vietnam war veterans. The restoration workforce is entirely volunteer and includes veterans and former Uniflite employees and officers. Their website is www.bimm.us.

U.S.C.G.C. BRAMBLE Museum: The U.S. Coast Guard Cutter BRAMBLE was decommissioned in 2003 for the purpose of being used as a museum. She has a long and illustrious career. BRAMBLE was commissioned in 1944 at a cost of just over \$925,000. Following World War II, BRAMBLE participated in "Operation Crossroads," the first test of an atomic bomb's effect on surface ships, at Bikini Island. In 1957, along with cutters SPAR and STORIS, she headed for the Northwest Passage, traveling through the Bearing Straits and Arctic Ocean. Traveling 64 days through 4,500 miles of partially uncharted waters, the vessels finally reached the Atlantic Ocean. These three

NEW H.N.S.A. MEMBERS, CONTINUED FROM PAGE 26

surface vessels were the first to circumnavigate the North American continent, an ambition mariners have had for more than 400 years. In 1962, the BRAMBLE was transferred to Detroit, Michigan, to perform the missions of search and rescue, icebreaking, and law enforcement throughout the Great Lakes, in addition to aids to navigation.

In 1975, the BRAMBLE reported to Port Huron. The cutter's area of responsibility included eastern Lake Erie, southern Lake Huron and Saginaw Bay, maintaining 187 buoys, one NOAA weather buoy, and three fog signals. During winter months, her capabilities as an icebreaker enabled her to escort ships through ice and assist ships in distress. She stayed there until and beyond her retirement. The BRAMBLE Museum is located at 1115 6th Street, Port Huron, Michigan, U.S.A., 48060-5346. Their website is www.phmuseum.org.

Save the PT Boat Incorporated: Save the PT Boat Inc. was formed by a group of gray-haired ex-PT boaters to take custody of an historic relic, PT 658, a Navy-owned WWII motor torpedo boat, and restore it to original operating condition, with full armament and three 1,500 horsepower Packard V-12 engines. In keeping with Oregon's maritime tradition, they intend to operate and display the boat in the Pacific Northwest as a living memorial to the thousands of U.S. sailors who manned these tiny warships in nearly every WWII theater: the Atlantic, the English Channel, the South Pacific, the Aleutians, and the Philippines.

In their effort to restore PT 658, Save The PT Boat, Inc., has enjoyed generous assistance from the U.S. Navy and U.S. Marine Corps, the Oregon and Washington National Guard, the Oregon Military Museum, the U.S. Army Corps of Engineers, Peter Tare (The National Organization of WWII PT Boat Officers), and numerous corporate and individual contributors.

Unpaid volunteers, mostly ex-PT boaters, have repaired the wooden hull and three original Packard engines. Local members of the Machinist's union have donated their time to overhaul the steering gear, rudders, and propellers.

For more information on this project, please contact Harry Wiedmaier, President of Save the PT Boat, Inc. at 1735 NE Marine Drive, Portland, Oregon, U.S.A., 97211, or visit www.savetheptboatinc.com/index.htm.

T121 SPICA Foundation: In the spring of 2003, an association of friends for the T121 SPICA was established for the purpose of restoring the ship and maintaining her as a museum ship. The torpedo boat T121 SPICA is named for the star Spica in the constellation Virgo. She is moored at the VASA Museum in the center of Stockholm, Sweden, and is open to the public. SPICA's hours follow those of the VASA Museum, on Saturdays and Sundays, during the summer (June through August).

The summer in Stockholm comes to a grand finale when the "Skeppsholmen Day" is arranged on the first weekend in September. Skeppsholman is an island in the center of Stockholm where Sweden's Naval Headquarters, the Naval Shipyard, the Navy Academy and other schools and training facilities were situated until 1969.

From September to May, SPICA is moored at the old torpedo boat base at Gaaloe, together with three museum torpedo boats, the T26, the T46, and the T56. T46 is owned by H.R.H. King Carl XVI Gustaf. Both T26 and T46 are operational. T56 will start test trials in 2006. The Gaaloe base is still a restricted area, so the ships can't open to the public during the winter.

T121 SPICA is a living artifact of Swedish naval history. First commissioned into service during the late 1960s, SPICA's innovative design influenced today's surface-attack systems. She was equipped with advanced electronics, "NBC" defense (nuclear, biological, and chemical) systems, and three powerful gas turbine engines.

Together with her five sister ships, SPICA was a vital ingredient in the Swedish national defense during the Cold War. This ship made her last active service period during a mobilization exercise in 1987. After being decommissioned in 1989, she was taken over by the Naval Museum in Karlskrona. The museum served as SPICA's home port until 2002.

