

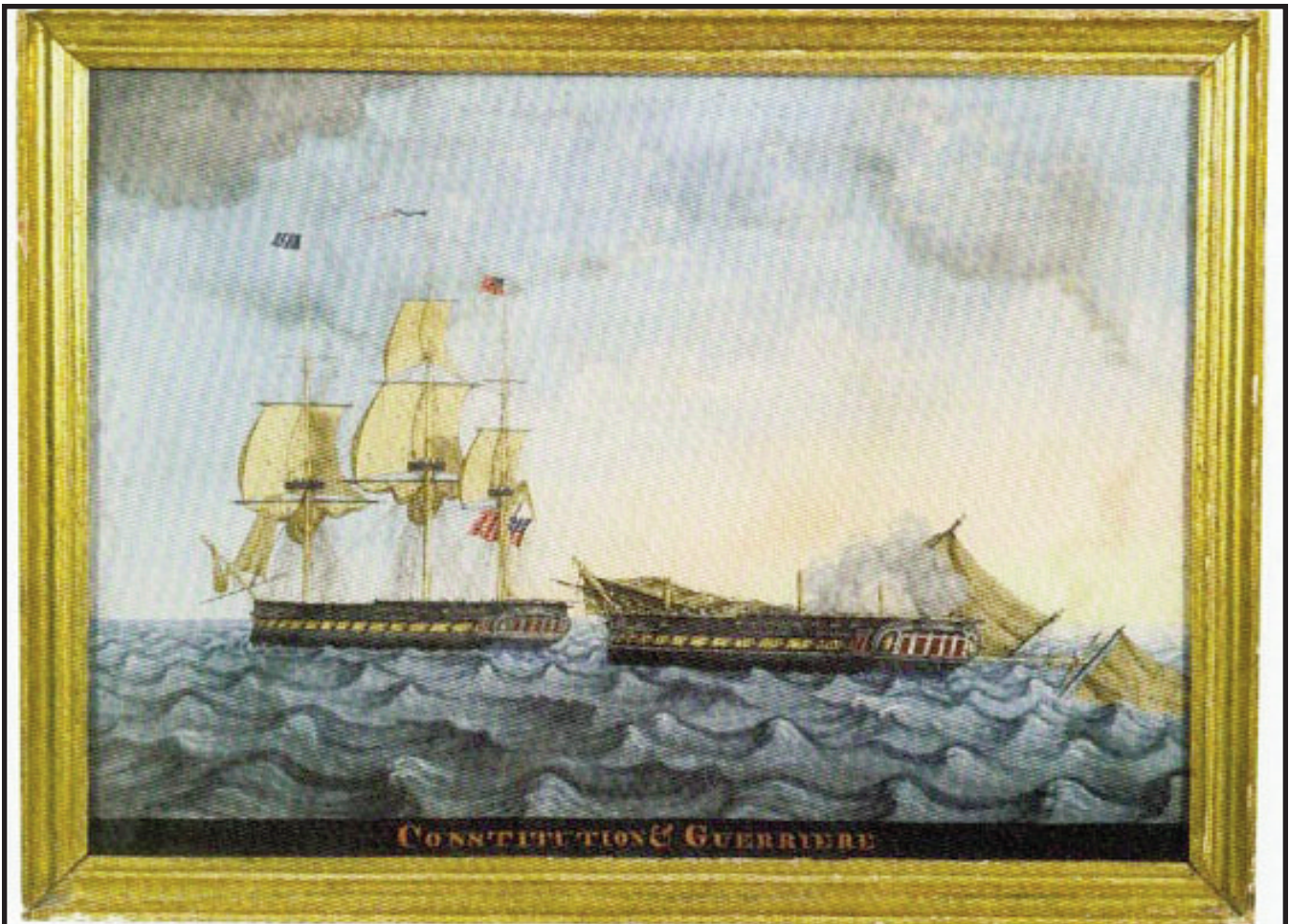


ANCHOR WATCH

JULY
AUGUST
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2008

The Quarterly Journal of the Historic Naval Ships Association

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The Birth of "*OLD IRONSIDES*".

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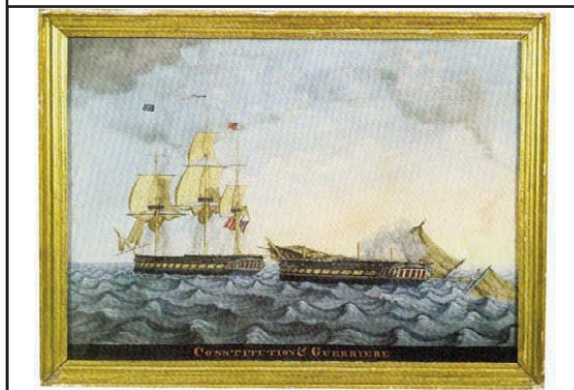
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THE COVER

George Ropes painting depicted the battle between U.S.S. Constitution and H.M.S. Guerriere in which she earned her famous nickname of "Old Ironsides".



NEWS FROM THE FLEET

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

U.S.S. *CONSTITUTION*
U.S.S. *CONSTITUTION* MUSEUM

BOSTON, MASSACHUSETTS, U.S.A.

Submitted by Emily Nichols

On January 19, 2008, the U.S.S. *Constitution* Museum seized an unparalleled opportunity and purchased at auction one of its most significant acquisitions ever. This amazing collection is a series of four paintings of the battle of August 19, 1812, painted by Salem, MA artist George Ropes, Jr. and dated 1813, of the engagement between *Constitution* and H.M.S. *Guerriere*. They are among the earliest images of this important battle. This battle marks the moment *Constitution* earned her nickname of “Old Ironsides” and became an important national symbol.

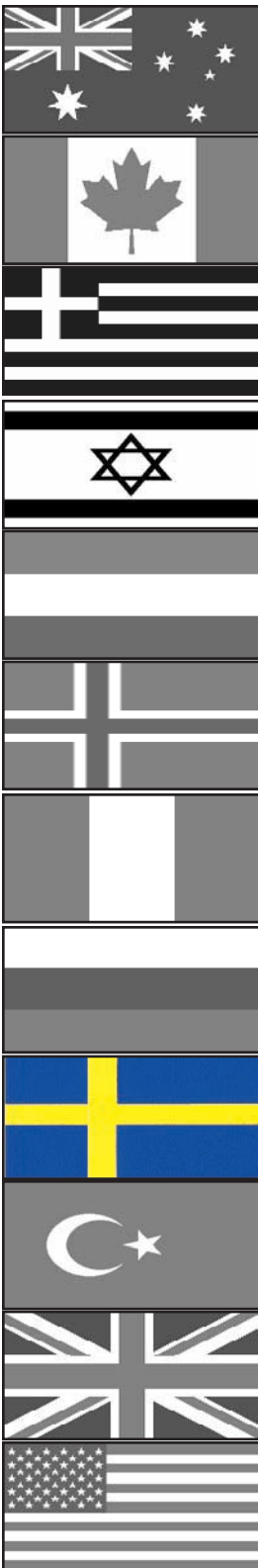
These paintings are the Museum’s most important visual descriptions of the defining moment in *Constitution’s* career. George Ropes’ paintings will become the Museum’s signature images of this moment.

