

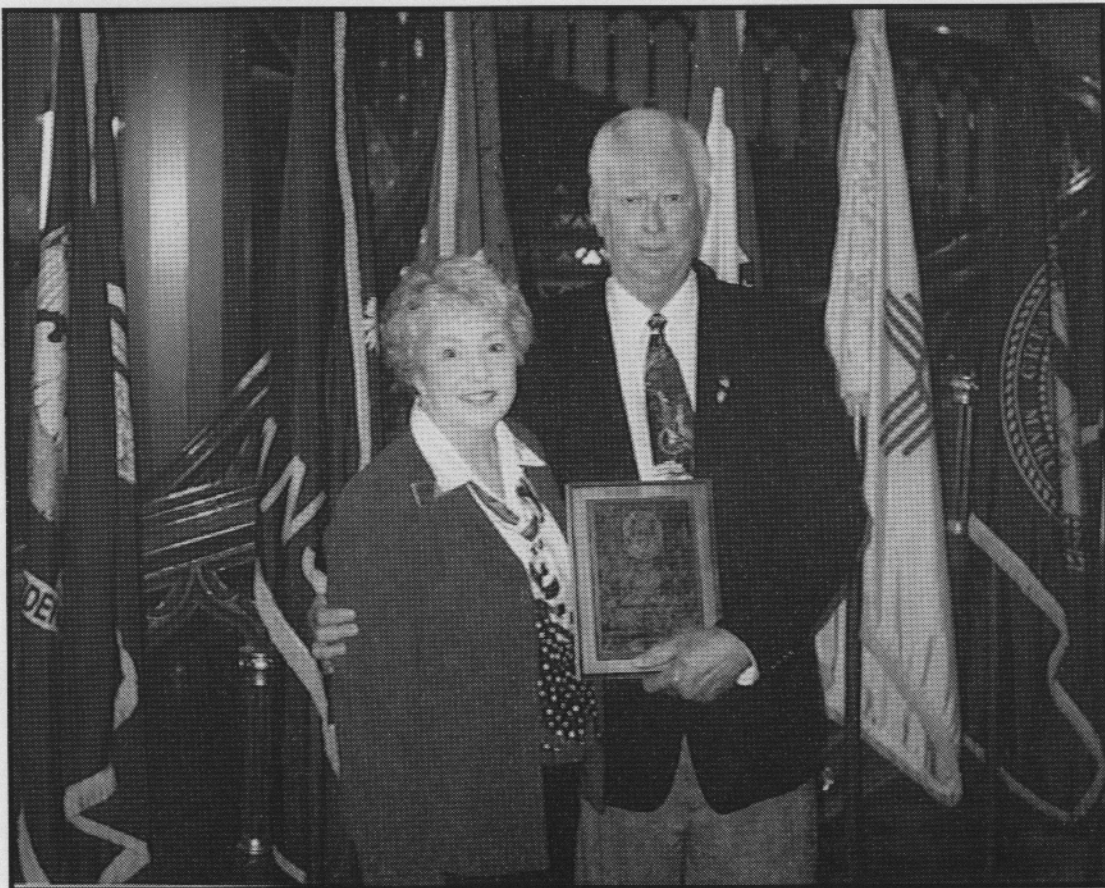
ANCHOR WATCH

JANUARY
FEBRUARY
MARCH
2005

The Official Journal of the Historic Naval Ships Association

www.hnsa.org

**MAURY DRUMMOND, WINNER OF THE
HNSA 2004 CASPER J. KNIGHT AWARD**



Director Maury Drummond of the USS KIDD Veterans' Memorial (Baton Rouge, Louisiana, U.S.A.) is the winner of the Historic Naval Ships Association's 2004 Casper J. Knight Award. He is pictured here in the rotunda of the Old Louisiana State Capitol building on November 11, 2004, with his wife, Margaret. Photo courtesy USS KIDD Veterans' Memorial.

(Please see related articles on pages three and thirteen.)

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FLOTSAM AND JETSAM

BY JEFFREY NILSSON



I started this column early in November so that the 7th Maritime Heritage conference would still be fresh in my mind. From all accounts, and from everything that I have heard and seen, it turned out to be a huge success. We registered over 500 conferees, of which about 70 or so were HNSA members.

The topics really covered the “waterfront.” We had sessions on ship preservation, lighthouses, education, underwater archaeology, the submarines CSS HUNLEY and the USS EXPLORER; we had maritime authors and editors and we had folks giving papers about their museums, HNSA museums included. We had something for everyone. The problem for many was that they couldn’t be in two places at one time.

On the morning of Sunday, October 31, HNSA held its Annual Business Meeting, followed by lunch onboard the battleship USS WISCONSIN. During the business meeting we had a discussion regarding planning for future Annual Conferences and it was voted upon and passed that the Association would not plan Annual Conferences any further out than three years.

The following locations and years were voted upon and approved: in 2005 we will meet in Cleveland, Ohio, U.S.A., with the submarine USS COD hosting; 2006 will take us to London, England with the cruiser HMS BELFAST as our host, and in 2007, we will be in Charleston, South Carolina, U.S.A., with the Patriots Point Naval & Maritime Museum hosting.

During lunch, we presented the 2004 HNSA Annual Awards to those recipients who were present. **Maury Drummond** received the Casper J. Knight Award; this was first presented to him at a Veterans Day [November 11 in the U.S.A.] ceremony held in Baton Rouge, Louisiana. The November 11th presentation was made by Congressman **Richard H. Baker**.

The Russell Booth Award was presented to **CDR Robert Willson**, former editor of this journal. **Richard H. Smith**

of the USS SLATER Destroyer Escort Historical Museum (Albany, New York) was the winner of the Curry Award.

There were three recipients of the HNSA Ship Maintenance Award: **BMC Tracy L. Longbons** of the destroyer USS BARRY (Washington Navy Yard, Washington, D.C.), **Mario Libardoni** of the destroyer USS CASSIN YOUNG (Boston National Historical Park, Boston, Massachusetts) and **Vaughn Newkirk** of the submarine USS BATFISH (Muskogee War Memorial Park, Muskogee, Oklahoma).

I am taking this opportunity to again thank **Doug Buchanan** and **Scott Kodger** of the Battleship NEW JERSEY Museum and Memorial for stepping up to the plate and accepting the challenge of being the new co-editors of the *Anchor Watch*. We also want to thank **Troy Collins**, President and CEO of the Battleship NEW JERSEY, for giving his blessing to them to do this. Their first endeavor with this publication was our October-November-December 2004 issue, and it is apparent that they hit a home run. “Bravo Zulu,” guys.

Lastly, I wish you all happy holidays and I look forward to an exciting New Year. With 2005 upon us, I can only wonder what happened to 2004; it went by so fast. As Alan Toffler observed in *Future Shock*, “the older you get the faster the years seem to go by, and they do.”

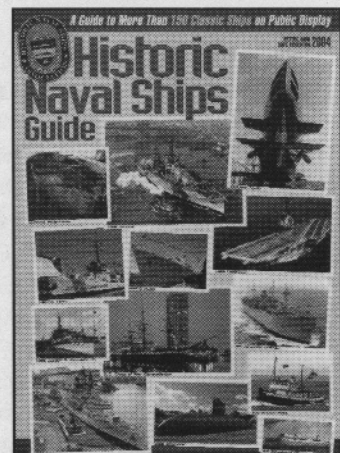
--JEFF

HISTORIC NAVAL SHIPS ASSOCIATION VISITORS' GUIDE 2004

The 2004 edition of the Historic Naval Ships Visitors' Guide is still available for distribution. The Guide has been expanded from 100 to 116 pages. To place your order, please email Jim Cheevers at cheevers@usna.edu.

The booksellers' price per copy, including postage, is \$5.00 in the U.S., \$6.00 in Canada, \$6.50 in Europe and \$7.50 in Australia. (All prices in U.S. dollars.)

For bulk quantities please order in multiples of 42 as that is how they are packaged, but if you need smaller quantities, please order in multiples of 10.



SEVENTH MARITIME HERITAGE CONFERENCE

Norfolk, Virginia, U.S.A.

October 27-31, 2004

by Channing Zucker



The Seventh Maritime Heritage Conference was held in Norfolk, Virginia on October 27-30, 2004. It was the largest ever such gathering of the maritime and naval heritage community. More than 500 persons from throughout the United States and eight other countries were in attendance. Some 150 presentations were given in concurrent sessions during the meeting.

Subjects included lighthouses, marine sanctuaries, historic ship preservation, shipbuilding, underwater archaeology, life-saving stations, tall ships, epic voyages in small craft, maritime art, and the state of maritime and naval history.

