



# ANCHOR WATCH

OCTOBER  
NOVEMBER  
DECEMBER  
2008

The Quarterly Journal of the Historic Naval Ships Association

[www.hnsa.org](http://www.hnsa.org)

## New City at Sea Tour



Wait Till You See What's Inside!

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**Executive Editor**  
JEFFREY S. NILSSON

**Publisher**  
ROBERT D. BOARD

**Editor**  
JASON W. HALL  
Battleship *NEW JERSEY* Museum  
62 Battleship Place  
Camden, New Jersey 08103 U.S.A.  
Tel: 856-966-1652 ext. 201  
j.hall@battleshipnewjersey.org

**Anchor Watch Editors Emeritus**  
ROBERT A. WILLSON  
ANNE E. McCARTHY  
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**Proofreaders**  
D. DOUGLAS BUCHANAN, JR.  
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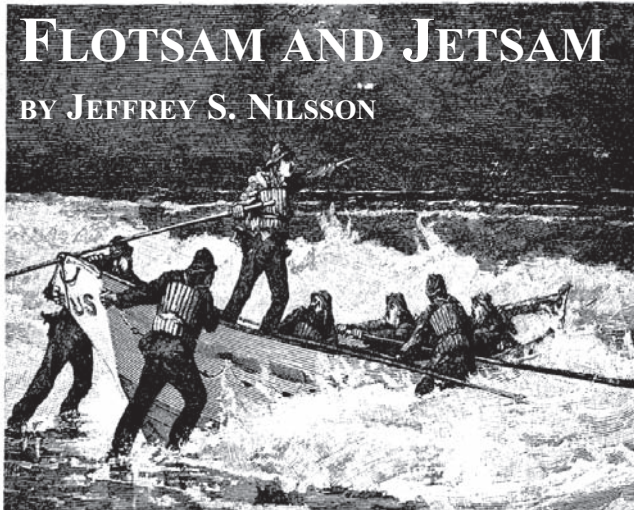
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### THE COVER

*The fully restored Operating Room that is part of the newly opened "City at Sea" Tour onboard the Battleship New Jersey Museum & Memorial.*





Having announced the selection of Rear Admiral Jay A. DeLoach, USN (Ret) as the Director of Naval History and Director of the Naval Historical Center in the summer edition of *Anchor Watch*, I have more information that I am able now to pass on to our members. The Admiral has a distinguished background as a naval officer, with many years of experience in command and staff billets, advanced degrees in national security affairs, nuclear engineering, and management. He brings to the job a passion for history and the credentials to effect significant change. Please join me in welcoming and wishing Admiral DeLoach every success in his new position. There is an additional article on page 7 of this issue of *Anchor Watch* about Admiral DeLoach.

I have received word that Mr. Tony Phillipson has resigned from his position at the Rahmi M. Koc Museum in Istanbul, Turkey in order to return to his original profession of architecture and property development. Tony has relocated to Tbilisi, Republic of Georgia. Please join me in extending our best wishes for his future endeavors.

We learned also that Jon Stanley, who had been the CEO of the U.S.S. *Hornet* Museum, stepped down to accept the position of Executive Director of the San Francisco Bay Area Water Emergency Transportation Authority. Please join me in wishing Jon every success in his new position.

*LST-393* and the new facility at the Great Lakes Naval Memorial and Museum will serve as key venues for the 2008 Annual Meeting and conference of the Association for Great Lakes Maritime History. The conference took place September 5-6, 2008.

With assistance from the Edinboro University of Pennsylvania and Professor John Chrisman, a video of a day sail aboard the U.S. Brig *Niagara* is now included on the web site for the *Niagara* and Erie Maritime Museum ([www.brign Niagara.org](http://www.brign Niagara.org)). To access the video, click on the

U.S. Brig *Niagara* link and then click on "Ships Log."

On the 15th and 16th of August my wife and I were pleased to join a group from the Hampton Roads Naval Historical Foundation on a bus trip to the Navy Yard in Washington, D.C. On arrival at the Navy Yard we were given a behind the scenes tour of the Naval Historical Center, the Cold War Museum, Operational Archives and the Library and Rare Books. We were also treated to a tour of the Naval Warfare Division which included combat art, Naval Aviation News and the Ship's History/Aviation History Archives during which some members of the group found documents that they had signed while stationed aboard a particular ship years ago. We also had an opportunity to participate in an education program hosted by our Education Chairperson Ms. Karin Hill and her staff (Ms. Laura Hockensmith and Ms. Liz Eberlein). We were also able to have a look at the Naval Art Collection and the National Naval Museum. Friday evening, after having dinner on our own, we went and saw the very impressive sunset parade at the Marine Corps Barracks at 8th & I. While most of the folks called it an evening after the parade, a number of us enjoyed a tour via bus to see the "lights" of Washington. On Saturday, the 16th we were taken to the new National Marine Corps Museum in Quantico, VA. If you are ever in the area, do not miss the opportunity to see this very impressive museum.

I look forward to seeing many of you at our HNSA 2008 Annual Conference being held this year at Patriots Point Naval and Maritime Museum.

*Jeffrey S. Nilsson*



# NEWS FROM THE FLEET

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

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

Camden, New Jersey, U.S.A.

by Jason Hall

*Vice President of Curatorial Affairs & Education*

Since its opening to the public in 2001 visitors to the Battleship *New Jersey* have marveled at her firepower, especially her nine massive 16"/50 cal. main guns. They have been inside a turret, sat in the Combat Engagement Center, seen the Harpoon and Tomahawk missiles, and stood on the bridge and imagined what it was like to drive the largest battleship ever built by the United States. But until now, visitors have not been allowed to explore the areas below decks that truly show how this ship was a floating city at sea.

"The opening of the City at Sea tour is another major step in the fulfillment of our mission to restore, exhibit and interpret the entirety of the former U.S.S. *New Jersey*", stated President & CEO, Troy Collins. This tour will engage the public with features that include multi-media presentations including videos of the actual sailors who lived and worked in spaces such as the Dental office, Medical Spaces, machine Shops, and more. Collins explains that, "The tour itself provides a unique opportunity to study the living areas, culture and operational makeup of the Ship as its own society and functional "city"."