The Ropes paintings include images of sailors climbing aloft to ready the Ship for battle and the dramatic destruction of the defeated British ship. At age 13, Ropes became a student of Michele Felice Cornè, the premiere American maritime artist of the day. Ropes was one of nine children of shipmaster, George Ropes. George Ropes, Jr., a deaf mute, supported his family after his father’s death through his painting. Although Ropes was not at the battle, he paints with the detail of someone who was. Ropes had access to firsthand accounts of the battle through his friend and mentor, Cornè, who was commissioned to depict the battle by the ship’s captain, Isaac Hull, and through newspaper articles. While two of Ropes’ paintings are similar to Cornè’s own images of the battle, the remaining two are unique views of this pivotal battle.

The George Ropes paintings come from the collection of the Woburn Public Library in Woburn, MA. They were apparently stored in a basement vault there. Because the paintings have no local Woburn connection, the Library Trustees made the decision to deaccession them to help fund an expansion and renovation of the library’s historic structure.

The unveiling of the new exhibit occurred on May 13. “We are asking children to participate in this significant event for the Museum in order to ensure that future generations understand the importance of the Ship and its role in our nation’s history,” said Burt Logan, President of the Museum. “Preservation and display of these paintings is critical in keeping this important moment in American history alive for generations to come. To ensure that the story of this national treasure is indeed accessible to all, admission to the Museum is always free of charge,” he continued.

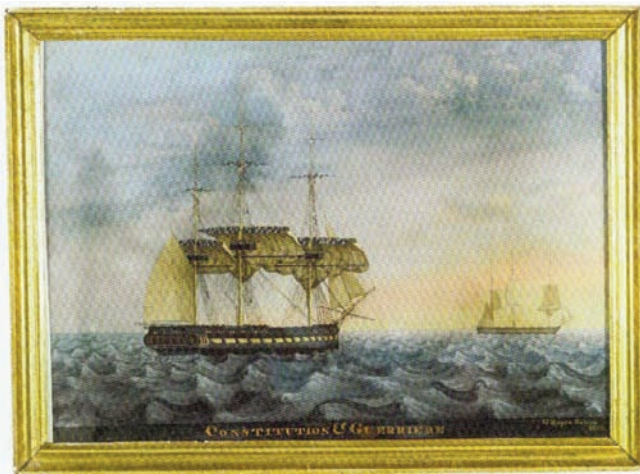
Children participating in the actual unveiling of the paintings include: Sam Fulweiler of Cambridge, who is a descendent of Isaac Hull, Captain of U.S.S. *Constitution* during the War of 1812; Liam Bullard of Fall River, whose father is the current Ship’s Captain; Jared Kiihne of Concord, whose father is the Museum’s Director of Exhibits; Jaye Lindsay Morgan of Woburn, whose grandmother is a Trustee at the Woburn Public Library; Martha Rand of Ipswich, whose mother is the Museum’s Executive Vice President; Benjamin Makishima of Milton, whose family are friends of the Museum; Libin Huang of Charlestown, who is a student at Harvard Kent School, the nearest school to the Museum; and Isis Shrader of Hanscom Air Force Base in



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

(Top to bottom,
in alphabetical order)

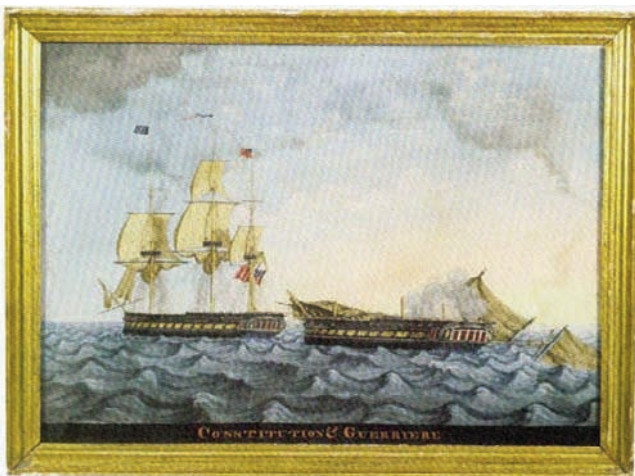
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Peru, Russia, Sweden, Turkey,
the United Kingdom, and
the United States of America.



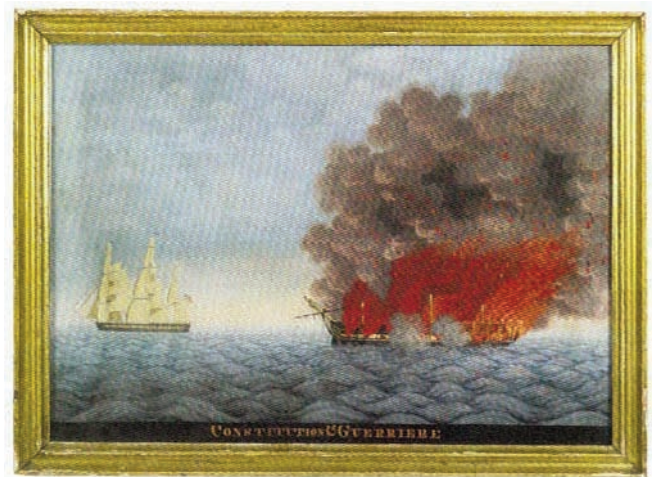
Above: U.S.S. Constitution sights H.M.S. Guerriere and closes range to do battle. Images provided by Burt Logan, President of the U.S.S. Constitution Museum.



Above: U.S.S. Constitution and H.M.S. Guerriere firing at one another as they collide during the battle..



Above: U.S.S. Constitution has demasted the H.M.S. GUERRIERE, turning her into a floating hulk with no choice but to surrender..



