



# ANCHOR & WATCH

FALL 2007  
&  
WINTER 2008

The Quarterly Journal of the Historic Naval Ships Association

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## SAVING THE LAST MONITOR: *H.M.V.S. CERBERUS*

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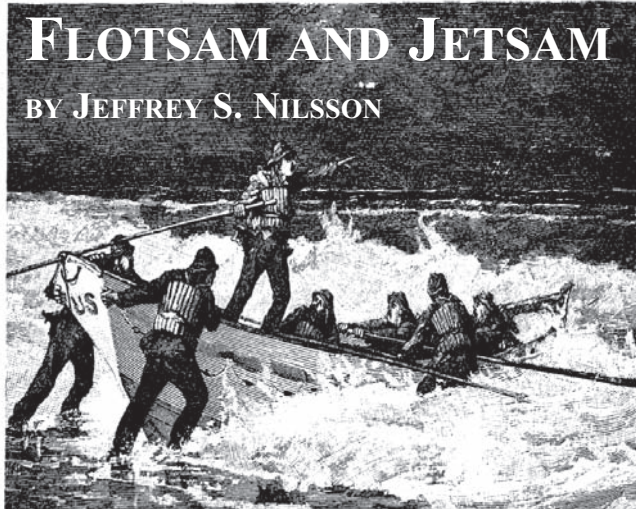
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#### THE COVER

Removing one of H.M.V.S. *CERBERUS*' 18 ton guns in 2005.  
Photo courtesy of Jeff Bird.





## FLOTSAM AND JETSAM

BY JEFFREY S. NILSSON

My sincerest thanks go to Rich Pekelney, our Web Master who has given our web site <http://www.hnsa.org> a fresh, new look. Rich has been working very diligently to upgrade the web site and has done an extraordinary job in providing its new appearance. One of the significant additions to the web site, is the online membership application. You may use this function for new memberships as well as renewals. Many of the ship images have been updated as well. Rich, a job well done.

On 1 August, 2007 the U.S.S. *LEXINGTON* Museum on the Bay, suffered a minor fire in one of the ship's store rooms. The local Corpus Christi Fire Department responded quickly and everything was handled very efficiently. There was no damage to the ship and the museum opened within a few hours after the incident. Again, it just goes to show that training pays off.

On 5 September 2007 Ms. Lori Dillard Rech started as the new president of the Independence Seaport Museum in Philadelphia, PA. Ms. Rech previously was the Executive Director of the Betsy Ross House, also in Philadelphia. She brings to the museum 16 years of experience as an administrator and educator in history museums. Please see full article on page 9.

We welcome, as an Associate Member, the Friends of the *CERBERUS* from Victoria, Australia. The *CERBERUS* was launched in 1868 and is the only remaining *MONITOR* type ship left in the world. You can learn more about this epochal ship on page 5 of this issue of the Anchor Watch.

On 1 September 2007 a commemorative plaque was unveiled at the National Air Force Museum of Canada, in Trenton, Ontario. This bronze plaque was given to Canada by the Naval Reserve Association in appreciation of the training that a group of American aviators received from the Canadian Royal Flying Corps in 1917. The young navy

flyers played a major role in establishing Naval Aviation and in helping form the Navy Reserve. The presentation was made by Captain David L. "Navy Dave" Woods, an NRA life member who directed the plaque project and is the NRA's representative to the Naval Officers Association of Canada.

Early in 1917, before the U.S. entered World War I, a group of aspiring naval aviators was sent to Canada to be trained by the Royal Flying Corps. During July and August, the young men drilled and attended ground-school lectures and classes on the theoretical aspects of flying. One of the young aviators was James V. Forrestal, who went on to become Secretary of the Navy during World War II and subsequently, the first Secretary of Defense.

I am taking this opportunity to extend my heartfelt thanks to Doug Buchanan for stepping up to the plate late this past May to edit our Summer edition of Anchor Watch. This was certainly above and beyond the call of duty, however, he recognized that we had a bit of a crisis and did not hesitate for a minute to step in and get the job done. Doug Buchanan, thank you very much.

Jeffrey S. Nilsson

### BOOK REVIEW

*Midway Magic*, by Scott McGaugh, CDS New York, 2004

Reviewed by Bob Willson

**M**idway Magic is an oral history of America's legendary aircraft carrier U.S.S. *MIDWAY*, covering her entire life from the laying of her keel in October, 1943, through her commissioning on September 10, 1945 until her decommissioning on January 6, 1992 and her opening as the San Diego Aircraft Carrier Museum in June, 2004. McGaugh, the Marketing Director of the U.S.S. *MIDWAY* Museum, interviewed over 300 sailors who had served in *MIDWAY* in her 47 year career. Based on their experiences he has crafted a very readable, entertaining and informative book.

As with all oral histories some of the superlatives need to be taken with a grain of salt, remembering that one man's recollections of an event or person may differ widely from the memories of the same situation seen from another perspective. Thus one person's hero may be another's nemesis, and the view from the engine room is quite different than the view from the flight deck. It is also important to remember that a purely American perspective on first, greatest, biggest, and best may not always be shared by readers from another country.

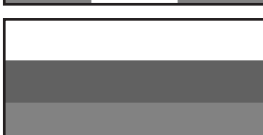
This collection of very personal stories, is related with pride and skill. You can feel the magic.

# NEWS FROM THE FLEET

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

## H.M.V.S. *CERBERUS* HALF MOON BAY, AUSTRALIA

Saving the Blueprint for the Modern Battleship  
*By John Rogers, Jeff Bird, Mike Weidenbach*



Named after the fearsome three-headed dog in Greek mythology, the ironclad H.M.V.S. *CERBERUS* is arguably the world's most important accessible shipwreck. Launched in 1868, at the Palmer Shipbuilding Company Works on the British Tyne River, just six years after the U.S.S. *MONITOR* went to the bottom of the Atlantic, she was one of the most powerful and revolutionary warships the world had ever seen - the forerunner of all modern battleships. Today, the wreck of the *CERBERUS* lies in just 15 feet of water off an Australian suburban beach, her lower iron hull in an advanced state of collapse after 78 years battling the elements as a breakwater.

A frightening product of the Industrial Revolution, *CERBERUS* was the world's first truly integrated modern "battleship," or capital ship, a radical departure from the wooden and iron hulled warships that had previously dominated the navies of the world.

Drawing inspiration from the U.S.S. *MONITOR*, *CERBERUS*'s British engineers improved upon the monitor design with a range of successful innovations, the most important of which was her raised superstructure or armored breastwork. This eight inch thick armored belt provided superior protection and seaworthiness, while allowing her dual rotating turrets to move and fire while under steam, greatly enhancing manoeuvrability and fighting capacity. *CERBERUS* was not only the world's first breastwork monitor, she was also the first British warship to dispense with sails, the first to have a low profile and the first to have fore and aft rotating Coles turrets.

While the significance of *CERBERUS* to

Australia's maritime heritage is undisputable, as the world's only remaining ironclad monitor, she is attracting interest from maritime experts around the world.

