



ANCHOR WATCH

APRIL
MAY
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The Quarterly Journal of the Historic Naval Ships Association

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U.S.S. *ALABAMA*.....



.....**Recovery Complete.**

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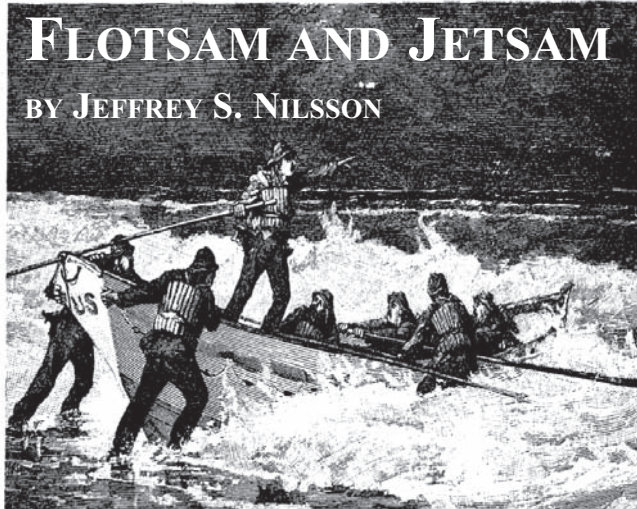
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THE COVER

*U.S.S. ALABAMA looking better than ever two years after being struck by
Hurricane Katrina. Photo by Josh Hallett.*





FLOTSAM AND JETSAM

BY JEFFREY S. NILSSON

My last Flotsam and Jetsam article was for the Fall Issue of Anchor Watch which turned out to be the Fall/Winter issue, since we had problems with the program and a new editor getting used to it all. I have to take my hat off to Jason Hall, our editor. He was able to resolve the problems and got the whole thing put together and we are now back on track.

We have had a number of Museum Executive Director changes take place since my last submission of Flotsam and Jetsam. David Brunette has resigned from Patriots Point in Charleston, SC; Captain, USN (Ret) Don Hess of the U.S.S. *MISSOURI* in Honolulu, HI has resigned effective the 28th of March 2008; John Kellet of the Baltimore Maritime Museum, Baltimore, MD has resigned to pursue other opportunities and endeavors; Ron Catudal resigned from the U.S.S. *MASSACHUSETTS* Memorial in Fall River, MA and Captain, USN (Ret) Jack Casey has been elected to be the Executive Director; Rich Conti has left Nauticus to be the Executive Director of the Science Museum of Virginia in Richmond, VA. and Captain, USN (Ret) Dave Scheu of the Battleship *NORTH CAROLINA* Commission has put the Commission on notice that he will be retiring in January 2009 and a search has been initiated to find his replacement; meanwhile Frans Boetes of the U.S.S. *MOHAWK* CGC Memorial Museum in Key West, FL has remarried and he and his bride are now residing in Switzerland. Lieutenant, USCG (Ret), Bill Verge is now the Executive Director of the Mohawk museum.

We sadly report that George L. Maier, Master of the Liberty Ship S.S. *JOHN W. BROWN*, passed away the morning of 26 February 2008, after a courageous battle with cancer. He had just turned 80 years of age earlier in the month. Also, we note with sadness the passing of Mr. Albert Puliz, who was a Navy veteran from WWII, and the owner of Puliz Moving and Storage. He provided a great deal of equipment and supplies in the movement of WWII ship artifacts from the west coast to the U.S.S. *MASSACHUSETTS* for restoration.

On 10 March 2008, the HNSA Board of Directors met in Annapolis, Maryland for the Winter Board Meeting. The meeting was well attended, with members braving the snow in the Cleveland, Ohio to make the drive to Annapolis. They made the drive with time to spare. Pat Cunningham, coming from Buffalo also had snow to deal with, but was also able to make the trip, however, he flew in for the meeting.

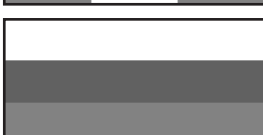
During the Board meeting, the subject of our future annual conference locations was discussed at some length. As this goes to press, we are well into the planning phase for this year's conference at Patriots Point Naval and Maritime Museum; 2009 will either be in Mobile, Alabama or in Annapolis, Maryland meeting with the International Congress of Maritime Museums; and 2010 will find us in Honolulu to celebrate the targeted December 7th, Grand re-opening of the new Visitor Center and Museum for Pearl Harbor with the conference starting on December 8th.

We are again grateful to Tin Can Sailors, Inc. for their very generous grants awarded to the U.S.S. *LAFFEY*, U.S.S. *KIDD*, U.S.S. *THE SULLIVANS*, U.S.S. *JOSEPH P. KENNEDY*, and the U.S.S. *TURNER JOY*. Each museum received a check for \$10,000, while the Navy-Marine Corps Relief Society received \$5,000 and the Historic Naval Ships Association received \$7,500. A total of \$62,500 was distributed the morning of the Winter H.N.S.A. Board Meeting held in Annapolis, MD on 10 March. These awarded grants brings the total that Tin Can Sailors has given to H.N.S.A., its museum ships, and the Navy-Marine Corps Relief Society to \$1,804,400.00. Again, our sincerest thanks to Captain Jim Jones, President of Tin Can Sailors, Inc. and to Mr. Terry Miller, their Executive Director.

