



# ANCHOR WATCH

JANUARY  
FEBRUARY  
MARCH  
2007

The Quarterly Journal of the Historic Naval Ships Association

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**JANUARY - FEBRUARY - MARCH  
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**Executive Editor**

JEFFREY S. NILSSON

**Publisher**

ROBERT D. BOARD

**Editors**

D. DOUGLAS BUCHANAN, JR.

5015 Brooksvew Circle

New Albany, Ohio 43054 U.S.A.

Tel: 267-974-8274

dougbuchananjr@gmail.com

SCOTT D. KODGER

401 North Main Street, Apartment 122A

Williamstown, New Jersey 08094-1441 U.S.A.

Tel: 856-404-9250

kodger688@comcast.net

**Anchor Watch Editors Emeritus**

ROBERT A. WILLSON

ANNE E. McCARTHY

**Proofreader**

JEFFREY S. CARY

JEFFREY S. NILSSON

SUSAN M. NILSSON

**Contributors**

SUSAN BLOOM

JEFFREY S. CARY

BERNARD CARDALI

KAREN CRONIN

ANNE McCARTHY

CARLA MORSE

JAN MICHAELIS

PETER NUNAN

JEFF NILSSON

TIM RIZZUTO

JOHN SCIVIER

LINDSEY SHAW

PAUL STILWELL

R.G. WALKER

STEPHANIE WALSH

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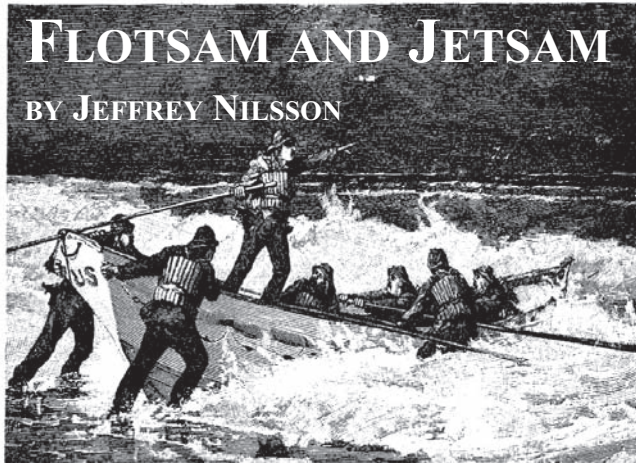
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### THE COVER

*The world's oldest commissioned warship, and one of the newest H.N.S.A. Fleet Members, H.M.S. VICTORY is resplendent in evening lighting at her berth in Portsmouth, England. Launched in 1765, VICTORY is best known for her triumph off the Spanish coast in October 1805 at the Battle of Trafalgar. There, she helped to defeat the combined French and Spanish fleets, and won eternal fame for her commander, Vice-Admiral Lord Horatio Nelson. Photo courtesy H.M.S. VICTORY / Crown Copyright 2006 - UK MoD.*



## FLOTSAM AND JETSAM

BY JEFFREY NILSSON

### IN MEMORIUM

To the family of Anne E. McCarthy, our sincerest sympathies on Anne's untimely passing. Anne McCarthy was the editor of *Anchor Watch* from 1997 to 2001 and remained a constant contributor to this publication to the very end. In fact, her final piece, "America's Tall Ship," appears in this issue. I received word from her eldest son, Daniel, that his mother succumbed on Thursday, 16 November 2006. Anne was loved by all who knew her and by all those whose lives she touched over the years. She was a longtime member of the Historic Naval Ships Association. This is a sad loss to H.N.S.A., the *Anchor Watch*, and indeed, to all those who love ships and sailors. She was a wonderful lady and will be greatly missed. Good-bye Anne; may God bless and keep you.

HNSA 2006 is now in the books. It will go down as one of the finest, if not, *the* finest Annual Conference HNSA has ever had. London lived up to its billing as one of the greatest cities in the world, as well as being one of the most expensive. The conference was in a word – spectacular. Brad King and his wonderful and most competent staff made sure that everyone enjoyed themselves.

Aside from the conference, there was lots to see and do in London, and for our companions who were not involved with the HNSA goings-on, they were kept on the move visiting palaces, like Vineopolis, a huge wine tasting venue; Kensington Palace, home of the late Princess Diana; Apsley House, home of the Duke of Wellington, and other places of interest.

Monday, 9 October, was taken up with sessions aboard the ex-Royal Navy cruiser H.M.S. BELFAST, at anchor in the Thames. On Tuesday, 10 October, we traveled, as a group, by train to Chatham to visit the Historic Chatham

Dockyard, where we spent a most enjoyable day. We were taken from the train station in a vintage double-decker bus to the Dockyard.

Mr. Richard Holdsworth, who is the Museum and Heritage Director at the Dockyard, met us and gave us a brief introduction to the yard. We toured the quarter-mile-long Ropery and Ropewalk, where we were given a demonstration on the making of rope on a 200-year-old machine.

After we finished at the Ropery, we all boarded the paddle steamer KINGSWEAR CASTLE and cruised to the mouth of the Medway River, while we had a delightful lunch. On our return, a number of us were given a tour of H.M.S. CAVALIER, a WWII destroyer currently being restored.

While there, we had the opportunity to see the fantastic Lifeboat Museum, the Museum of the Royal Dockyard, and a display called "Wooden Walls" that depicts the construction of a ship back in 1758. Also at the Dockyard is H.M.S. OCELOT, a WWII submarine, and H.M.S. GANNET, a restored Victorian naval sloop.

On our return from Chatham, we dined on our own and then by 9:00 pm a number of us met at the Tower of London for the Ceremony of the Keys. The Tower of London is where, amongst other things, the British Crown Jewels are kept. We were given a short tour and history of the Tower, and of the people who lived there and those who were beheaded there. Promptly at 10:00 the Ceremony of the Keys commenced. This ceremony (performed every night for over 700 years) is the locking up of the Tower for the night.

The next day, Wednesday, 12 October, we had sessions during the day, had a riverboat tour of the Thames in the evening while we enjoyed cocktails, and then back to H.M.S. BELFAST for our gala dinner. Admiral Sir Alan West, the recently retired First Sea Lord, and also Lord Ambrose Greenway, were honored guests at dinner.

On Thursday, 12 October, most of us took the train to Portsmouth to tour the Historic Dockyard and the men-of-war H.M.S. WARRIOR, H.M.S. VICTORY, and MARY ROSE. Later, we had lunch on a boat tour of Portsmouth Harbor narrated by Dr. Colin White. That evening we were treated to dinner aboard VICTORY – what a thrill. With that we concluded a very successful, productive conference.

In other news, the San Diego Aircraft Carrier Museum in San Diego, California, is working to expand its "air wing" to include WWII-vintage aircraft. On 10 November, a

**FLOTSAM & JETSAM CONTINUES ON PAGE 18.**

# NEWS FROM THE FLEET

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

## H.M.S. VICTORY H.M. NAVAL BASE

Portsmouth, Hampshire, U.K.