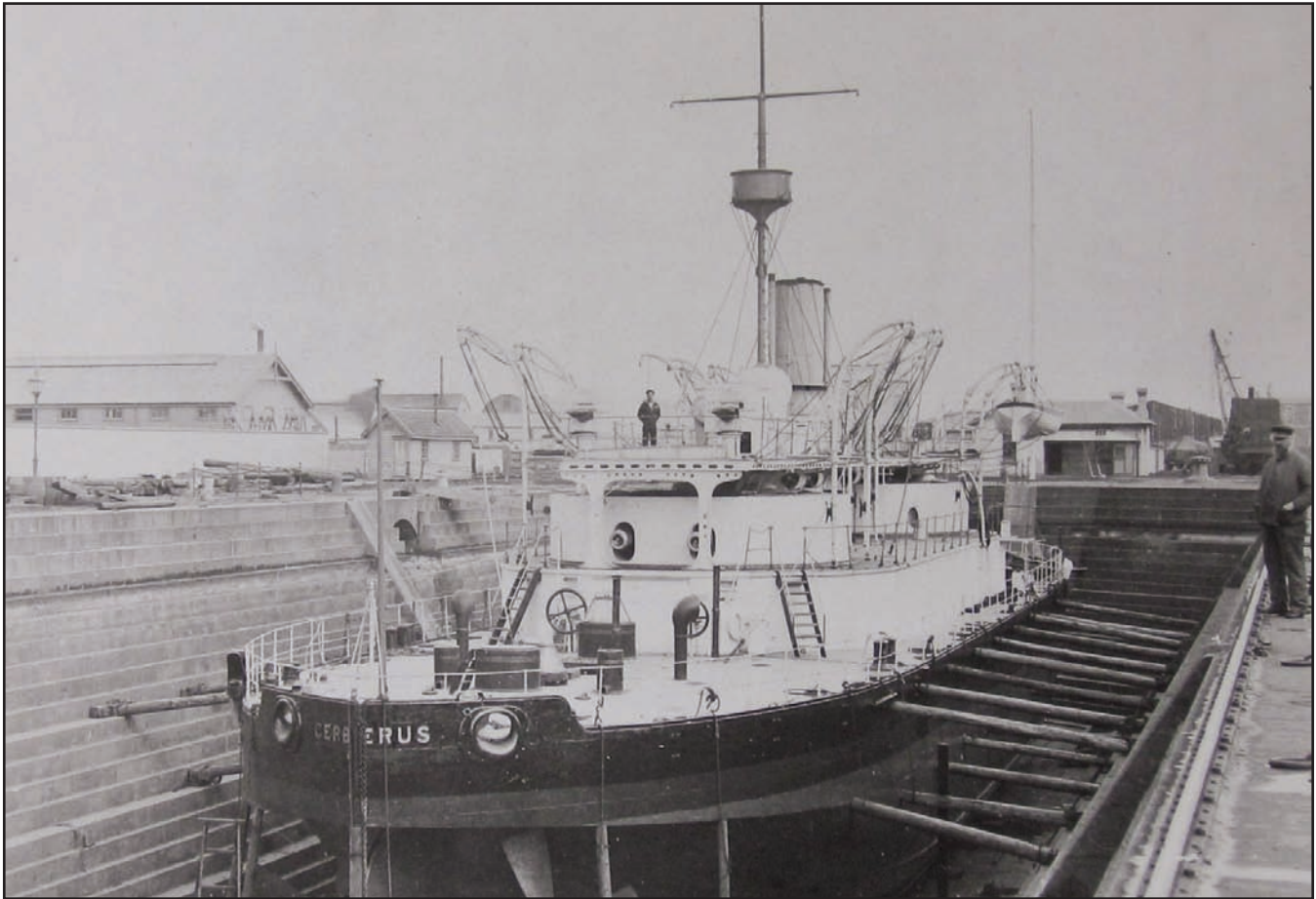
Recently travelling to Australia to inspect *Cerberus* for the second time, John Broadwater, chief archaeologist for NOAA's National Marine Sanctuary Program, and former Program Manager for the *MONITOR* salvage operation, has called on Australian authorities to do all they can to save what is one of the world's most important naval vessels.

Dr. Broadwater states that, "Constructed only six years after our *MONITOR*, and possessing greatly improved design innovations, such as its elevated breastwork deck and dual rotating turrets, *CERBERUS* not only exhibits a direct link with the *MONITOR* in terms of warship design evolution, but many would argue, was in fact, the blueprint for modern warship design. Her significance is all the greater given that she is the world's only surviving breastwork monitor warship". Mike Weidenbach, Curator of the Battleship *MISSOURI* Memorial expresses a similar sentiment, "The H.M.V. S. *CERBERUS* is

### 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.



clearly of tremendous historical importance not only to Australia but to maritime history in general. Most significantly from the perspective of design evolution of battleships, the battleship *MISSOURI* and other warships of the modern era may well be considered worthy and direct descendants of H.M.V.S. *CERBERUS*".

In addition to being the first British warship to have its conning tower and vitals protected by an armored breastwork/citadel, *CERBERUS* was the first to be purely powered by steam, used not only for propulsion, but also throughout the ship for rotating the gun turrets, raising the anchor, ventilating the ship, hoisting ashes from the stoke hole and pumping water out of the double bottom. After her arrival in Australia, she was also fitted with a hydraulic steam steering system, thereby greatly reducing the manpower needs of the vessel. Other technical innovations and improvements followed, many of which were later adopted by the British Navy, including Morse Code, electric search lights, Gatling, Nordenfelt and Quick Firing guns, torpedo nets, Morris tubes and increases in boiler and engine capacity. Boasting armor 6 inches thick on her hull, 8 inches thick on her breastwork, and 10 inches thick on her turrets and conning tower, not to mention four muzzle loading 10 inch guns, H.M.V.S. *CERBERUS* was a formidable defensive coastal monitor.

*Above: H.M.V.S. CERBERUS, circa 1885, in Alfred Graving Dock. Photo courtesy of the Museum of the H.M.V.S. CERBERUS.*

H.M.V.S. *CERBERUS* was commissioned by the Colony of Victoria to protect the city of Melbourne from foreign attack, a very real prospect considering that the nearest British fleet was based in Sydney, and that a third of the world's gold production came out of the city's nearby goldfields. The colony faced hundreds of war scares, unannounced visits by Russian, French and American warships, as well as Russian contingency plans to attack the city with fast cruisers, destroy coastal shipping and obtain gold bullion on threat of bombardment. That both *Cerberus* and the recently restored H.M.S. *WARRIOR* never fired shots in anger can be seen as proof of their formidable nature, since attacking such powerful and fortified ships could be viewed as foolhardy in the extreme.

*CERBERUS*, Melbourne's watchdog, prowled the city's waters for 50 years, the flagship of both the Victorian Colonial Navy, and later the Australian Navy when it was formed in 1901. Declared surplus to the Navy's requirements in 1924, she was sold to a salvage company.