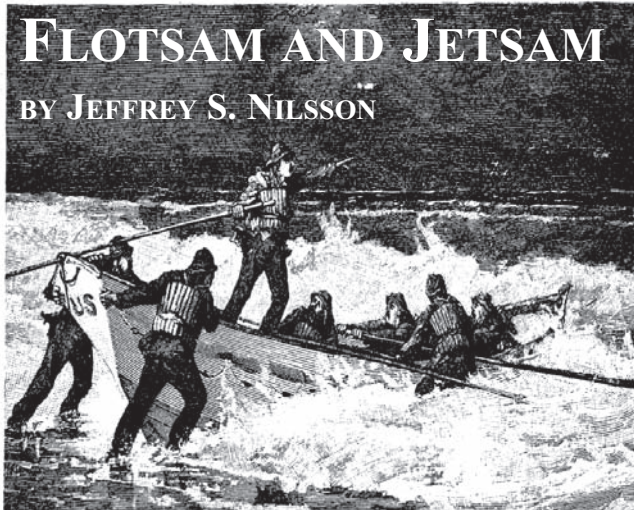
Above: Constitution sails away leaving Guerriere behind in flames.

Bedford, whose father is an enlisted sailor on board U.S.S. *Constitution*. Boston Latin School 8th grade student Jillian Baker read an essay about the importance of the preservation of *Constitution*, written by a student in 1925. Youngsters from Charlestown's Clarence R. Edwards Middle School participating in the Citizen Schools Program performed a brief play about the battle.

The paintings will become the Museum's signature images and will be showcased in a free exhibit from May 14 to November 14, 2008. The exhibit, *Old Ironsides in War and Peace*, chronicles the 200 plus year history of *Constitution*, from her building and launching, to present day. After November 14, the paintings will be rotated on and off display, used as aids in educational programs, and

reproduced on items in the Museum giftshop for years to come. The Museum plans to make them part of a hands-on, minds-on exhibit for families called *Sailor Speak: Life Aboard U.S.S. Constitution* in 1812, which is scheduled to open next spring.

The U.S.S. *Constitution* Museum serves as the memory and educational voice of "Old Ironsides". Family-friendly, hands-on exhibits share the stories of *Constitution* and those who shaped her history. The Museum, located adjacent to U.S.S. *Constitution* in the historic Charlestown Navy Yard, is open seven days a week, admission is free. For more information, visit <http://www.usconstitutionmuseum.org>.



FLOTSAM AND JETSAM

BY JEFFREY S. NILSSON

We have been pretty busy here at the office in Smithfield. The updated edition of the Visitors Guide is nearing completion and hopefully will be on the street and into your hands very shortly. It has been a lot more work than was expected and it is turning into a labor of love.

The International Maritime Museum of Hamburg (Germany), which will be the largest maritime museum in the world, is on track to open in 2008. When completed, the twelve story structure will house a collection of over 27,000 ship models in a former 1879 warehouse in the German city's historic waterfront district. For more details, see www.hafencity.com.

Discussions are underway to bring the U.S.S. *Orleck* to the Arkansas Inland Maritime Museum. Since suffering damage in Hurricane Rita as a result of a collision with a barge in 2005, the ship has been without a permanent berth. Although the damage has been repaired, city officials have refused to allow the ship to return to its former berth. When it was first opened to the public in 2001, the *Orleck* was moored at a city park in Orange, Texas, near where it was built in 1945. The *Orleck*, should she be moved to the Arkansas Inland Maritime Museum, would join the U.S.S. *Razorback*, a WWII submarine which was acquired from Turkey. The museum has also acquired the U.S.S. *Hoga*, which is a Navy tug that survived the Japanese attack on Pearl Harbor on December 7, 1941. Officials are currently working with the city to raise the funds needed to tow the *Hoga* from Benicia, CA (Suisun Bay) to North Little Rock.

Ms. Carla Morse who had been with the museum ship H.M.C.S. *Haida* has become a heritage presentation specialist with Parks Canada's Ontario Service Center. Ms. Morse will continue to represent Parks Canada on the Canadian Naval Centennial Working Group and co-chair of the National Historic Sites Alliance for Ontario (NHSAO).

From the Patriots Point Development Authority (PPDA) we have the news that Brigadier General Hugh Tant III, USA (Ret) has been named the Executive Director of the Development Authority and will be assuming his new duties on June 1, 2008. The PPDA Board of Directors made the announcement at its monthly meeting on May 27, 2008. General Tant transitioned from active duty with over thirty years of leadership and management experience in the United States Army. Prior to his selection as PPDA Executive Director, the General served as Senior Vice President for Business development at Southcoast Community Bank in Mount Pleasant, SC. He has been involved in numerous community activities including being on the Executive Board of The Salvation Army. The General is a Mount Pleasant native and a 1971 graduate of The Citadel with a B.S. in Business Administration. He received his Master of Arts, Business Management from Central Michigan University in 1980. While in the Army, he graduated with honors from Command and General Staff College, U.S. Army War College and the Center for Creative Leadership, Colorado Springs, CO. General Tant and his wife Christina, reside in Mount Pleasant, SC and are the parents of twin daughters, Anna Tant of Arlington, Virginia and Elizabeth Angerman of Frisco, Texas.

Mr. Barry Knell is stepping down as both a volunteer and as Chairman of the H.M.S. *Cavalier* Association. Mr. Tony Cox was elected to replace Mr. Knell and he may be reached via email at tang.cox@zen.co.uk. Please join me in wishing Barry well in his "retirement."

Please join me in welcoming Rear Admiral Jay A. DeLoach as the new Director of Naval History, as we bid a fond farewell to retiring Rear Admiral Paul Tobin.

The HNSA has entered into an agreement by vote of the Board of Directors whereby Sky Retail Partners, LLC will act as the official wholesaler and supplier of merchandise to the museum gift shops of HNSA. At this writing, we are in the process of finalizing the formal agreement. This is not an exclusive arrangement, therefore the shops may continue to use their local suppliers if they so desire.

The Battleship *North Carolina* is pleased to announce the opening of an exhibit about the latest ship named after the state, the fast attack submarine U.S.S. *North Carolina* (SSN-777). On May 3, 2008, the boat was commissioned into the U.S. Navy during a ceremony in Wilmington, NC. The exhibit features a portion of the bow flag from the christening ceremony, original artwork of the boat by Stephen Rountree and a model of the boat by Don Preul, Curator, The Rogers Ship Model Collection, U.S. Naval Academy. The exhibit tells how the submarine was built and offers a glimpse into life inside a modern day nuclear powered submarine.



Left: Commissioning day of the U.S.S. North Carolina (SSN-777).

The Battleship *New Jersey* Museum, for the second consecutive year, has been presented with an Excellence in Tourism award. This award was given at the 2008 Governor's Conference Awards Luncheon at the Trump Marina in Atlantic City. The museum was honored for their Group Tour packages and combination tickets, which offers youth and adult groups guided tours of our nation's most decorated battleship and tours of other regional attractions and museums. The programs allow groups the convenience of purchasing a single ticket for multiple venues as well as offering them a discount off their admission to the museums and attractions. To Troy Collins and his staff – CONGRATULATIONS!

Jeffrey S. Nilsson

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

Camden, New Jersey, U.S.A.