After much hard work, and the support of our donors, the new City at Sea tour opened to the public on Friday, 23 May 2008, the 65th Anniversary of the first Commissioning of the U.S.S. *New Jersey*. The tour begins in Enlisted Berthing where visitors see how the sailors lived; guests can even climb into one of the 1980's vintage coffin racks. From berthing the visitors pass a part of the ship that provides a memorial to all those who served onboard that is far better than any piece of marble or

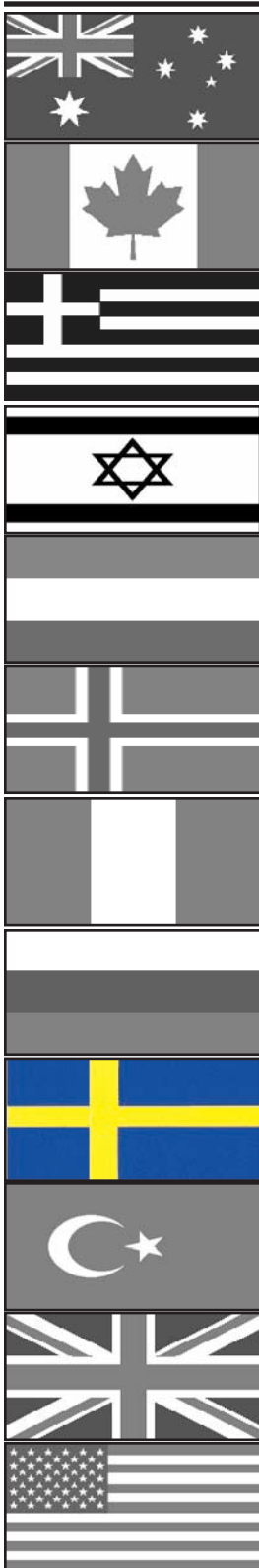
granite; the Signing Wall. Hundreds of former crew members have signed their names and written personal memories on the Signing Wall that help make a human connection for our visitors to the legacy of the battleship veterans.

We go down a deck to the Medical Spaces, where visitors sit in the actual Waiting Room and view a short video of veterans who served in this area describing what they did here. Guests become silent when they hear of the ordeal Andy Tobias suffered when a 1,900 lb projectile fell on him. He tells of how he was saved by a fellow crewmember that physically moved the shell allowing Andy to be taken to the Medical Spaces and where his life was saved by the ship's doctors who operated on him for nine hours. The video presentation brings to life these areas and resonates with our visitors when they walk through the Operating Room, Examination Room, the 18 bed ward, and other areas.

*Continued on page 6*



*Above: The newly opened X-Ray compartment in the Dental Office.*



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

*(Top to bottom,  
in alphabetical order)*

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



*Above: Visitors intently listening to Andy Tobias describe his ordeal of being crushed by a 1,900 lb. shell.*

From the Medical spaces we go back up one deck again and pass by the large Post Office where sailors sorted and picked up more than 1,300 pounds of mail a day. Next stop is the Dental office where visitors view a video where the World War II ship's dentist describes what it was like to perform dentistry in a war zone. As you walk through the three chair dental compartment, if you smell hard enough, you can still smell that unmistakable dental smell.

Walking by an ammunition hoist, with the cover removed, visitors are reminded that this is a warship and are amazed to see that projectiles travel right through the berthing area of enlisted men. People are always amazed by the size of the equipment in the next stop, the Machine Shops. Here a third video educates the visitors as to the never ending need to repair and replace broken and damaged parts for everything on the ship from engines to the guns. On certain days Kenneth Kersch, a Vietnam Veteran of the ship, works in the machine shop, just as he did in 1969, repairing and creating parts for the ship. In addition, As a reminder that the ship is not merely a static exhibit, but is still alive, visitors are allowed to look through a Plexiglas wall into the welding shop that is still used today for restoration work on the ship. From the Machine Shop the tour continues to Helicopter Control and on to the favorite among our younger visitors; the Television Studio!

The American Association of Museums has approved a proposal by the Battleship to conduct an Onsite Insight program at next year's AAM conference to be held in Philadelphia. More Than Just Guns will provide participants with several examples of how the Battleship has intertwined the human experience into the story of the ship. Utilizing aspects of the new City at Sea tour and General Quarters Audio Tour, participants of the More Than Just Guns program will experience life aboard a ship that was truly a home to her over 55,000 veterans. It is hoped that this program will prove to other museum professionals the value of historic naval ship museums.

**U.S.S. STEWART (DE-238)  
U.S.S. CAVALLA (SS-244)  
SEAWOLF PARK**

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

### **"IN THE WAKE OF HURRICANE IKE"**

**W**e have some early reports as to the effects caused by Hurricane Ike to the U.S.S. *Stewart* and U.S.S. *Cavalla* which are both located in Seawolf Park in Galveston, Texas. The two ships, permanently berthed on land, were both moved and suffered damage. The *Stewart* was pushed further inland and is currently listing to her starboard side. The red painted hull is exposed and there is standing water around her. The *Cavalla* has visible rust and exterior damage as well as standing water around her. The access roads to the ships also suffered heavy damage which will slow recovery efforts. As we receive further reports we will pass the information on to all our members.

*Before: This image shows the Stewart next to the Cavalla, both permanently berthed on land.*



*After: The Stewart was pushed further onto land exposing more of the hull. Photo courtesy of the Storey Family.*



**NAVAL HISTORICAL CENTER**

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

*by Jack A. Green  
Naval Historical Center Public Affairs*

**“NEW DIRECTOR OF NAVAL HISTORY UNVEILS  
ROADMAP FOR NAVAL HISTORY”**

The new director of naval history unveiled his Roadmap for Naval History to a Historical Center and Naval Historical Foundation audience gathered in the National Museum of the United States Navy's Cold War Gallery July 15. Retired Rear Adm. Jay A. DeLoach has been working on the issuing of a Roadmap for Naval History since he assumed the helm of the Naval Historical Center (NHC) in June.

Adm. DeLoach is excited in his new position stating:

"I have always loved history, and this is a job I have always wanted. At the Naval Academy I wanted to major in history, but the need at the time was for engineers, particularly nuclear engineers, and that is what I became. But my first love has always been history."

Prior to taking the job of director he conducted vast research, talking with the Navy's history stakeholders, the leadership of the other services' historical organizations and key members of the NHC. From this research he developed a 2008 Roadmap for Naval History.

"The central theme of the Roadmap is putting out historical products with a purpose," said DeLoach. "These products must be accurate and relevant, world-class history for a 21st century Navy and reflect the Navy's one message, many voices, philosophy."

DeLoach believes that the term "naval history" includes both the Navy and Marine Corps and wants closer ties with all the sea services. He also believes the Navy and Marine Corps history customers are the Navy-Marine Corps family, active duty, reserve, civilians, retirees, contractors, families, the U.S. public and the rest of the world.

The Roadmap also calls for greater coordination and outreach by the NHC from the highest levels of the Navy such as the Secretary of the Navy and Chief of Naval Operations to the deck plate forces such as the fleet and Marines.