For more information about T121 SPICA, please visit their website at www.t121spica.se. *Please see pages 22 through 24 of this Anchor Watch issue for photos of SPICA and her crews.*

H.N.S.A. NEWS & VIEWS

The city of North Little Rock, Arkansas, was awarded the World War II harbor tug U.S.S. HOGA (YTM-146) on 28 July 2005. The U.S. Navy donated the vessel to the city for display at the **Arkansas Inland Maritime Museum** at a signing ceremony on Capitol Hill in Washington, D.C. The vessel will be refurbished and converted to a naval museum and memorial, joining the submarine **U.S.S. RAZORBACK (SS-394)** already on display at the museum. Coming under attack in Pearl Harbor on the morning of 7 December 1941, HOGA saved several ships caught in the harbor. She pulled the damaged repair ship **U.S.S. VESTAL (AR-4)** away from the burning **U.S.S. ARIZONA (BB-39)**, and fought fires on the ARIZONA. She assisted the burning **U.S.S. NEVADA (BB-36)** by fighting fires and pushing the sinking battleship aground, preventing her from sinking in the channel blocking the harbor. HOGA was designated a National Historic Landmark in 1989. She is the among the last remaining veterans of the Pearl Harbor attack.

Finally, after two years of research, scrounging and preparation, the **U.S.S. SLATER (DE-766)** Ordnance Department reached a milestone last summer. They fired a saluting charge with her after 3"/50 gun. A great deal of credit went to Erik Collin, who coordinated the effort and did the research to make it happen. The Albany, New York-based destroyer escort now has a saluting battery and the capability to fire saluting charges on special occasions.

In June, the **Museum of Science and Industry** in Chicago, Illinois, opened a new [U.S.D.] \$35 million exhibit gallery housing the World War II German submarine **U-505** and more than 200 artifacts from the submarine and the U.S. Navy task force that captured it on the high seas during the war. In addition to displaying the historic vessel indoors in a climate-controlled environment, the new gallery also contains a large number of interactive exhibits on the submarine's technology and the Battle of the Atlantic. In 1954, the 252-foot vessel was towed from Portsmouth, New Hampshire, to Chicago. Destined for display alongside the museum, the last 100 yards of the 700-ton vessel's final voyage involved sliding her along tracks across Lake Shore Drive at the rate of eight inches per minute.

Veterans groups and history buffs had hoped that the battleship **U.S.S. IOWA (BB-61)** would be berthed in San Francisco, California. However, San Francisco's city supervisors voted 8 to 3 in July against bringing the ship to

their city. Local opposition to the Iraq war and the military's stance on gays were among the reasons stated for the rejection. Senator Dianne Feinstein of California, a former mayor of San Francisco who had helped secure \$3 million to tow class leader IOWA to Suisun Bay in 2001 called it "a very petty decision." The City of Stockton, California, could provide provide a berth on the river, a 90,000-square-foot waterfront building and a parking area. Currently, there is pending legislation in the U.S. Congress regarding the status of the two remaining IOWA-class battleships.

The sloop-of-war **U.S.S. CONSTELLATION (IX-20)** in Baltimore, Maryland, has recently had two audio tours installed. The project consists of general audience and family audio tours using a "radio play" format rather than the traditional museum guide format. The producing firm assembled a cast of actors to portray CONSTELLATION crew members who served aboard the vessel during the Civil War. Recordings were done on site, and included live cannon fire, to provide a rich cinematic soundtrack.

This past May in Halifax, Nova Scotia, trustees and guests of the **Canadian Naval Memorial Trust** observed the 60th anniversary of the Battle of the Atlantic and World War II at a dinner on board **H.M.C.S. SACKVILLE (K181)**, the 64-year-old ship that helped achieve Allied victory at sea. Vice Admiral Dusty Miller (Ret.), Chairman of the Trust explained to the attendees, "We cannot replicate what we have experienced here this evening (on board The Last Corvette)...anywhere in the country." The guest list for the dinner included World War II Navy and Merchant Navy veterans, serving members, government officials and business and community leaders. Attendees recounted their wartime experiences and described the overall contributions of the Canadian Navy and the Merchant Navy to the war effort.

The **U.S.S. LSM-45**, formerly berthed at **Freedom Park** in Omaha, Nebraska, is now moored at Camp Lejeune. She will eventually be brought ashore at the planned new **Marine Corps Museum of the Carolinas** in Jacksonville, North Carolina. Preparations are underway to restore and repair internal compartments of the ship with intent of using both exterior and interior areas for displays. However, until the final location for the museum is decided upon, the ship cannot be moved up on land for the work to begin.