On Saturday, 15th March 2008, H.M.S. *BELFAST* in London, England, the last remaining big-gun armoured warship from the WWII left in Europe, celebrated the 70th Anniversary of her launching. This momentous event was hosted aboard *BELFAST* by Admiral The Lord West of Spithead GCB DSC, Trustee of the Imperial War Museum and an Honorary Director of the Historic Naval Ships Association and Admiral Sir James Eberle GCB LLD, Vice-President of the H.M.S. *BELFAST* Association.

We welcome the following new Associate Members: the Brooklyn Navy Yard Development Corporation, Team Builders Plus, and JFK CV 67 Memorial Foundation, Inc.

Jeffrey S. Nilsson



NEWS FROM THE FLEET

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

**U.S.S. ALABAMA (BB-60)
BATTLESHIP MEMORIAL PARK**

MOBILE, ALABAMA, U.S.A.

Submitted by William N. Tunnell, Jr.

After more than two long years, U.S.S. ALABAMA (BB-60) Battleship Memorial Park has finally completed the clean-up and restoration from damage created by the Park's most notorious and celebrated visitor in its 42 years of operation, Hurricane Katrina.

Damage estimates immediately after the storm of August 29, 2005 were in the \$2 million range. Now, 30 months later, Executive Director Bill Tunnell reports the repair total has topped \$7 million and that total does not include on-going aircraft repairs.

How much money was involved in the aircraft repair project? Tunnell says "Unknown - not enough fingers and toes plus I can't count that high. Seriously, out of the 24 aircraft on the grounds and in the Aircraft Pavilion that day, 3 were destroyed and of the remaining 21 which represent all the U.S. Armed Services since pre-WWII, 17 had major damage."

"FEMA has been great to work with," Tunnell stated, "a great group of professionals helping our area recover. Everyone's heard about New Orleans and their problems, but we took a major blow here and even now, we still owe \$2 million from the repair."

Although it took nine months and \$2.7 million to right the eight degree list of Battleship ALABAMA from the storm, the biggest headache for the past three years has been attendance. The majority of the \$400,000 damage from Hurricane Ivan, which hit the area in September 2004, was to the Park's 36,000 square foot roof over the enclosed Aircraft Pavilion, however, attendance of more

than four million annual visitors at the nearby Gulf beaches plummeted after that area took a direct hit.

The lack of post-Ivan year-round beach traffic caused Battleship Memorial Park's attendance to drop to levels in 2005 which were still bearable until Katrina came in eleven months later and closed the self-sufficient Park for 4½ months.

Tunnell credits the Park staff for making ends meet. "Our employees really did an incredible job of cleaning up and repairing the place after we had more than 7 feet of water cover the Park and destroy all our buildings and equipment. While doing everything from fighting snakes to replacing drywall, you can't imagine what the staff went through to get us reopened and get some revenue coming in here. Contractors did their part, but it was our people that were the heart and soul of the efforts"

Attendance still lags behind the normal 300,000 annual visitor level, but Tunnell noted that even though they're still down 25%, Park operations are normal and most visitors don't know the true extent of the damage or, in many cases, that anything happened at all.

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: Damage to the ramps leading up to the ship caused by Hurricane Katrina.

“It’s amusing, while talking to visitors standing out in the Park, to see their reactions” Tunnell said, “when you tell them they would have been underwater that day. Still amazing to me since we’ve never had more than three feet of standing water ever in the Park’s history. Of course, with Katrina’s water being pushed by 130 miles per hour gushes, it wasn’t exactly standing still that day.”

Interestingly, Submarine U.S.S. *DRUM* (SS-228), now proudly displayed on land since 2001, only suffered a bent antenna during the day-long event. Weathering winds in excess of 90 mph for more than eight straight hours, *DRUM* withstood the storm beautifully, “a real tribute to our Engineers and the Battleship Commission for getting her out of water to preserve her for posterity,” Tunnell said.

A hull restoration project has recently begun for *DRUM*, a National Historic Landmark with 12 WWII Battle Stars.



Left: U.S.S. ALABMA listing to port after being battered by Hurricane Katrina.

H.M.S. *HUNTER*

*From the U.K. Ministry of Defense
Press Office*

“H.M.S. *HUNTER* FOUND DURING A MILITARY EXERCISE.”

H.M.S. *HUNTER*, was an H-Class Destroyer of 1,880 Tons, armed with 4.7inch guns and 2 x 4 Torpedo Tubes. She had a crew of approximately 145 at the time of her sinking at approximately 0530 GMT on April 10, 1940 with 110 killed on board.

H.M.S. *HUNTER* has remained missing and undisturbed 305 meters under the icy waters of a Norwegian fjord until the Norwegian Minehunter HNOMS *TYR* found her in March 2008. HNOMS *TYR* was participating in a large multinational exercise involving the Royal Navy, Royal Norwegian Navy and the Royal Netherlands Navy along with ships from Spain, Belgium and Germany when she discovered the sunken vessel with her echo-sounder. On dispatching her remote operated submersible to investigate, it became clear that this was the long lost H.M.S. *HUNTER*, lying as she was when she had finally succumbed to the unforgiving waters after bravely fighting during the Battle of Narvik; an action that would result in the first Victoria Cross of World War II being awarded.