A number of sessions highlighted topics of particular interest to maritime museum managers. These included education programs, marketing, oral history programs, fundraising techniques, public programming, maritime databases, and resources for the study of naval and maritime history.

Conference keynote speakers were **James Delgado**, executive director of the Vancouver Maritime Museum, **Peter Stanford**, president emeritus of the National Maritime Historical Society and **Nathaniel Philbrick**, founding director of the Egan Institute of Maritime Studies.

Mr. Delgado, an internationally-recognized underwater archaeologist, spoke on the recent discovery of the Civil War union submarine USS EXPLORER in Panama. Peter Stanford's presentation highlighted American achievements by sea. Nathaniel Philbrick, a noted maritime author, spoke on his latest book *Sea of Glory: America's Voyage of Discovery - The U.S. Exploring Expedition, 1838-1842*.

The conference opened with a reception at Nauticus - the National Maritime Center and aboard the battleship USS WISCONSIN, a short walk from the conference hotel. The National Maritime Historical Society hosted

a reception on the second day of the meeting.

The third day featured a harbor cruise of Hampton Roads aboard the SPIRIT OF NORFOLK. The ship passed by the various naval installations and commercial port operations and then proceeded to the site of the battle between the ironclads USS MONITOR and CSS VIRGINIA. MONITOR Marine Sanctuary historian **Jeffrey Johnston** narrated the battle of the ironclads as the vessel passed by the site of the skirmish.

Lighthouse authority **Candace Clifford** described the historic Newport News Middle Ground Light as the ship circled it. The conferees and their companions disembarked in Newport News and boarded buses for The Mariners' Museum. There they toured the galleries, were briefed on the MONITOR artifacts preservation project and enjoyed a heavy *hors d'oeuvres* reception.

In their evaluations, delegates rated the conference as the best of its kind they had ever attended. Special thanks were given to the local organizing committee, led by representatives of the Historic Naval Ships Association, the Hampton Roads Naval Museum, the Chrysler Museum of Art and The Mariners' Museum.

--Channing Zucker

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NEWS FROM THE FLEET

USS NORTH CAROLINA BATTLESHIP MEMORIAL (BB-55)

Wilmington, North Carolina, U.S.A.

By Capt. D. R. Scheu, Sr., U.S.N. (Retired)



Officers and sailors of the battleship USS NORTH CAROLINA's Aviation, or "V," Division pose before one of the "Showboat's" Vought OS2U-3 Kingfisher floatplanes during World War II. American battleships used floatplanes like the Kingfisher for reconnaissance, fire control, and to carry out search-and-rescue missions. A fully-restored Kingfisher is today on display aboard the NORTH CAROLINA at her permanent berth in Wilmington, North Carolina, U.S.A. Photo courtesy USS NORTH CAROLINA Battleship Memorial.

The month of August 2004 defied the norm. A near miss by one hurricane that caused the Battleship NORTH CAROLINA to close for one day and skirted by two tropical systems that were once hurricanes, made worse, too, by two of the three events occurring over a weekend, caused

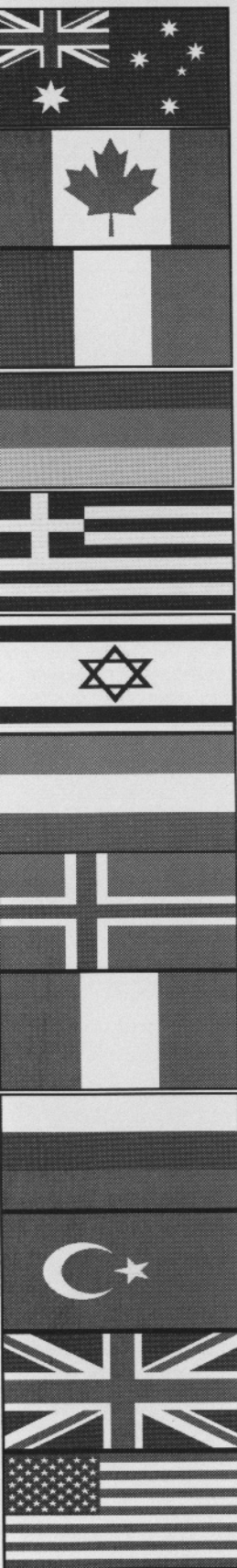
visitation to lag behind last year by just over 4,800 visitors. The two primary elements of revenue, Admissions and Sales, suffered accordingly.

Along with preparing for two hurricanes and repairing an HVAC unit and reworking the Visitor Center stockroom doors, the maintenance crew completed two major projects. First and most noticeable is the re-hanging of five life rafts aboard ship. The 40-man rafts are foam and fiberglass reproductions of the original kapok and impregnated canvas. They were put together by John Whitehead, one of our volunteers. The maintenance staff then hung and painted the

FLAGS OF THE HNSA FLEET

(Top to bottom, in alphabetical order)

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



life rafts to match our Measure 32 paint scheme.

The second undertaking was the replacement of the nine overboard downspouts on the port side of the ship. For years the downspouts have been PVC pipe and have been prone to breaking when the workboat or float bumped against them when used for painting the hull and boot top. When several broke during the recent painting, it was decided to replace all of them with iron pipe. Visitors will not notice the difference but over the long term, maintenance should be reduced significantly.

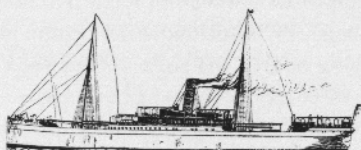
As part of the budgeting process for the next fiscal year, Museum Services Director Kim Sincox and Curator of Collections Mary Ames Sheret reviewed the tour route with Assistant Director Roger Miller and me to assess the need for tour signage, upgrades to current interpretive labels, and potential exhibits/labels.

Curator of Collections Mary Ames Sheret installed two displays in the wardroom: one on the wardroom as the center of officer life, and one on some unique aspects of the ship. Carrie Davenport, who just completed her third summer as an intern, assisted with the installation. Mary Ames and Kim also provided a Scout program on Saturday, August 21.

Donations included numerous books and magazines from crewmember Chuck Paty, including the 1945 *The New Yorker Cartoons: Special Edition for the Armed Forces*; a V-Disc that the Navy Department sent to the ship featuring the orchestras of Harry James and Count Basie; *A Book of Simple Instructions for a Victory Garden* from crewmember William Fleshman; and photographs, a peacoat, and a special handpainted crewmember license plate from crewmember Gib Moore and wife Nancee.

The eBay purchase this month consisted of six U.S. Navy silver-plated serving bowls by Reed and Barton. The seller was offering two bowls, but when he found out that the Battleship NORTH CAROLINA was purchasing them, he offered four more for a nominal amount. The bowls will be used for the wardroom restoration/interpretation project.

In a memorial ceremony on 28 August, the ashes of World War II crewmember Robert L. Cashman were consigned to the waters of the Battleship basin.



BATTLESHIP NEW JERSEY (BB-62) MUSEUM AND MEMORIAL

Camden, New Jersey, U.S.A

By Doug Buchanan



American women joined the World War II workforce in great numbers. Here, a welding gang assigned to the Battleship NEW JERSEY poses at the Philadelphia Naval Shipyard in Philadelphia, Pennsylvania. Study of the Battleship NEW JERSEY is now a recommended school subject in the ship's namesake state. Photo courtesy Lillian Carson / Battleship NEW JERSEY Museum and Memorial

“BIG J’ JOINS STATE ACADEMIC STANDARDS, LAUNCHES DISTANCE LEARNING PROGRAM”

The New Jersey State Board of Education unveiled its new Core Curriculum Content Standards for Social Studies in October 2004 and has chosen to recommend study of the Battleship NEW JERSEY to the state’s social studies teachers. In the Board’s own words, the standards “provide visible structure to social studies education for [New Jersey’s] students in grades kindergarten through twelve.”

Social Studies Standards in New Jersey include topics of instruction in four areas: civics, history, economics, and geography. All two-year courses of study in U.S. history at the high school level (Grades 9-12) must include the content of Section 6.4: United States and New Jersey History. Strand J of the new standards recommends that:

“[B]y the end of Grade 12, students will [be able to]...describe New Jersey’s role in World War II, including:

- The recruitment of Japanese-Americans from wartime detention camps to work at Seabrook Farm [New Jersey]*
- The role of women in defense industries*
- Key military installations in New Jersey*
- The role of the Battleship NEW JERSEY*

--The contributions of Albert Einstein"

These new academic standards are likely to remain in effect until the next review and revision cycle in 2009. New Jersey's revised academic standards are online at: www.state.nj.us/njded/cccs/s6_ss_draft.pdf

With the generous assistance of the Garden State Distance Learning Consortium, the Educational Technology Training Center at Sicklerville, New Jersey, and the Camden County Open Spaces Grant Program, the Battleship NEW JERSEY has launched a new distance learning program.