BATTLESHIP TRIVIA CHALLENGE

By Jeff Cary

1. Ten Allied battleships were present in Tokyo Bay on 2 September 1945. Name them. *Bonus: Only one of these ships was present for the December 1941 attack on Pearl Harbor. Name her.*
2. In a stunning setback for the Allies, two British battleships were sunk in late 1941 in the South China Sea by Japanese naval aircraft. Can you name them?
3. The late American entertainer Johnny Carson served on a U.S. Navy battleship in WWII. Can you name Carson's ship?
4. Name the only battleship to serve during the Vietnam War.
5. What was the final disposition of the battleship U.S.S. MAINE, sunk at Havana, Cuba, on 15 February 1898?
6. Why was U.S. Army aviator Billy Mitchell unpopular among battleship sailors? *Bonus: What was Battleship H?*
7. Which navy was the first to mount 16-inch guns on their battleships? *Bonus: Name these ships and their year of construction.*
8. Which First Sea Lord of Britain's Royal Navy was a major proponent of battleships--and loved to dance?
9. Only one pre-DREADNOUGHT battleship is preserved today. Name her.
10. What four battleships built during the WWII-era would have been too wide to traverse the Panama Canal?
11. Name the only two battleships to serve in Operation Desert Storm in 1991.
12. A well-known Imperial Japanese Navy WWII-era battleship was purchased from Great Britain in 1910. Name this battleship.

Please see page 30 for answers to this month's trivia challenge.

H.N.S.A. NEWS & VIEWS, CONTINUED FROM PAGE 28

Two days before this past Memorial Day [observed on the last Monday in May in the U.S.], a Soldiers' Healing Field was installed at Riverside Park adjacent to the battleship **U.S.S. NORTH CAROLINA (BB-55)** in Wilmington, North Carolina. Early that morning, volunteers solemnly set over 1,300 American flags in the park while the names of those service personnel who made the ultimate sacrifice in Iraq and Afghanistan were read. At 11 a.m., the field was dedicated by Major General Virgil Packett, U.S. Army, Acting Commanding General, XVIII Airborne Corps and Fort Bragg. The field was lighted during the hours of darkness through Memorial Day. The flags were taken down the day after Memorial Day and presented to their sponsors.

The Milwaukee - U.S.S. DES MOINES Historic Naval Ship Project's Board of Directors has their sights set on a new ship. The board changed the mission of the organization by replacing the U.S. Navy's heavy cruiser **U.S.S. DES MOINES (CA-134)** with the destroyer **U.S.S. EDSON (DD-946)**. The project's mission now reads ~ "The mission is to preserve a Navy destroyer such as the U.S.S. EDSON (DD-946) for future generations to enjoy and to bring her to Southeastern Wisconsin permanently to serve as a Naval museum, to educate young Americans, to serve as a tourist attraction, and as a splendid memorial for all veterans. The ship will also be available for use as a Disaster Recovery Command Post and/or emergency shelter during natural disasters or terrorist attacks." The EDSON was formerly berthed at the **INTREPID Sea, Air, Space Museum** in New York City, New York. DES MOINES remains in the inactive fleet at Philadelphia, Pennsylvania.

Bob McCray of the effort to restore **PATROL TORPEDO FAST 3 (PTF-3)** in Orange City, Florida, reports that former U.S. Senator and presidential candidate Bob Dole paid the project a visit in May. Dole brought some bad weather with him, including driving rain, but that didn't dampen enthusiasm for the WWII vet's visit. Dole signed copies of his autobiography, *One Soldier's Story*. McCray notes that Dole was impressed with their restoration effort, which is largely being carried out by Boy Scout Troop 544.

--Compiled by Channing Zucker

NEW H.N.S.A. MEMBERS, CONTINUED FROM PAGE 27

OUR NEW ASSOCIATE MEMBERS

Dunkirk Historical Lighthouse and Veterans Park

Museum: A light was first established on Point Gratiot on Lake Erie in 1827. This light acted in tandem with a pier head beacon to guide ships to the safety of Dunkirk Harbor, New York. It was refitted with a 3rd-order Fresnel lens and lantern in 1857, but by 1874, the tower was reported in precarious condition.

Ground was broken for the present lighthouse on 16 June 1875. The stone tower with attached brick keeper's dwelling was completed in 1876. The lens bears no markings. A covered passage connects the light tower to the two-story, eight-room keeper's dwelling.