*by John Goheen
Curatorial Volunteer*

**“AMATEUR RADIO OPERATORS
CONTRIBUTE TO SHIP RESTRATION”**

Restoration of historic naval ships is quite often complicated, arduous and very difficult. Many craft resources are employed: hull repair, woodworking, electrical repair, plumbing, and welding to name just a few. But, an often overlooked restoration resource is that of amateur radio. The amateur radio operator often referred to as a “ham”, can contribute much knowledge and effort to the ship restoration process. This effort is very often done on a volunteer basis and therefore at little or no cost to the restoring agency.

The contributions of amateur radio operators to the historic naval ship restoration effort are well documented. View any one of several museum ship amateur radio web sites to see what has been accomplished by the hams of that particular museum ship. Also, most of the museum ship websites link to the ship's amateur radio organization. Most

historic naval ships have an interior and exterior electronic communications system referred to as IVCS and EXCOM respectively, especially from the WWII era on. They also have a general announcing system, electronic intercoms and, of course, a sound powered phone system. Though, most likely, the equipment in those systems has either been removed or destroyed, it is entirely possible that those systems can be restored to partial or complete operation again. That is where the ability of the ham comes into play. The hams knowledge of electronics and communications goes a long way into helping to restore those systems to complete or partial operation. Since much of the EXCOM equipment is no longer available or simply cannot be brought back in operation, the ham can often make the equipment appear to operate.

Case in point is the Battleship *New Jersey* Museum and Memorial. Not only have the hams, members of the Battleship *New Jersey* Amateur Radio Station (BNJARS) NJ2BB, restored the general announcing system to complete operation, but have also restored the ship's radio antenna system to operation for use with the ship's ham station transceivers and the ship's dial telephone system. They have also been able to make much of the intercom system operational and have made other systems, such as the secure voice system appear to be operational. However, the hams, while licensed by the FCC to build, align and operate ham radio transmitters and receivers, do not do any of the ship's electrical work. That work is the province of the ship's licensed electricians. The ship's electricians and the hams do work closely together on the many restoration projects on the ship.

If you are in the process of getting ready to restore or are restoring an historic naval ship you might consider contacting a local amateur radio club, or even several clubs, to participate in the restoration effort, if you have not already done so. Many historic naval ships may also have had a ham station on board while they were in commission. Perhaps, in addition to participating in the restoration of the ship, the hams might want to establish a ham station on board. There are many things that the hams can do to enhance the “presentation” of the historic naval ship. Just ask them.



**For more information,
please visit the
Battleship New Jersey
Amateur Radio Station
website:**

<http://www.nj2bb.org>

**U.S.S. *CONSTELLATION* MUSEUM
BALTIMORE MARITIME MUSEUM**

Baltimore, Maryland, U.S.A.

*By Christopher Rowsom
Executive Director
U.S.S. Constellation Museum*

**“U.S.S. *CONSTELLATION* MUSEUM AND
BALTIMORE MARITIME MUSEUM MERGE”**

The U.S.S. *Constellation* Museum and the Baltimore Maritime Museum became a single entity this spring bringing four historic ships and a lighthouse under one administrative flag. In addition to *Constellation*, the collection includes the submarine U.S.S. *Torsk*, the Lightship *Chesapeake*, the Seven Foot Knoll Lighthouse and the U.S.C.G.C. *Taney*. *Torsk* holds the record for the most dives of any U.S. submarine. She also sank the last Japanese combatant ship of World War II. The Coast Guard cutter *Taney* is the last fighting ship still afloat from the Japanese attack on Pearl Harbor and she saw action that day. The lightship *Chesapeake* marked the entrance to both the Chesapeake and Delaware Bays during her career and the Seven Foot Knoll Lighthouse marked the entrance to the Patapsco River and Baltimore Harbor for almost 150 years.

The most immediate result of this merger is that visitors may now, with a single ticket, visit vessels that represent nearly 130 years of American maritime history and active service. U.S.S. *Constellation* and Baltimore Maritime Museum members can now visit all four ships and the lighthouse free of charge at any time. The Museum has yet to decide on an overall identity for the newly formed organization but, as Museum Director Chris Rowsom has indicated, "We want to recognize each of the vessels and celebrate their rich histories and the contribution to the nation made by their crews. Each vessel has its constituencies and dedicated support groups and we want to make sure that they all feel like they are part of the whole while maintaining their individuality."

From a programmatic standpoint, the Museum is planning on developing a wide-range of activities and hands-on demonstrations for all sites, similar to what has been offered on-board *Constellation* for many years. There will be a "plan of the day" across the waterfront and visitors will be able to choose from bracing the yards on-board *Constellation*, an engine room tour of *Taney*, seeing the periscope on-board *Torsk* in the "sail", or listening to the Lighthouse keeper tell of his daring rescue mission. Soon, all of the ship's crews will be in period uniform ready to engage visitors with their in-depth knowledge of the



Above: U.S.S. Constellation moored in Baltimore's Inner Harbor to join forces with neighboring Baltimore Maritime Museum.

histories of the vessels. "There is so much potential for innovative and creative programming on-board these ships" said Stan Berry, Deputy Director for Operations and the person in charge of program development. "In many ways, we have an untapped resource and have just scratched the surface of what is possible."

**U.S.S. *OLYMPIA*
INDEPENDENCE SEAPORT MUSEUM**

Philadelphia, Pennsylvania, U.S.A.

**“U.S.S. *OLYMPIA* PREPARING
FOR DRY-DOCK”**

Divers have been inspecting the hull of the U.S.S. *Olympia* in anticipation of her going into dry-dock. The *Olympia* was Commodore George Dewey's flagship in the battle with the Spanish fleet in May 1898 at Manila Bay in the Philippines during the Spanish-American War. The decommissioned cruiser is permanently docked in Philadelphia, PA.

Ship manager Jesse Lebovics says divers have been using ultrasound and hammers to check the integrity of the steel, the propulsion and steering gear beneath the vessel to see if it's safe for the *Olympia* to be dry-docked.

Most steel-hull ships are pulled from the water every 20 years for repair and maintenance, but Michele DiGirolamo of the Independence Seaport Museum says the *Olympia* has not been out of the water for 60 years, thus dry-docking her as soon as possible is critical to her future.

**U.S.S. *LST-393*
U.S.S. *LST-393* PRESERVATION ASSOCIATION**

Muskegon, Michigan, U.S.A.

By Dan Weikel

**“U.S.S. *LST-393* CONTINUES TO BE
A DESTINATION SPOT.”**

Over the past two years the U.S.S. *LST-393* Preservation Association, located in Muskegon, Michigan, has become a true destination for veterans, tourists, students, and history buffs throughout western Michigan.