Above: H.M.V.S. *CERBERUS* pictured at low tide in 2006.  
Photo courtesy of Jeff Bird

She was eventually purchased for use as a breakwater by a suburban council. She was scuttled in September 1926 at Black Rock and has remained there ever since. Her profile becoming a local landmark - she was run aground on a sandbank and remained at her normal waterline level.

Proposals have come and gone to save *CERBERUS* in the intervening years. Regretfully, in December 1993 a storm triggered the collapse of her hull making it next to impossible to refloat and relocate her to another site.

Marine engineers have completed two reports on the feasibility of preserving *CERBERUS*. They conclude that she can still be stabilized by lifting her from above and placing her on an underwater cradle. However, time is short as she is in danger of total collapse from the failure of her main deck beams to support the weight of her two turrets - they weigh approximately 200 tons each! To ease the weight pressing down on her remaining hull structure, her main armament of four 10-inch ML guns were removed in March 2005. With each gun weighing 18 tons that equates to a combined weight of 72 tons.

*CERBERUS* was successfully nominated by Friends of the *CERBERUS*, Inc in conjunction with the Australian National Trust for the Australian National Heritage List. This is the highest heritage list within Australia and is reserved for items of outstanding value to Australia's history and heritage. A total of \$7 million is required to save Cerberus. Funding has been sought jointly from both the Commonwealth and Victorian State Governments. Urgent discussions are taking place between state and federal governments exploring the possibility of a joint funding project. Members of Friends of the *CERBERUS*, Inc., and many around the world, have their fingers crossed as to the outcome.

### EDITOR'S NOTE

To learn more on how you can help,  
please visit the  
*CERBERUS* website at:  
<http://www.cerberus.com.au>

### PT-658 SAVE THE PT BOAT, INC.

Portland, Oregon, U.S.A.

By Jerry Gilmartin

### "PT-658 AT 33 KNOTS!"

**S**AVE 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 World War II motor torpedo boat, and restore it to original operating condition, with full armament and three 1,500 horsepower Packard V-12 engines. Unpaid volunteers, mostly ex-PT boaters, have repaired the wooden hull and three original Packard engines. Local members of the Machinist's union donated their time to overhaul the steering gear, rudders and propellers.

Below is a photo of the PT-658 underway at 33 knots on June 22, 2007 in the Columbia River at Portland, Oregon. The now fully armed Higgins 78 foot PT Boat has all the guns manned with veterans and is "up on the step" as they say with a healthy rooster tail. All 3 of the 1,500 horsepower Packard V12 2500 cubic inch aviation gasoline burning engines were operating flawlessly at the time. Picture was taken from a photo "chase boat".



Above: PT-658 underway at 33 knots.

**U. S. S. *NEW JERSEY* (BB-62)  
BATTLESHIP *NEW JERSEY* MUSEUM**

**Camden, New Jersey, U.S.A.**

*By Stephanie Walsh  
Director of Curatorial Affairs*

**“Third Deck Restoration: Utilitarian Spaces of the  
Battleship *NEW JERSEY*”**

In July 2007, the Battleship *NEW JERSEY* Museum & Memorial opened a section of the third deck to visitors. Opened as an extension to all existing tour routes, the spaces are self-guided and offer guests a chance to see some of the behind-the-scenes activities that helped to keep the ship afloat and up to navy standards. This area, manned by the Ship’s Servicemen (SH) during all four commissioned periods, includes the laundry facilities, enlisted barbershop, and the brig.

Several of these compartments on the third deck were found mostly intact and needed only a little TLC to get them back in “ship-shape.” The laundry facilities, which are made up of a washing area, a space for dryers and folding tables, one room for pressing, and a compartment for dry cleaning, all contained the equipment from the battleship’s last period of active service. The barbershop, complete with a lighted, motorized, barber pole was also well preserved. A thorough cleaning, as well as a new coat of paint and a few interpretive elements were all that was needed to bring these compartments back to life.

The brig proved to be the hardest challenge of this restoration. Removed after the Korean Conflict, the space was completely gutted when work began on the restoration. Used as a sail locker, a weapons locker, and an exercise facility at various points during the last few decades, these alterations left a big empty space for museum personnel to fill when the ship was turned into a museum in 2001. Unfortunately, to the staff’s knowledge, no photographs of the *U.S.S. NEW JERSEY*’s brig exist. Therefore to complete the restoration, staff was required to work with oral histories and plans from brigs of the *NEW JERSEY*’s sister ships in order to bring the brig back to its World War II configuration.

The brig also offered a chance to create an educational as well as interactive arena for visitors. By restoring the brig, visitors can become immersed in the space to get a sense of what spending time in a brig cell might have been like; therefore, two cells were left open for visitors to touch and experience. As well, restoring the brig area has allowed visitors to start asking questions. “Who would have served time in a brig?” “Why was the brig removed?”

All of these spaces aid in answering many questions about what one does on a battleship when not in combat. We have found over the last six years that visitors ask such questions as “What do the sailors do with their dirty clothes?” and “What happens when they need to get their hair cut?”. These questions, and many like them, are now being answered as visitors are able to tour each compartment. Since these compartments are located in the final part of the tour route, visitors can now make connections to items they have seen earlier on their tour, such as the laundry lockers in the berthing compartments. By allowing the visitor to ask questions and experience the additional spaces onboard, new elements have been offered to enhance the visitor’s experience of touring the ship. As an interpretive strategy, it enabled curators to touch on the extended history of the battleship as well as to educate the visitors of the various components which made up a sailor’s life serving onboard.

However, we have not stopped there. Another compartment currently on display in this area to which alterations were made was the cobbler shop. Once used to repair the shoes of officers and marines, the area last functioned as a berthing area of the Ship’s Servicemen (SH) overseeing this space; the compartment is now displayed in the 1980s configuration with all original berths. As the restoration efforts continue on the Battleship *NEW JERSEY* Museum & Memorial, the hope is to eventually show the space as it would have appeared during World War II. Additional spaces on the third deck were also ear-marked for future restoration to further enhance the visitor’s experience. The print shop located on the starboard side will be restored in the near future, due to equipment brought back from a successful raid of the ex-U.S.S. *PUGET SOUND*. Other compartments, such as damage control lockers and other utilitarian spaces, will be placed under consideration as the museum moves forward with its interpretive plans for the third deck.



*Above: The newly opened enlisted barbershop where countless battleship sailors received a “shave and a haircut.”*



## INDEPENDENCE SEAPORT MUSEUM

Philadelphia, Pennsylvania, U.S.A.

*By Kevin J. McNamara  
Vice President, Development & Marketing*

### “INDEPENDENCE SEAPORT MUSEUM WELCOMES NEW PRESIDENT”

Independence Seaport Museum’s Board of Port Wardens are pleased to announce that Lori Dillard Rech, former Executive Director of the Betsy Ross House, has accepted the position of President of the Seaport Museum. Effective September 5th, Ms. Dillard Rech succeeded Theodore (Ted) Newbold, who has served as Acting President of the Museum since February.