Chief of Naval Operations Adm. Gary Roughead, reaffirmed his selection of DeLoach for the job of the director of naval history and the curator of the Navy in a June 25 note:



*Left: The new Director of Naval History RADM Jay A. DeLoach.*

"I look forward to working with you in making our Navy come alive for the American people and connecting our past with the future. As we discussed, your recommendations regarding how we can open ourselves up will be at the top of my list."

**LETTER TO THE EDITOR**

Dear Mr. Hall,

I read with interest William B. Tunnell's "Brass Monkey" article on page 16 of the Summer 2008 issue of Anchor Watch. I think that this is one of those "Historic Myths." The purported method of storage of cannonballs in this fashion on shipboard is simply not true. This type of storage may have been used in fortifications but not on pitching and heaving decks on ships. Indeed, decks were kept as clear as possible.

Storing shot in a pyramid as pictured in the article would result in shot rolling around on deck in high seas whether it was cold or not. Shot was stored on the gun or spar decks, in shot racks. These were longitudinal wooden planks with holes bored into them, known as shot garlands. Round shot lay in these for ready use by the gun crews. The shot stayed on the lower decks so that it was not left exposed to the elements where it could rust. Such rust could lead to the ball not flying true. Indeed, gunners would attempt to remove as many imperfections as possible from the surfaces of the balls.

Bob Browning  
Historian, U. S. Coast Guard

**Please submit letters to the editor at:**

j.hall@battleshipnewjersey.org  
Battleship *New Jersey* Museum  
62 Battleship Place  
Camden, New Jersey 08103 U.S.A.

**BROOKLYN NAVY YARD HISTORICAL CENTER**

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

*By Daniella Romano  
Project Director*

**“NEW HISTORICAL CENTER SEEKS ARTIFACTS”**

The Brooklyn Navy Yard Development Corporation, a private not-for-profit institution committed to establishing the Brooklyn Navy Yard Center at BLDG 92, seeks artifacts, records, research and oral history interviews to collect and provide public access to a growing body of knowledge that represents the people and history of the Brooklyn Navy Yard. Scheduled to open in 2010, the Center will serve as a gateway to the community and, through an exhibition and regular tours, celebrate the Yard's rich and illustrious history, vibrant present use as an industrial park, plans for sustainable future development, and historic relationship with the community.

**“PAST, PRESENT AND FUTURE OF THE BROOKLYN NAVY YARD”**

Located on historic Wallabout Bay, the New York Naval Shipyard was established in 1801. During the Revolutionary War, this was the location of the British Prison Ships where an estimated 11,000 died. Over 165 years, the Brooklyn Navy Yard built and repaired hundreds of vessels including the U.S.S. *Arizona* and U.S.S. *Missouri*, the “alpha and omega” of U.S. engagement in WWII, when 70,000 men and women were employed here. The last vessel, U.S.S. *Duluth* left the Yard for Vietnam in 1965. The Yard was decommissioned in 1966 following great protest; in that same year the City of New York purchased the military installation for reuse as an industrial park. For close to forty years, the Yard has operated under deferred maintenance. In 2002, the City of New York recognized the potential of this important site in preserving local industry and manufacturing and invested heavily in the development of its infrastructure. For the past five years, the Yard has been close to 100% tenanted and is looking towards its greatest expansion since WWII, including 1.7 million square feet of new construction announced since 2006, and an anticipated increase of 1800 jobs.

**“THE BROOKLYN NAVY YARD CENTER AT BLDG 92”**

Housed in the restored 1857 U.S. Marine Corps Commandant's Residence, with a 20,000 square foot modern “green” extension, the Brooklyn Navy Yard Center at BLDG 92 will educate and inform Brooklynites, New Yorkers and the public at large about the significant role

the Brooklyn Navy Yard has and continues to play in the history of the United States and Brooklyn.

The Goals of the Center are to:

- Educate students, the community & the general population on the rich history of the BNY and its evolution to become a modern sustainable industrial park.
- Represent veterans' interests as they relate to BNY, the ships built here, the significant contributions and sacrifice to U.S. war efforts.
- Inspire current and future generations of prospective workers to consider BNY as it provides meaningful opportunities for quality employment.
- Provide access to the Yard and rich resources for study by providing the following:
  - ~ BNY Center Exhibition
  - ~ BNY Public Tours Program
  - ~ BNY Center at BLDG 92 Website
  - ~ BNY Teacher Guides and Curriculum Development
  - ~ BNY Oral History Project

**“PROGRAM AND CONTENT DEVELOPMENT-TO DATE”**

In October 2008, BNYDC will launch the BNY Public Tour Program, offering tours every first Sunday of the month. The exhibition in Building 92 will orient visitors to the Yard both geographically and socially in its historic role within the local and national communities. The development and implementation of technology through all eras of the Yard's history will provide the axis around which the stories of People & Products, Place & Process, and Adaptive Reuse & Sustainability will be told. BNYDC's Archive has preserved 35,000 architectural plans

*Below: Artist rendition of the new Brooklyn Navy Yard Historical Center.*







Above: The U.S.S. Arizona shown about to embark on sea trials in 1916, with the Brooklyn Bridge in the background. The Arizona's keel was laid at the Brooklyn Navy Yard on March 16, 1914. She was launched on 19 June 1915, and commissioned on October 17, 1916.

and is in the process of digitizing and another 17,000 images from the National Archives that will supplement the content development for the exhibit.

#### “ARTIFACTS”

BNYDC has collected artifacts including postcards, stereoscopic views, advertisements, punch cards, and two 1844 checks signed by the Yard's Paymaster. We are in search of artifacts of a more personal nature, and hope to include these in the exhibit. At this point, we have two uniforms (one Navy and one Marine) tailored at two of the local shops on Sands Street, along with a donated complete set of allied ship training models in the original case.

The most unusual donation, received in 2007, is a tin bearing the ashes of singer Eugenia Farrar. In 1907 Ms. Farrar sang “I love you, truly” over wireless radio, and the broadcast was heard live via Dr. DeForest's arc radiotelephone by one of the DeForest Pioneers on board the U.S.S. *Dolphin*. Following the experiment's success, the radiotelephones were allegedly installed in all of the vessels of the Great White Fleet prior to its world tour.

To find out more about the Brooklyn Navy Yard Historical Center at BLDG 92, our Consultants, Community Partners, Projects and Programming, visit [www.bnyc92.org](http://www.bnyc92.org)



#### U.S.S. *INTREPID* (CV-11) *INTREPID* SEA, AIR & SPACE MUSEUM

New York, New York, U.S.A.