*By Lt. Cdr. John Scivier, Royal Navy  
Commanding Officer, H.M.S. VICTORY*

**H**.M.S. VICTORY is the oldest commissioned warship in the world, with her keel being laid down in 1759. Due to a lull in the Anglo-French maritime war, she was not launched until 1765 and not commissioned until 1778. The 5th ship to bear the name VICTORY, she saw action on numerous occasions during the Napoleonic era, with the most notable occasion of course, being the battle of Trafalgar, on 21 October 1805, where Vice-Admiral Lord Horatio Nelson lost his life during the emphatic defeat of the French and Spanish combined fleets.

Following on from the intense glare and attention of the world's mass media throughout the Trafalgar 200 Centenary Celebrations of 2005, H.M.S. VICTORY has continued to provide a unique staging platform for a wide variety of media, public and promotional events throughout 2006. Her crew of today comprises serving Royal Navy officers and men, civilian staff and a Ship's Curator (Mr. Peter Goodwin), all of whom remain focused and committed to the task of providing all visitors to the ship with an accurate interpretation of how the men lived and how the ship was configured during Georgian times.

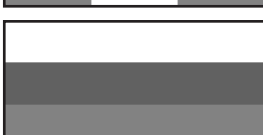


*Above: Epitome of the historic naval ship: VICTORY as she appears today, preserved in her berth at Portsmouth.  
Photo courtesy H.M.S. VICTORY.*

A modern day British icon, H.M.S. VICTORY fulfills the working role of Flag Ship to the incumbent Commander-in-Chief Naval Home Command, providing him with a venue for hosting VIP guests of all nationalities that is second to none. The ship also provides the

### 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.





*Above: Lt. JG Ralph Stevens getting "striped up" to full Lieutenant in VICTORY's Great Cabin in November.  
Photo courtesy H.M.S. VICTORY.*

navy with an excellent venue for numerous other functions and important ceremonial events throughout the year. One such occasion was when the ship played host to a promotion ceremony for a U.S. Navy Officer in November 2006.

In addition to the ceremonial aspects, H.M.S. VICTORY fulfills a number of roles that have a positive public relations effect both nationally and locally, all of which promote the high standing and regard with which the Royal Navy is held by the general public and world at large. Interaction with the community is a key objective, with great importance placed on the strong links the ship has within the local community.

The Commanding Officer, Lieutenant Commander John Scivier leads the way in effecting the good will that the ship enjoys, regularly representing the ship at civic ceremonies, school presentations and media events. The success of this outreach is reflected by the many affiliations the ship has with international, national and local associations and organizations.

One such affiliation is the ship's recent enrollment as a member of the Historic Naval Ships Association, a membership which will help to promote the ship, its history and further explain the ship's modern day function and aspirations to a wider international audience.

The ship remains open to the public all year round, and as the main attraction of the Portsmouth Historic Dockyard, has become integral to the success of the Heritage Site. Every opportunity is taken to integrate and participate fully in the various site events with the crew adopting a flexible and pro-active approach to both the promotion of the ship, the navy and the experience of the individual visitor. Their

efforts have not gone unrewarded, as the nation's interest in H.M.S. VICTORY has not waned, a fact that is substantiated by the sustained high number of visitors the ship continues to enjoy, year on year.

Two different systems of tourist operations are employed to ensure maximum enjoyment of visitors to the ship. During the high season in the summer months, and in order to accommodate the large influx of visitors on board, a "free flow" system is used. This enables large numbers of people to view the ship at their leisure with guides located in static positions supplemented with explanation boards along the touring route.

The other system used during the quieter periods, is the bespoke tour, whereby an individual guide will take a group of up to 30 visitors around the ship, giving a verbal commentary en-route. When either system is employed, there is always ample opportunity for visitors to ask questions of the friendly, committed and well informed guides on site.

H.M.S. VICTORY actively seeks to provide local school children with the unique experience and opportunity to explore history through physical contact with artifacts of the Georgian age on board a ship of the period. Educational events are fully facilitated by the efforts and hard work of the Learning Development Officer (Miss Claire Jordan), whose innovative ideas and schemes are meeting with great success.

The visitor experience however, remains under constant review, with several exciting enhancements to the ship planned for the future. These plans include the introduction of a new subtitled DVD, designed to enhance the experience of the many disabled visitors to ship. There is also an intention to introduce a further five electronic speaking stations to supplement those already in use, they will be sited in locations of special interest along the touring route.

Although no longer a 1st Rate Ship of the line in today's navy, H.M.S. VICTORY and her ship's company continually strive to provide the public with a positive and informative interface with both the old and modern navy, upholding the standing and regard with which they are both respectfully held.

### SUBMISSIONS

Future submissions to *Anchor Watch* may be sent to Mr. Scott Kodger at [kodger688@comcast.net](mailto:kodger688@comcast.net). The next deadline for submissions is 28 February 2007.

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

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

*By Stephanie Walsh, Assistant Curator*



*Above: Assistant Curator Stephanie Walsh at work in the ship's new Artifact Processing Center. Photo courtesy Battleship NEW JERSEY Museum and Memorial.*

**“ARTIFACT PROCESSING CENTER:  
THE BATTLESHIP NEW JERSEY MUSEUM AND  
MEMORIAL’S RESPONSE TO COLLECTIONS  
STORAGE”**

**W**hen the biggest artifact in your collection is the museum itself, challenges arise when it is time to decide where to put the rest of the items.

Creative and enterprising ingenuity has led the curatorial department of the Battleship *New Jersey* Museum and Memorial to redevelop several of the lower deck spaces to function as a permanent storage facility and work area for the ship's permanent collection. This area will allow curators to maintain and preserve the historic integrity of the ship while permitting them to operate with a proper storage facility for the retention and security of the collection.

Designated the Artifact Processing Center, or APC, the space consists of one compartment on the main deck as well as two additional compartments each on the third and fourth decks. These areas were selected by the Vice President of Curatorial and Educational Affairs almost a year ago for their location as well as their ability to be expanded for potential growth. Being that a majority of

these spaces were originally built into the ship as storage compartments, they lend themselves perfectly to this undertaking.

Retaining the celebrated character of the ship was of the utmost importance to curators and staff developing the area. The main storage area on the third deck, once the berthing area for one of the Engineering Divisions incorporates the coffin racks from the ship's last commissioning as shelving units. This allows staff to both maximize useable space while maintaining the ship's unique character. The remaining spaces, originally storage and supply areas, also keep their original charm as the curatorial staff reutilized the existing metal shelving.

Curatorial staff and volunteers worked hard at moving the objects within the year that it took to improve the space. Artifacts were previously being housed in a multitude of compartments on the second deck near the curatorial offices. These various locations which housed the collection made it nearly impossible to accurately track the location and storage of any given artifact over a continued period of time.

Labeling shelves in a consistent format from space to space offered some challenges, since no shelving system was the same. It forced the curatorial staff to work within established museum guidelines as well as create something that would adapt well into the collection database. Therefore a system of numbers was established, signifying the compartment number, shelving unit, row and actual storage box. Developing better preservation methods for storing the collection was of the highest importance during the initial process.

Although this will be an ongoing process, major elements were attended to before staff moved into the space. Air quality was checked and continually monitored with the use of temperature and humidity reading devices called hygrometers. Controllable fans and heaters were installed to ensure that the environment is both comfortable and usable for staff and volunteers.