Ms. Dillard Rech brings sixteen years of experience as an administrator and educator in history museums. Prior to her tenure at the Betsy Ross House, she was Director of Education and Public Programs for the National Museum of American Jewish History. Earlier roles include Education Director at Fort Mifflin on the Delaware, and Education Coordinator at Brandywine Battlefield.

Ms. Dillard Rech is an avid competitive sailor and served as Vice-Commodore (2002-2007) and is presently serving as Commodore of the Liberty Sailing Club. She has a B.A. degree in art history from the University of Florida and an M.A. in museum studies from Syracuse University, with a specialization in education.

In making their unanimous recommendation to the Board, which voted to approve it, the Board’s Selection Committee said, “Lori is an outstanding museum professional who has demonstrated her strong leadership skills through the revitalization of the Betsy Ross House over the past seven years. Her background in history museums – with particular strength in education programming and enhancing the visitor experience – is an excellent fit for our needs. Lori brings passion and energy to everything she does, and with her love for all things maritime, is particularly drawn to this opportunity. We are excited about the prospect of Lori’s leadership of the Museum and look forward to working with her.”

The Selection Committee received 122 applications for the position. Five candidates were invited to visit the Museum to meet the staff and Board. As one staff member summed up in feedback to the Committee, “I think she has the capability to re-energize the staff, the Board, the Museum, and the public about what a wonderful place this is, and the



*Left: The new President of the Independence Seaport Museum, Lori Dillard Rech.*

intelligence and experience to . . . make the Museum one of Philadelphia’s premier destinations.”

The members of the Search Committee were Gordon L. Keen, Jr., Esq., Chairman of the Committee and Secretary of the Board of Port Wardens; Cynthia Day, a former member of the Board; three current Board members, Judge Stephen J. McEwen, Jr., attorney John F. Meigs, and educator Suzanne Baird Perot, Ph.D.; and ex-officio member Peter McCausland, Chairman of the Board of Port Wardens.

The appointment of a new President caps a turn-around for the Museum – which will celebrate its 50th anniversary in 2010. Since May 2006, the Museum’s invested funds have grown from about \$7 million to \$14 million, made possible by prudent management of the investments, the sale of assets that were unrelated to its core educational mission, and an anonymous \$1 million gift. Since December 2006, nine new members joined the Board. The philanthropic community returned to the Museum in 2006, moreover, when total public and private funding increased by 188 percent, from \$1.2 million in 2005 to \$3.5 million.

In October, a new temporary exhibit, *The Art of the Boat: Photographs by Morris Rosenfeld & Sons* (October 25 – April 27, 2008), will open. The famed Rosenfeld photos, most of them in black and white, have enchanted Americans for decades. The Museum is also building a 63-seat Panoramic Theater on the Museum’s first floor which will help to make panoramic films an intrinsic part of the Museum experience.



# THE EIGHTH MARITIME HERITAGE CONFERENCE AND THE 42ND ANNUAL HISTORIC NAVAL SHIPS ASSOCIATION CONFERENCE

by Jeffrey S. Nilsson and Frank V. Thompson

The Eighth Maritime Heritage (8th MHC) and the 42nd Annual Historic Naval Ships Association (H.N.S.A.) Conferences were held concurrently 9th through 12th October 2007 in San Diego, California. Although H.N.S.A. has been hosted by several west coast organizations, 2007 marked the first time the Maritime Heritage Conference has not been held on the east coast of the United States. The Maritime Museum of San Diego (MMSD) acted as the primary host for the Maritime Heritage Conference while the U.S.S. *MIDWAY* Museum (MM) hosted the H.N.S.A. conference aboard *MIDWAY*. There were over 400 conference registrants representing over 100 organizations from Europe, North and South America and Australia. Notably, there were a number of organizations that helped to support the conference financially and with services in kind. At the Platinum Level were the National Oceanic and Atmospheric Administration, The Port of San Diego, The National Maritime Historical Society, Hornblower Cruises and Events, and the National Maritime Alliance; at the Gold Level was Focus by Delux; at the Silver Level were The Council of American Maritime Museums, The Historic Naval Ships Association, the North American Society for Oceanic History, The Propeller Club of the United States, the San Diego Bay Pilots' Association and The United States Merchant Marine Veterans of World War II; and at the Bronze Level there were The Museum Small Craft Association, the Naval Historical Foundation, Pacific Shore Maps, The Steamship Historical Society of America and the Foss Maritime Company.

On 8th October, S.S. *LANE VICTORY*, one of the last surviving World War II-era Victory ships, arrived in San Diego under her own power from her home port of San Pedro, CA carrying over 50 passengers scheduled to attend the conferences. On the afternoon of 9th October, she was formally enrolled in the World Ship Trust (WST) by Lord Ambrose Greenway, WST Chairman in a ceremony held aboard the ship. Later that afternoon, the Maritime Museum of San Diego hosted a welcome reception for all conferees aboard their flagship, *Star of India*, another historically significant ship that is part of the WST.

On the morning of 10th October, Mr. Ian W. Toll, the prominent maritime author, provided the opening keynote address which was delivered at the forward end of the flight deck of the *MIDWAY* with the active duty aircraft

carriers U.S.S. *NIMITZ* (CVN-68) and U.S.S. *RONALD REAGAN* (CVN-76) filling the immediate horizon. The setting was most appropriate as Mr. Toll's remarks were reflections on research recently published in his *Six Frigates: The Epic History of the Founding of the U.S. Navy*. After Mr. Toll's address, the sessions began in earnest. There were two full days of papers given aboard *Midway* for the H.N.S.A. folks and three full days of presentations at the MMSD locations aboard *Berkley*, *Star of India* and *Lane Victory* for the MHC participants.

For those whose interests fell outside of naval history, the 8th MHC provided everyone a wide-range of topics and papers from which to choose, with the emphasis being given more to the collegial subject matter dealing with our rich maritime history. All papers were presented in the appropriate atmosphere aboard one of the three historic vessels. The conference brought together an eclectic group of academics, aficionados, boat builders, artists, songwriters, educators, scientists, museum professionals, and preservationists from all over the world. Presentations and papers included such topics as *Conflicts and Characters From the Age of Sail*; *The World of Maritime Appraisals*; *Hurricanes and Headlands*; *Underwater Archaeology: Commerce, Tourism and Preservation*; to papers about lighthouses and maritime heritage and international law. There were discussions dealing with cultural and social issues, museum studies and education. Bob Zentz, songwriter, instrumentalist and educator, led a



Left: On the flight deck of our host for the 42nd Historic Naval Ships Association Annual Conference.

session dealing with *Teaching Maritime Heritage Through the Arts: Roundtable*. Of particular interest were the numerous table displays set around the deck of the Star of India that conference sponsors used as venues for disseminating information about their organization and current projects. These venues were a welcome resource for many of the conferees. Some of the attendees stayed an extra day and had the unforgettable experience of observing crew training aboard the *STAR OF INDIA* and *CALIFORNIAN* in preparation for their annual sailing evolution.