By Desiree Scialpi  
Marketing Manager

#### “INTREPID SEA, AIR & SPACE MUSEUM TO RE-OPEN FOLLOWING MAJOR RESTORATION”

Built in 1943, the U.S.S. *Intrepid* and her crew have a distinguished history of service including tours of duty in both World War II and Vietnam. She served as a NASA prime recovery vessel before being retired in 1974. In 1982 the U.S.S. *Intrepid* began her second career as the *Intrepid* Sea, Air & Space Museum. Following a two year leave for restoration and renovation, the *Intrepid* Museum Complex now boasts new exhibits, interactive elements, newly opened areas of the ship and a completely restored aircraft collection, all along side the former U.S.S. *Growler* submarine and British Airways Concorde. Her home at Pier 86, open to the public, has also been completely renovated and now features a welcoming, park-like atmosphere.

The new *Intrepid* Museum is a unique journey filled with spectacular interactive exhibits and virtual, multi-sensory technology. The *Intrepid* Museum is a dynamic adventure for visitors of all ages and offers group packages, member benefits, birthday parties, special event packages and educational programs. Located at 12th Avenue and 46th Street, *Intrepid* is easy to get to by mass transit, car or water taxi. *Intrepid* re-opens November 8, 2008, and is open every day except Mondays through March 31, 2009, then daily through September 31, 2009. For more information please visit [www.intrepidmuseum.org](http://www.intrepidmuseum.org).



Above: The *Intrepid* photographed in December 2006 being towed from its pier in New York City to Bayonne, New Jersey for restoration.

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RENEWING MEMBERS

FALL 2008

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**U.S.S. *CONSTELLATION*  
HISTORIC SHIPS MUSEUM**

**Baltimore, Maryland, U.S.A.**

*By Kathleen McLean  
Education Coordinator*

**“SUPERKIDS CAMP PROVIDES RARE  
OPPORTUNITY FOR INNER-CITY YOUTH”**

**S**uperKids Camp is a six week program funded by Parks and People Foundation, which is an organization dedicated to the improvement of the quality of life in Baltimore neighborhoods, focused on reading and cultural enrichment. Campers, preparing to enter grades two through five, read in classroom settings and traveled to various enrichment sites in the city that included the Peabody Institute, Maryland Historical Society, Maryland Zoo in Baltimore, and U.S.S. *Constellation* Historic Ships Museum. Aboard the historic ships in the Inner Harbor, campers learned nautical vocabulary and participated in hands-on activities related to shipboard life.

“Aboard each of the ships, campers experience a unique opportunity to see a different page of history up close,” said Stan Berry, Deputy Director of Operations for the U.S.S. *Constellation* Historic Ships Museum. “More importantly, SuperKids campers got a glimpse into the lives of the people who worked and lived on those ships.”

Campers enjoyed walking aboard the familiar site of the *Constellation* to work with the ship’s great guns, lines, capstan, and costumed educators. They worked together as a team in order to run-in and run-out the guns and to brace the yards to prepare the ship for sail. Campers also learned about maps and charts to understand that navigation is an important everyday activity for not only sailors, but themselves. Shipboard educators also guided campers through an extensive tour of the ship and upon departure,

*Below and above right: Campers and educators thoroughly enjoying themselves during the SuperKids Camp.*



signaled the end of the week by firing the ship’s 20-lb Parrott Rifle.

Unfamiliar sites to the SuperKids program this year included the *Taney*, *Torsk*, Lightship *Chesapeake*, and Seven Foot Knoll Lighthouse. Although many had probably walked by the “shark boat” or the “big white ship” before, many had never been aboard. On *Taney*, campers learned about the Coast Guard and ventured into areas not frequented by visitors such as the engine room and bridge. The *Torsk* demonstrated to campers the hard life of a World War II submariner as they crawled through water tight doors, crowded into small compartments, and played with home made periscopes. The lightship and lighthouse focused campers’ attention on the importance of aids to navigation while they designed their own lighthouses and learned how to interpret, send, and receive Morse code.

Since campers were not allowed to touch many of the parts of the ship, shipboard educators worked together to engage the campers and lead activities related to the ships and focus attention away from all the wheels, gauges, and dials. For example, after exploring *Taney*’s engine room, campers made pinwheels to understand how steam or air, could be used as a power source. However, the campers enjoyed learning Morse code the most. After the exercise and assessment, campers continued to send messages by tapping their pencils or writing out the dots and dashes to talk to a fellow camper.

“When they’re (SuperKids campers) excited about what they’re doing, when they’re laughing and engaged at the same time, and, oh, by the way when they’re learning something or reinforcing something they’ve already learned, then everyone wins,” said Berry.

The U.S.S. *Constellation* Historic Ships Museum SuperKids program was a complete success. Not only did Shipboard educators teach campers new vocabulary and aspects about different ships, but the campers had fun learning and working with their counselors, shipboard educators, and fellow campers.

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

*Compiled by Jeffrey S. Nilsson, Anchor Watch Executive Editor*

We have recently learned that Jon Stanley has stepped down as CEO of the U.S.S. *Hornet* Museum in Alameda, CA to become the Executive Director of the San Francisco Bay Area Water Emergency Transportation Authority. Ralph Johnson has stepped in to fill the vacant position until a replacement may be found. Good luck Jon in your new position.

A milestone has been passed. On San Jacinto Day, April 21, 1948, the Battleship *Texas* was officially transferred to the State of Texas at the San Jacinto Battleground. An icon of naval service in America, the *Texas* is the last surviving U.S. naval vessel to be active in both world wars. She was commissioned in 1914 and saw service both at D-Day off the Normandy coast and at Iwo Jima. She was designated a National Historic Engineering Landmark in 1975 and a National Historic Landmark in 1977. She became part of the Texas state park system on September 1, 1983 and is administered by the Texas Parks and Wildlife Department (TPWD). The Battleship *Texas* Foundation (BTF) was established to oversee restoration and enhancements to the ship and surrounding grounds as well as promote educational programs for adult groups, school groups, and youth groups.

The Battleship *New Jersey* is proud to announce the opening of its newest experience – the City at Sea Tour. For the full story please see the article on page five of this issue of *Anchor Watch*. Apparently the Battleship *New Jersey* has gone to the dogs. On Thursday July 24 members of the New Jersey State Police and Camden

*Below: State Police/Camden County Sheriff's K-9 Academy Training on-board Battleship New Jersey.  
Photo by Jason Hall.*



*Above: The U.S.S. Dolphin (AGSS-555) underway.*

County Sheriffs participated in a K-9 Academy onboard the battleship.