This technology uses videoconferencing equipment to link the Battleship NEW JERSEY to any school around the world with reciprocal equipment. The Battleship NEW JERSEY's first distance learning program, "Eyewitness to American History," allows students to conduct an oral history exercise with a American military veteran live via television. A former crew berthing area on the ship's second deck was transformed into its new role as a distance learning classroom.

The system uses ISDN (high-speed telephone) lines, but an IP (internet) connection can be arranged. For more information about joint programming opportunities, or to schedule a test call from your site, please call 1-866-877-6262.

PEOPLE IN THE NEWS



Joep Derksen (right) of the **Marinemuseum** (Dutch Navy Museum) was presented with the Bosun Marvin Curry Award by Captain Fred Mathee, president of the Board for the Foundation for Preservation of Submarines and Targets. The ceremony took place on July 7, 2004. Joep was first an active officer, then a volunteer, and is now working as a "semi-volunteer" (we know what that means!) for the Foundation and the Marinemuseum. Congratulations, and bravo zulu, Joep.

Photo courtesy Marinemuseum.

USS SLATER (DE-766) DESTROYER ESCORT HISTORICAL MUSEUM

Albany, New York, U.S.A.

By Tim Rizzuto



*The SLATER regulars gather for their annual volunteer night.
Photo courtesy Tim Rizzuto / USS SLATER*

It's a cold, rainy, October day here in Albany. Turned the heat on this afternoon and watched as they started pulling the docks out at the Albany Yacht Club. We're on the downhill side of Season Seven.

The first big event of the month was the Change of Command Ceremony for the Albany Naval Reserve Center. That was Saturday, October 2nd at 1430. Our old friend Commander Don McKnight was relieved by Lieutenant Commander Christopher Pratt. It was an overcast day with a fair amount of wind. As always, it is so great to see the SLATER utilized with the pageantry that accompanies the traditional change of command ceremony. She made a fine backdrop for such an event.

We received a wonderful donation from Ed Marks with the USS RIDDLE (DE-185) reunion group. Ed was one of the reunion hosts and he was aboard for their memorial service with his two sons and their families. After the service, I got chatting with him. He made the off-hand comment that he had to get back to the office. I responded that at his age he was supposed to be retired, and asked what business he was in. He made the mistake of replying "commercial refrigeration." The bells and sirens went off on the 01 level. It just so happened that after several years of faithful service, the galley refrigerator that Gary Sheedy had obtained for us had died and we were in the market for a replacement and quick.

We took Ed down to the galley, showed him the old unit, the 26" watertight door that it had to fit through, the low overhead, and Ed said he'd see what he could do. Turns

out, he even knew Gary Sheedy. Gary went to see him, and it turned out they had a suitable commercial unit for a little over a thousand dollars. As we'd always rather trade with destroyer escort veterans, we went ahead and ordered it.

Well, two weeks later I got a call from Ed that the unit was in, and would we have anybody aboard to unload it? I replied that we had our usual Monday gang of volunteers aboard and to bring it on down. We had about fifteen volunteers aboard, and when the truck arrived I put out a call on the IMC for all hands under the age of seventy to report to the pier for a work detail. Larry Williams was the only one who responded. I revised my request and paged everyone under the age of seventy-five. Bob Callender showed up. I finally paged all hands under the age of eighty. I finally got a big enough crew to get the unit off the truck, in fact, all hands---with the exception of Clark Farnsworth, who said he was waiting for the call for all hands under eighty-five.

We slid the fridge off the truck without scratching it, got it on the four-wheel dolly, and rolled it aboard the fantail gangway. One of the limitations of our wonderful new aluminum quarterdeck gangway is that the dollies don't fit around it, so the fridge had to be lifted over the gangway handrails and set back down on the dolly for the final run up the port main deck to the galley door. Then over the doorsill and into position against the inboard bulkhead. It fit like a champ. If that didn't make the day good enough, Ed topped it off by saying as he got into his truck, "I think I'm going to make this a donation to you guys. I really want to help get the RIDDLE's name up on the donation board." Thank you Ed for keeping the spirit of the USS RIDDLE alive on the SLATER.

The following day the Michigan crew started to arrive for their fall field day week. This year's crew was made up of Earl Moorhouse, Dick Walker, Dave Marsh, Tom Burrows, Dow Clark, Jim Ray, Roy Brandon, Ron Mazure and our own Bob Donlon, secretary of the CAPDESA Chapter. This was really our last chance to get any major painting done before winter closes in, and these guys really turned to. We even found time to take an hour off to take the crew for a whaleboat ride and give everybody a chance at being coxswain.

You might get the feeling, reading this, that somehow nine guys did as much work as thirty do in the spring. Maybe the answer was not having Ron Zarem there to run the tailgate party every night. Maybe not having a cook made them more productive. Without Bill Kramer there, meals weren't quite the thrill that they usually are, so there was nothing left to do but work. Fortunately, we had cooked way too much spaghetti for the volunteer night, so these poor guys were left with enough spaghetti and meatballs for breakfast, lunch and dinner all week. Whatever

motivated these guys, I wish we could bottle it, because we had a great week.

The funding situation seems to be improving. We received a [USD] \$27,000 painting grant from the New York State Department of Parks, Recreation, and Historic Preservation. We will use the money over 2005 to purchase paint and supplies, and bring aboard a painter. Gordon Lattey has received another \$5,000 gift from George McNamee to go towards the restoration of the galley.

Yes, it's that time of the year and it's getting colder. The season is drawing to a close. This coming Saturday we plan to pull the whaleboat out for the season. We heard from Kim Nielson at the Naval Historical Center that the U.S. Navy built 26,000 wooden motor whaleboats before they shifted to fiberglass in the 1960s. Twenty-six thousand boats, and we have the last operational one. Hope we don't drop it.

NAVAL HISTORICAL FOUNDATION

Washington, D.C., U.S.A.

By CDR David F. Winkler, USN

"SHIP DICTIONARY NOW ON LINE"

The U.S. Navy's authoritative "Dictionary of American Naval Fighting Ships" is now available in an online version due to a generous grant from NHF chairman Adm. James L. Holloway III, USN (Ret.) and hard work by the Naval Historical Center's Naval Warfare Division. Nicknamed DANFS, individual ship entries in the eight-volume collection will be routinely updated online rather than waiting for a full volume to be published. You can find DANFS on the Naval Historical Center web site at www.history.navy.mil.

"2005 NAVY ART CALENDAR NOW AVAILABLE"

For the second year in a row, the Naval Historical Foundation has teamed with the Navy Art Gallery and Tide-Mark Inc. to produce another fine calendar depicting naval vessels during various periods of American history. Drawing on a vast collection of prints and paintings depicting familiar and unusual naval events and themes, the calendar provides a great view of the U.S. Navy at its best. To peek at and purchase the calendar, visit the U.S. Navy Museum Gift Shop at www.navyhistory.org.



**SS LANE VICTORY
U.S. MERCHANT MARINE VETERANS
OF WORLD WAR II**

San Pedro, California, U.S.A.

By Jan Michaelis



A 60-year-old "Victory Ship," the SS LANE VICTORY is still steaming. Photo courtesy Jan Michaelis / SS LANE VICTORY

**"VICTORY AT SEA &
THE 60TH ANNIVERSARY OF D-DAY"**

The SS LANE VICTORY, located at Berth 94 in San Pedro, California, U.S.A., is one of more than 530 "Victory" cargo ships built late in World War II. She and her sisters "delivered the goods" to wherever they were needed to supply the war effort. Their work was frequently dangerous; three "Victories" were sunk by Japanese suicide planes.

The "LANE" hauled munitions in the South Pacific at the close of World War II, and during the Korean War, she carried troops and evacuated 7,000 civilians as the Communists advanced on Inchon. During the Vietnam War, she was called to duty for the third time.

Today, the LANE VICTORY is a fully operational, seagoing memorial dedicated to the memory of those merchant marine and naval armed guard who lost their lives at sea in time of war. This 455-foot-long museum ship still steams off Catalina Island each summer to re-create how it was in time of war. These "day cruises" support the ship.

The ship also has two museums, the first filled with many beautiful models and nautical memorabilia of the World War II era. Centerpiece of the second museum is the operational triple expansion engine used in the 1966 movie *The Sand Pebbles*. The ship has been featured in many movies and television shows, including *Titanic*, *The Thin Red Line*, *JAG*, *The X-Files*, and *The Port Chicago Mutiny*.