The papers and presentations for the H.N.S.A. conference on the *MIDWAY* covered a very broad spectrum of topics addressing the practical and perhaps mundane side of caring and maintaining an historical ship museum. Listing every session would consume much more space than allowed in this essay, but some of the highlights included an interesting and timely co-presentation by Mac McLaughlin, President and CEO of the U.S.S *MIDWAY* Museum and Ms. Patricia Rogers, Coordinator of Historic Exhibits at the Carnegie Science Center dealing with the management of the volunteer programs that are so vital to the livelihood and success of any museum program. Another important highlight was the series of presentations concerning the emerging issues of dry-docking historic ships for long overdue hull maintenance and mooring system development. The signature papers in this series were given by Mr. Aaron Washington of U.S.S. *PAMPANITO* and Mr. William Selig. Mr. Washington talked about the dry-docking of the historic submarine *PAMPANITO* and the many costs involved. In response to several dramatic mooring system failures at a couple of the historic ships, Mr. Selig, of the Naval Facilities and Engineering Command, discussed the need for proper research and engineering in designing an effective mooring system. An additional theme in his talk included a discussion on planning and executing safe towing plans. Reinforcing these discussion was a very dramatic presentation delivered by Ms. Susan Maranoff and Mr. Matt Woods representing the *INTREPID* Sea-Air-Space Museum. The talk centered on the planning that went into moving the aircraft carrier *Intrepid* from a berth that she had occupied since 1982 and towing her across New York harbor to a dry-dock in Bayonne, NJ. The information they presented, gave a sobering sense of the reality and expense of establishing and maintaining ships as museum pieces. Rounding out the conference were additional papers that emphasized education, museum collection management, long term planning, shipboard history, ship preservation as well as a disaster management case study.

The Historic Naval Ships Association conference concluded with a gala awards banquet Thursday, 11 October with a cocktail reception featuring margaritas and a Mexican style dinner on the flight deck of *MIDWAY*.

Captain Frank "Rocco" Montesano, President of H.N.S.A., bestowed the association's highest honor, the Casper J. Knight Award to Ms. Gloria Carvalho, the Navy Ship Donation Manager for the Naval Sea Systems Command in Washington, D. C. The 8th Maritime Heritage Conference concluded with an impressive dinner and twilight harbor cruise onboard the luxury catamaran yacht *INSPIRATION HORNBLOWER*. The evening's festivities included a champagne reception followed by a formal dinner while being treated to the stunning views of downtown San Diego. During dinner, Dr. Alex Roland of Duke University, presented the keynote address. Dr. Roland is a specialist in the history of technology in relation to maritime endeavor. His address focused on material to be published in a forthcoming co-authored work entitled *The Way of the Ship: America's Maritime History Re-envisioned*. At the conclusion of Dr. Roland's remarks, Dr. Ray Ashley, Executive Director of the Maritime Museum of San Diego and Chairman of the 8th MHC, thanked everyone for their participation in the conference and brought the event to a successful close.

Building on the success of the conferences, planning is underway for the future. In November 2008, H.N.S.A. will return to the east coast and hold its annual conference at Patriots Point Naval & Maritime Museum in South Carolina. The 9th Maritime Heritage Conference is currently planned for 2010. As of this writing, the conference site is not determined.

For further information on the Historic Naval Ships Association and the 8th Maritime Heritage Conference, visit the H.N.S.A. website at [www.hnsa.org](http://www.hnsa.org) or contact the association office in Smithfield, VA at (757) 356-9422 or by email at [hnsa01@aol.com](mailto:hnsa01@aol.com).

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**U.S.S. STEWART (DE-238)  
SEAWOLF PARK, PELICAN ISLAND**

**Galveston, Texas, U.S.A.**

*By Dick Hoffman*

**“THE INVISIBLE DE IS MATERIALIZING!”**

Certainly among submariners, and, even to the community around the greater Galveston area, the U.S.S. *CAVALLA* (SS(K) 244), is beginning to receive the prominence she deserves. Located in Seawolf Park, at the confluence of the Houston and Galveston Ship Channels, she stands out as a vivid reminder of the importance of submarine warfare. Her story, since being dry-berthed there, is even more remarkable. Abandoned to the weather and vandalism for more than 25 years, her rescue by determined submariners is little short of a miracle. The *CAVALLA* Historical Foundation presents its submarine to the public with well deserved pride. And visitors to Seawolf Park remember the *CAVALLA*.

But, curiously, *CAVALLA*'s companion, U.S.S. *STEWART* (DE238) standing about 40 yards away – and with a much larger profile – might as well have been invisible over her 30-some years in the Park. Even Galveston residents have seemed totally unaware of her presence, and of her significance.

With restoration work on *CAVALLA* having progressed for seven years, priority has shifted to the Stewart. A real “turn-around” is occurring. *STEWART* is being restored. The two vessels are being recognized as a unified naval display, each representing a major aspect of World War II undersea warfare. *CAVALLA* is honored for sinking a major Japanese aircraft carrier and other enemy shipping. And Stewart is now being recognized for her important work in the Atlantic as part of the Allied effort to eliminate the German U-boat threat. Plans are now in place to present the entire display to the public as the American Undersea Warfare Center.

**“U.S.S. STEWART finds berth on National Register”**

Climaxing many months of effort, and with the invaluable help of the Texas Historical Commission, the National Park Service listed U.S.S. *STEWART*, (DE-238), on its prestigious National Register of Historic Places effective 12 July 2007. One of only two DE's left in the U.S., out of a total of 563 active during WWII – (see Anchor Watch, July/Sep 2007, re U.S.S. *SLATER*, (DE-766)) – she is worthy of the honor.

With *CAVALLA* at least 85% restored, attention has been turned to the destroyer escort. Most of her interior and

below-decks compartments have remained in pretty good shape once the ship was “dried out” and the ravages of intruding rain water were stopped several years ago. It was the superstructure that suffered most from the weather. Left unprotected, the flying bridge and the wheelhouse areas, with all of their interior equipment, suffered severe rust and deterioration.

Now, however, MAJOR improvements are being made. Over the past couple of years, critical work has been done to bring the metal in the entire superstructure up to par. New deck plating has been installed in both the wheelhouse and the flying bridge. Lookout wings on both sides of the flying bridge were cut away and scrapped, while new wings were fabricated and installed. The rangefinder and fire control towers are completely refurbished and reinstalled.

Inside the wheelhouse, where prior custodians had covered everything with black paint in an effort to prevent further deterioration, volunteers, some of them in their 80s, went to work. The black paint (and everything below it) has been painstakingly stripped away. Metal has been primed and most of the installations have been restored to their original appearance. All the brass shines now and the brass and teak wheel can be used as a mirror.