New wooden hangers were purchased to replace the plastic ones on which uniforms were meagerly hanging. These hangers will eventually be covered with pipe insulation foam, similar to a method developed by conservators at the Canadian War Museum in Ottawa, to provide better protection against garment wear and tear (please see <http://www.mpmuseum.org/conshanger.html>).

The various locations that previously stored the collection not only made locating items difficult, but it forestalled any security efforts. Now that the collection has been relocated to an area with one main access point, security for the collection is an attainable goal. The compartment on the

main deck has become known as the “Prints and Drawings” room. Temperature and humidity will take a toll on any collection; as a result, it is important that these factors are controlled. This room was selected due to its stable environment to store the more fragile components of the collection such as historic photographs, which initially have an unstable composition.

The main deck storage proved over time to have the least variations of climate changes due to its central location on the ship. Flat file cases were relocated into the area to store the oversized prints. Smaller photographs and drawings have been placed in acid-free sleeves and then into acid-free boxes which line the shelves of the adjoining space. The two safes built into the compartment make it an ideal area for these types of materials.

A high-security area has also been developed on the fourth deck. This area’s unique features include the existing cage door and metal shelving, making it perfect for such purposes. Stored in this area are one-of-a-kind medals and plaques given to the ship, as well as items original to the U.S.S. NEW JERSEY.

In order to maintain a professional level of efficiency, policies were redeveloped to keep all personnel working towards the same goal in regard to the collection. The addition of an Artifact Processing Center Operations Guidebook, which details the steps necessary for any person to complete an acquisition from start to finish, was introduced to ensure everyone is always on the same page when dealing with the storage of the collection.

It is an exciting time for the curatorial department of the Battleship NEW JERSEY Museum and Memorial. Although a great deal of work has been accomplished, there are still many endeavors to be completed. An undertaking such as this is never finished; however, the bringing together of the entire collection in one centralized location permits the staff and volunteers to further update and acquire objects for the collection in order to better serve the community by interpreting the history of the U.S.S. NEW JERSEY.



**U.S.S. OLYMPIA (C-6, IX-40)  
INDEPENDENCE SEAPORT MUSEUM**

**Philadelphia, Pennsylvania, U.S.A.**

*By Karen Cronin, Acting President*

**“REVIVAL OF  
CRUISER OLYMPIA’S PILOTHOUSE”**

As on the day of the 1898 Battle of Manila Bay, U.S. Navy Commodore George Dewey’s command post aboard U.S.S. OLYMPIA (C-6) is the center of attention at Independence Seaport Museum in Philadelphia. The Museum is preparing to undertake an important historic restoration project to rebuild the pilothouse aboard this Spanish-American War veteran. The project is funded in part by a generous grant of [U.S.D] \$50,000 from The 1772 Foundation, and matched by Museum funds. Visitors to the oldest floating steel warship will witness a complete reconstruction of the original pilothouse.

Craig Bruns, Curator; John Brady, Master Boatbuilder; and Jesse Lebovics, Historic Ships Manager, will work as a team on the pilothouse project. All proposed work will be done with the approval of Pennsylvania Historic and Museum Commission’s Bureau for Historic Preservation. The Bureau requires that all work be done in accordance with the Secretary of Interior’s standards for historic vessel preservation.

The project will follow recommendations set out in the 1999 *Cruiser OLYMPIA Historic Structures Report*. The report calls for the substantially deteriorated pilothouse and forward bridge deck to be restored to the stained and varnished appearance it had in 1902, “the earliest period that can be targeted for restoration without major impact to historic fabric.” Once removed, the pilothouse will be stored at the Museum’s off-site storage facility.

The value of the existing interior woodwork resides in the minute details of the wood’s surface, tool marks and original finishes. Earlier restoration efforts by the Cruiser OLYMPIA Association, while always done with the best intentions, do not meet current standards of museum care. The original varnished wood surface was sandblasted, which consequently removed a substantial layer (1/8 inch of wood), and therefore damaged its integrity.

As the pilothouse is carefully removed, team members will begin to uncover its history. Craig Bruns equates the



removal of the pilothouse and deck as an “archaeological undertaking.”

The structures will be first documented photographically, and then accompanied by detailed, measured drawings that illustrate its current condition. The drawings will then be annotated with details as the structures are dismantled and more evidence is revealed. These drawings will then be compared with the few surviving plans of the pilothouse, and a final set of construction drawings will be produced.

Once all the information about the structure is collected and interpreted, the pilothouse reconstruction can begin. Visitors will be able to observe the unfolding of the project in the Museum’s boatshop. The new pilothouse will be built in sections so that each piece can be easily transported and assembled aboard the ship.

The project also includes the restoration of the forward bridge deck where the pilothouse is located. The team will deconstruct the wood deck while thoroughly documenting its findings to preserve significant evidence of the structure’s history. The team will also restore the steel superstructure that acts as the deck’s foundation. The restoration of the deck will employ a wood called angelique, as opposed to the original, but now unavailable, old growth Douglas fir.

When the project is completed, visitors to OLYMPIA will be able to experience the pilothouse and deck as it looked some 104 years ago after the ship’s major refit in Boston, Massachusetts, in 1902.



*Above: Built in Independence Seaport Museum’s own boatshop, the beautifully-recreated pilothouse currently stands in the Museum’s lobby. It will be installed aboard OLYMPIA in the project’s next phase. Photo courtesy Independence Seaport Museum.*

### “OLYMPIA RECEIVES GUNS FROM U.S.S. DES MOINES”

Cruiser OLYMPIA recently received materials from one of her own descendants: the long-decommissioned cruiser U.S.S. DES MOINES (CA-134). At the end of June, Independence Seaport Museum (ISM) staff had the opportunity to go aboard the DES MOINES, a heavy cruiser built in 1946 and decommissioned in 1961.

The U.S. Navy is proceeding with plans to scrap the DES MOINES, but gave naval ship museums the opportunity to remove materials appropriate for their ships and museums. ISM was allowed to take items for our curatorial collection as well as for use on board OLYMPIA

Aboard DES MOINES, Jesse Lebovics, Historic Ships Manager, was fortunate enough to find two 6-pounder guns and carriages that are an exact match to OLYMPIA’s original guns manufactured in 1898. ISM had to get special permission from the Navy to cut a hole in the aircraft hatch of the DES MOINES in order to remove the guns and carriages.

With the help of General Marine and River Associates, the guns were removed and craned onboard OLYMPIA. OLYMPIA only had six of the ten guns originally on board the ship. After preservation work and reassembly, these guns will be on display in the two forward-most casemates, thus completing OLYMPIA’s 6-pounder battery in the public areas.

### H.M.C.S. HAIDA FRIENDS OF H.M.C.S HAIDA / H.M.C.S. HAIDA NATIONAL HISTORIC SITE

**Hamilton, Ontario, Canada**

*By Carla Morse, Collections Specialist*

**O**n 5 October, Parks Canada hosted the annual volunteer appreciation night for the many men and women who generously volunteer their time aboard the historic ship H.M.C.S. HAIDA. It was a great night of celebration and recognition held at the Parks Canada Discovery Centre.