The presence of the Commander of the United Kingdom’s Amphibious Force, Major General G S Robison, and other Royal Navy ships participating in the exercise allows appropriate marks of respect to be paid in a ceremony due to take place later this week. The ships of the RN, the Netherlands Maritime Force and the Norwegian Navy, who are participating in Exercise Armatura Borealis, will lay wreaths over her grave in a commemorative service complete with the ships sailing past the site of the sunken destroyer in formed line.

Major General Garry Robison said, “Finding H.M.S. *HUNTER* was a poignant moment and being able to pay our respects along with our Norwegian and Dutch allies is particularly fitting to those who lost their lives.” The Norwegian National Joint Headquarters was pleased to inform the British Authorities that they had finally found H.M.S. *HUNTER*, which will now be marked as a war grave, after several attempts over the years had proved unsuccessful.

The Senior Spokesperson, Col John Øglænd, said, “Being able to host this large multinational exercise is great for us but to find H.M.S. *HUNTER* while doing so makes it very special indeed. We remain close allies and are eternally grateful to those who helped preserve our freedom.”

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

Camden, New Jersey, U.S.A.

*By Michael J. Flynn
Director of Education*

**“BLACK HISTORY MONTH COMES ALIVE ON
BATTLESHIP *NEW JERSEY*.”**

The Battleship *NEW JERSEY* Museum and Memorial celebrated Black History Month in February with two events focused on teaching children the importance of African-American history. In addition, the Battleship Education Department offered a lesson to area schools, throughout the month of February, on the role of African-Americans in the U.S. Navy with a focus on the U.S.S. *MASON* (DE-529).

The Battleship *NEW JERSEY* (BB-62) played an important role in African-American history. In 1954, Dr. Louis Ivey became the first African-American officer aboard the battleship. In 1996 the Navy named its first African-American four star Admiral, J. Paul Reason. ADM Reason had made the Battleship *NEW JERSEY* his flagship earlier in the decade.

African-Americans' naval service stretches back to the beginning of the nation. Thousands of black men fought in the American War for Independence, many in the new Continental Navy. In the Civil War, blacks made up a substantial portion of the Union Navy's enlisted personnel; 30,000 sailors. But by the dawn of the new century, things had changed. In 1919, the Navy closed the door on opportunities for African-Americans by halting Navy enlistment of blacks. Due to attrition, just 0.55% of the Navy's enlisted forces were black in 1932, while seventy years earlier, during the Civil War, it had been 25%.

The U.S.S. *MASON* (DE-529) was a Navy destroyer escort manned predominantly by an African-American crew. Thanks to contributions of African-Americans on the U.S.S. *MASON* and across the U.S. military, President Truman enacted Executive Order 9981 in 1948. This measure assured equality of treatment and opportunity for all persons in the armed services without regard to race, color, religion, or national origin.

On Saturday February 2nd, 2008, the Battleship *NEW JERSEY* welcomed the New Jersey Buffalo Soldiers Motorcycle Club for a presentation on Black History Month. The Buffalo Soldiers presentation to the Riletta T. Cream school of Camden, NJ, covered many important topics focusing on the struggles of African-Americans,



Left: Willingboro resident Dwight Baltimore, a member of the New Jersey Buffalo Soldiers Motorcycle Club, shows Herbert Nelson, 12, of Camden, how to hold his rifle during the event held on the Battleship.. Photo by Denise Henhoeffler, Courier-Post.

particularly those of the black troops of the Ninth and Tenth Cavalry and the 24th and 25th U.S. Infantry that became known as the “Buffalo Soldiers.”

The New Jersey Buffalo Soldiers Motorcycle Club is a non-profit organization comprised of African-American men and women dedicated to the sport of motorcycling and to the education of all people as it pertains to the rightful place of African-Americans in our country's history. They ride under the name “Buffalo Soldiers” to express pride and respect for the many accomplishments made during the decades following the Civil War.

On Tuesday February 12th, 2008, wives of members of the Philadelphia Flyers hockey team participated in a special presentation about the U.S.S. *MASON* and African-Americans in the U.S. Navy. We also had as our special guests Stacey Stevens, the wife of Flyers coach John Stevens, their two sons, and Holly Cote, wife of Flyers player Riley Cote, as well as some members of the Flyers Public Relations and Development staff. Students from LEAP Academy in Camden, NJ enjoyed a special tour of the ship and a lesson about the *MASON*. Also the Flyers took video and photos that they plan to broadcast during some of their upcoming games to show the Flyers wives out in the community.

With the assistance of the Flyers' Wives and the Buffalo Soldiers, the Battleship was able to bring Black History Month alive for area students. For information on upcoming classes and events aboard Battleship *NEW JERSEY* please visit www.battleshipnewjersey.org. If you would like to learn more about the New Jersey Buffalo Soldiers Motorcycle Club, please visit their website at www.njbuffalosoldiers.com. Information concerning the Philadelphia Flyers charities may be found at www.comcastspectacorfoundation.org.

H.M.S. *VICTORY*
Portsmouth, U.K.

U.S.S. *CONSTITUTION*
Boston, Massachusetts

By LCDR John Scivier
*Commanding Officer, H.M.S. *Victory**

“*VICTORY VISITS CONSTITUTION.*”

In November of last year, the commanding officer of H.M.S. *VICTORY*, the oldest commissioned warship in the world visited U.S.S. *CONSTITUTION*, the oldest commissioned warship afloat in the world for a fact-finding and affiliation strengthening visit. The purpose of the visit was to exchange ideas and data on the different ways that the two ships are managed, interpreted and maintained and much good work was achieved. LCDR Scivier also spent time at the *CONSTITUTION* Museum looking at the ways that historical interpretation is used and how the various educational methods employed benefit both adults and children.