The passageways are lined with plaques engraved with the names of ships and their merchant crews lost in World War II.

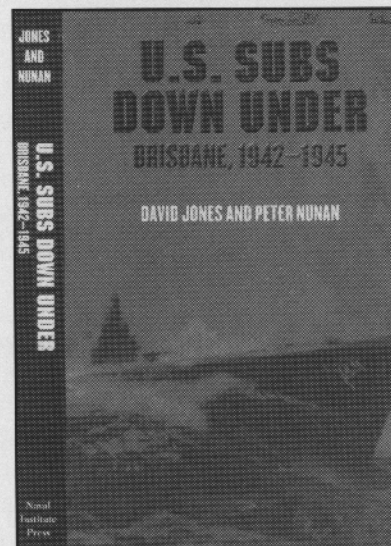
Each Memorial Day weekend (observed in the U.S.A. in late May) the ship steams to San Diego, California, and is open to the public. During this visit, several hundred San Diego schoolchildren are bused to the dock; they come on board to learn about the ship and talk to her crew.

A non-profit, all-volunteer group of dedicated seniors, made up of former merchant marine, naval armed guard and others restored the ship. The LANE VICTORY is a designated Historical Landmark.

For more information about the LANE VICTORY, please call (310) 519-9545, or visit www.lanevictory.org.

**HMAS DIAMANTINA (K377)
QUEENSLAND MARITIME MUSEUM
South Brisbane, Queensland, Australia**

By Peter Nunan



*"U.S. Subs Down Under" is the title of a new book from David Jones, Peter Nunan, and the Naval Institute Press.
Photo courtesy Peter Nunan / HMAS DIAMANTINA*

"DIAMANTINA's Diamond Anniversary"

HMAS DIAMANTINA was commissioned into the Royal Australian Navy on 27 April 1945. Celebrations will mark the ship's sixtieth birthday both at her present home, the Queensland Maritime Museum, and in and around Fremantle, Western Australia, her second commission home port. The Western Australian

events will straddle the actual day to include Anzac Day, while the commemoration in Brisbane is planned for mid-May.

A much-appreciated birthday present will be the reinstatement of DIAMANTINA in a dry berth in the South Brisbane Dry Dock at the Museum. Work to restore the dock gate's integrity, financed by a State Government grant, is due to begin early in the year and be completed about mid-year.

Before that DIAMANTINA will be moved out of the dock, probably to berth outboard of our working steam tug, ex-HMAS FORCEFUL. Lightship CARPENTARIA also will move from its moorings near the gate, probably to anchor across the river.

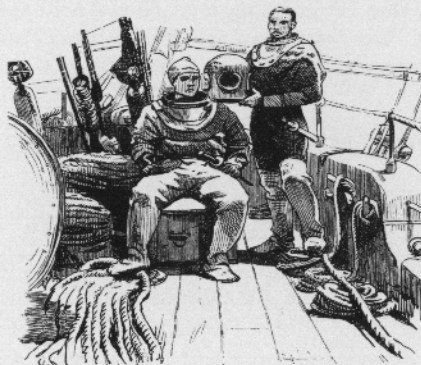
A book detailing the story of DIAMANTINA's long life over two commissions is in the final stage of preparation for launching in the anniversary year.

Another book by Museum members David Jones and Peter Nunan has links with the museum's dry dock and HNSA.

US Subs Down Under, published by the Naval Institute Press, was launched in November in the United States. The Australian release is anticipated in February 2005.

The book presents for the first time the activities both at sea and ashore of Brisbane's 1942-1945 submarine base. Our museum's South Brisbane Dry Dock played a major role at that time when fifty-five boats made eighty-five dockings for maintenance and repairs. HNSA fleet members DRUM (SS-228) and SILVERSIDES (SS-236) feature in the pages.

McClelland Barclay's painting of the American submarine GROWLER (SS-215) provided a striking cover illustration. Our dock workers welded the kangaroo on GROWLER's Brisbane-built bow. It replaced the one destroyed in the 1943 action off Rabaul in which Medal of Honor winner Howard W. Gilmore, GROWLER's commanding officer, sacrificed himself for his boat with his order to "take her down."



SS RED OAK VICTORY (AK-235) RICHMOND MUSEUM OF HISTORY

Richmond, California, U.S.A.

By John M. Reed



RED OAK VICTORY (AK-235) at the Richmond Museum of History. The ship is currently undergoing restoration. Photo courtesy Jerry Souza RD1 USNR / Navsource Naval History

"RESTORATION UPDATE: NOVEMBER 9, 2004"

The SS RED OAK VICTORY (AK-235) crew and guests celebrated the 60th anniversary of her November 1944 launching in Richmond, California. Among the guests on board for the occasion were Mrs. Henry J. Kaiser, Jr.; the Honorable James Johnson, Mayor of the City of Red Oak, Iowa; Ms. Judy Hart, Superintendent of the Rosie the Riveter / World War II Home Front National Historical Park; the Honorable Irma Anderson, Mayor of Richmond, California; and Ms. Lois Boyle, President of the Richmond Museum of History. Captain Richard Brandes, U.S. Coast Guard (retired), chairman of the executive board, was master of ceremonies.

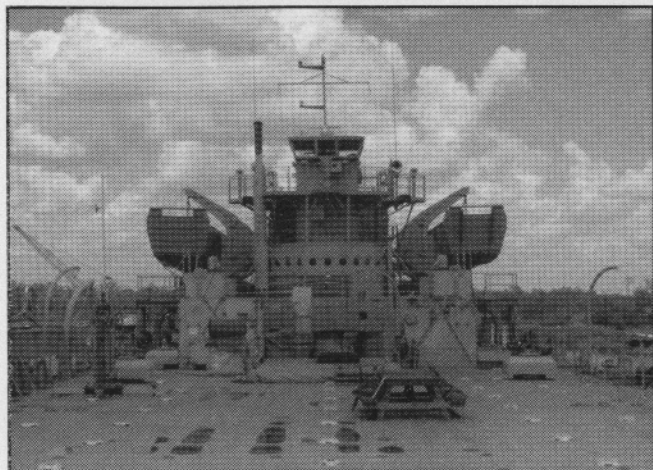
Also present was Mrs. Edna Mueller, granddaughter of Mrs. W. S. Reiley, who sponsored the original launching and who christened the SS RED OAK VICTORY as she was launched from Richmond's Kaiser Shipyard #1. There were, of course, speeches by the dignitaries, and a toast by all present to the future success of the restoration to operational condition of the ship. The band of the aircraft carrier USS HORNET (CV-12) provided excellent musical entertainment, and a color guard livened up the festivities.

Working with the Port of Richmond, we are planning to move the ship prior to our February 1 deadline. The port staff has offered us an excellent berth adjacent to the original Kaiser yard's graving docks. The volunteer work force is laboring to complete activation of the davits so our lifeboats can be hoisted in place with new cables. Many coats of old paint have been chipped off and replaced with new primer and paint. The electricians have completed a seemingly impossible job of reactivating the davit motors and associated wiring. High praise is due these tireless and talented men for the work they have done.

USS LST-325
USS LST-325 SHIP MEMORIAL, INC.

Earlville, Illinois, U.S.A.

By Gary Lyon



Launched at Philadelphia, Pennsylvania on October 27, 1943, LST-325 (Landing Ship Tank) earned two battle stars for her World War II service. The ship later spent 36 years in the Greek Navy as SYROS (L-144). She is currently berthed at Chickasaw, Alabama, U.S.A. Photo courtesy Chip Lanham / USS LST-325 Ship Memorial Inc.

“USS LST-325 PROGRESS REPORT”

November was a very good month on the LST-325. We accomplished several projects down below and some very good jobs on the deck. Bob Ostrander and Chuck Frawley work every day on the mailings, while Rosemary does a great job handling the office and guests. We had a great couple, Bill and Raine Rutledge, who brought along their son. That is one big lad. He could take on any job I asked.

A special thanks goes to Paul Przyborski, the owner of Nearwoods Safe & Lock, for a donation of 24 heavy-duty padlocks that are all keyed alike for all the hatches. There is a different key for every compartment that you have to make three trips to open. Crewmember Larry Johnson was responsible for soliciting the gift.