The active duty roster for the year included a total of 84 people who performed various tasks such as light maintenance duties, working in the gift shop, assisting with

tours and interpreting parts of the ship for visitors, and working from their homes on telephone committees.

Of the 84 people who volunteered this year, many of them have been active volunteers for the last three years since the ship opened in 2004. All of the volunteers were recognized for their efforts with an engraved pen and pocket knife desk set, mug, and print of "Action at Dawn."

Fifty-seven people were recognized for contributing 50 hours or more and were awarded the Parks Canada volunteer pin and a small charm that indicates how many hours they have contributed over the years.

Special mention was made to the six individuals who have contributed over 500 hours in the last three years: Andy Barber, Mike Vencel, Jerry Johnson, Tom Wallis, Dan Ward and Margaret Mathers, who was the only one to surpass the 1,000 hour mark.

This year saw a sizeable increase in the total number of volunteer hours contributed to the ship with a total of 5012.5 hours, which was a 63.5% increase in the total number of hours over last year! "Bravo Zulu" to all these dedicated volunteers!

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

**Albany, New York, U.S.A.**

*By Tim Rizzuto, Executive Director*

**"EXCERPTS FROM 'SLATER SIGNALS'"**

The U.S. Navy opened the decommissioned aircraft carrier U.S.S. FORRESTAL (CV-59) for parts stripping over in Newport, Rhode Island. Doug Tanner, Tim Benner, Karl Herchenroder, Gus Negus, Gary Lubrano, Jerry Jones, Barry Witte, Chuck Longshore and five midshipmen from MIT participated in salvaging parts for SLATER's continued restoration.

Parts brought back included firemain valves, washroom sinks, a refrigerator for the wardroom pantry, ventilation diffusers, compartment fans, miscellaneous shipboard hardware and repair parts for our GM 16-278A main engines, which FORRESTAL has for auxiliary power.

We owe a debt of gratitude to Jack Casey, Chris Nardi, and

Ed Zajkowski who allowed our crew to sleep aboard the destroyer JOSEPH P KENNEDY JR. in Fall River, Massachusetts, saving us a lot in motel bills and travel time.

I spent five years as caretaker of the KENNEDY between 1978 and 1983, my first restoration project. Of course there was a certain amount of grumbling in the crew when I went to my old bunk in officer's country forward of the wardroom, and sent everyone else below, "Down so far we never thought we'd find our way out."

We even celebrated Benner's 64th birthday and had a cake, but no candles or presents. In 1998 the FORRESTAL was moved to Rhode Island for storage. That is where she will remain until her fate is determined by the Navy. Our understanding is that plans call for her to be sunk as a reef. Our thanks are also due to Sue Morrell and Ron Skramstadt for their support in making this visit possible.

We've had a great year restoring the SLATER. Accession wise, we obtained all the major components we were seeking to complete the restoration. That included the QGB sonar stack, the SL surface search radar antenna, transmitter and dome, the TBL radio transmitter, a new SA radar transmitter, sinks for the forward crew's head, desks for the ships office, chronometers for the chartroom, a new refrigerator for the wardroom pantry, a storeroom full of spare engine parts, and enough mess trays and helmets to equip the entire crew.

And then there are all those DE artifacts Pat Perrella has continued to collect. Thanks in part to the fire restoration, the entire forward end of the ship was cleaned and repainted, as well as the main deck passageway forward of the machine shop. It looked fresher than ever.

On the exterior, the entire superstructure got painted as well as the fo'c's'le and 01 level forward. Gun one was completely restored. We were working our way aft along the boat deck chipping and painting, when the weather closed in and we had to start inside work.

We painted the starboard boot top. Two of the amidships 20mm guns were completely refurbished by Erik Collin and Rich Pavlovik. And topside, we fixed a lot of wasted metal. Every time we found a new hole someplace, we did a permanent repair that will last the life of the ship.



**U.S.S. LST-325  
U.S.S. LST Ship Memorial, Inc.**

**Evansville, Indiana, U.S.A.**

*By Susan Bloom, LST-325 Volunteer*



*Above: U.S.S. LST-325 (left) and U.S.S. LST-388 high and dry at Normandy on the French coast, June 1944. Launched in October 1942 at Philadelphia, Pennsylvania, LST-325 served in the European Theater during World War II, and later with the Hellenic Navy as SYROS (L-144). She returned to the U.S. in 2001, and is currently an operational museum ship based in Evansville, Indiana. Photo courtesy NavSource Online.*

**“IF OUR GREY LADY COULD SPEAK...”**

**D**riving home from Cincinnati, Ohio, after the Tall Stacks visit, I thought about the many veterans that visited our ship, the U.S.S. LST-325, those who came to learn and those who came to experience history firsthand. I began to think of the ship itself. And wondered what our “Grey Lady” would say...

*I am the grey lady... and a lady in every sense of the word. I was born in the United States, but much of my life has been spent abroad. My majestic lines once graced the shores of Salerno, Normandy, and England with many other visits to many other places. Those times are past, but*

*remain dear. In my youth there were so many I held in my arms, trying to keep them safe, escorting them to far away shores.*

*For a while it seemed as if I was forgotten. Later, with a another country to call home, I worked and toiled as I was bidden. Often I did without things I might have needed, and failures of my body were compensated for with adjustments in routine. After years of toil, I was visited by a number from my home. It was so wonderful to see them again!*

*It wasn't long before we went on a brief sail... I believe that they were testing my strength. They found that this old gal had some life in her yet! After some minor 'surgery,' they took me on a voyage. How wonderful it was to be at sea again! Accompanied by so many friends from home, we made the voyage with few problems. I was amazed at the reception in Mobile. I could have wept with joy, seeing so many of my own come to greet me. I must admit that with the help of some of my dear friends, my mighty voice sounded once more in greeting to those waiting on shore.*

*Over the next few years, many came to visit me. I was given a new lease on life. Some major repairs were made. Movement and experiences that had been dormant for years were coaxed back to full range of motion. Cosmetics were applied. I received attention that I had not experienced for years.*

*Although I felt that I could undertake a journey on my own after two years of recuperation, I sailed to visit friends up and down the Mississippi and Ohio Rivers with help. How glad they were to see me and how wonderful it was to visit with all of them! It was easy for them to see that I had a great deal of recuperation still ahead of me, but they didn't mind my aged state. I believe that they saw me with the eyes of yesterday, remembering my youthful beauty.*

*I too soon returned to Mobile, to undergo some additional surgeries, which were extensive in nature. All the while, people still came to visit me. I began to feel a renewed sense of pride for all of those I had held dear. They were going to such great efforts to restore me to good physical condition.*

*I soon learned that I was to undergo a longer voyage after almost two years of quiet recuperation. I had to undergo a series of tests to make sure I was fit and able, but it was well worth it. I felt alive again. It was a wonderful day when I set sail on the open seas...this time up the East Coast of the United States.*

*Those with me can relate to the joy of being on the open sea. I couldn't help it - I leapt with joy into the waves and swells. I felt fully alive for the first time in years. I was*

*alone on a voyage...accompanied by friends...but under my own power for the first long voyage since I returned to my homeland. It was a re-awakening.*