One of the greatest benefits has been a contribution from a California submariner, Jim Burke. Jim found the Naval Display at Seawolf Park while attending a *CAVALLA* reunion at Galveston. After giving substantial sums for the Cavalla restoration, he was moved by the plight of U.S.S. *STEWART* and decided to fund sandblasting, priming and repainting of the entire exterior of the old ship. This, indeed, provided the “turn-around” (and, perhaps, salvation) of the old DE.

No article of this sort can be called complete without acknowledging the enormous efforts contributed by many, many people. Individual names are too numerous to list. But one must be noted. He is John McMichael, Master Chief (Ret) USN. John served for 32 years in submarines and his vast knowledge (and Navy contacts) has been invaluable. It is John who took on the job of supervising all that has been accomplished. Recent revisions to the Cavalla Historical Foundation's by-laws now designate John as Curator/Chief Operating Officer.

And finally, with articles like this, there is the inevitable plea for continued help. All projects like this need money. But, almost more important, is the constant need for volunteers. If any who read this feel they can be of help, please call 409 797 5115 or e-mail::

John McMichael – macm@galvestonparkboard.org  
R. F. (Dick) Hoffman – mahoff1@verizon.net

**U.S.S. *PARCHE* (SSN-683)  
PUGET SOUNDS NAVY MUSEUM**

**Bremerton, Washington, U.S.A.**

*By PO2 Maebel Tinoko*

**“U.S.S. *PARCHE* DEDICATES SAIL TO MUSEUM”**

A special ceremony was held at the Puget Sound Navy Museum on August 24, to dedicate the sail from the decommissioned submarine U.S.S. *PARCHE* (SSN 683). “This sail will forever be a tangible and enduring monument which will be used to share with our friends and families for all generations,” said Will Longman, chairman of the *PARCHE* Association. “This monument will continue to be part of our lives and it is important to preserve naval history.”

The dedication ceremony was sponsored by the *PARCHE* Association to preserve the sail and establish the museum exhibit. Retired Rear Adm. Richard Buchanan, former *Parche* commanding officer and current CEO and president of the U.S. Navy Memorial Foundation, said the sail is a way to pay tribute to the officers and Sailors who have served on board the submarine. “This sail is a valuable memorabilia of a submarine that represents the Navy’s history,” said Buchanan. “I am proud of what the Navy service members continue to do for this country.”

During its 30 years in commission, *PARCHE* earned an unprecedented nine Presidential Unit Citations, 10 Navy Unit Citations and 13 Naval Expeditionary Medal awards, making it the most highly decorated naval vessel in U.S. history. For many Sailors, the sail dedication was a way to keep history alive. “I think it’s important to continue to educate the community about U.S. Navy history,” said Hospital Corpsman 2nd Class Brian Sandam, Naval Hospital Bremerton (NHB) Ophthalmology Department. “We can learn from the past and respect those who served before us. This monument will always be a physical reminder to many of us and it will help keep their history



*Above: The sail of the U.S.S. *PARCHE* in her new home.*

alive for future generations.”

Some current Sailors believe participating in an event such as this pays homage to the legacy of their shipmates. “It’s important to remember the sacrifices of those who have gone before us,” said Hospital Corpsman 2nd Class Terrell Stephens, NHB. “Saving this piece of history shows an appreciation to the past submariners. This sail shows a milestone that was set forth in the past to make history what it is today.”

**H.M.S. *BELFAST***

**LONDON, ENGLAND, UNITED KINGDOM**

*By Brad King, Director*

**“SHIPBUILDING: THE EXHIBITION”**

H.M.S. *BELFAST*, London’s Floating Naval Museum, is preparing a family-orientated exhibition using hands-on and computerized interactive displays to demonstrate techniques of shipbuilding from the ‘age of sail’ to modern prefabrication methods. Graphic elements will concentrate strongly on the socio-historical aspects of the industry, for example, the role of women in the shipbuilding industry during the Second World War. The exhibition will directly relate to the fabric of the ship providing a unique opportunity to link theory to practice. This link may be further developed using a trail pointing out different shipbuilding techniques used in the construction of H.M.S. *BELFAST*. The exhibition will have direct links with the Science and Design and Technology curriculum at Key Stage 2 and Key Stage 3.

The broad appeal of the subject matter and the high level of interactivity will make this of interest to our 275,000 (mainly family) visitors in addition to some 60,000 school children who visit each year as part of the national curriculum.

The life of the exhibition, opening in the spring of 2008, will be for a minimum of two years, ensuring maximum exposure for exhibition sponsors.

The exhibition gallery is located on the main visitor route, ensuring that every visitor to the ship (young and old) has the opportunity to experience and interact with the gallery space, themes and learning outcomes, providing maximum brand awareness to exhibition sponsors.

If you would like to sponsor Shipbuilding, or support the exhibition with a donation, please contact Mr. Brad King, Director of H.M.S. *BELFAST* via e-mail at [bking@iwm.org.uk](mailto:bking@iwm.org.uk) for further details and information.

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## FEATURED FLEET MEMBER FROM WWW.HNSA.ORG

### INS *GAL* CLANDESTINE IMMIGRATION AND NAVY MUSEUM

HAIFA, ISRAEL

*Text from www.hnsa.org*

#### “INS *GAL*, NEWEST MEMBER OF THE HNSA FLEET FINDS HOME”

After the 1968 loss with all hands of INS *DAKAR* (an ex-British WW II T-class submarine), the Israeli navy decided to purchase its next generation of submarines as new construction. The three *GAL* class submarines (*GAL*, *TANIN* and *RAHAV*) were a co-production of Germany, Great Britain and Israel. The boats were built in Vickers shipyard in England under the oversight of the German shipyard IKL.

Based on the German 206A type submarine, the Israeli Navy made significant changes, making the *GAL*-class submarines small, quiet, safe and technologically advanced for their time. Their small size made them very difficult to detect and ideal for the frequent coastwise missions of the Israeli Navy. They served from 1976 until 2003 during which they took part in countless actions and operations



*Above: INS GAL being loaded onto a heavy lift ship on its way to installation at the museum in Haifa, Israel.*



*Above: INS GAL just after her arrival to the museum in October 2007.*

with impressive results. *GAL* submarines played an important part in the 1982 Lebanon war.

*GAL*'s missions included intelligence, surveillance, embarking special operations forces, and at-sea interdiction. The class received numerous upgrades during its lifetime. During 1983, major upgrades included installation of the UGM-84 Harpoon cruise missile and its associated fire-control equipment. In 1987, NT 37E torpedoes replaced Mk 37s. All the boats were extensively overhauled in 1994-1995 to include improved sensors and fire control systems.

When the *DOLPHIN*-class submarines were commissioned, the older *GAL* boats were decommissioned and sent to HDW Germany to be sold. In collaboration with the Museums Unit of the Israeli Ministry of Defense and the Submariners Association, the German HDW shipyard donated the preparation and return of *GAL* to Israel to become a museum exhibit. In October 2007, after preparation at HDW, now at 450 tons, she was lifted onto a heavy lift ship in Kiel, Germany. Once in Haifa, she was transferred to a custom built trailer. During the move from the port to the museum, electric poles and a 200 ton pedestrian bridge were temporarily removed to enable the submarine to pass. She is now exhibited alongside INS *AF AL PI CHEN*, INS *MIVTACH* and important exhibits from the history of clandestine immigration and the Navy.