During the years of WWII 1,051 LST class ships were built. Over a thousand of them survived through the end of World War II, and indeed, several WWII LSTs served through the Vietnam War era. Though slow by today's amphibious Navy standards, the ships were well designed for a variety of tasks besides the primary mission of armored invasion force delivery. Even though the crew members named LSTs a “Large Slow Target”, the LST endured, and there were only 26 losses to enemy actions. These remarkable warships that performed vital services in World War II are almost extinct. Approximately 42% were scrapped, 20% were converted for commercial use, 18% were sold to foreign governments, 9% sunk, and the final fate of 6% are still unknown.

The LST program was developed in response to a need for armored infantry divisions in invasions by sea. The goal was to develop a ship that was large enough to traverse an ocean, but with provisions to quickly and efficiently unload armored vehicles and personnel on an unimproved beach. The resulting ship design proved to be among the most successful in the history of the Navy.

The ships were designed with an innovative ballast system which allowed the flat-bottomed ships to sit lower in the water during ocean transit for seaworthiness purposes. By pumping the ballast tanks dry, allowed the ship to raise up in the water, facilitating shallow-draft landing operations. The ballast system was adapted from the systems used by fleet submarines.

The LST was built in a variety of shipyards, in rather unlikely locales: Seneca, Illinois; Evansville and Jeffersonville, Indiana; Pittsburgh and Ambridge, Pennsylvania. In total, eighteen shipyards produced over a thousand LST's in three years, a remarkable feat by any reckoning. U.S.S. *LST-393* was launched in Newport News, Virginia on November 11, 1942. Over nine thousand soldiers made their way to the front aboard *LST-393*, as well as 3,248 vehicles. She also carried over five thousand prisoners during her career. *LST-393* made 75

voyages to foreign shores on three continents, including 30 round trips to the beaches of Normandy.

In the ensuing years following her decommission in 1946, *LST-393* became a merchant ship, carrying automobiles from Muskegon, Michigan to Milwaukee, Wisconsin. She was renamed the *M/V Highway 16* in lieu of the now-defunct US Route 16, which ran from Detroit to Muskegon, spanning Lake Michigan to Milwaukee where US 16 began again.

Two years ago a group of veterans and history buffs, recognizing the significance of this ship, petitioned the owner of the ship for control. This was granted and a non profit 501(c)3 corporation was subsequently chartered in the state of Michigan, headquartered in Muskegon. Since then the officer's country, officer's staterooms, galley, ward room, crew berthing spaces, engine room, auxiliary engine room, and tank deck have been restored back to their WWII configuration. The bow doors have been un-welded (they were welded shut in 1946) and reopened. The ramp has been lowered; an on-board gift shop started; the hull painted in the camouflage scheme she wore in 1945; and a youth sleepover program started.

The goal of the U.S.S. *LST-393* Preservation Association is to turn *LST-393* into a first class museum and memorial to the men and women of the United States who sacrificed so much in the defense of our country. When the ship reopened for tours in May 2008 visitors were able to tour the newly installed museum and displays which include separate exhibit areas for the Army, Air Force, Navy, Marine Corps., Coastguard, and Home Front. During the 2007 season thousands of visitors, veterans, history buffs, and students visited *LST-393* (up 185% from the previous year). The 2008 season is shaping up to be even greater.



Above: LST-393, located in Muskegon, Michigan, is one of only two remaining of the 1,151 LST class ships built during WWII.

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www.hnsa.org



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NATIONAL MUSEUM OF
THE UNITED STATES NAVY

Washington, District of Columbia, U.S.A.

By Katie Winstanley
Naval Historical Center Public Affairs

“BELL OF U.S.S. *MERRIMACK*
NOW ON DISPLAY”

A bell from the historic Civil War naval vessel U.S.S. *Merrimack* (C.S.S. *Virginia*) has been put on display at the National Museum of the United States Navy in Washington D.C.

Merrimack, rebuilt as the Confederate ironclad C.S.S. *Virginia*, participated in the famous battle against the Union ironclad U.S.S. *Monitor* at Hampton Roads on March 8-9, 1862.

The bell was donated to the Navy by Adrian Pearsal, a private collector of nautical antiques. Pearsal had originally contacted the National Geographic Society (NGS) to see if they knew of any educational naval collection that would be interested in receiving the bell. The NGS then put him in touch with Mark Wertheimer, Head of the Curator Branch, Naval Historical Center (NHC) in Washington D.C. Negotiations then opened up in early 2006, culminating in the donation of the *Merrimack's* bell to the NHC a year later.

The history of the bell prior to Pearsal's acquisition of it is murky. After the Civil War it seems to have been acquired by the Grand Army of the Republic, a Civil War veterans organization. It was put on display by them until the 1920s, when it passed into the hands of private collectors.

The acquisition of the bell is important for both the museum and the Navy overall. "There are very few artifacts from *Merrimack* and the battle between *VIRGINIA* and ironclad *Monitor* at Hampton Roads and so the acquisition of this bell with the *Merrimack's* name on it is very exciting," said Wertheimer. The bell is now on display at the museum's popular Civil War gallery as a long-term attraction.

The battle at Hampton Roads was of national importance as it was the first ever battle between ironclad steam warships. Although the battle between *Virginia* and *Monitor* was inconclusive, it did have a significant impact on naval architecture and thus revolutionized naval warfare.

"Hampton Roads was an important time in the Navy's history as it represented the watershed from wooden hulled

ships to iron hulled and armored ships," said Wertheimer.

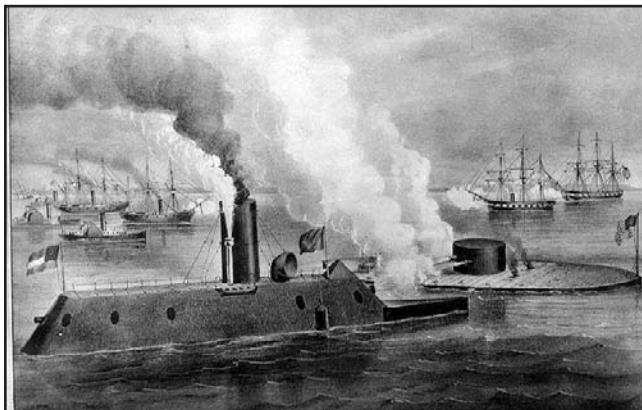
Built in Boston Navy Yard and commissioned in 1856, *Merrimack*, in the service of the United States Navy, traveled to the West Indies and to Europe, as well as to the Pacific coast of South and Central America. In 1861, retiring Union forces burned and sank *Merrimack* to prevent her capture by the Confederacy, and this blaze reportedly resulted in the damage to the bell, with the heat of the fire causing the bronze to weaken, leaving it vulnerable to a blow or fall.