During his three day visit to Boston, LCDR Scivier gave a two hour briefing to *CONSTITUTION*'s crew and members of the museum, attended an official cocktail party in the Commandant's House and together with *CONSTITUTION*'s CO, gave a lecture in Salem, MA to a group of naval history enthusiasts.

While onboard the *CONSTITUTION*, LCDR Scivier presented the Commanding Officer, Commander William Bullard, with a White Ensign that had been flown from *VICTORY* on the 4th July. The flag is housed in a casing made in *VICTORY* oak and was generously donated by Fleet Support Limited. The CO of *VICTORY* had, earlier this year, accepted a U.S. flag flown on *CONSTITUTION* on Nelson's birthday (September 29th). Accompanying the two Commanding Officers at the handover ceremony were members of the Ancient and Honourable Artillery Company of Massachusetts.

The two Commanding Officers discussed many issues such as the overall presentation of iconic historical vessels, security implications of having tourists visit commissioned warships, ways in which the ships can be used as function platforms and the ways in which educational outreach programmes can be best affected.

While the two ships are similar in configuration and typical of mid to late Georgian design, there are contrasts in the way that both ships are interpreted. *VICTORY*, by virtue of



*Above: LCDR Scivier presenting CDR William Bullard with a White Ensign that had been flown from H.M.S. *VICTORY*.*

the fact that she is dry docked and static has a full complement of artifacts and furniture and is representative of as close as the ship would have looked in 1805. *CONSTITUTION* on the other hand is afloat and conducts a number of sea going turnarounds each year. Consequently, the decks have less interpretation.

Another difference between the two ships is the staffing. *CONSTITUTION* has over 60 enlisted ranks and officers who provide guiding services alongside and then the expert (and somewhat unique) seamanship skills when the ship puts to sea under limited sail. *VICTORY* has a staff of just over 50 and these are a mix of military personnel and civil servants.

During a tour of the *CONSTITUTION* Museum, *VICTORY*'s CO discussed educational policy and since the visit, education officers from both facilities have been in touch to discuss ways of mutual support and help.

On completion of the visit to *CONSTITUTION*, LCDR Scivier was guest speaker at a Pickle Night dinner in New York organised by a distinguished group of American naval historians in conjunction with the 1805 Club and Nelson Society. The speech gave a unique insight both to the history of *VICTORY* and the modern day consequences in managing a 250 year old ship and iconic tourist attraction. Also present at the dinner was the future Commanding Officer of U.S.S. *NEW YORK*, a new amphibious ship that recently completed construction in New Orleans, LA. The ship contains some 7 tons of steel in the bow section, reclaimed from the World Trade Centre destroyed in the 9/11 attack. The CO of *VICTORY* presented the prospective CO of U.S.S. *NEW YORK* with a commemorative wall plaque made from *VICTORY* oak and copper as a token of the two ships' fledgling affiliation. While in New York, there was also an opportunity to attend the official Veteran's Day breakfast at Gracie Mansion, with the mayor of New York.

LCDR Scivier said:

"I am grateful to the Pickle Night committee for both inviting me to speak at this prestigious event and for funding the flight to the USA. As well as giving me a chance to spread the word about H.M.S. *VICTORY* and the Royal Navy, the visit also enabled me to travel to Boston to see the U.S.S. *CONSTITUTION* at first hand and do some very constructive work with her and her crew. I am the first CO for many years to visit our counterpart and the trip has been invaluable to both me and my fellow Commanding Officer. We have exchanged thoughts and ideas that will be able to be used to best effect on both ships. The other activities conducted on the trip, both in Boston and New York, gave me a great opportunity to wear the uniform and promote the Royal Navy amongst a wide variety of the American public".

BOOK REVIEW

Destroyer Captain: Lessons of a First Command,
by By ADM James Stavridis USN
Naval Institute Press, 2008

Reviewed by Terry Miller

Admiral James Stavridis believes that, "A leader is a dealer in hope." This was one of the principles of command for then-Commander James Stavridis as he assumed command of U.S.S. *BARRY* (DDG-52) in October of 1992. Now a four-star admiral, Stavridis has written many books and papers but this small volume will be among his most memorable. In *Destroyer Captain: Lessons of a First Command* he pulls from his personal journal the thoughts and feelings he experienced from the first day aboard the nearly new destroyer to the day he relinquished command twenty-seven months later.

Stavridis discusses his wardroom and CPO mess, heaping praise on the dedication of a fine staff who made his job so much easier. What he does not do is credit himself for creating the conditions and leading his crew to think and act for themselves while yet in line with his desires. There is much in his descriptions from which to glean insight of the flag officer he would become.

Stavridis provides accurate descriptions of his team, the places they visit, the evolutions handled, and the overall activities of the ship. He brings to life those things that make some commanding officers memorable and certainly the crew of U.S.S. *BARRY* 1993-1995 will always remember their captain with pride.

Destroyer Captain is a fast read and is a must for anyone who aspires to command at sea, regardless of the type of ship. It is an essential for those of us who wondered about that loneliest of jobs and the near-reverence in which we held some of those who held command. It should be

required reading for all midshipmen to help provide clarity and focus to possible careers and to understand a little better that a certain amount of self-doubt is healthy if it is not allowed to dominate one's thinking. More than any of that however, *Destroyer Captain* is entertaining and that alone would make it worth reading.