## H.N.S.A. NEWS & VIEWS

*Compiled by Jeffrey Nilsson, Anchor Watch Executive Editor*

The Historic Naval Ships Association is not just an association with ships on static display around the country and around the world. The Association has a number of ships that in fact, do get underway. Project Liberty Ship, Inc. of Baltimore, Maryland, which has the S.S. *JOHN W. BROWN*, a WWII Liberty ship, left port on 11 August for a “Yankee Adventure” that took the ship to Massachusetts and Maine. While in Portland and Boston, she made one day History Cruises. For further information about cruises on the S.S. *JOHN W. BROWN*, you may visit their web site at [www.liberty-ship.com](http://www.liberty-ship.com) for order forms or call their reservation office at (410) 558-0164. Another WWII ship, the S.S. *LANE VICTORY* departed San Pedro, CA for San Diego, CA to be present at the 8th Maritime Heritage Conference which was held in conjunction with the annual Historic Naval Ships Association conference 9-12 October 2007. She departed San Diego for the voyage back on Saturday 13 October 2007. While in San Diego, the Lane Victory was presented a Special Award from the World Ship Trust. The presentation was made by Assemblyman Martin Garrick, acting on behalf of Governor Arnold Schwarzenegger, to *LANE VICTORY*'s master Jo Itson before a group of about 60 guests.. The S.S. *AMERICAN VICTORY* and the S.S. *JEREMIAH O'BRIEN* also get underway for scheduled one-day cruises

U.S.S. *SLATER* (DE-766) volunteers made another scrounging run to the James River Reserve Fleet (the Ghost Fleet) and this time their target was the ex-*SPHYNX* which has been on donation hold for several years, but is now scheduled for scrapping. They were able to put together a group to go down to make removals. Since there was no power to the ship, they were able to take whatever electrical components that they needed. Because the *SLATER* has a Cleveland 3-268A diesel generator, and the *SPHYNX* had four of them in her main deck auxiliary engine room, they hit a gold mine for parts. Off-site, the students in Barry Witte's and Chris Hanley's industrial technology classes have completed their second prefabricated depth charge project “roller loader.” In the community service area, *SLATER* continues to serve as the (NY) State Police diving school. The police diving school instructors use the ship to practice searching the hull of a ship for mines or drugs. The seven-week process gets the police prepared for any range of scenarios that could come through the Capital Region, including, but not limited to terrorist threats with destructive materials on the hull as well as checking ships suspected of carrying drugs below the waterline coming up the Hudson.

Mid-morning on November 14th, 2007, a specially

commissioned monument was unveiled alongside H.M.S. *CAVALIER* at the Historic Dockyard Chatham, in Chatham, England. Under restoration since 1999, *CAVALIER* is a memorial to the men of the Royal Navy who lost their lives in such ships during WWII. *CAVALIER* is the Royal Navy's last operational WWII Destroyer. The monument commemorate the 142 Royal Navy destroyers sunk during the war and over 11,000 men who lost their lives as a result. This unique memorial, created by the eminent British sculptor Kenneth Potts, marks the very special contribution made by these ships and the men who served in them. Please see full article by Mr. Barry Knell about the dedication of the monument on page 17.

Vettes and Jets on the deck of the Lady Lex. On September 15th, 2007, the Corpus Christi Corvette Club had 300 Corvette owners registered to attend a once in a lifetime event, parking their cars on the flight deck of the U.S.S. *LEXINGTON*. What promised to be a very exciting day began very early – at 5:00 am, with the vettes beginning the load-in process in order to be finished before the ship opened to the public at 9:00 am. The load-out process did not begin until after the ship closed at 5:00 pm. Once the local club put out the word about the opportunity, registration for the maximum number of 300 was reached in about three weeks with folks coming from 18 states. What an incredible sight it was to have 300 of these remarkable vehicles on display on the flight deck. Talk about a photo opportunity.



*Above: 300 Corvettes parked on the flight deck of the U.S.S. LEXINGTON on September 15, 2007.*

The Battle of the Atlantic (BoA) Sunday, which commemorates the sacrifice and service of all Canadian Military personnel and Merchant Marine sailors who served in the Battle of the Atlantic, the longest campaign of



## H.N.S.A. NEWS & VIEWS

*Compiled by Jeffrey Nilsson,  
Anchor Watch Executive Editor*

WWII, 1939 – 1945, was celebrated aboard H.M.C.S. *SACKVILLE* on Sunday May 6th, 2007. There were approximately 200 Trustees and guests on board for the traditional service and committal of ashes for 26 departed individuals. For the occasion *SACKVILLE* flew the flag of Commodore Davidson. The BoA service was conducted by Chaplain Charles Black (Ret), and during the service the names of the twenty four RCN ships lost in battle were read aloud. After each name was called, the ship's Coxswain, Guy Ouellet, rang the Convoy Bell to acknowledge her sacrifice. Family and friends of the twenty-six persons whose ashes were to be committed, gathered on the portside to pay their final respects to their loved ones. As Padre Blace gave the final blessing and the ashes of each individual was committed to the sea, many family members tossed flowers over the side as a final farewell. What better place to be on the Battle of the Atlantic Sunday than in H.M.C.S. *SACKVILLE*, Canada's Naval Memorial, and the last surviving Flower Class Corvette. She represents the legacy of the Battle of the Atlantic and of the memories instilled in the hearts of those who participated in that ordeal. (From Action Stations newsletter of Canada's Naval Memorial, H.M.C.S. *SACKVILLE*.)

Despite several years of fundraising and hard work, the Dunkirk Lighthouse and Veterans Park Museum were unable to raise sufficient funds to acquire the U.S.S. *SPHYNX* (ex-LST-963). Plans called for the landing ship tank (LST) to be used as a museum ship and naval memorial. After two extensions of time expired in April, the U.S. Maritime Administration informed the Museum in May that the *SPHYNX* was being scrapped. Officials cited the environmental risk the ship posed due to its "age and deteriorating condition." Items from the ship were being made available to create a memorial

We bid farewell to ex-*HANSON* (DD/DDR-832), *LIAO-YANG* (DDG-921). Having been launched in 1945, the *HANSON* saw 28 years of service in the U.S. Navy. In 1973 she was decommissioned and transferred to the Republic of China/Taiwan (ROC/TW) and designated *LIAO-YANG* (DD-21) and later designated the (DDG-921). After 31 years of service in the ROC/TW Navy, she was decommissioned in 2004. In July of 2006 the ROC/TW navy conducted a national joint armed forces Han-Kung Exercise. The *HANSON* participated as a target ship and was sent to the bottom in the South China Sea, resting as an "artificial reef." (From LCDR Sam Long, SC, USN (Ret))

### H.M.S. CAVALIER H.M.S. CAVALIER ASSOCIATION

Kent, U.K.