The bell will make a valuable addition to the Hampton Roads exhibit as an important symbol of the naval experience in 19th century America. The Hampton Roads exhibit describes the Confederacy's attempts to neutralize the Union blockade at Hampton Roads, Virginia. The models of U.S.S. *Monitor* and C.S.S. *Virginia*, the first ironclad warships, are both displayed in the exhibit. Also included in the exhibit is a news article from the *Scientific American*, dated 22 March 1862, which describes the construction of both ships and contains an editorial on *Monitor's* success. An engraving of U.S.S. *Merrimack* from the Charlestown Navy Yard hangs in the exhibit, as well.

The battle between the two ironclads at Hampton Roads revolutionized naval warfare, and the *Merrimack* bell remains a symbol of that turning point in the history of the United States Navy.

This exhibit is free and open to the public. Due to increased security on the Navy Yard, visitors must call the Museum at least 24 hours in advance at (202) 433-6897. The U.S. Navy Museum is the U.S. Navy's flagship museum located in the Washington Navy Yard. Learn more about the U.S. Navy Museum on the Naval Historical Center's website: www.history.navy.mil.

Below: The famous dual between C.S.S. Virginia and the U.S.S. Monitor during the Battle of Hampton Roads, Virginia.



H.N.S.A. NEWS & VIEWS

Compiled by Jeffrey S. Nilsson, Anchor Watch Executive Editor

As this issue goes to press, the Historic Naval Ships Association is well into the planning stages of its 43rd Annual Conference, which this year will be hosted by the Patriots Point Naval and Maritime Museum. Even though Bob Howard recently assumed the position Executive Director of the Museum, he has a good handle on the event and promises a great time. The dates for the conference are October 27-29, 2008. Registration details and hotel accommodation information is now available on the HNSA website: www.hnsa.org.

From the Spring edition of Cavalier Capers, the newsletter of H.M.S. Cavalier Association, it was learned that Mr. Barry Knell, who has been the Chairman of the Association for almost the last nine years, is stepping down as a volunteer worker and as chairman. He is citing the overbearing of government regulation and legislation as his rationale for standing down. Barry has been a driving force to bring Cavalier to her current level of restoration. In his own words he says that "in the last nine years, along with our partners, the Dockyard and the Friends, we have seen the ship into a safe berth and brought her to as good a condition as can be expected. We have seen the memorial come to fruition and the association membership is strong." Barry turned over the reins at the annual general meeting that was held May 2-5, 2008.

From an article in the Sherman News we are told that the U.S.S. *Forrest Sherman* (DD-931) has withdrawn its proposal to berth the ship in Havre de Grace, MD. While the withdrawal process was going on it appears that two other locations, one in Maryland and the other in Delaware may be interested in berthing the ship. The locations are as yet un-named, however, it is known that one of the locations is near Ocean City, MD, the site of the *Forrest Sherman's* annual reunion. The ship is on donation hold until January 1, 2011.

We note with sadness, the passing of Michael Berezny, who was President 2006-2008 of the *Saint Paul* Association.

For the folks who are Navy veterans but not necessarily retirees and are interested in announcing the reunion of a ship or are interested in seeing if a particular ship is having a reunion, you should go to www.npc.navy.mil. When the NPC home page appears, in the upper right corner there will appear the subject box for Reference Library. Click on that box and scroll down to Publications and News. When that page appears you will see the box for Shift Colors which is the newsletter for Navy retirees. You will then

click on reunions and a number of items of information will appear. At the top, there will be instructions on how to contact Shift Colors to list a reunion, and following that, there will be a listing of reunions chronologically.

On April 15th, 2008, The U.S.S. *Yorktown* (CV 10) celebrated its 65th anniversary and on the 19th of April, the Youth Overnight Camping Program of the *Yorktown* celebrated the arrival of camper number 400,000.

On the U.S.S. *Slater* (DE-766), there has been continued interest on the part of Japanese motion picture producer Shohei Kotaki in using the ship in an upcoming motion picture involving an encounter between a Japanese submarine and an American destroyer escort at the close of World War II. Mr. Kotaki's goal is to make a film that will pay tribute to the veterans of both sides as well as making a statement for peace in the future. Mr. Kotaki is taking the time to interview DE sailors and learn all he can about the American perspective, in the hope that his film will teach the younger generations from both nations about this critical time in history. Mr. Kotaki paid another visit to the *Slater* and spent two days looking over the ship and the site, a visit that included a trip up the river by tug to view the *Slater* from the river. For their part, the *Slater* folks are interested in helping Mr. Kotaki make the film as authentic as possible and making sure that the historical inaccuracies that inevitably creep into Hollywood scripts are kept to a minimum.

On May 3rd, H.M.C.S. *Sackville* participated in the commemoration of the Battle of the Atlantic. This was the 65th anniversary of Battle of the Atlantic and the ship looked great following a period of restoration.

*Below: H.M.C.S. Sackville as she appears today.
Photo by Sandy McClearn.*



At

H.N.S.A. NEWS & VIEWS

Compiled by Jeffrey S. Nilsson,
Anchor Watch Executive Editor

There is a very strong move afoot to have the ex-*Charles F. Adams* (DDG-2) brought to Jacksonville, Florida. There are a number of hurdles to overcome, but it does appear that the city fathers are solidly behind the effort and are giving this project their support. The City Council has overwhelmingly approved a resolution endorsing the project. The intended berthing spot for the ship will be very close to the Acosta Bridge that crosses the St. Johns River in downtown Jax. The Acosta Bridge also carries north/south I-95 traffic. It would appear to be an ideal location.

For those interested vets that did any training, be it boot camp or any of the numerous schools that were housed at U.S.N.T.C. Bainbridge, Md., the U.S.N.T.C. Bainbridge Association will be having their reunion in Aberdeen, Maryland this year. For specific dates and additional information go to www.usntcbainbridge.org. This will be their 10th reunion.

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.

U.S.S. MOHAWK (WPG-78) U.S.S. MOHAWK COAST GUARD CUTTER MEMORIAL MUSEUM

Key West, Florida, U.S.A.

By Captain Bill Verge

“MOHAWK RECEIVES RESTORATION AWARD.”

On March 7, the U.S.S. *Mohawk* Coast Guard Cutter Memorial Museum received the award of Excellence in Restoration award by the Historic Florida Keys Foundation.