*Since that time, I have moved to a new home in Indiana, not far from where I was born. It is so very good to be home again. Friends and neighbors are visiting me in abundance. Very often we shed tears of joy at the sight of each other, particularly during the recent homecoming week we celebrated together. Most of those that came to Greece to bring me back home were there and how good it was to see them all together again!*

*They brought friends and family. It was a grand time, and I was so pleased to show them how well I was doing. Those friends who care for me each day - now and in the recent past - received so many thanks for helping me maintain my health. It was a pleasure to receive them and I'm sure they felt the contented rumble of my heart and heard my voice as I saluted them in thanks.*

*A recent trip, of short duration, was undertaken. I ventured up the Ohio River to Cincinnati. Many from this area of the country also came to visit me and it was wonderful! I haven't received crowds like this since the 2003 River Voyage! I was moved to my depths to have so many interested in my welfare and my history. This is the purpose that I came back to the United States to fulfill.*

*So many have helped me on the road to achieve the dream of sharing my story, my history. I am here today, in renewed vigor, to travel the rivers and seas, sharing my experiences with others. That is the purpose and the reason my dear ones brought me back to the United States in 2001. It is the reason so many friends have toiled to help me be restored to what I once was.*

*Dear friends from all over the country - the original crew that I forever deem Gold, those I call the Blue Crew who worked hard to help me once I arrived. Volunteers who traveled to Mobile when I was in the very early stages of restoration, and those in Evansville who continue to do so. I am very indebted to all of them for their love of history...their love of myself.*

*I am indeed the luckiest ship alive....my name is LST-325.*



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

**San Pedro, California, U.S.A.**

*By Jan Michaelis,  
LANE VICTORY Volunteer*

**“S.S. LANE VICTORY, WWII CARGO SHIP STILL DELIVERS THE GOODS; MINE SWEEPER GROUP TAKES DELIVERY OF PACKARD ENGINE DONATED BY U.S. MERCHANT MARINE”**

The U.S. Merchant Marine Veterans of World War II own and operate the S.S. LANE VICTORY, one of the last fully operational “Victory” ships built in the 1940s. While the ship itself is a living museum, she boasts two hatches full of WWII memorabilia, from ship models to mines and torpedoes.

One of the featured museum pieces is a Packard V-12 marine engine built entirely of non-magnetic metals for use in U.S. Navy minesweepers. The engine has been on display in our Number Two hatch museum since 1993.

Earlier this year, the “Save an MSO Foundation,” a veterans group looking for an engine, contacted us. They are in the process of restoring the wooden minesweeper U.S.S. LUCID (MSO-458) on Bradford Island, south of Rio Vista in northern California.

The Board of Directors of the USMMVWWII, owners and operators of the fully-operational S.S. LANE VICTORY, voted unanimously to donate the engine. One thing led to another, and in true maritime fashion the deck gang of the S.S. LANE VICTORY once again delivered the goods.

Number Two hatch was opened up using the ship’s gear, the engine was lifted out and put on the dock, ready for the MSO group to load and trailer back to Bradford Island and the U.S.S. LUCID.

The LUCID was donated to the Save an MSO Foundation by Ms. Gardner of Sacramento. MSOs of her class were 171 feet in length, and powered by 4 V-12 Packard diesels and two controllable-pitch propellers.

Mike Warren, founder of the Save an MSO Foundation, and Rick Christie Sr, associate board member, said they are

absolutely delighted in getting this virtually-extinct engine. It will be a major part of their display; hopefully in time other Packards will be located and perhaps donated to the LUCID, just as the S.S. LANE VICTORY has done.

The Higgins Shipyard in New Orleans, Louisiana, built the U.S.S. LUCID in 1955. After a shakedown in the Caribbean, LUCID sailed for the Pacific, arriving at Long Beach, California, in November of that year.

The next 13 months were spent performing mine warfare exercises on the West Coast of the U.S.A. From 1956 through 1963, she sailed on four WestPac cruises and while there, performed operations with the 7th Fleet in the Far East. The fifth WestPac deployment found LUCID arriving at Subic Bay in the Philippine Islands as she prepared for operation "Market Time" off the coast of Vietnam. "Market Time" involved a continuous patrol and surveillance of 186 junks and steel-hulled ships. After a similar operation on her sixth WestPac deployment in 1967, LUCID returned to Long Beach. Sold for scrap in December 1976, she was bought by a private party.

The LANE VICTORY, located in San Pedro at Berth 94, a veteran of WWII, Korea and Vietnam, was restored through tens of thousands of hours by an all-volunteer group of seniors, who now support the ship with summer day cruises off Catalina Island.

Both groups are seeking new volunteers to assist in maintaining their ships. Contact the U.S.S. LUCID by calling 925-755-9164, by emailing [usslucid@usslucid.org](mailto:usslucid@usslucid.org), or by visiting [www.usslucid.org](http://www.usslucid.org).

To contact the S.S. LANE VICTORY, please call 310-519-9545 or visit [www.lanevictory.org](http://www.lanevictory.org).

**U.S.S. BLUEBACK (SS-581)  
OREGON MUSEUM OF SCIENCE AND  
INDUSTRY (OMSI)**

**Portland, Oregon, U.S.A.**

*By R.G. Walker, BLUEBACK Manager*

**"HNSA HONORS OMSI SUBMARINE  
VOLUNTEERS WITH AWARD"**

**V**olunteers Bob Walters and Fred Carneau with the Oregon Museum of Science and Industry (OMSI) were awarded the Historic Naval Ships



*Above, left to right: OMSI President Nancy Stueber, award-winning BLUEBACK volunteers Bob Walters and Fred Carneau, and BLUEBACK Manager R.G. Walker. Photo courtesy OMSI.*

Association's Ship Maintenance, Preservation, Exhibition award for outstanding and dedicated work on OMSI's submarine U.S.S. BLUEBACK. The ceremony was held at OMSI on 28 November 2006, and was attended by numerous OMSI staff members, including OMSI President Nancy Stueber and BLUEBACK manager R.G. Walker.

For more than thirteen years, Walters and Carneau have each contributed close to 4,000 hours of volunteer time in service of OMSI's historic submarine attraction. Carneau is a 39-year retired senior chief engine man. Walters is a retired IBM technician and a qualified submariner. Both men belong to the U.S. Submarine Veterans, Inc.

As a team, they have fabricated and repaired equipment and provided preventative maintenance and everyday repairs that have given the U.S.S. BLUEBACK high marks in its annual U.S. Navy inspection.

Walters and Carneau have purchased equipment and materials for the submarine at their own expense and logged countless hours of unrecorded personal time on their own.

"Their expertise and commitment with repairs and creating simulations to enhance the BLUEBACK have added significantly to the wonder and enjoyment OMSI visitors experience," said R.G. Walker, U.S.S. BLUEBACK manager. "It's a real thrill to see these gentlemen get recognized with such a prestigious award."