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

Honolulu, Hawaii, U.S.A.

by Keith DeMello

"MIGHTY MO CELEBRATES 10 YEARS AS A MUSEUM"

The arrival of the Battleship *MISSOURI* in Hawaii nearly a decade ago was one of the most extensively and internationally covered events in the State of Hawaii's recent history. The event produced front-page photos running as far away as London. Local residents crowded the beaches to catch a glimpse of the "Mighty Mo" passing Waikiki's Diamond Head and Honolulu shorelines.

The Battleship *MISSOURI* Memorial will mark the 10th anniversary of the *MISSOURI*'s arrival this summer by presenting two special, commemorative guided tours throughout the month of June, as well as "A Mighty Mahalo," a full day of complimentary admission and special activities on Saturday, June 21, the day of the anniversary.

Those interested in attending any of the events or lending support to the continuing care and preservation of the Battleship Missouri are encouraged to call toll-free at 1-877-MIGHTYMO (1-877-644-4896) or visit us at www.ussmissouri.org.

Below: The Battleship MISSOURI moored at Ford Island near the U.S.S. ARIZONA Memorial.



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By Jeff Backal

“UNIQUE PROGRAMS FOR CORPORATE EVNTS.”

Team Builders Plus was founded in 1991 to help create more positive and productive team environments. Team-building programs range from fun team retreats to intensive team interventions...and everything in between. Their programs are fun, memorable, and create lasting results.

Team Builders Plus has forged partnerships throughout the United States. These partnerships, including historic ships, such as the Battleship *NEW JERSEY* and Aircraft Carrier *MIDWAY*, have truly been a win-win-win for everyone involved. Clients get to participate in engaging team-building programs, how facilities can sell more admission tickets, food and rental space, and of course, Team Builders Plus provides the training.

The Team Builders Plus business model has been a boom for specialized facilities that seek to increase attendees. Rather than participate in team-building programs in a sterile conference room, groups have had the opportunity to experience team building at a location that immediately sends the message, “This is not your typical team-building program.”

Organizations such as the Battleship *NEW JERSEY* have benefited by a significant number of corporate groups renting their meeting space and taking tours. Battleship



Above: Participants of Battleship Adventure learn teambuilding skills and hone critical thinking skills during this fun and productive program.

NEW JERSEY CEO, Troy Collins says, “We have been enamored with our relationship with Team Builders Plus. When you combine the exciting and professional programs offered by Team Builders Plus with our unique setting at the Battleship, the result is a prosperous partnership and happy clients. Many of our Team Builders Plus clients have become today’s members and donors.”

When Team Builders Plus conducts events on historic ships, they lead groups through an activity called Battleship Adventure.

Battleship Adventure is a fast-paced team-building simulation that requires effective collaboration, leadership, planning, and communication. Participants play the role of Special Ops forces that are transported to the South Pacific. An unlimited number of squads of five to six individuals make their way to the enemy base, accomplish as many target missions as possible, and return to base. Squads have only twenty days (@ 5-10 minutes/day) to get to the enemy base and return safely. Their ultimate mission is to go ashore, prepare the beaches for invasion, and dismantle the enemy's communication towers.

Unexpected events cause teams to improvise, adapt, and collaborate with other teams to accomplish the objectives. Participants learn that every person contributes to overall group effectiveness, as they see the parallels between their actions during the exercise and their behaviors on-the-job. Battleship Adventure is designed to build trust, improve communication, and enhance collaboration.

Team Builders Plus has worked with nearly a third of the current Fortune 100 companies, including organizations such as AAA, Aramark, Bank of America, Blue Cross Blue Shield, Campbell Soup Company, Chase, Comcast, D&B, Ford Motor Company, GlaxoSmithKline, Hewlett-Packard Company, Johnson & Johnson, L’Oreal, Lucent Technologies, Nabisco, National Institute of Health, Okidata, PECO Energy, Reliance Standard Life, Sea Ray Boats, W.L. Gore, all four branches of the US armed forces, Homeland Security, the Environmental Protection Agency, and other governmental agencies.

Team Builders Plus was recently voted by the Philadelphia Business Journal as both one of the Fastest Growing Companies in the Philadelphia area and one of the Best Places to Work in the Philadelphia area. They have conducted training programs in nearly every U.S. state and in several countries around the world.

For more information contact Jeff Backal, CEO, Team Builders Plus at 856.596.4196 x201 or jbackal@teambuildersplus.com.

H.N.S.A. NEWS & VIEWS

Compiled by Jeffrey Nilsson, Anchor Watch Executive Editor

TOn Saturday, 15 March 2008, the H.M.S. *BELFAST* in London, England, celebrated the 70th anniversary of her launch. She is a cruiser, built by Harland and Wolff, in Belfast, Northern Ireland, and was actually launched on 17th March 1938 (St. Patrick's Day) by Mrs. Neville Chamberlain, wife of the then Prime Minister of England. The ship saw action in World War Two and was damaged (her back was broken) by a German magnetic mine in November 1939. After repairs she rejoined the fleet in November 1942 and played a leading part in the destruction of the German battle cruiser *SCHARNHORST*.