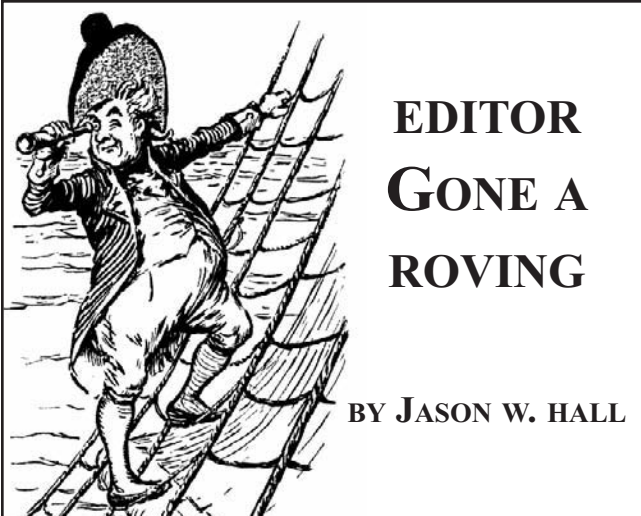
The award reads: "to recognize an awareness of the unique character of the Florida Keys treasury of architecture and its significance to America's built environment to recognize distinguished efforts dedicated to the highest ideals and concepts of historic preservation and to recognize a commitment to the Secretary of the Interior's Standards for Rehabilitation represented in the Restoration of the U.S.S. *Mohawk* CGC Memorial Museum."

The museum received a plaque and certificate. This should help in the efforts to get *Mohawk* on the National Register of Historic Places and also with applying for State of Florida grants.

Thanks to all who volunteer their time and resources to support the U.S.S. *Mohawk* Coast Guard Cutter Memorial Museum. For more information on the U.S.S. *Mohawk* Coast Guard Cutter Museum, please visit their website: <http://www.ussmohawk.org>.

Below: Mohawk served in World War II and was involved in 14 attacks against German submarines in the Atlantic Ocean. She is pictured here as she looked in 2007.





EDITOR GONE A ROVING

BY JASON W. HALL

The memories of being a child in New England and looking up in awe at the grey hull of the U.S.S. *Massachusetts* that seemed to reach to the sky, or the oak timbers of U.S.S. *Constitution* that deflected cannon balls, reminds me of why we who work on these proud ships are so very lucky. As we battle budget processes, fund development issues, never ending restoration woes, we sometimes, for a moment, forget why we got into this line of work. Visiting other historic ship museums helps to re-ignite the fire within as to the sheer joy of exploring the decks and interiors of these national treasures that are our historic naval ship museums. Never in my wildest dreams did I ever imagine, being a fourteen year old on the *Massachusetts* in 1989, that I would one day become the curator of an *Iowa*-class battleship. It is never lost on me how fortunate I am to be a part in preserving the history of the battleship *New Jersey*.

My goal of this new Editor Gone A Roving feature is to share with you recent travels to, and cooperative efforts with, other historic naval ships and my experiences there. As Editor, I invite all members to send me your stories and memories of your visits to historic naval ship museums around the world.

“U.S.S. CONSTELLATION”

It was indeed an honor to be invited to the annual turn-around cruise of the U.S.S. *Constellation*. The cruise took place on Septmeber 14, 2007, to coincide with the anniversary of the British bombardment of Fort McHenry in Baltimore Harbor. On arrival, prior to boarding, we were afforded an opportunity to wander through their landside museum exhibits. Though small, the space contained an incredibly well done concise history of the ship from construction to present day as a museum. It is a model for how to best utilize limited space.

Once on-board it is quite startling how well restored the

ship is, considering her age. The curator, John Pentangelo, expressed to me the amount of time and money it has taken to make the ship look as good as it does. As we pulled away from the pier, thanks to a couple of tugboats, I went exploring. It was a unique experience as it was quite dark below decks due to the fact that it was not hooked up to shore power. The lack of light reminded me of what it must have been like down there back during the Civil War, as she is the only surviving ship afloat from that era. During my sniffing around I was greeted by several highly knowledgeable volunteers of the museum who were all too eager to show me every inch of the ship

Once back topside I realized that everyone was gathered forward. Strolling forward, about halfway to the bow I realized why they were there when I was greeted by cannon fire. The living history contingent on-board fired the starboard side gun. I would get to see this activity again up close as we passed by Fort McHenry. Honestly, chills ran up my spine as we glided by the fort, her proud flag flying over the ramparts just as it had 193 years earlier in defiance of the British Empire that inspired Francis Scott Key to write a poem that is now known by every American. As we turned around and headed back to port I looked up at the masts and rigging of the ship and realized how few ships such as this exist and how they have stories and lessons to teach us, and those generations to come.

“U.S.S. MIDWAY (CV-41)”

The 42nd Annual Conference of HNSA was held on-board the aircraft carrier U.S.S. *Midway*, October 9-11, 2007. In between the sessions I poked around this floating city that is now the most visited floating naval ship museum in the world. *Midway* is berthed in San Diego, which has a climate that can support year round high volume traffic. In addition to the climate of San Diego, the physical location of the ship right on the waterfront, in close proximity to

Below: Curators tend to be curious people, though looking down the barrel of a cannon next to U.S.S. Constellation may not be the wisest idea.





Above: Delivery! Jason Hall, Vice President of Curatorial Affairs & Education, Battleship New Jersey Museum & Memorial, carries a 5"/38 dummy shell onto the U.S.C.G.C. *Taney* berthed in Baltimore, Maryland.

public transportation, hotels, and many tourist attractions provide *Midway* with its enviable amount of visitors.

Midway served from the end of World War II to the liberation of Kuwait in 1991, longer than any other aircraft carrier. This fact is evidence in the wide range of the almost 30 different aircraft on display in the hanger deck and on the flight deck. From walking through the boiler rooms, to standing on the bridge and Vulture's Row, the lives of the men who served on this ship come alive thanks to the excellent audio tour produced by Antenna Audio. In fact, *Midway's* audio tour was done so well that it influenced our decision to go with Antenna Audio to produce the audio tour for the *New Jersey*.

"U.S.C.G.C. *TANEY* (WHEC-37)"

The Battleship *New Jersey* and the U.S.C.G.C. *Taney*, of the Baltimore Maritime Museum, worked in conjunction to retrieve 5"/38 shells and related material from NWS Earle, the main munitions storage facility in Colts Neck, NJ. The transfer of the material took place on October 18, 2007, and was of no cost to either museum. Earle waived the normal fee to pull and load the material. The reserve Sea Bee unit, NMCB-21, from Lakehurst provided transportation of the material from Earle to the *New Jersey* free of charge. Mr. Joseph Balzano, a member of the battleship's Board of Trustees, provided fork lifts, and operators, to unload the material onto the pier. And members of the Battleship *New Jersey* BB-62 Division of the U.S. Navy Sea Cadet Corps. assisted in bringing the material onboard the battleship.