Paul Holler came back to complete his 80-plus hours. He is one of the few snowbirds here [at LST-325's current berth in Chickasaw, Alabama, U.S.A.]. He worked with Bob Willard cleaning the sounding tubs and resealing tank covers, which is a very tough job. Lee Allen, Ken Frank and Jim Spence worked all over the ship. I am sorry to say that they left a few days after I got here, and somehow their registration cards disappeared. If they are reading this, please send us new ones. It's bad if you work hard for more than 80 hours with no record of it.

Phillip Katheimen worked on needleguns and cleaning compartments. Ray Rappold was here for a month and worked about 10 hours a day on all kinds of projects. Two people (I think from Texas) named Jack and Judy McKinley were here also before November 1, and worked every long day on needle guns on the deck lockers and engine room hatches, and they look like new now. Again, I have no records. Please send them!

Of course, Bill Arras worked every day from 0700 till 1600 on all of his own projects. Bill asked me to wire the two fire pumps in the engine rooms first. I ordered [USD] \$200 worth of wire and various parts, and the first thing I did was to call my chief welder from Alabama, Dan Toole. He was there the next morning at 0700.

Dan is cut from the same mold as Bill Arras. He can do absolutely anything I ask. Welding, cutting, rigging equipment, installing pumps and motors, heavy equipment operation of any type. I think I'm the only one who knows how many hundreds of dollars Dan has given this ship ... period.

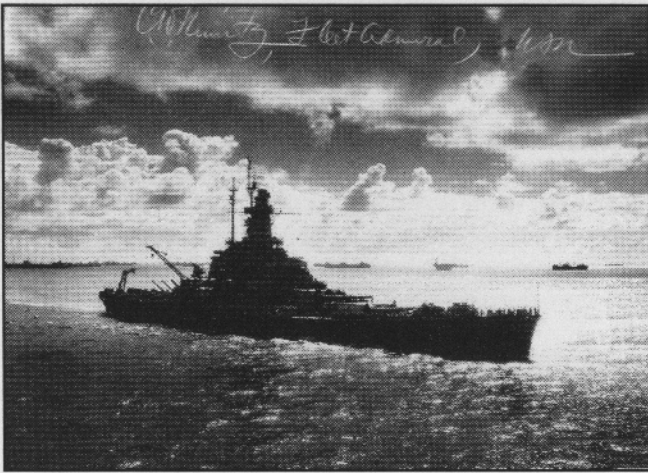
We then moved to the tank deck and secured a large portable air compressor next to the DC converter, and Dan welded it to the deck. We have a 2-inch steam line that runs the length of the ship on the starboard side which wasn't being used, and removed part of it and converted it into an air line to the bow with four connection points for air hoses, for use with needle guns, etc., and installed an air line through the deck forward to eliminate dragging a hose from the rear of the tank deck.

Dan welded 12 steel brackets on the starboard side to accommodate heavy pipes and wires better and safer. Paul Holler and Dan removed old steam pipes and heaters in the engine rooms to make room for additional equipment. Paul did a lot of heavy work with piping, along with Bill Rutledge.

Everybody worked very hard and accomplished a great deal. This last week it was just Bill and me, so things were pretty quiet. Five or six visitors was all we had each week.

The ship looks great. The last trip to the shipyard really did the job on the hull to clean the rust off. They must have turned up the air pressure some. The crews' quarters look nice with the fresh paint. Some new and smaller lockers help. I don't know who the crew will be on the next trip, so we didn't do anything in that area. Gayle and I are going to southern Florida next week to look for a home for the winter months. Seven men from our Sailing Crew live down there.

Good luck and best regards to all.

USS MASSACHUSETTS (BB-59)**BATTLESHIP COVE****Fall River, Massachusetts, U.S.A.***By Greg Miliote, The Herald News*

The SOUTH-DAKOTA class battleship USS MASSACHUSETTS steams majestically into Ulithi Atoll in the Pacific on November 24, 1944. The original photograph was signed by U.S. Navy Fleet Admiral Chester W. Nimitz. This photo was taken from the deck of the aircraft carrier USS WASP (CV-18). Photo courtesy U.S. Navy / Navsource Naval History.

**“BIG MAMIE WILL SOON RECEIVE
A BIG MAKEOVER”**

FALL RIVER -- Big Mamie will soon receive a big makeover. Standing yards away from the naval destroyer named after his fallen brother, [Massachusetts] Senator Edward M. Kennedy announced Monday that the Battleship MASSACHUSETTS has been chosen to receive [USD] \$360,000 in federal grant money to restore the aging ship's deteriorated deck.

Kennedy, an Army veteran, honored the memory of his three older brothers and the scores of men who served on the battleships and PT swift boats housed at Battleship Cove during his brief remarks before an audience of about one hundred.

“As a member of the Kennedy family, I can't help but be moved today,” Kennedy said. “This is a place of life. This is a place of memory, and this is a place of the future.”

Battleship Cove, the state's home to its official September 11 memorial, houses a naval destroyer named after Joseph P. Kennedy Jr., which was served on by Robert F. Kennedy and hosted by former President John F. Kennedy during the 1962 America's Cup Races.

Kennedy was joined at the grant award ceremony by Mayor Edward M. Lambert Jr., U.S. Representative James

McGovern, a host of other local elected officials, and dozens of war veterans.

McGovern, who along with Kennedy helped secure the \$360,000 grant, praised the work of the USS MASSACHUSETTS Memorial Committee and honored the memory of the thousands of men who served on the ships and boats housed at Battleship Cove.

“This is really a treasure for Fall River, the commonwealth and the entire nation,” McGovern said. “This grant recognizes and honors our veterans.”

The Save America's Treasures Grant, Kennedy explained, was created by Senator Hillary Rodham Clinton during her time as first lady.

He said the grant is designed to award money to preserve nationally significant and endangered historic buildings, places, collections, artifacts, or artistic works.

“This grant designated the real jewels of our nation that must be preserved,” Kennedy said. “Battleship Cove is one of those treasures.”

This year, the Save America's Treasures grant doled out more than \$1.5 million to help conserve five of Massachusetts' most historic properties.

Aside from the restoration of the Battleship MASSACHUSETTS deck, grant providers also earmarked money to refurbish the Dimock Community Health Center in Roxbury, Trinity Church in Boston, Gibson House in Boston, and Gore Place in Waltham.

To laud Kennedy for his help in securing the grant, members of the Battleship Cove Association presented the state's senior senator with a framed painting of the battleship at sea.

The USS MASSACHUSETTS was christened in 1942 and served as a flagship for the 1942 Allied invasion of Northern Africa. It participated in 35 naval engagements during World War II without ever losing a sailor to enemy fire.

The famous battleship has been in Fall River since June 12, 1965.

This story was originally published in The Herald News [Fall River, Massachusetts] on November 30, 2004. Reprinted with the permission of Lisa Strattan, Editor of The Herald News.

USS KIDD (DD-661) USS KIDD VETERANS MEMORIAL

Baton Rouge, Louisiana, U.S.A.

By Tim NesSmith



USS KIDD volunteers Dillon George, age 11 (left), and Clay Burris, age 12, of Russellville, Arkansas, paint helmets in the shadow of KIDD's quadruple 40mm guns. Photo courtesy USS KIDD Veterans Memorial.

“SPECIAL EVENTS ABOARD THE USS KIDD”

The schedule was full of special events at the USS KIDD in the final months of 2004. Over twenty military reunion groups visited the museum between September and December. A battleship, two aircraft/helicopter carriers, two attack transports, nineteen destroyers, one destroyer leader/cruiser, and one medical group were represented.

The “big ship” saw an invasion by the “little ships” when the Baton Rouge Scale Modelers Association held their annual competition at the museum. Hundreds of modelers brought down everything ranging from tanks and ships to aircraft and science-fiction spacecraft.

The annual Fall Field Day took place over the weekend of October 27-31 with sixteen participants in attendance. Work projects included stripping rotted wood from the gunwale of the KIDD's whaleboat, replacement of broken glass panes on the Mark 37 fire control director, stripping and cleanup of the signal flag bags, replacement of the motor for the air search radar high atop the mast, continued painting and cleanup of the aft fireroom, and assorted painting of helmets and decks topside.

Women in Uniform II was held on Saturday, November 8. This was the second year of this program. *Women in Uniform* brings in area Girl Scouts to talk with women

representing the various branches of the U.S. armed services and emergency service organizations. Firefighter Tami Stiteler, MST3 Megan Branton, U.S. Coast Guard, and Ensign Tay Brymer, U.S. Navy, served as guest speakers and visited with seventy-eight girls during the seminar. *Women in Uniform III* will be held February 19, 2005 and will feature Brigadier General Sherian Cadoria, U.S. Army, a former member of the U.S. Joint Chiefs of Staff.