The museum is in the process of acquiring the ex-U.S.S. SPHINX (LST-963 / ARL-24) for the purpose of making it into a memorial to the amphibious forces.

The museum is located at 1 Lighthouse Point Drive, Dunkirk, New York, U.S.A., 14048-0069. Their website is www.ussphinxarl24memorial.com. *Please see related story on page 20.*

Forty-Eight Stars, Incorporated: This organization is in the process of acquiring a ship, specifically a self-propelled fuel oil barge (YO). For more information, please contact Mr. Boyd Thompson, 1220 Kirby Street, Palatka, Florida, U.S.A., 32177-5028. Boyd's telephone number is (386) 937-4902; his fax is (386) 328-9410.

National Maritime Heritage Foundation: The National Maritime Heritage Foundation is a non-profit corporation dedicated to bringing a fresh approach to maritime education while stimulating economic and community development along the Washington, D.C., waterfront. The Foundation's Executive Director is Kevin Traver. Their offices are located at 236 Massachusetts Avenue, NE, Suite 410, Washington, D.C., U.S.A., 20002-4980. Their telephone number is (202)-547-1250; their fax is number is (202) 547-0250. Their web address is www.nmhf.org. *Please see page 6 of this Anchor Watch issue for more information about this new member.*

U.S.S. AMERICA Carrier Veterans Association: This veterans association for the former crew members of U.S.S. AMERICA (CVA-66) is dedicated to the remembrance of the supercarrier U.S.S. AMERICA

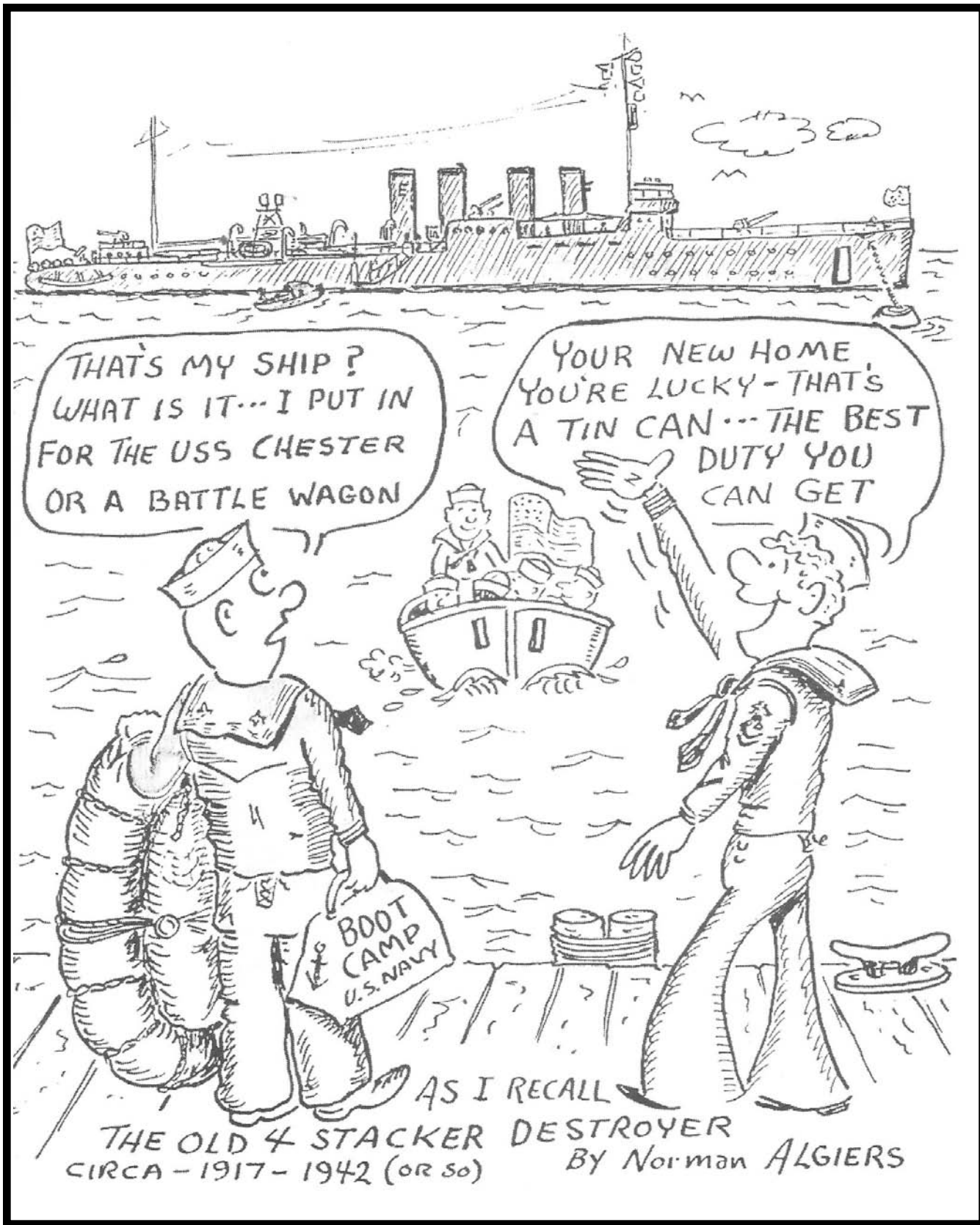
(CVA-66). The ship was sunk in a U.S. Navy weapons test last May. The Association also serves veterans of all carriers. They have formed a grassroots project to influence the U.S. Government and the U.S. Navy to name a new carrier, CVN-78, the "U.S.S. AMERICA."