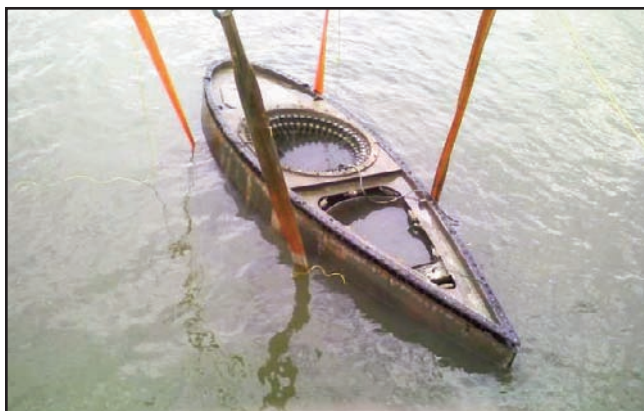
The *BELFAST* took part in the D-Day landings, and after WWII, supported United Nations forces in the Korean War and remained in service with the Royal Navy until 1965. She was then scheduled to be scrapped, but an independent trust was formed and it succeeded in bringing her to London. She opened to visitors on Trafalgar Day, 21 October 1971 and has been part of the Imperial War Museum since 1978. For this very special occasion, the ship's silver bell has been fully restored and the replaced engraving reminds them of the historic connections that the ship has had with its "home" city of Belfast, Northern Ireland. The bell takes pride of place on the Quarterdeck of the ship and is seen by the 250,000 visitors that go on board each year. This has reinforced the ship's links with the city that built her and remade others such as with the London Irish Rifles.

Veteran's Day weekend aboard U.S.S. *SLATER*, in Albany, NY, was a major event for them. Military Vehicle collectors Charlene Ryan, a submarine veteran who served in an "R" Boat, John Kolanchick, Glen Tremblay, Peter Goutos, Greg and Tim Wolanin, Bill Peaslee and Jamie Darrah brought equipment down to the *SLATER* for the weekend. That Saturday night they honored veterans at their fourth annual U.S.S. *SLATER* Night at the Fort Orange Club. This is their annual black tie gala organized by Doris Fischer Malesardi, Geoffrey Bullard, Paul Czesak and Tony Esposito, among others. Some find it amusing to see people like Doug Tanner, Tommy Moore, and Eric Rivet in tuxedos. Tim Rizzuto can't speak for the others, but in his case his tux is one of the few outfits he has that doesn't have paint or grease spots somewhere.

During the event Emcee CDR Bill Kraus introduced a three-part program that put the *SLATER* in historical perspective and brought their guests up to date. Graham Jones, who lived through the worst war years in England, talked about "How the Convoys Saved England." He brought the group up to date on the year in review. Then

Barry Witte and Midshipman John Camp gave their presentation on "Engaging the Next Generation," giving evidence that interest in the *SLATER* will not wane with the passing of the greatest generation. Following dinner, the high point of the evening was when Doris presented Pat Perrella with the first annual U.S.S. *SLATER* Trustees Award. Pat couldn't be with us due to a long standing family commitment, so *SLATER* plankowner and Museum Committee chairman Cliff Woltz, who had come all the way from Houston with his daughter Cathy, proudly accepted on Pat's behalf. The following morning Paul Czesak organized a Sunday memorial service that was well attended and was covered by the media. It was a beautiful morning to parade the colors, and Erik Rivet's gun crew of RPI Midshipmen looked ship shape as the smoke from the three round salute rolled across the water. They thank all who came to support the *SLATER* Veteran's Day weekend.

From Orange, TX, the U.S.S. *ORLECK*, a 1945-built Navy Destroyer that served with distinction in the Korean, Vietnam, and Desert Storm conflicts, is in extreme danger of being sent to the scrap yard as a victim of Hurricane Rita. Before Rita hit Orange, Texas in late September 2005, the *ORLECK* was operating there successfully as a museum, generating income from grants, donations, admissions, and souvenir sales, among other things. During the Hurricane, the ship was hit by two runaway barges that had broken free of their moorings. By the time the ship was repaired, the City of Orange had other plans for the *ORLECK*'s former berth at a waterfront city park. Ever since, the non-profit foundation that owns the *ORLECK* has sought a new home for the ship.



Above: Removal of the U.S.S. ORLECK's Sonar Dome was completed at about 1500 hrs. on 3/30/08, with work done by Tiburon Divers, Houston, TX, and CBH Services, Orange, TX, and with consulting assistance from Ravino Nomura of Subsea Solutions, Long Beach, CA. Photos by foundation President Steve Phillips.

H.N.S.A. NEWS & VIEWS

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Proposals have been made to many cities, but none have been willing so far to give the *ORLECK* a home. A possible site that is in the discussion stage as we write this piece, is the Arkansas Inland Maritime Museum in North Little Rock, AR. The owner of the ship's current berth has requested that the ship be moved so that the property can be developed for commercial use. The *ORLECK*'s Foundation is grateful for being allowed to remain at its present berth for many months at no charge.

The foundation has been unable to find even a temporary berth for the 390 foot-long ship. The ship is in good condition, is well insured, and the foundation has sufficient funds to pay for berthing, although ultimately it would benefit from a low-cost or free berth to prosper again. If a temporary berth cannot be found by March 1, 2008, the *ORLECK* may well be headed for the scrap yard, which would be a senseless tragedy for this historic ship, which has so much to offer any community willing to provide her a home. Help locating a suitable waterfront city or private entity is urgently needed. Please see www.ussorleck.org for more information, or contact the foundation's President, Steve Phillips, at 409-882-2197, or the Foundation's attorney/spokesman, Evan T. Caffrey, at 504-566-8678.