We have learned that the Navy officially transferred ex-*Dolphin* (AGSS-555) to the Maritime Museum of San Diego during a ceremony on September 18, 2008. The *Dolphin*, decommissioned in 2007, was the Navy's last operational diesel-electric, deep-diving, research and development submarine. "As a museum, *Dolphin* will highlight America's technical expertise and dedication to the advancement of science," said Capt. David Tungett, program manager for the Navy's Inactive Ships Program.

The Navy has offered the Spruance Class destroyer ex-*Arthur W. Radford* (DD-968) for artificial reefing to all eligible Gulf and Atlantic States. The Navy has received two letters of interest: one a tri-state letter of interest from New Jersey, Delaware and Maryland and one from Florida.

On St. Patrick's Day this year, visitors to the Battleship *Massachusetts* Memorial experienced an unexpected treat when two members of the Irish Air Corps provided an impromptu concert in the battleship's wardroom. Piper Joe O'Donnell, a 36-year veteran of the Corps, was outstanding as he played a medley of tunes for all who gathered. After the show, the contingent was taken on a tour of the battleship and destroyer *Joseph P. Kennedy, Jr.*

One of the last known Liberty ships in the James River Ghost Fleet will soon be on its way to Greece. This past spring, the U.S. Maritime Administration made an agreement with the Greek government to transfer the *Arthur M. Huddle* to them for the purpose of establishing a museum, presumably in Piraeus, Greece. There is a search underway for a propeller for the ship as it is expected the new owners would like to get her underway similar to the *John W. Brown* in Baltimore, MD and the *Jeremiah*

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

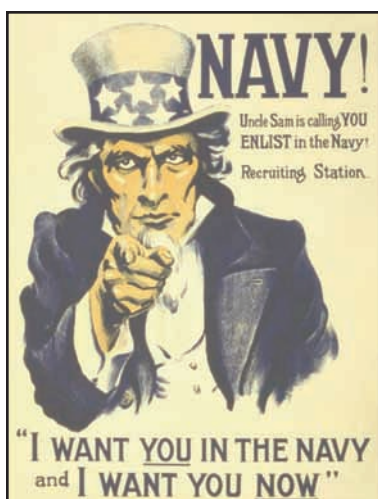
Compiled by Jeffrey S. Nilsson,  
Anchor Watch Executive Editor

*O'Brien* in San Francisco, CA. After WWII, a significant number of Liberty Ships were sold to Greece in an effort to help re-establish their merchant fleet.

The U.S.S. *Slater* is in the midst of preparations to be in a movie being filmed by a Tokyo-based production company. It will be a WW II movie called "*Orion in Midsummer*". The company scouted the Albany, New York area for extras. For more information please see the article on page seventeen of this issue of *Anchor Watch*.

The latest edition of the *Historic Naval Ships Visitors' Guide* is now available. It is 124 pages in length, in full color and the most current guide to the Historic Naval Ships Association (HNSA) ship museums world-wide. For more information, please contact Jeff Nilsson at HNSA, P.O. Box 401, Smithfield, VA 23431-0401, or contact via telephone at (757) 356-9422 or email at [hnsa01@aol.com](mailto:hnsa01@aol.com).

### Contribute to YOUR Anchor Watch!



Anchor Watch only survives if YOU send in articles and photographs concerning the current events of the historic fleet. Please send submissions to the Editor, Jason Hall at [j.hall@battleshipnewjersey.org](mailto:j.hall@battleshipnewjersey.org) or at Battleship *New Jersey* Museum, 62 Battleship Place, Camden, New Jersey 08103 U.S.A. Tel: 856-966-1652 ext. 201.

## SUBMARINEMUSEUMS.ORG

By Lance Dean

### “NEW WEBSITE AIMS TO RAISE AWARENESS OF SUBMARINE MUSEUMS”

A new website, <http://www.submarinemuseums.org> was launched on February 26, 2008 with a mission "to unite all submarine museum authors, curators, docents, enthusiasts, historians, librarians, visitors, and volunteers through positive promotion and cooperative education in order to perpetuate the American submarine museums of our forefathers". This new site promotes all submarine museum boats in the United States and attempts to make it easier for prospective visitors to locate a submarine museum boat near them. There is also a forum on the website that encourages people who are associated with or who are interested in the different museum boats to interact with each other. The forum discusses the needs, events, history, restoration, maintenance, and other issues related to submarine museums. The ultimate goal is to increase public awareness of the submarine museums, thereby increasing the number of visitors to all submarine museums. It is hopeful that this new site will foster better interaction and friendship among the numerous volunteers and enthusiasts of these extraordinary historic undersea vessels.

U.S.S. *MISSOURI* (BB-63)

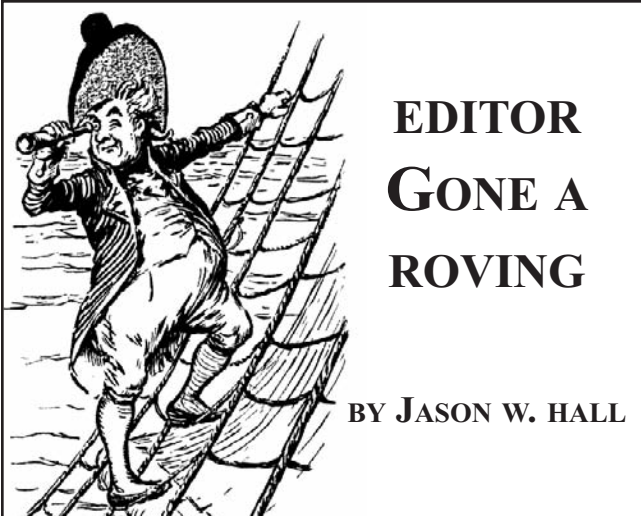
Honolulu, Hawaii, U.S.A.

By Keith DeMello

### “BATTLESHIP *MISSOURI* TO HOST SPECIAL VETERAN’S DAY EVENT”

The Battleship *Missouri* Memorial invites visitors and kama’aina (local residents) alike to join its staff and volunteer crew aboard America’s last battleship to salute our nation’s present and former military personnel at the Battleship *Missouri* Veterans Day Sunset Ceremony. This event will take place on Tuesday, Nov. 11, from 4:45 to 5:45 p.m., at the Battleship *Missouri* Memorial on Ford Island, Pearl Harbor. This year’s program will feature James D. Hornfischer, author of notable books such as *Ship of Ghosts: The Story of the U.S.S. Houston*, *FDR’s Legendary Lost Cruiser*, and *the Epic Saga of Her Survivors*. Also present will be CDR Michael Lewis, USN, Commanding Officer of the submarine U.S.S. *Houston* (SSN-713).

The ceremony will also include patriotic music, color guard and a rifle volley salute in honor of those veterans who paid the ultimate sacrifice while serving the United States. For more information contact Keith DeMello at 808-539-3482 or via e-mail [keith@mcneilwilson.com](mailto:keith@mcneilwilson.com).