The KIDD teamed up with Louisiana's Old State Capitol for Veterans' Day on November 11. The services were held in the former chambers of the State House of Representatives and were preceded by a presentation by Mr. Michael Lassus on the music of World War II. A highlight of the day was the presentation of HNSA's 2004 Casper J. Knight Award to USS KIDD director Maury Drummond for his years of service to both the KIDD and HNSA.

The KIDD presented some awards of its own at the Annual Volunteer Appreciation Dinner. Over ninety volunteers and staff were on hand to see the presentation of the Rear Admiral Eugene Barham Volunteer Service Awards. The recipients included Mr. Nick Lawless for his work at the museum's information desk and in obtaining a monument for the Korean War veterans; Mrs. Virginia Hubbard for her many years of service in numerous areas throughout the museum; and Benjamin and Jo Ann Fernandez for their years of service and involvement in the Field Day program.



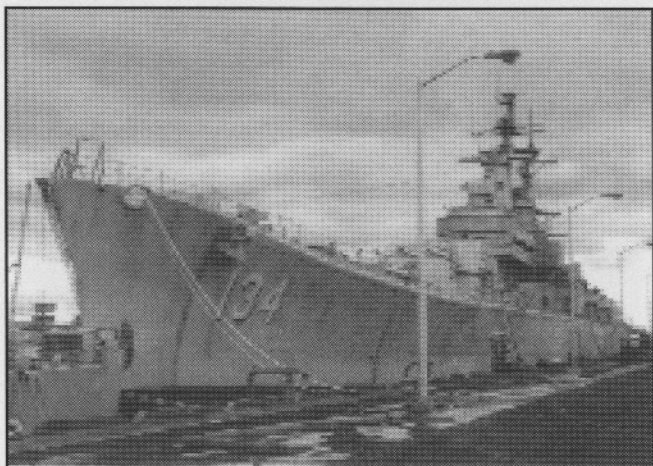
Recipients of the USS KIDD's Rear Admiral Eugene Barham Volunteer Service Awards. Left to right: Nick Lawless, Virginia Hubbard, Jo Ann and Benjamin C. Fernandez. Congratulations to these volunteers for their good work. Photo courtesy USS KIDD Veterans Memorial.

ASSOCIATE MEMBER NEWS

MILWAUKEE - USS DES MOINES (CA-134) HISTORIC NAVAL SHIP PROJECT, INC.

Milwaukee, Wisconsin, U.S.A.

By CAPT Richard F. Caswell, CEC, USNR (Ret)



USS DES MOINES (CA-134) berthed at the Naval Inactive Ship Maintenance Facility in Philadelphia, Pennsylvania, August 2002. Photo courtesy Roy J. Brooks / Navsource Naval History

“THE USS DES MOINES PROJECT MAKING WAY”

After two years of frustration and delays, the Milwaukee - USS DES MOINES Project is again moving forward in its quest to secure Milwaukee County's Veterans Park as the berthing site for the decommissioned cruiser USS DES MOINES (CA-134). The group plans to bring the USS DES MOINES to Milwaukee permanently as a naval museum, to educate young Americans, to serve as a tourist attraction, and as a memorial for veterans, including those who served during the “Cold War.”

On November 18, 2004, the project briefed the newly formed Lakefront Development Advisory Commission (LDAC) at their first meeting on the mission, objectives, and benefits of bringing the USS DES MOINES to Milwaukee. The meeting was well attended by commission members, the press, interested citizens, and many veterans. The presentation covered the project in detail and was well received.

LDAC is an advisory commission. Its recommendations are not binding on the Milwaukee County Board or the County Executive, but they will carry significant weight in the subsequent Milwaukee County approval process. A

favorable LDAC endorsement would be a huge boost to a successful DES MOINES Project. We will work hard to earn a supportive commission recommendation to berth the USS DES MOINES at Veterans Park.

A public hearing is scheduled for January 19, 2005. We plan to bring in our Naval Consultant, Joseph Lombardi, to brief attendees and answer technical questions. He is extremely well-qualified in projects of this type. As our Turn Key Project Manager, Joe will be responsible for all aspects of the project from start to finish. We plan to have Joe start preparing the U.S. Navy's detailed Ship Donation Application before the end of December 2004.

We were pleased to have the U.S. Navy keep the USS DES MOINES on donation hold through May 2005. However, the donation hold status will be reviewed again at that time. To have the donation hold status extended through May 2006, I believe that we will need to have:

--the Navy's Ship Donation Application well underway and perhaps submitted;

--a contingent Milwaukee County Veterans Park lease approved subject to the project successfully raising the required funds and achieving all required governmental approvals within 5 years of contingent lease approval;

--Significant seed money to include a short term goal of raising [USD] \$70,000 to finance the application preparation and a longer-term goal of raising an additional \$430,000 by Summer 2005 to finish the engineering, technical studies and surveys, and to hire an Executive Director with limited staffing.

The Milwaukee - USS DES MOINES Historic Naval Ship Project organization is now staged to make substantial progress towards bringing the USS DES MOINES to Milwaukee. With the completion of the Business Plan and a substantial upgrade of the project brief, a major initiative has been started to brief influential community officials, individuals and organizations to solicit funds and other support.

Raising additional funds, gaining approval for the Milwaukee County Veterans Park Berthing Site, and starting preparation of the U.S. Navy Ship Donation Application are our next major initiatives. To accomplish this, we need considerable help to raise a significant amount of seed money by the summer of 2005. Those wishing to contribute are asked to contact Captain Richard F. Caswell, CEC, USNR (Ret) at (414) 425-5957 for more details.

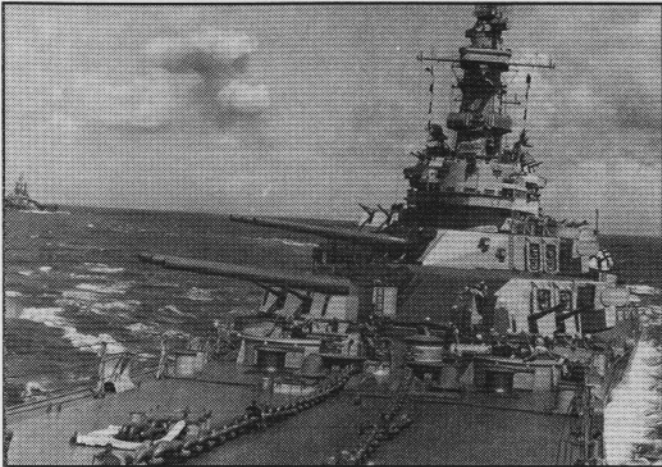
ASSOCIATE MEMBER NEWS

USS IOWA (BB-61)

HISTORIC SHIPS MEMORIAL AT PACIFIC SQUARE

San Francisco, California, U.S.A

By Jo Ann Richards and Merylin Wong



With her main battery guns trained to starboard, class leader IOWA (BB-61) maneuvers in the Pacific with the battleship USS INDIANA (BB-58), mid-1944. IOWA is currently riding at anchor in Suisun Bay, California, and is off-limits to the public. The historic ship has not yet been awarded to a caretaking organization. Photo courtesy U.S. Navy / Navsource Naval History.

“UPDATE FROM HISTORIC SHIPS MEMORIAL AT PACIFIC SQUARE: A BUSY YEAR AT HSMPS”

Historic Ships Memorial at Pacific Square (HSMPS) has been very busy so far this year. Merylin Wong, Bill Stephens and other committee members have attended numerous public and private meetings.

Examples of the private meetings held to build and maintain support for the project: meeting with Mike Fara, senior advisor to Mayor Newsom; meeting with the San Francisco Office of Emergency Services; meeting with the San Francisco Port Fire Marshall; lunch with John Marks, president of the San Francisco Visitors & Convention Bureau; meeting with Lucy Alderman of the Governor’s San Francisco office; meeting with Monique Moyer, the San Francisco Port Director; meeting with Captain Jones of the U.S. Navy; a meeting with Dan Bernal of Congresswoman Pelosi’s office; and attendance at a reception for the new port director, at which Bill and Merylin were able to speak with the Port Commissioners and the Mayor.

HSMPS participates in several parades each year: the

Double Ten and the San Francisco Columbus Day Parade in October; Veterans’ Day Parades - San Francisco and Sacramento - in November; and the San Francisco St. Patrick’s Day Parade in March. All of the parades are fun.

The organization also holds or participates in numerous events throughout the year: a booth at a Farmers’ Market; a Sea Scouts Fair; the Annual Historic Naval Ships Association (HNSA) Conference; two booths at the San Francisco Fleet Week; helped to sponsor sailors at the Fleet Week Dinner hosted by the Navy League; and acted as speakers at a Sacramento Navy League meeting.