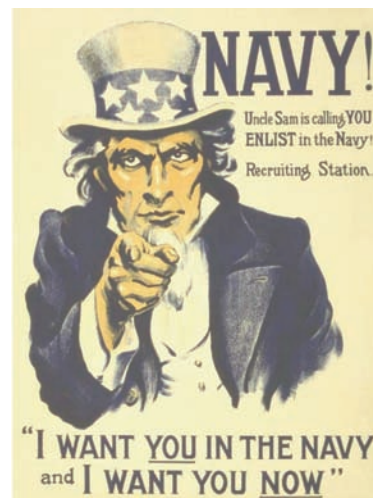
Word from U.S.S. LST-393, in Muskegon, MI, is that the last two years have been very successful for the ship and that the operation is growing by leaps and bounds. In that time, paid activities, numbers of guests, sleepovers, and recognition by the city and state have grown by more than 300% per year. Restoration to WWII configuration continues daily as evidenced by the fact that the bow doors are now open and the ramp is down for the first time since 1945. Entrance to the ship is now through the bow. The fire suppression system is complete; potable water, showers and heads are now on board. The local schools love to bring classes to the ship for any of the several education programs that they have started. The ship has been completely repainted and looks fantastic. Obviously, they have every reason to be proud of what they have accomplished.

At Mount Pleasant, SC, construction began last fall on the much anticipated Patriots Point Marine Education Center on board U.S.S. *YORKTOWN* at Patriots Point Naval & Maritime Museum. This interactive, cutting edge learning center is designed to meet the needs of students and teachers from school districts throughout South Carolina. The Patriots Point Marine Education Center is unique to the Charleston area because it offers a cross-training field trip experience by bundling marine biology, science and

history classes in one location. The ability to provide these standards based classes in a single field trip to U.S.S. *YORKTOWN* saves educators valuable time and money. "Our location, quite literally on Charleston Harbor, and the history of these great ships gives children and young adults extraordinary hands-on experience," said Ned Forney, Patriots Point Education Director.

The Historic Naval Ships Association (HNSA) gratefully accepts individual memberships. If you are interested in becoming a member of HNSA, you may do so by going to the HNSA web site, www.hnsa.org, and completing the simple on-line application. Alternatively, you may call Jeff Nilsson at HNSA headquarters at (757) 356-9422 for membership information. The application may also be mailed to the HNSA treasurer at HNSA, c/o Col. Patrick J. Cunningham, AUS (Ret), Buffalo & Erie Naval & Military Park, 1 Naval Park Cove, Buffalo, New York 14202-4114.

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 or at Battleship *NEW JERSEY* Museum, 62 Battleship Place, Camden, New Jersey 08103 U.S.A. Tel: 856-966-1652 ext. 201.

**S.S. LANE VICTORY
U.S. MERCHANT MARINE VETERANS OF WWII**

San Pedro, California, U.S.A.

By Jan Michaelis

**“CRUISE SEASON BRINGS
WORLD WAR II TO LIFE”**

The WWII cargo ship S.S. *LANE VICTORY* is located in San Pedro, CA at berth 94, adjacent to the World Cruise Center. “*LANE*” is one of more than 530 “victory” cargo ships built late in WWII, to replace the hundreds of merchant marine ships lost to enemy attacks. The “*LANE*” hauled munitions in the South Pacific at the close of WWII; during the Korean War, she ferried troops and evacuated 7,000 civilians as the Communists advanced on Inchon; and during the Vietnam Conflict, she was called to duty for the third time, finally being laid up in 1969. Three victory ships: the *LOGAN*, *HOBBS* and *CANADA* were lost to Kamikazes off Okinawa during WWII. A fourth, the *QUINAULT VICTORY*, fell victim to the Port Chicago explosion. Victory ships were built late in WWII. They were faster and could carry more supplies vital to the war effort. In addition these Victory ships were meant to form the ‘backbone’ of the postwar Merchant Marine fleet.

The “*LANE*”, deeded to the United States Merchant Marine Veterans of WWII in 1989 by President Reagan, was towed to San Pedro harbor, where restoration began.

A non-profit, all volunteer group of dedicated seniors, made up of former merchant marines, naval armed guardsmen and others restored the ship. She is a designated Historical Landmark.

Today, the *LANE VICTORY* is a fully operational, sea-going memorial, dedicated to the memory of those merchant marines and naval armed guardsmen who lost their lives at sea in time of war, many whose graves are marked only by the white caps on the sea.

The ship carries full wartime armament and re-creates how it was, with summer day cruises off Catalina, which are highlighted by an aerial attack at sea (weather permitting). Additionally you may enjoy a continental breakfast and a hearty buffet lunch while on the cruise. The ship provides live music, engine room tours and two great museums, plus a gift shop. However, if you just want to kick back and relax, there is plenty of seating and many shaded areas. . . These WWII “VICTORY AT SEA” cruises, that support the ship, offer a glimpse of how it was. Cruise Dates: July 12 & 13, August 16 & 17, September 27 & 28. Call (310) 519-9545 or download a cruise ticket order form from “Cruises” at www.lanevictory.org.