**H.M.A.S. DIAMANTINA (K377)  
QUEENSLAND MARITIME MUSEUM**

**South Brisbane, Queensland, Australia**

*By Peter Nunan, Q.M.M. Librarian*



*Above: Frigate DIAMANTINA's fine lines and the whole of the South Brisbane Dry Dock are fully displayed. DIAMANTINA served in New Guinea and Solomon Island waters during the latter part of WWII. Photo courtesy Queensland Maritime Museum.*

**“DIAMANTINA HIGH AND DRY”**

**D**IAMANTINA is now officially high and dry. On the morning of Tuesday, 21 November, the Queensland Minister for Public Works, Mr. Robert Swarten, officially “launched” the new South Brisbane Dry Dock gate. The world’s last RIVER-class frigate and Australia’s largest World War II veteran now faces the Brisbane River ahead of the CARPENTARIA lightship in the restored dry berth.

Funding for the project was provided by the Department of Public Works. Following the unveiling of a commemorative plaque, the Museum’s Board Chairman, Felix Scudamore, and the CEO, Ian Jempson, led guests, including the Museum’s Member of Parliament, Ms. Anna Bligh, on a dock inspection.

Since the keel blocks were designed high enough to allow visitors to walk under the vessels, it was a close inspection of the hulls and DIAMANTINA’s rudder, propellers, and sonar dome. Plans for cleaning and painting the below waterline areas are well advanced. On completion, visitors will be able to inspect DIAMANTINA literally from top to bottom.

**H.M.A.S. VAMPIRE (D11)  
H.M.A.S. ADVANCE (P83)  
AUSTRALIAN NATIONAL  
MARITIME MUSEUM**

**South Brisbane, Queensland, Australia**

*By Lindsey Shaw, Senior Curator*

**“LANDMARK DAY FOR VAMPIRE”**

**W**ednesday 18 October 2006 was a landmark day for us as our DARING-class destroyer H.M.A.S. VAMPIRE slipped her moorings and was towed from Darling Harbour around to Thales Australia, on Garden Island. Safely in the Captain Cook Graving Dock, she underwent maintenance and repairs for almost 40 days.

Works included attending to rust scaling and wastage, pitting, rust blistering, some major corrosion, and fractures to plating. Several layers of paint were stripped off and deck plates replaced. A major effort was repainting as much as possible, including the radomes and other areas. The anchors and chains were removed for on shore blasting and repainting. All in all, VAMPIRE is looking great.

Removing VAMPIRE from the Museum wharf also meant a reshuffle of our other vessels. To compensate for VAMPIRE being away, we opened our ATTACK-class patrol boat H.M.A.S. ADVANCE for public viewing. Volunteer Guides were on board to prevent inquisitive fingers getting in the wrong places. As a fully-operational vessel, we didn’t want to find ADVANCE leaving the safety of the Museum in the hands of an over-zealous visitor!



*Above: VAMPIRE leaves for overhaul work in October. Photo courtesy Australian National Maritime Museum.*

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

*Compiled by Jeffrey Nilsson, Anchor Watch Executive Editor*

The Historic Naval Ships Association's **41st Annual Conference** was held 9-11 October 2006, in London, England, aboard **H.M.S. BELFAST**. The Association boasts museums in thirteen nations, of which nine were represented. Honored guests at the Awards Banquet were **Admiral Sir Alan West, R.N. (Retired)** recently retired as the First Sea Lord (CNO), and also **Lord Ambrose Greenway**, who is the Chairman of the World Ship Trust, headquartered in London.

On 12 October there was an optional trip to **Portsmouth Historic Dockyard**, where the conferees had an opportunity to tour **H.M.S. VICTORY**, **H.M.S. WARRIOR**, and to see **H.M.S. MARY ROSE** being preserved. That evening all attended a dinner aboard **VICTORY**, which was a very special treat. The conference was a huge success with much networking and exchanging of business cards taking place in addition to the papers that were presented.

The tenth of October was spent at the **Chatham Historic Dockyard** where **VICTORY** was built and where this writer had an opportunity to tour **H.M.S. CAVALIER**, a WWII destroyer. The folks there are making great progress in restoring her to WWII configuration. The Dockyard is also the home of a world class collection of lifeboats.

Speaking of **H.M.S. CAVALIER**, the volunteers working on her have made great strides towards her restoration. The amount that they achieved has made a major impact on preserving her for the future. The Sick Berth Association have completed their work in sickbay. Everything is back where it belongs. The curtains are up, new tiles on the deck, and the bulkheads are a brilliant white. They are so excited about the good work that they accomplished, that they will continue in another nearby compartment. All in all, **CAVALIER** is shaping up very nicely.

Onboard the destroyer escort **U.S.S. SLATER**, just before Columbus Day, Kim Hart of Cablevision News in Wappingers Falls, New York, visited the ship with her videographer. They spent the morning interviewing staff and volunteers and filming the ship for a featurette called "Out and About." Maybe some of the folks in the Albany area saw the finished product. That kind of publicity is helping to push their overnight camping program into full swing.

The display ship **U.S.S. BARRY** in Washington, DC, hosted their 2nd Annual Halloween "Ghost Ship" on Saturday evening, 28 October 2006, for Military and Department of Defense employees and their families. **BARRY** crewmembers and volunteers from the U.S. Ceremonial Guard made all the preparations for the "Ghost Ship". The ship was transformed into a dark and frightful world of ghouls, zombies, and infamous villains from the fantail along the main deck to forward past the wardroom. According to one delightfully terrified tourist, the scariest part was on the messdeck. With a deranged Culinary Specialist hacking away at a screaming sailor's legs and offering to serve the delicious meat to

tourists, and a gothic buffet table featuring ears, eyeballs, brains and a boiled head, it was a truly disturbing scene to behold.

On 1 November 2006, a fire broke out on the historic warship **H.M.A.S. VAMPIRE** while she was docked at Sydney's Garden Island. It took firefighters about 30 minutes to extinguish the blaze, which started at about 11:45 am (AEDT) in the decommissioned destroyer's boiler room. A museum spokeswoman said the fire did not cause any damage, and no one was inside the ship when the fire broke out.

The folks at the Buffalo and Erie County Naval and Military Park have been busy on **U.S.S. THE SULLIVANS**. They have painted the ship from the fantail to the quarterdeck; they have refurbished the medical passageway and they are in the process of sprucing up Number Two Turret handling area. The big news though, is that on 14 June 2007, the folks in Buffalo will open their new museum.

Prior to moving to her summer berth adjacent to the Maritime Museum of the Atlantic, Canadian destroyer **H.M.C.S. SACKVILLE** was tasked to fire a 13-gun salute in honor of **RAADM Robert Timbrell** following his funeral on June 12. It was an indication of the esteem in which **SACKVILLE** is held by the Royal Canadian Navy that she was selected to fire the salute. Ammunition regulations made what would seem to be a simple evolution quite complex. **SACKVILLE** had to move by tug to the Bedford Magazine before the salute to pick up the blank rounds and return to the magazine after the salute to off load unexpended rounds, an 11-hour evolution.

The good people who created the **Hampton Hotel Group Save-A-Landmark** program have decided to take on the destroyer **U.S.S. LAFFEY** at **Patriots Point** in Charleston, South Carolina. As the nation's only WWII Sumner-class destroyer on public display, **LAFFEY** is a national treasure and presents a unique challenge for Save-A-Landmark. On 8 November, Hampton volunteers from throughout South Carolina rolled up their sleeves and spent the day volunteering aboard **LAFFEY**. Save-A-Landmark will also present **Patriots Point** with a check for \$15,000 to create interactive displays aboard the destroyer.