*By Barry Knell, Chairman*

#### "UK National Destroyer Memorial Dedication"

At 1100hrs on Wednesday November 14, 2007 at the Chatham Historic Dockyard in Kent, His Royal Highness the Duke of Edinburgh KG KT unveiled the United Kingdom National Destroyer Memorial.

His Royal Highness unveiled a large and unique bronze, created by the eminent British sculptor Kenneth Potts, and H.M.S. *CAVALIER* was dedicated as the memorial to the 142 ships and over eleven thousand men who were lost in that epic struggle for freedom.

About a thousand ex-servicemen, many of them destroyer veterans who lost shipmates, were in attendance. There were many relatives, widows, sons and daughters of those who were lost. The Royal Marine band from the Britannia College and a Royal Navy guard were in attendance. H.M.S. *CAVALIER* is the last survivor of the RN's classic WWII destroyers, and is preserved afloat in a dry dock at Chatham.

The Duke was in top form and appeared relaxed and comfortable amongst the old sailors. It must also have been a poignant moment for him; he served on various ships during his years in the Royal Navy, one such ship was H.M.S. *CHEQUERS*, the same class as the *CAVALIER*. During WWII he took part in many battles and events including the night action at Matapan, for which he was mentioned in dispatches and was awarded the Greek Cross of Valor. He was on another destroyer, H.M.S. *WHELP*, at Tokyo Bay for the Japanese surrender.

The bronze memorial is very impressive. It measures three by four metres and depicts a destroyer picking up survivors from the sea. There are lots of animated figures and the whole thing has a slight green patina to it. Because of the way it is constructed with a very deep relief its appearance changes hourly with the varying light. On the obverse are listed the names of the 142 destroyers that were lost to enemy action. They are listed in the year of their loss, which shows how desperate the war became in 1940.

One may ask "Why a dedication now, more than sixty-five years after the event?" It does seem strange, but we all,

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especially the younger generation, need reminding of the sacrifice given by so many for the freedom that we enjoy. We must be continually reminded not to let our guard down. We must not lose what they fought so hard for.

The eleven thousand plus names of the lost men appear in various forms and in other places throughout the country. However some members of the H.M.S. CAVALIER association got together earlier this year and input all the information on computer so that relatives can research their lost family members. This information is totally free and can be easily accessed on the H.M.S. CAVALIER website, [www.hmscavalier.org.uk](http://www.hmscavalier.org.uk). This information can be searched by name or ship and is linked to a photograph and history of each ship.



Above: The dramatic front of the newly dedicated United Kingdom National Destroyer Memorial.

Below: The names listed on the back of the memorial honoring all those UK "Tin Can Sailors" who gave the last full measure of devotion.



The Tin Can Sailors, Inc. is looking for new members. You may send requests for applications to Tin Can Sailors, PO Box 100, Somerset MA 02726 . Membership fee is \$25.00 for one year. When applying be sure to include your ship and hull number and your



## SUBMARINE TRIVIA CHALLENGE

*By Jeff Cary with Paul Stillwell*

1. During WWII, the only known sinking of a U.S. Navy submarine by a Japanese sub took place on 16 Nov/1943 off Truk. Name these 2 combatants.
2. What was the only time a nuclear submarine sank an enemy warship in combat?
3. What was the first diesel submarine in the U.S. Navy?
4. In the only incident of its kind during WWII, a U.S. Navy submarine sank a battleship, the IJN *KONGO*. Can you name this submarine? Bonus: Where & when?
5. What nuclear-powered submarine was the first to cross the North Pole underwater in 1958?
6. In May of 1940, a British submarine became the first Royal Navy vessel to surrender on the high seas since the War of 1812. Can you name it?
7. The last Imperial Japanese Navy submarine lost during WWII was sunk by an American sub on 13 Aug/1945. Can you name these combatants?
8. Who was the first U.S. president to ride in a submarine?
9. The story of the U.S.S. *SCULPIN* (SS-191) and the U.S.S. *SQUALUS* (SS-192) is well documented. Do you know it?? Bonus: More than 4 years later, the 2 subs had another "tragic" meeting of sorts. What do you know about that?
10. In the space of 4 days in February 1945, 3 Japanese submarines (I-41, RO-112, & RO-113) were sunk by an American submarine. Can you name it?
11. Can you name the largest submarine ever built?
12. On 9 Feb/1945, the only documented case of one submarine sinking another while both were submerged took place in the North Sea. Can you name both boats involved?
13. During WWII, some 130 Imperial Japanese Navy submarines were sunk by Allied forces, 23 by the U.S. "Silent Service" alone. On 2 Jan/1942, the first of these was sunk by this U.S. Navy sub. Name it.

Paul Stillwell is editor of *Submarine Stories: Recollections From the Diesel Boats*, published by the Naval Institute Press in Annapolis, MD.

## ANSWERS

1. U.S.S. *CORINNA* (SS-226) and the I-176.
2. On 2 May/1982, during the Falklands/Malvinas War, the Royal Navy's H.M.S. *CONQUEROR* sank the Argentine cruiser *GENERAL BELGRANO*.
3. U.S.S. *F-1*, commissioned in 1912. Prior to that, submarines in the U.S. Navy were powered by gasoline engines.
4. U.S.S. *SEALION* (SS-315), off the coast of Formosa, 21 Nov/1944.
5. U.S.S. *NAUTILUS* (SSN-571)
6. H.M.S. *SEAL*, a mine-laying submarine, was captured by the Germans.
7. U.S.S. *SPIKEFISH* (SS-404) and the I-373.
8. Teddy Roosevelt sailed on the U.S.S. *PLUNGER* (SS-2) in 1905.
9. On 23 May/1939, the *SQUALUS* sank off the coast of New England and the *SCULPIN* assisted in the rescue of survivors. *SQUALUS* was raised, renamed, and served again. In 1943, the *SCULPIN* was sunk by the Japanese in the Pacific and while her survivors were being transported aboard the aircraft carrier IJN *CHUYO*, that ship was sunk by the U.S.S. *SAILFISH* (SS-192), formerly the *SQUALUS*.
10. U.S.S. *BATFISH* (SS-310)
11. At approximately 574 feet in length and some 24,000 tons surface displacement, the Soviet Navy's MK-941 SSBN "*TYPHOON*" stands as the behemoth of the undersea world.
12. H.M.S. *VENTURA* is credited with sinking the U-771.
13. U.S.S. *GUDGEON* (SS-211)

**Department of Corrections:** We Goofed!! An eagle-eyed reader has brought 2 errors from recent Trivia Challenges to our attention. Answer #4 in the Spring 2007 edition should have read "U.S.S. *CHICAGO* (CA-29), damaged in the battle...". Also, answer #5 in the Summer 2007 edition should have read "The Japanese lost the *SHOHO*."

## ANCHOR WATCH

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