Last November, a few committee members attended the dedication of the Henry A. Wallace Education Center in Hyde Park, New York, hosted by the FDR Foundation. Also last November, HSMPS hosted its 2nd annual “Big Stick Symposium.”

In May 2004, a Korean delegation went on a special Bay View Charters cruise to see the IOWA at anchor in Suisun Bay. The visitors were from the Korean Consulate and the Korean Chamber of Commerce in San Francisco. They were given a certificate of friendship and a certificate of honor with the chronology of the IOWA’s involvement in the Korean Conflict from HSMPS and the IOWA Veterans Association. Also in May, we had a HSMPS booth at a Veterans Job Fair held at Fort Mason in San Francisco. We now have an enthusiastic new member thanks to our presence at the fair.

On May 31, HSMPS had its annual display at the Memorial Day commemoration held at the Presidio in San Francisco. Several volunteers were on hand to talk with visitors. Merylin and Bill met Mayor Newsom and Congressman Lantos. The Mayor actually said that he wants a desk on the ship. Our whaleboat made its first public appearance at this event.

As you can see, we are staying busy with various activities. There is much to do as we prepare for a much-hoped-for reclassification and relocation of the ship.

For more information, please visit us on the web at: www.battleshipiowa.org.

BOOK REVIEWS

By Bob Willson, Anchor Watch Editor Emeritus

If The Gods Are Good:**The Epic Sacrifice of the HMS JERVIS BAY**

by Gerald L. Duskin and Ralph Segman

ISBN: 1-59114-819-7

Illustrations, maps, endnotes, bibliography, index.

Naval Institute Press, 2004

282 pages

This is the story of incredible bravery in the face of certain death, as the Armed Merchant Cruiser (AMC) HMS JERVIS (pronounced jar-viss) BAY heroically stood between the 37 ships of convoy HF84 and the mighty German pocket battleship ADMIRAL SCHEER.

JERVIS BAY, with her seven ancient 6-inch guns, was totally destroyed by the pocket battleship's six 11-inch cannons. There were only 65 survivors from a crew of 235, but the German attack on the convoy was foiled as the ships dispersed behind a smoke screen and faded into the gathering darkness. SCHEER was able to sink 6 of the 37 ships, but without the sacrifice of JERVIS BAY she would surely have picked them all off, one by one.

The authors provide a highly readable precis of the rise of the German navy after World War I, the plight of the Royal Navy due to the shortage of escorts, and a capsule history of the first fifteen months of World War II, from September 1939 to November 1940.

The biographies of Captain Edward Stephen Fogarty Fegen, RN, and Captain Theodor Kranke of the Kriegsmarine give a wonderful snapshot of the training and philosophy of these opposing navies.

A plot within the plot tells the incredible story of the British tanker SAN DEMETRIO, loaded with 11,200 tons of aviation fuel. Set on fire by SCHEER, she was quickly abandoned due to the nature of her cargo. After more than 18 hours in an open boat, sixteen of SAN DEMETRIO's crew reboarded the tanker, put out the fires, pumped out the engine room and, days later, steamed up the Clyde to unload all but 200 tons of her precious cargo.

Gerald L. Duskin was an economist with a lifelong passion for the story of the JERVIS BAY, and Ralph Segman is journalist with an impressive background. They have produced a fascinating book for naval buffs, historians, and lovers of the sea. This inspirational story, beautifully told, is a memorial to Duskin, who died shortly before the book was published.

The Battle of the St. Lawrence: The Second World War in Canada

By Nathan M. Greenfield

ISBN: 0-00-200664-2

Hardcover

Harper Collins Publishers, 2004

276 pages

NATHAN M. GREENFIELD, Ph.D., is the Canadian correspondent for the *Times Education Supplement* and *Times Literary Supplement*. He became interested in the Battle of the St. Lawrence during a trip to the Gaspé in 2001 and has written a Maclean's article and delivered a military history paper on the subject. He is the former pop culture historian on CBC Radio One's *Definitely Not the Opera*. Born in the U.S.A. and educated in New York and Montreal, Nathan M. Greenfield lives in Ottawa.

The Battle of the St. Lawrence is the only battle fought on Canadian territory since the War of 1812, and this popular account attacks a number of myths about that campaign, including the widely held-belief that the government of the day actively suppressed news of the events. In fact, while the press was subject to various rules concerning disclosure of specific details, a great deal was published in local and national papers at the time.

The author uses firsthand accounts, war diaries, contemporary newspaper articles, Hansard, and other primary and secondary sources, to give the reader an insight into how the Royal Canadian Navy operated and the attitude that prevailed in the Nazi U-boat fleet.

While this book will provide information, entertainment, and food for thought for the novice reader, it will leave naval buffs and historians frustrated by its inaccuracies. It brings nothing new to the history, and Greenfield keeps interjecting material about the holocaust and Nazi anti-Semitism which, while truly appalling, really has nothing to do with the battle of the St. Lawrence.

His naval terminology is somewhat sloppy and Greenfield has some difficulties with ranks. Also, there are some problems with dates. The U.S. Navy did not fight the Battle of the Coral Sea in May 1941. Other minor errors minimize the value of the book and make it difficult to stick with.

The book is well-documented with extensive endnotes and a long list of sources that will direct the reader to more accurate material.

HNSA NEWS & VIEWS

FALL RIVER, MASSACHUSETTS, USA: The devotion of the destroyer **USS JOSEPH P. KENNEDY, JR.** (DD-850) volunteers to their ship has inspired the development of activities on board the destroyer for their overnight campers. With the collaboration of Richard Angelini, Steven Whynot and Ed Zajkowski, special interpretive tours were created of **KENNEDY's** DASH hanger, engine room B-4, bridge, interior communications room, and ASROC deck. These evening tours are hosted by field day volunteers after long days of chipping, cleaning and painting. Hundreds of youngsters have already partaken of the new program. **KENNEDY's** future is a bright one. Recent success in acquiring rare parts and machinery has renewed the "restoration spirit" and has greatly accelerated the ship's rehabilitation. Upcoming projects include the rebuilding of the DASH control station, replacement of the forward expansion joint, addition of a DASH Snoopy model drone helicopter, and restoration of the auxiliary radio room. The **KENNEDY** is on display at **Battleship Cove**.

NEWPORT NEWS, VIRGINIA, USA: Since 2002 when the turret from the Civil War ironclad **USS MONITOR** was raised off Cape Hatteras, it has been undergoing conservation at **The Mariners' Museum** in a tank filled with water enhanced with sodium hydroxide. The solution is leeching out the salt from the iron so that when exposed to the air the iron will not rot. The turret's two 11-inch diameter Dahlgren cannons remained inside the turret until this past September. At that time they were removed with a 60-ton crane from the nearby Northrop Grumman Newport News Shipyard. Workers looped heavy chains over fabric straps positioned at strategic points around the first gun. The crane then slowly raised it, being careful not to hit the fragile sides of the encrusted turret. The crew inside the turret helped maneuver the 15,800 pound 13-foot long piece. The second gun proved trickier. The straps had to be switched as it meandered from one side of the turret to the other. Each of the guns was then lowered into its own tank. The conservation process is estimated to take another five years.

BALTIMORE, MARYLAND, USA: The **USS FORREST SHERMAN Foundation** continues to make progress on their project to bring the destroyer to Baltimore. The Maryland delegation in the U.S. Congress has requested [USD] \$3 million in Heritage and Legacy funding for restoration of the destroyer. The plan is to establish the ship as a memorial to the veterans of the Cold War era. She will become part of the **Baltimore Maritime Museum** where she will augment their youth overnight encampment program and play a vital role in expanding tourism in the Inner Harbor. Following submission of their donation

application to the Navy, the Foundation had to wait six months to allow any other interested organizations to submit applications. The deadline passed in November with no other applications being submitted.