## EDITOR GONE A ROVING

BY JASON W. HALL

Recalling the amazing weekend I spent in Massachusetts from May 9 to 11, visiting several historic ships is a bittersweet memory. Tom Jaskel, Director of Encampments on the Battleship New Jersey, was the designated driver for this adventure, as I am unable to drive due to an eye condition. That weekend is my favorite memory of Tom, as he passed away suddenly on June 25. Even as I write this I still hear his words echoing in my ears that he said as we crawled around in the dark on the U.S.S. *Joseph P. Kennedy, Jr.*, “This is a REAL fighting ship.” As you probably deduced, Tom was an old destroyer man, a true Tin Can Sailor, but more importantly he was my mentor and my good friend.

### “BATTLESHIP COVE”

Battleship Cove, in Fall River, MA, is the world’s largest collection of historic naval ships. In addition to the battleship *Massachusetts*, there are also two PT Boats, the destroyer *Joseph P. Kennedy, Jr.* (DD-850), the submarine *Lionfish* (SS-298), and the former-Soviet missile corvette *Hiddensee*. The odyssey to Battleship Cove began at 9:00 am when Tom picked me up at my apartment and we headed out for a five hour trip, or so we thought. Due to traffic and a driving rain storm we saw the entire state of Connecticut at five miles per hour. Instead of arriving at Battleship Cove around 2:00 PM, we dragged ourselves in a little after 6:00 PM. Thankfully the Curator of the U.S.S. *Massachusetts*, Chris Nardi, is a very patient man and waited for us to arrive to show us where we would be sleeping for the night. Staying onboard “Big Mamie” as the ship is called, was a lifelong dream come true for me. The *Massachusetts* was one of the very first historic ships I ever set foot on as a young boy growing up in nearby southern New Hampshire.

Once we had deposited our gear in our berthing areas, Chris graciously gave us a private tour of the ship and highlighted the amazing restoration work that has been

accomplished since I was last onboard over seven years before. After dinner Tom and I explored the ship on our own, attempting to stay out of the way of the large group of Boy Scouts spending the night onboard. We awoke to a normal beautiful New England Spring day; cold, rainy and raw! I am used to this sort of weather, but Tom was not as evidenced by his comment, “I was going to pack shorts, I should have brought a parka!”

We spent part of the morning walking around the battleship and manned the 20mm and 40mm guns they have available for visitors to handle and imagine what it must have been like to fight aboard this ship during World War II. We made our way to Tom’s top priority, the *Joseph P. Kennedy, Jr.* The “Joey P”, as it is called, is a *Gearing* class, FRAM-1, destroyer. FRAM-1 refers to the program known as Fleet Rehabilitation and Modernization that was done on older destroyers following World War II. Tom had served on a FRAM and though he had not served on the *Kennedy*, he knew her like the back of his hand. We went everywhere and I was soaking in his stories and memories of living and working on a “tin can”. We left Battleship Cove early as we had a very important appointment in Boston to keep.

### “U.S.S. CONSTITUTION MUSEUM”

We arrived at the Charlestown Navy Yard just in time to be greeted by Burt Logan, president of the U.S.S. *Constitution* Museum. Burt was going to treat us to something extremely special, the chance to stand on the keel of the oldest floating commissioned warship in the world. The keel of the *Constitution* was laid in 1794, and the ship was commissioned in 1797. Almost all of the ship has been replaced over the years with the exception of the keel. Burt led us down through the many decks and we had to

*Below: I got em! Tom Jaskel handling one of the 20mm guns on the forecastle of the U.S.S. Massachusetts. Photo by Jason Hall*





Above: Yes, that is a picture of feet standing on a big piece of wood. However, that piece of wood just happens to be the keel of the U.S.S. Constitution, laid in 1794. I hope I look that good in 200 years! Photo by Jason Hall.

squeeze into a tight area that led to the powder magazines. And there, just outside the entrance to the magazines was the keel. It may be just a large old piece of wood to some, but to me and too many others, this piece of wood represents the heritage and legacy of the United States Navy. Burt gave us a tour of the rest of the ship and then we walked over to the museum where he gave us a personal tour.

I remember as a school child visiting the U.S.S. Constitution Museum on many field trips. However, they have made quite a few changes since then and this is truly a museum for all ages. There was so much to do in the museum that I recommend half a day to do it, and the ship, justice. There were several interactive exhibits that highlighted life on the ship, the many battles it participated in, and an amazing array of unique and rare artifacts. Tom and I most enjoyed a new interactive exhibit geared towards families. Kids actually get to sit down inside an 1812 recruiting office and their parents ask them questions and recruit their son or daughter into the navy. Once enlisted, families walk through a multitude of areas where each child learns of the life they would lead. In this exhibit, visitors get to climb into hammocks, holystone a deck, and other fascinating hands on activities. Tom, who never gave a compliment lightly, said "I really liked that!"

#### “U.S.S. CASSIN YOUNG (DD-793)”

Walking out of the museum we turned left and wandered down the pier to our next destination, the Fletcher class destroyer *Cassin Young* (DD-793). As we crossed the brow a National park Ranger immediately spotted my U.S.S. *New Jersey* hat and asked if we had served on the battleship. I explained to him who we were and he gave us his normal talk about where to go and where not to go.

Unbeknownst to Tom and me, this young Ranger informed the volunteers of the *Cassin Young* that “two battleship *New Jersey* guys” were onboard. We had made it about half way to the bow when a volunteer came running up breathless saying, “Are you the *Jersey* guys?” He took us around to places normally not open to the public. As we followed him around I noticed that we were collecting more and more volunteers until finally by the starboard 40mm Tom and I were holding court with about a dozen volunteers. One of them, Steve Briand, invited us for a cup of coffee to which we whole heartedly said yes.

Sitting down in their tiny little volunteer office with day old donuts and stale coffee, we listened intently as they told us of the ups and downs, failures and successes, of maintaining and preserving their ship. I began to realize that even though Tom and I had never met these gentlemen before, we all shared a kindred spirit; a love for these ships. Steve Briand and several of his fellow volunteers visited the Battleship *New Jersey* a few months later. However, Tom was no longer with us to return the favor of coffee and a donut, but he was definitely there in spirit.