Also, the month of October was prime time for network television documentary teams at **Patriots Point**. A Pennsylvania based production crew, **Lou Reda Productions**, has been working on two documentaries that will air on the History Channel in 2007. Veterans of the **LAFFEY** were interviewed for a History Channel story about "ship that would not die." Lou Reda Productions has been working with the **U.S.S. YORKTOWN** Association on a new documentary about "The Fighting Lady."

In New York harbor, the aircraft carrier **U.S.S. INTREPID** (CV-11) got underway on 5 December after a struggle to free the carrier from the mud. **INTREPID** is now on her way to drydock.

The Calvert County (Maryland) Board of County Commissioners

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

*Compiled by Jeffrey Nilsson, Anchor Watch  
Executive Editor*

voted unanimously to extend an invitation to the U.S.S. **FORREST SHERMAN Foundation, Inc.**, to locate the **FORREST SHERMAN (DD-931)** at Solomons Island, Maryland.

[Congratulations to the following 2006 HNSA award winners:  
Casper J. Knight Award: **David R. Scheu, Sr.**; William J. Diffley Award: **Admiral Aristotelis Dimitsas**; Russell Booth Award: **Robert Mack, Michael Whicker**; International Leadership Award: **Brad King**; Henry A. Vадnais Award: **Frank V. Thompson, Mary Ames Sheret**; Ship Maintenance, Preservation, Exhibition Award: **Edward Zajkowski, Robert Walters, Frederick Carneau**; Bos'n Marvin Curry Award: **Maurice Croteau**.

Finally, after nearly five years, torpedo boat **T121 SPICA** is on the air in Sweden. Their first contact was made on the 80m bandwith, SI9AM (the Thai pavilion in Ragunda).

H.N.S.A. member **Ed Dyar** has plans for a World War II-era **LCVP** (Landing Craft, Vehicle, Personnel) available for any interested museum. Please contact him at 6075 Barramoor Road, Bloomfield, Michigan, 48301, U.S.A., or 248-626-7732.

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### CALL FOR PAPERS: 8TH MARITIME HERITAGE CONFERENCE OCTOBER 2007

**T**he 8th Maritime Heritage Conference will be held in San Diego, California, from Tuesday, 9 October through Friday, 12 October 2007. The conference will be hosted by the Maritime Museum of San Diego. Sessions will be held on board the Museum's fleet of historic vessels, as well as the nearby aircraft carrier U.S.S. MIDWAY.

The Maritime Heritage Conference is a triennial event. Over 500 persons attended the 2004 conference held in Norfolk, Virginia. We expect a similar number to attend the San Diego conference. General information and updates on the conference program and accommodations can be found on the Maritime Museum's website at: [www.sdmaritime.org](http://www.sdmaritime.org).

The Conference Program Committee invites abstracts for individual papers (15-30 minutes in length) and session proposals (three or four papers in 75 minutes). Papers may address a

specific subject or aspects of the broader themes of the conference. Among the themes the conference will focus on are:

- Maritime and Naval History
- History of Hydrographic Surveys
- Oceanic Trade and Communications
- National Marine Sanctuaries
- Marine Art
- Shipbuilding
- Ship Preservation
- Small Craft
- Lighthouses and Lifesaving Stations
- Historic Ships
- Underwater Archaeology
- Maritime Libraries and Museums
- Maritime Heritage Education



Abstracts should be typed and consist of no more than one single-spaced page. Each abstract must be accompanied by a CV of no more than three pages. **Abstracts and CVs are due no later than 1 June 2007.** Abstracts should clearly outline the paper's argumentation, its place within the broader themes in maritime history above, the umbrella organization to which the presenter belongs (if applicable), as well as the paper's estimated time limit.

Abstracts should be sent, preferably by email, to the Conference Program Chair, Kevin Sheehan, at The Maritime Museum of San Diego, 1492 North Harbor Drive, San Diego, California, 92101, U.S.A. Phone (619) 234-9153, ext. 118. Fax: (619) 234-8345. Email: [librarian@sdmaritime.org](mailto:librarian@sdmaritime.org)

Organizations wishing to conduct their business meetings on Saturday 13 October may reserve facilities by contacting the Conference Coordinator, Robyn Wilner; Phone (619) 234-9153, ext. 106. Fax: (619) 234-8345. Email: [rwilner@sdmaritime.org](mailto:rwilner@sdmaritime.org)

Conference participants include: The San Diego Aircraft Carrier Museum, The American Lighthouse Coordinating Committee, the Council of American Maritime Museums, the Historic Naval Ships Association, the National Oceanic and Atmospheric Administration, the National Maritime Historical Society, the Museum Small Craft Association, the National Park Service, the Naval Historical Foundation, the North American Society for Oceanic History, the Nautical Research Guild, the U.S. Life-Saving Service Heritage Association, and the U.S. Lighthouse Society.

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### CALL FOR PAPERS: NAVAL HISTORY SYMPOSIUM SEPTEMBER 2007

**T**he History Department of the United States Naval Academy invites proposals for papers to be presented at its 2007 Naval History Symposium in Annapolis, Maryland, U.S.A., from 20-22 September 2007.

For decades, the Naval History Symposium has been a hallmark of the Academy's History Department, though curtailed in recent



years due to the 9/11 attacks. The 2007 Symposium will mark its full resumption. We anticipate its robust continuation well into the future.

Proposals dealing with any aspect of naval and maritime history are welcome. Paper proposals should include an abstract not exceeding 250 words and a one-page vita. Proposals for panels are also encouraged and should contain an abstract and vita for each panelist.

Mail proposals to Dr. M. Yu, History Department (12C), The United States Naval Academy, 107 Maryland Avenue, Annapolis, Maryland 21402-5044, U.S.A., or send electronic proposals to [yu@usna.edu](mailto:yu@usna.edu).

**The deadline for submitting proposals is 19 January 2007.** The program committee expects to finalize the program in March 2007 and final versions of papers are due by 1 August 2007.

A limited number of travel stipends are available to scholars residing outside the United States and to graduate students living within the United States. Please indicate your desire to apply for a travel stipend in the cover letter or email that contains your proposal.

The program committee will award prizes to the best papers presented at the Symposium. As in the past, we will publish selected papers at a later date.

All inquiries should be sent to [yu@usna.edu](mailto:yu@usna.edu). For more details and updates, visit <http://www.usna.edu/History/Symposium.htm>

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## PARTING SHOT *Contributed by Anne McCarthy*

### “AMERICA’S TALL SHIP”

When invited to visit the majestic barque U.S.C.G. EAGLE in Portsmouth, New Hampshire, I jumped at the chance. However, when we awoke 4 August, it was pouring rain! Since it was the 216th anniversary of the inception of the Coast Guard, what a disappointment! But, then the rain stopped, the clouds disappeared, and it was a glorious day, so off we went.

Although we had to stand in line, as did hundreds of others, it was a pleasant wait until we were able to go aboard. The 150 cadets who brought the ship in (most of whom graduate in 2010) did a marvelous job assisting the elderly and explaining things. Each visitor was given an 8” x 10” photo of the ship under sail and a commemorative coin.