Above: Aerial battle during one of the summer cruises of the S.S. LANE VICTORY.

**S.S. JOHN W. BROWN
PROJECT LIBERTY SHIP**

Baltimore, Maryland, U.S.A.

By Mike Schneider, Chairman

“SAD NEWS”

It is my sad duty to announce that George L. Maier, Master of the Liberty ship S.S. *JOHN W. BROWN* and president of Project Liberty Ship, passed away on the morning of February 26 after a long and courageous battle with cancer. He had turned 80 years old earlier this month.

George served as Master since 2001 and truly loved all the volunteers of Project Liberty Ship. "You couldn't ask for a better bunch of guys," George once said of the volunteers, “they're all willing to work for the same pay.”

I know that I can speak for all of us in the *JOHN W. BROWN* family in expressing our most sincere condolences to Colleen and the entire Maier family.

Below: George L. Maier, former skipper of the Baltimore-based S.S. JOHN W. BROWN, one of two Liberty Ships remaining of the 2,700 built during World War II, gives orders as the vessel departs from Pier 4 in Baltimore for a cruise. Photo by Doug Jones, Portland Press Herald.



TRIVIA CHALLENGE

By Jeff Cary with Terry Miller of the Tin Can Sailors

This issue's Trivia Challenge will test your knowledge of Destroyers (DD) and Destroyer Escorts (DE).

1. This U.S. Navy destroyer escort, nicknamed "Eleanor's Folly", was the only ship with a predominantly African-American crew to see combat in WWII. Can you name it?
2. At the battle of Midway, the U.S. Navy lost only 2 ships. One was the *YORKTOWN* (CV-5), the other was a destroyer. Name it.
3. Only 4 nuclear-powered destroyers were ever built and commissioned by the U.S. Navy. Name them.
4. Only one Imperial Japanese Navy warship involved in the Pearl Harbor attack survived the war. Can you name it?
5. Only one U.S. Navy destroyer was ever named for a city. Can you name it?
6. Approximately how many U.S. Navy destroyer escorts served their country in WWII?
7. This U.S. Navy destroyer won 17 battlestars in WWII, the most for any "Greyhound", but she may be better known for her "legendary" close encounter with a Japanese submarine on 5 April/1943. Seems the 2 crews were lobbing potatoes back & forth at each other across the decks (details upon request). Can you name this ship?
8. The aircraft carrier H.M.A.S. *MELBOURNE* has a checkered past that includes crashing into 2 ships causing many deaths. Name both the U.S. & Australian Navy destroyers involved.
9. Before being knocked out of the war on 9 May/1945 off Okinawa, what U.S. Navy destroyer escort sank 7 Japanese I-Boats in a 2 week sweep in the Pacific a year earlier?
10. The late actor Henry Fonda served on a U.S. Navy destroyer in WWII. Name it.
11. Name the only 2 examples of U.S. Navy destroyer escorts currently remaining in the United States. Hint: One is afloat and the other is land-locked.
12. What U.S. Navy destroyer served as a ship of the Imperial Japanese Navy during WWII?

ANSWERS

1. U.S.S. *MASON* (DE-529)
2. U.S.S. *HAMMANN* (DD-412)
3. U.S.S. *BAINBRIDGE* (DLGN-25) U.S.S. *TRUXTON* (DLGN-35) U.S.S. *CALIFORNIA* (DLGN-36) U.S.S. *SOUTH CAROLINA* (DLGN-37)
4. The Fubuki-class destroyer *IJN USHIO*
5. U.S.S. *NORFOLK* (DL-1)
6. The U.S. Navy fielded some 560+/- of these vessels.
7. U.S.S. *OBANNON* (DD-450)
8. U.S.S. *FRANK E. EVANS* (DD-754) in the South China Sea, 3 June/1969, and H.M.A.S. *VOYAGER* off the coast of Australia south of Sydney, 10 February/1964
9. U.S.S. *ENGLAND* (DE-635)
10. U.S.S. *SATTERLEE* (DD-626)
11. U.S.S. *SLATER* (DE-766), Hudson River, Albany, NY; and U.S.S. *STEWART* (DE-238), on land in Galveston, Texas
12. U.S.S. *STEWART* (DD-224) was damaged in the opening weeks of the war and had fallen off the blocks onto her side in a floating dry-dock in Surabaya, Java when Japanese forces overran the port. They then repaired the ship and used her in coastal waters as IJN Patrol Boat 102.



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, visit their website at: <http://www.destroyers.org> or call toll free: (800) 223-5535 M-F 1000-1600 EST.

ANCHOR WATCH

JOIN THE HISTORIC NAVAL SHIPS ASSOCIATION

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

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

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

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

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

MEMBERSHIP APPLICATION

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

Name _____

Street _____

City _____ State / Province _____ ZIP / Postal Code _____

Country _____ Telephone _____ E-mail _____

Method of Payment Check Money Order Visa / MasterCard

Amount _____

Is this a gift membership? Please circle one: **YES / NO**

Card Number _____ Expiration Date _____

Signature _____

Please return to: **HISTORIC NAVAL SHIPS ASSOCIATION**
Buffalo & Erie County Naval & Military Park, 1 Naval Park Cove, Buffalo, NY 14202-4114



The Historic Naval Ships Association
c/o U.S. Naval Academy Museum
118 Maryland Avenue
Annapolis, Maryland 21402-5034 U.S.A.