#### “U.S.S. NAUTILUS (SSN-571)”

On our way home to Philadelphia on Sunday, we decided to stop at the U.S.S. *Nautilus* (SSN-571) and Submarine Force Museum in Groton, CT, where many of America's submarines, including *Nautilus*, have been built since the early 1930s. The *Nautilus* was the world's first nuclear-powered submarine. Unlike previous submarines, *Nautilus* could remain submerged for weeks, even months, thanks to her revolutionary nuclear power plant. *Nautilus* demonstrated her capabilities in 1958 when she sailed beneath the Arctic icepack to the North Pole and broadcast the famous message "*Nautilus* 90 North." The boat was decommissioned in 1980 and is now open to the public as the centerpiece of the Submarine Force Museum.

I want to end this edition of Editor Gone A Roving by wishing my good friend and mentor, Tom Jaskel, fair winds and calm seas.

#### COMENCAMPMENT62 Departing

##### FOR MORE INFORMATION ON THE SHIPS MENTIONED

Please visit their websites:

Battleship Cove: [www.battleshipcove.org](http://www.battleshipcove.org)

U.S.S. Constitution Museum: [www.usconstitutionmuseum.org](http://www.usconstitutionmuseum.org)

U.S.S. *Cassin Young*:  
[www.nps.gov/bost/historyculture/usscassinyoung.htm](http://www.nps.gov/bost/historyculture/usscassinyoung.htm)

U.S.S. *Nautilus*: [www.usnautilus.org](http://www.usnautilus.org)

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Tin Can Sailors, Inc. is the National Association of Destroyer Veterans. To search for information on individual ships, destroyer museums, and how to become a member, contact them at:  
<http://www.destroyers.org>  
(800) 223-5535 M-F  
1000-1600 EST.



H.M.S. T121 *SPICA*

Stockholm, Sweden

BY Lennart Törnberg

“T121 *SPICA* AT SEA UNDER OWN POWER!”

HMS *Spica* (T121), a former Royal Swedish Navy motor torpedo boat, now a museum ship at the Vasa Museum in Stockholm, Sweden, was recently photographed (below) underway on her own power. She is open to the public Saturdays and Sundays during summer (June-August) when she is moored at the Vasa Museum in Stockholm. For more information visit: <http://www.vasamuseet.se>.



BOOK REVIEW

By Bob Willson

“STORIES OF LIFE IN A TIN CAN”

Bob Cohen and Terry Miller have assembled and edited an eclectic group of stories with their new book *Scurvy Dogs, Green Water and Gunsmoke: Fifty Years in U.S. Navy Destroyers*.

All together the eighteen writers featured in the book served in some fourteen different destroyers, destroyer escorts and frigates over the period from 1953 to 1981. The 300 or so short stories in the two volumes cover the Korean War, Vietnam, and the Cold War, and embrace every theater in which the U.S. Navy served: the Pacific, Atlantic and Indian Oceans, and the Mediterranean Sea. These stories are usually humorous, sometimes wistful, and always interesting. They cover the whole destroyer navy of their time, from aged *Gearings* to brand new *Spruances* and *Adams*, up to the *Coontz* class.

The characters you will meet span the whole gamut of personalities from naive recruits, through scheming Petty Officers and crotchety Chiefs, to nervous watch officers and overwrought COs. And, of course, like all sailors, the authors swear that every tale is the absolute truth. It is a book written by Tin Can Sailors, for Tin Can Sailors, but every U.S. Navy buff will enjoy it, and all the proceeds from the sale of the book go to the Navy-Marine Corps Relief Society.



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

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

*By Timothy C. Rizzuto  
Executive Director*

**“SLATER GOES TO THE MOVIES....IN JAPAN!”**

The *Slater*, the only floating destroyer escort on display in North America was closed to the public between August 15th and August 29th, 2008. The ship had been chartered by a Japanese motion picture company, Destiny Productions, for the filming of a new movie titled "Orion in Midsummer." The *Slater* is being used as a backdrop for this World War II movie that will focus on the life of the crew of a Japanese submarine. Though this is a big help financially, the staff and volunteers of the *Slater* did a great deal of soul searching before approving Destiny Productions' proposal. There was a concern that American veterans of the war in the Pacific might feel a sense of betrayal if the *Slater* was allowed to be used as a backdrop for a Japanese movie about World War II. However, Japanese producer Shohei Kotaki went so far as to present us with a copy of the script to review, to help us understand that his goal is to honor the veterans of all sides of this momentous conflict.

Kotaki's script is an honest, balanced and fair treatment of the waning days of the Pacific War, with a focus on the engagement between two veteran captains who were both war-weary of seeing the needless loss of life. Much as we are concerned over the appalling fact that American schools no longer teach World War II history, Kotaki is deeply concerned that the Japanese have ignored this part of their own history. Making this movie is part of Kotaki's effort to draw attention to a part of Japanese history that many Japanese wish to ignore. Not to allow them to utilize the *Slater* for this film would in essence be holding a sixty-

*Below: The mock-up of the torpedo room of a World War II Japanese submarine used in the film.*



*Above: The recreated engine room of the Japanese sub for the set of "Orion in Midsummer."*

year old grudge. We feel that as a memorial, U.S.S. *Slater* must stand for more than that: it must stand as evidence that two nations who were once bitter enemies can come together as allies.

We feel that any media effort by any nation to help tell the destroyer escort story is part of the mission of the Museum, and we must support that effort. Perhaps, as a result of Kotaki's effort, American motion picture producers will stand up and take note of our history. For our part, we will work with Destiny Productions to make sure that the film is as historically accurate as possible. We've all watched Navy movies for years and complained about the technical inaccuracies. Now we have a chance to help make sure that this one is done right.

During the location scouting progress we were very encouraged that every time the Japanese film crew came back they brought more people with them. During these visits they focused on taking pictures of the ship and its equipment. We gave them a thorough tour of the ship and answered many of their questions about the workings of the K-guns, depth charge racks, and the CIC. To enable them to better grasp the appearance of the ship from water, the film crew took a cruise on the *Dutch Apple* so that they could examine and photograph the ship from the river.

All along during this process, the director and producers have assured us that they intend to make their film as authentic as possible. What really made believer's out of us was when we came across one of their crew measuring the diameter, height and distance between the stanchions on the main deck. When asked what he was doing, the person doing the measuring told us he was making a scale model of the ship for the movie. If he's measuring stanchions, it's sure to be a highly detailed model! If this is any measure of their commitment to detail and authenticity, this might well be one of the best World War II naval movies ever produced. We are very grateful that Destiny Productions has chosen to utilize the *Slater* for this film, and we look forward to seeing "Orion in Midsummer" in theaters.