Later, seeing off-duty cadets around the city, I was proud of their exceptionally good behavior. U.S.C.G. EAGLE was in Portsmouth for three days before heading for Boston. She was welcomed to the city with a boat parade which began at 8:15 a.m.

Originally named HORST WESSEL and built with a U-boat engine, she was one of five sisters built in Germany, where she was used as a military training ship during WWII. After the war,

she and three of her sisters were awarded as war reparations to the U.S.A., Romania (MIRCEA), Portugal (SAGRES II), and Russia (TOVARICH), while GORCH FOCK remained in Germany.

The cadets told us they each have to spend three weeks aboard EAGLE and must learn every aspect of sailing her. As well as visiting many ports, they must enforce marine law and perform search and rescue missions. They must master 22,000 square feet of rigging and are required to learn the names, functions, and operations of 200 different types of lines!

One such intriguing name is *baggywrinkle*, a chafing gear made from old lines; it’s the scruffy-looking padding used on shrouds to prevent the wearing away of the sail to the point where it could rip in a big blow.

I also learned a woodcarver named Joseph Uranker from Martha’s Vineyard restored both the stern board and the magnificent golden eagle figurehead in 2002. The stern board is ten feet long and weighs 150 pounds. It’s made of mahogany with gold leaf lettering. EAGLE’s figurehead measures twenty feet!

*This column was Anne’s final contribution to Anchor Watch before her untimely passing. Thank you Anne, for your many contributions to this journal. Fair seas and following winds, Anne.*

-Editor



*Above: EAGLE passes IWO JIMA (LHD-7) on the Hudson River during Fleet Week 2002 in New York Harbor, 22 May 2002. Photo and caption courtesy NavSource Online / U.S. Navy / Bernard A. Cardali.*

**THE HISTORIC  
NAVAL SHIPS ASSOCIATION**

WELCOME ABOARD NEW AND  
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SEPTEMBER - OCTOBER - NOVEMBER  
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Thomas H. Thumsen  
Emiel VanDamme  
PO3 Joseph M. Viade  
Jon Walton  
Clint J. Wenzel

**FLOTSAM AND JETSAM,  
CONTINUED FROM PAGE 4**

Grumman TBM-3 Avenger torpedo bomber was gently lifted onto MIDWAY and towed to a prominent position in the hangar deck. The TBM, with its signature revolving rear gun turret, first saw combat in the Battle of Midway in 1942. MIDWAY has other WWII-era aircraft in the restoration pipeline as well. They anticipate receiving a very rare Douglas SBD Dauntless in 2007.

On 18 November 2006, there was a mini-reunion of the U.S. Navy Cruiser Sailors Association and the U.S.S. SAINT PAUL (CA-73) Association in Fall River, Massachusetts. This was held in conjunction with a presentation by James D. Hornfischer on his new book, *Ship of Ghosts*. The book tells the story of the U.S.S. HOUSTON, Franklin D. Roosevelt's legendary cruiser lost in the Battle of Java, and the epic saga of her survivors. The event was also held in conjunction with the dedication of the U.S.S. SAINT PAUL Memorial Exhibit aboard the preserved battleship U.S.S. MASSACHUSETTS. The combination of activities aboard the battleship was advertised to the public as a "GALA CRUISER EVENT." It was jointly sponsored by the U.S.S. MASSACHUSETTS Memorial Committee, the U.S.S. SAINT PAUL Association, and the U.S. Navy Cruiser Sailors Association.

**New Face in the Fleet**

Andy Smith has reported aboard U.S.S. TEXAS at La Porte, Texas, as the new Ship Manager. He has been meeting with key staff members, taking tours, and setting up housekeeping in the Captain's Office. He is faced with many important projects, tasks, and challenges.

*Jeff Nilsson*



**Questions About Your Membership?**

Please contact Jeffrey Nilsson at:

**Historic Naval Ships Association  
Post Office Box 401  
Smithfield, Virginia  
23431-0401 U.S.A.**

E-mail: [hnsa01@aol.com](mailto:hnsa01@aol.com)

**BATTLESHIP TRIVIA CHALLENGE, PART TWO**

*By Jeffrey Cary with Paul Stilwell*

1. Name the first two U.S. Navy battleships considered dreadnoughts.
2. Name the three U.S. Navy battleships present for the Normandy D-Day landings in 1944.
3. What happened to the BISMARCK's sister battleship TIRPITZ?
4. At the Battle of the North Cape on 26 December 1943, a Royal Navy battleship sank a German Navy battleship. Name these two warriors.
5. What was the only U.S. Navy battleship not named for a state?
6. What is the only WWI-era battleship still afloat?
7. True or false: No modern-era U.S. Navy battleship was sunk in a sea battle.
8. Which two battleships hold the record as the heaviest ever built?
9. Which battleship fired the last 16" shells of WWII?
10. Of the battleships built in the last 100 years, name those that have been preserved as floating museums.
11. Which navy commissioned the last battleship ever built? *Bonus: Name the ship and her commissioning date.*
12. Name the very last battleship ever sunk by enemy forces during wartime. *Bonus: Where and when?*
13. Name the only two incidents during WWII when U.S. battleships engaged in a sea-going shooting match with enemy battleships.

Trivia Challenge author Jeff Cary can be contacted at [MRTBYRD@COMCAST.NET](mailto:MRTBYRD@COMCAST.NET).



**ANSWERS**

1. U.S.S. SOUTH CAROLINA (BB-26) and U.S.S. MICHIGAN (BB-27)
2. U.S.S. ARKANSAS (BB-33) U.S.S. TEXAS (BB-35) U.S.S. NEVADA (BB-36)
3. She was sunk in a Norwegian fjord on 12 November 1944 by more than a dozen 12,000-pound "Tall Boy" bombs dropped by the Royal Air Force.
4. H.M.S. DUKE OF YORK and SCHARNHORST.
5. U.S.S. KEARSARGE (BB-5)
6. U.S.S. TEXAS (BB-35)
7. True. They were all sunk in port.
8. The Japanese superbattleships YAMATO and MUSASHI; each was approximately 72,000 tons.
9. U.S.S. MASSACHUSETTS (BB-59), on 9 August 1945, at the Island of Honshu, Japan.
10. U.S.S. TEXAS (BB-35), U.S.S. NORTH CAROLINA (BB-55), U.S.S. MASSACHUSETTS (BB-59), U.S.S. ALABAMA (BB-60), U.S.S. NEW JERSEY (BB-62), U.S.S. MISSOURI (BB-63), and U.S.S. WISCONSIN (BB-64)
11. The Royal Navy commissioned H.M.S. VANGUARD in 1946.
12. JN HARUNA, 28 July 1945, at her anchorage at the Kure Naval Base, Japan.
13. During the night of 14-15 November 1942 near the Solomon Islands, the U.S.S. WASHINGTON (BB-56) and the U.S.S. SOUTH DAKOTA (BB-57) traded shells with and sank the JN battleship KIRISHIMA. The other was in the early morning hours of 25 October 1944, during the Battle of Leyte Gulf in the Philippines, when six U.S. battleships took on two JN battleships.

## ANCHOR WATCH

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