Information about the U.S.S. AMERICA Carrier Veterans Association and their campaign to name CVN-78 "AMERICA" can be found at www.ussamerica.org. Their president is Mr. Thomas Tramantano, (718) 863-8331. Tom's mailing address is 1850 Colden Avenue, Apartment #1, The Bronx, New York City, New York, U.S.A., 10462-3174. Tom's email address is tomato46@aol.com.

--Jeff Nilsson

BATTLESHIP TRIVIA CHALLENGE: ANSWERS

1. U.S.S. NEW MEXICO (BB-40), U.S.S. MISSISSIPPI (BB-41), U.S.S. IDAHO (BB-42), U.S.S. COLORADO (BB-45), U.S.S. WEST VIRGINIA (BB-48), U.S.S. SOUTH DAKOTA (BB-57), U.S.S. IOWA (BB-61), U.S.S. MISSOURI (BB-63), H.M.S. KING GEORGE V, H.M.S. DUKE OF YORK. Only WEST VIRGINIA was also a Pearl Harbor veteran.
2. H.M.S. REPULSE and H.M.S. PRINCE OF WALES.
3. Carson served as an ensign aboard the U.S.S. PENNSYLVANIA (BB-38).
4. The U.S.S. NEW JERSEY (BB-62).
5. MAINE was raised, towed to sea, and sunk on 16 March 1912.
6. Mitchell sank the German battleship OSTFRIESLAND from the air; OSTFRIESLAND was also known as "Battleship H."
7. The Imperial Japanese Navy's NAGATO and MUTSU, 1922.
8. Sir Jackie Fisher.
9. I.J.N. MIKASA, flagship of Admiral Togo at the Battle of Tsushima in 1905. Today she rests encased in concrete up to her waterline in Yokosuka, Japan.
10. BISMARCK and TIRPITZ (118-foot beam); YAMATO and MUSASHI (121-foot beam).
11. The U.S.S. MISSOURI (BB-63) and the U.S.S. WISCONSIN (BB-64).
12. I.J.N. KONGO.



CARTOON by the late Commander Norman A. ("Tony") Algiers, U.S.N, as featured in *The Four Stacker Comic Book*, Norman Algiers, author. This unique 48-page softcover book gives a firsthand look at life aboard the U.S. Navy's "four-stacker" destroyers of the World War I era. For more information, please contact Basil C. Nickerson, P.O. Box 34836, Juneau, Alaska, U.S.A., 99803-4836.

ANCHOR WATCH

YOU ARE INVITED TO JOIN THE HISTORIC NAVAL SHIPS ASSOCIATION.

Individual membership is open to all persons interested in the preservation of our proud naval heritage.

REGULAR MEMBER (U.S.D. \$25) benefits: Membership Certificate, Historic Naval Ships Visitors' Guide, *Anchor Watch* Journal, free or reduced admission and 10% gift shop discount at participating Fleet Member ships and parks.

FRIEND MEMBER (U.S.D. \$75) benefits same as **REGULAR** above plus H.N.S.A. patch and lapel pin.

PATRON MEMBER (U.S.D. \$150) benefits same as **FRIEND** above plus H.N.S.A. baseball cap.

LIFE MEMBER (U.S.D. \$500) benefits: same as **PATRON** above for a lifetime.

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I wish to become a member of the Historic Naval Ships Association.

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600 Market Street, Portsmouth, New Hampshire, 03801-3361, U.S.A.