CHICAGO, ILLINOIS, USA: In late 2003, the **Chicago Museum of Science and Industry** announced plans to preserve the German submarine **U-505** by moving it into an underground climate-controlled exhibit area. The actual relocation of the submarine from its outdoor location took place in April 2004. Several days were needed to move the 700-ton, 252-foot long vessel nearly 2,000 feet. A skidding system of eight skid beams, each supplied with a 150-ton jack, was utilized. The preservation of the **U-505** is unique. It is the only submarine of its type on display in the United States and the first to be protected by an indoor area specifically designed for it. The **U-505** is the only foreign enemy man-of-war boarded and captured on the high seas by the U.S. Navy since the War of 1812. *Please see related photos on page 18.*

ALBANY, NEW YORK, USA: A major one-day event last August saw the destroyer escort **USS SLATER** given a fresh coat of paint on her starboard side and various topside areas. The fireboat **JOHN J. HARVEY** was enlisted to provide the platform for rolling-out the hull. Some 25 volunteers showed up to help. A four-inch manila line was rigged from **SLATER's** capstan to the fireboat's port waist to move her, and bow and stern lines were rigged to hold her in. She was moved forward with the **SLATER's** anchor windlass. In addition to the side painting, exteriors of starboard side 20mm gun tubs and waterways were painted. In addition to the painting, 15 hedgehog projectiles that had been donated by the Army Ammunition Depot in Hawthorne, Nevada were uncrated and towed in the forward hedgehog locker. The day was capped off by a cookout put on by the **HARVEY** for both crews. With the delicious grilled steaks, and flowing beer and wine, the **SLATER** folks wondered if they hadn't signed on to the wrong ship.

VANCOUVER, BRITISH COLUMBIA, CANADA: Underwater archaeologist James Delgado, Executive Director of the **Vancouver (B.C.) Maritime Museum** recently announced the finding of a forgotten U.S. Civil War submarine, the **SUB MARINE EXPLORER**. It was discovered on a deserted island on Panama's Pacific coast. Laid up and forgotten in a small cove, it remained unidentified until a resident fisherman on a nearby island pointed it out to Delgado, who was sailing through the islands in 2001. The locals thought it was a Japanese midget submarine from World War II. It turned out to be much older. It was the invention of Julius Kroehl, a former

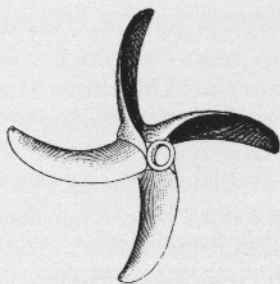
HNSA NEWS & VIEWS

Union naval officer. Delgado led an expedition to Panama early last year to document the sub. It was the most technologically advanced craft of its time, even more so than the **CSS H. L. HUNLEY**. It is hoped the submarine can be brought back to the United States, perhaps to Brooklyn, New York where she made her first dive in 1863, or to Charleston, South Carolina where the **HUNLEY** is being conserved for eventual display.

HAMILTON, ONTARIO, CANADA: People lined up for over an hour to get aboard the destroyer **HMCS HAIDA** when she opened for visiting at her new home in Hamilton this past June. Through the first five months at her new berth, more than 50,000 people had walked her decks and climbed her ladders. A new video showing the in the forward upper mess deck has been an emotional favorite. It brings the ship to life with footage of her crew working and playing aboard. New interpretive panels which highlight each of the five Battle Honours the ship earned during her 20-year service history, have been instrumental in explaining the reason for **HAIDA**'s national significance, and her important role in naval combat. By far, the best thing about her move to Hamilton has been the many volunteers who have offered their time and energy to help interpret the ship. Their first-hand knowledge of life at sea has been invaluable, especially for the new staff who are learning about the ship and her history.

WILMINGTON, NORTH CAROLINA, USA: This past September 11, the third anniversary of the terrorist attacks on the United States, two memorial services were held aboard the battleship **USS NORTH CAROLINA**. In the morning the Daughters of the American Revolution led a group of local dignitaries and others in the readings of the names of those lost in those events, followed by a reading of the Constitution. In the afternoon, the local American Legion Post conducted a memorial service at the Pearl Harbor Memorial in Battleship Park.

--Compiled by Chan Zucker



GOOD IDEAS FROM THE FLEET

SAN FRANCISCO BAY AREA MARITIME TRAIL



A consortium of naval and maritime resources in the San Francisco, California, area have created a "Bay Area Maritime Trail" for nautically-inclined visitors. The full-color brochure includes basic information on the **U.S. Army Corps of Engineers-Bay Model Visitor Center**, the **San Francisco Maritime National Historical Park**, the submarine **USS PAMPANITO**, the Liberty ship **JEREMIAH O'BRIAN**, the lightship **RELIEF**, the Presidential yacht **POTOMAC**, the aircraft carrier **USS HORNET**, the Victory ship **SS RED OAK VICTORY**, the **Lone Sailor Memorial**, the cruiser **USS SAN FRANCISCO Memorial**, and the **Rosie the Riveter Memorial**.

--Submitted by Jeff Nilsson.

THE HISTORIC
NAVAL SHIPS ASSOCIATION

NEW AND RENEWING
MEMBERS

September 1, 2004 to December 15, 2004

PATRON

John P. Nolta
Steve D. Szoke*

FRIEND

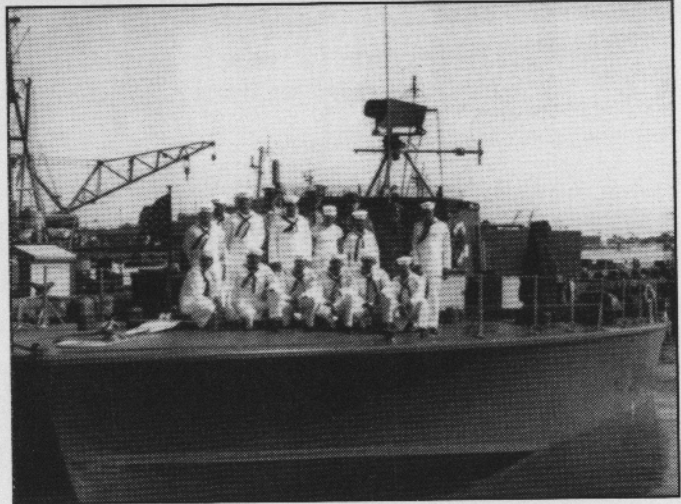
David Hansen
Captain Robert W. Hoag, U.S.N. (Ret)
Robert J. Niehaus
Thomas Ploske
John E. Walsh*

REGULAR

William Eschbaugh
Elizabeth Foust
Fred Kimmey
Donald V. Lindsay
John F. Podraza
Clyde Prentice
Margaret Renn
Michael Seebeck
Timothy M. Smalley
David D. Sullivan

* Our apologies to Mr. Szoke and Mr. Walsh as they had renewed earlier and should have been in the October - November - December 2004 issue of Anchor Watch.

NEW FLEET MEMBER:
PTF 3



PTF 3 at Pearl Harbor, Hawaii, U.S.A. in 1963.
Photo courtesy Charles J. Bayer / PTF 3.

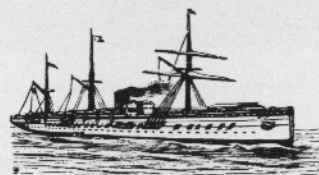
The Historic Naval Ships Association is pleased to welcome new Fleetmember PTF 3 to HNSA.

PTF 3 is a project of **Boy Scout Troop 544, Inc.** in Orange City, Florida, U.S.A. The Vice-President and Project Manager is Bob McCray. Boy Scout Troop 544, Inc., is in the process of restoring PTF 3 to its original configuration and are in the process of building a historical record of the boat.

PTF 3 was the first in the series of U.S. Navy "NASTY" Class Patrol Torpedo Fast (PTF) Boats. PTF 3 marked the return of wooden PT boats to the U.S. Navy. The boat was built in 1962 in Norway as the KNM SKREI. She was commissioned as a U.S. Navy warship in 1963 and was sent to Southeast Asia in the fall of 1963 as a "Spook Boat."

Their web site is www.scout544ptf.com. Their address is PTF 3 Restoration Project, Boy Scout Troop 544, Inc., P. O. Box 740789, Orange City, Florida 32774-0799 U.S.A.

Their telephone number is 800-694-7161 and their fax is 386-775-1130. Welcome aboard, PTF 3!



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 (\$25) benefits: Membership Certificate, Historic Naval Ships Visitors' Guide, *Anchor Watch* Newsletter, free or reduced admission and 10 percent gift shop discount at participating Fleet Member ships and parks.

FRIEND MEMBER (\$75) benefits same as **REGULAR** above plus HNSA patch and lapel pin.

PATRON MEMBER (\$150) benefits same as **FRIEND** above plus HNSA baseball cap.

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

MEMBERSHIP APPLICATION

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

Name _____

Street _____

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Country _____ Telephone _____ E-mail _____

Method of Payment Check Money Order Visa/MasterCard
Amount. ()

Card Number _____ Expiration Date _____

Signature _____

Return to: HISTORIC NAVAL SHIPS ASSOCIATION,
600 Market Street, Portsmouth, New Hampshire, 03801-3361 U.S.A.



Historic Naval Ships Association

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