**U.S.S. *BATFISH* (SS-310)  
U.S.S. *BATFISH* WAR MEMORIAL**

**Muskogee, Oklahoma, U.S.A.**

*By Bradley Wynn  
Public Relations & Development Director*

**“WORLD WAR II SUB GETS SECOND CHANCE”**

Efforts are underway to protect, renovate, and restore a rare World War II submarine and its Memorial facility located in Muskogee, Oklahoma. The U.S.S. *Batfish*, a *Balao* class submarine, earned nine battle stars for her World War II service in the Pacific. She sank 14 ships and damaged three others during her seven war patrols. Over a period of four days in February 1945, she sank three Japanese submarines. For this feat, the "sub killer" was awarded the Presidential Unit Citation. Her other WWII exploits included blasting a grounded destroyer, bombarding a Japanese village, and rescuing downed aviators.

Following being decommissioned in 1969 she languished near the Port of New Orleans until acquired by the state of Oklahoma in 1971. The plan was to move her to Oklahoma; however her journey up the Arkansas River was fraught with difficulty. She was nearly lost after a rogue wave from a passing tanker sank one, and seriously damaged two, of the four barges supporting her during the tow up the river. By 1972 the *Batfish* settled in along the river's edge at the Port of Muskogee until she was permanently relocated on land in 1973 at the new Memorial grounds that had been a former bean field.

Over thirty-five years, thousands of visitors have walked through her interior compartments and played with her exterior guns and hardware. But now, the ravages of time and neglect threaten to destroy this once proud and highly decorated warship. Two massive floods caused damage to



*Above: The current deck situation on Batfish showing the extreme amount of work need to restore the ship.*



*Above: The major concerns for the ship are clearly seen in this image: the slight list, standing water around the hull, and the desperately needed deck replacement.*

the sub including one in 1986 when rising waters re-floated the *Batfish* over five feet from the ground until receding water allowed her to come back to rest on land, causing her to re-settle with a slight list. Neglect has also caused damage as the decks need extensive restoration work.

Beginning October 18, 2008, former crew members, volunteers, and forty Sea Cadets will begin the arduous process of saving the *Batfish*. The mission of this initial restoration will be to remove what is left of the old deck and replace it with new decking. In addition to the deck replacement, it is hoped that the loading of two World War II era torpedoes can begin. Once these efforts are completed the museum can move on to Phase One of its development plan.

Phase One involves removing the lead based exterior paint, repairing serious structural damages, placing the sub in a protective cradle, and repainting the *Batfish* in her wartime color scheme. Future phases include construction of a new museum facility and acquisition of the mast of the U.S.S. *Oklahoma* that was discovered during dredging operations in Pearl Harbor for the U.S.S. *Missouri* Memorial. Current estimates place the cost of saving the submarine and Memorial between seven and ten million dollars. "This sub is an important part of U.S. history. Now more than ever, we need the help of her citizens to save her", stated Memorial Director, Rick Dennis. To learn more about the *Batfish* and how you can help save her, visit [www.ussbatfish.com](http://www.ussbatfish.com)



**TRIVIA CHALLENGE**

*By Jeff Cary with Paul Stillwell*

**This issue's Trivia Challenge will test your knowledge of aircraft carriers.**



1. With a pending name change, can you identify the only Chinese Navy aircraft carrier & its origins?
2. Can you name the first aircraft carrier sunk in WWII?
3. What U.S. Navy aircraft carrier is credited with the first floating launch of a nuclear weapon? Bonus: When?
4. Name the only non-U.S. Navy nuclear-powered aircraft carrier.
5. This legendary ship is generally considered to have been the most heavily damaged carrier (with the most loss of life) to survive WWII. Can you name her?
6. The Brazilian Navy's sole aircraft carrier *Sao Paulo* was originally a French carrier. What was its name?
7. The U.S. Navy had built 8 aircraft carriers prior to the onset of WWII. Name them, by the numbers. Bonus: What was the fate of each?
8. Former President George H.W. Bush was a TBM Avenger pilot in WWII. When he was shot down over the Pacific, from which carrier did he fly?
9. In the annals of U.S. Navy carrier history, there have been many instances where a ship name has been used a second time to honor an historic vessel or name, i.e., U.S.S. *Independence* was originally CVL-22, and then CVA-62. How many others of this same naming convention do you know?
10. In honor of the anniversary of Pearl Harbor, arguably, where did the Japanese possibly get the idea, concept, and tactics for the raid on December 7, 1941?

**ANSWERS**

1. The former Russian Navy carrier *Karyag* was purchased by the Chinese in 2001.
2. H.M.S. *Courageous*, a converted cruiser, was sunk on 9 Sept/1939 southwest of Ireland by U-29.
3. U.S.S. *Coral Sea* (CVB-43) on 21 April/1950
4. Charles De Gaulle (R-91) of the French Navy
5. U.S.S. *Franklin* (CV-13) was the victim of 2 Kamikaze attacks – first at Leyte Gulf & then on 19 March/1945 off mainland Japan, finally knocking her out of the war. Between the two incidents, some 780 men were killed, 265 injured, & dozens of aircraft lost.
6. *Foch*
7. U.S.S. *Langley* (CV-1), lost off the coast of Java, February, 1942. U.S.S. *Lexington* (CV-2), lost at the Battle of the Coral Sea, May, 1942. U.S.S. *Saratoga* (CV-3), sunk during the Bikini Atoll nuclear bomb tests, 1946. U.S.S. *Kanger* (CV-4), sold for scrap, 1946. U.S.S. *Kortown* (CV-5), lost at the Battle of Midway, June, 1942. U.S.S. *Enterprise* (CV-6), sold for scrap, 1958. U.S.S. *Wasp* (CV-7), lost during the Guadalcanal campaign, September, 1942. U.S.S. *Hornet* (CV-8), lost at the Battle of Santa Cruz, October, 1942.
8. U.S.S. *San Jacinto* (CVL-30)
9. U.S.S. *Enterprise* (CV-6 & CVA(N)-65)  
 U.S.S. *Hornet* (CV-8 & CV-12)  
 U.S.S. *Langley* (CV-1 & CVL-27)  
 U.S.S. *Lexington* (CV-2 & CV-16)  
 U.S.S. *Princeton* (CVL-23 & CV-37)  
 U.S.S. *Kanger* (CV-4 & CVA-61)  
 U.S.S. *Saratoga* (CV-3 & CVA-60)  
 U.S.S. *Wasp* (CV-7 & CV-18)  
 U.S.S. *Kortown* (CV-5 & CV-10)
10. On November 11, 1940, the first great usage of naval air power took place in the harbor at Taranto, Italy. The Royal Navy sank much of the Italian fleet (3 battleships, a cruiser, and 2 destroyers) with the loss of only 2 Fairey Swordfish aircraft. Were the Japanese taking notes? One year later, Admiral Nagumo led the attack on Pearl Harbor. It was the beginning of the end of the battleship era....and the birth of naval air power.

## ANCHOR WATCH

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