On November 14, I and two members of my staff transported a portion of the material from *New Jersey* to the U.S.S. *Taney*. Picture a rack of de-milled 5"/38 shells in

the back of a pickup truck driving down the highway into downtown Baltimore, MD. Once we arrived at the *Taney*, we helped unload the material and were given the "bilge tour" by Curator Paul Cora. This was quite a treat as the *Taney* is the only surviving warship from the attack on Pearl Harbor. Cooperative efforts between historic ship museums, such as this, are the benefits of a strong HNSA. It is critical for the staffs of historic naval ship museums to continually communicate with other ship museums in order to assist each other in our mutual mission to preserve and interpret these ships. Quite frankly, and please excuse the pun, we are all in the same boat. The success of another ship museum has a direct influence in the success of all historic naval ship museums as we can learn from each others successes, hence the strength of membership in HNSA.

"U.S.S. *TEXAS* (BB-35)"

This past Presidents' Day weekend found me in the state of Texas. While there I visited the U.S.S. *Texas* which is berthed just outside of Houston. Once you arrive in the parking lot this mighty dreadnought looms over you. She may look like a dinosaur, a mere relic of the past but she is truly a remarkable icon of an era. She is the last of the battleships patterned after H.M.S. *Dreadnought*, and participated in both World War I and World War II. *Texas* is truly a ship of "firsts". In 1916 *Texas* was the first U.S. battleship to mount anti-aircraft guns, and in 1919 she became the first U.S. Navy battleship to launch an aircraft. In 1939 the ship received the first commercial radar in the U.S. Navy. This year marks the 60th anniversary of the *Texas* becoming the first historic naval ship museum in the U.S. as part of the NAVSEA Ship Donation Program.

Raymond "Rusty" Bloxom, the ship's historian, graciously escorted me through this amazing specimen of early battleship technology. As she transitioned from the World War I era into World War II era, she was reconfigured, but she still has the look of a dreadnought. If you love historic naval ships, then you MUST go see the *Texas*! There is quite simply nothing like her, and for being 94 years old, she still looks pretty good!

FOR MORE INFORMATION ON THE SHIPS MENTIONED

Please visit their websites:

U.S.S. *CONSTELLATION*: <http://www.constellation.org>

U.S.S. *MIDWAY*: <http://www.midway.org>

U.S.S. *TANEY*: <http://www.baltomaritimemuseum.org>

U.S.S. *TEXAS*: http://www.tpwd.state.tx.us/spdest/findadest/parks/battleship_texas/

U.S.S. NORTH CAROLINA (BB-55)
U.S.S. NORTH CAROLINA (SSN-777)

Wilmington, North Carolina, U.S.A.

By CAPT David Scheu USN (Ret)
Executive Director

“BATTLESHIP NORTH CAROLINA LEGACY TRANSFERRED TO NEW SUBMARINE”

On Saturday May 3, 2008, the legacy of the name *North Carolina* was transferred from the WWII Battleship and her crew to a 21st Century Attack Submarine and her crew. U.S.S. *North Carolina* (SSN-777) was commissioned in a traditional naval commissioning ceremony at the State Port in Wilmington, North Carolina and included among the 6,000 guests were 73 members of the Battleship’s crew. Principal speaker was the Secretary of the Navy, Dr. Donald C. Winter. Significantly, the National Ensign, Jack and North Carolina State flag flown for the first time that day by the Submarine had been flown onboard the Battleship on April 9, 2008, the 67th anniversary of her commissioning.

The ceremony culminated almost a week of festivities aimed at bonding the crew to the City and vice versa. Two nights with Dinner with a Sailor; Golf with a Vet; the Silent Service 5k; crew visits to grade and middle schools, a senior center, engineering students at the community college and the children’s ward at the hospital; a Mayor’s Celebration on Thursday evening to which the crew and 400 of the citizenry were invited to mix and mingle and enjoy country singer, Julie Roberts, and a USO troop from New York City; and spectacular choreographed fireworks show to end the Friday night events.

However, the legacy transfer between the Battleship and the Submarine transcends everything else. Just as the spirit of the Submarine’s sponsor, Linda Anne Rich Bowman lives on in the boat, there is also unique physical linkage between the Battleship and the Submarine and between the State and the Submarine. WWII teak removed from the Battleship in the late 1990’s is prominently visible in the Submarine. There is a section of deckplate in the Control Room that had a veneer installed by the shipyard as well as a small section inside the door to the CO’s stateroom; the ship’s name board is made from the teak; plaques for the keel authentication ceremony, the list of plankowners, list of commanding officers, and list of executive officers are all of teak. Appropriately, the *North Carolina* crew’s mess is called the Tarheel Grill, and the brass letters for that are mounted on teak. Seating in the mess is in five booths and each has padded backs in the colors along with embroidered logos of North Carolina State University, Wake Forest University, UNC Chapel Hill, UNC

Wilmington and Duke and under the clear lexan tops are signed photos from various sports teams at those universities. In the Wardroom, in a specially designed cabinet, are two pieces of the Presentation Silver Service commissioned for the Armored Cruiser *North Carolina* in 1908. The two pieces have interpretive signage developed by the Battleship curatorial staff to provide background and significance of the silver service. Also, one of the mementos each plankowner received was a plank, an 11-inch piece of the WWII Battleship teak onto which was affixed a brass seal of the Submarine and a brass plate with the individual crewmember’s name and commissioning date.

BRASS MONKEYS

Submitted By William N. Tunnell, Jr.,
Executive Director, U.S.S. ALABAMA/U.S.S. DRUM
President, H.N.S.A.

It was necessary to keep a good supply of cannon balls near the cannon on old war ships. But how to prevent them from rolling about the deck was the problem. The best storage method devised was to stack them as a square based pyramid, with one ball on top, resting on four, resting on nine, which rested on sixteen. Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon.

There was only one problem -- how to prevent the bottom layer from sliding/rolling from under the others. The solution was a metal plate with 16 round indentations, called a Monkey. But if this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make Brass Monkeys. Few landlubbers realize that brass shrinks much more and much faster than iron when chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannon balls would come right off the monkey. Thus, it was quite literally, cold enough to freeze the balls off a brass monkey. And all this time, you thought that was a vulgar expression, didn't you?



**U.S.S. *ARIES* (PHM-5)
U.S.S. *ARIES* HYDROFOIL MEMORIAL, INC.**

Brunswick, Missouri, U.S.A.

By Eliot S. James

**“U.S.S. *ARIES* LOOKING FOR
A PERMANENT HOME.”**

While we have had our 501(c)3 tax exempt status for several years, we were in a probationary period for the first 5 years of organizations status. We have passed the probationary period and review by the IRS and can breathe easier about our status.

We have always known that the *Aries* needs a proper home, somewhere that appreciates naval museums and has traffic that would make the museum financially feasible. Over the past several years, we have been working on getting *Aries* back into sailing shape, albeit slowly. We are close at this point, and have since been working on putting together more exhibits that complement the *Aries*. It is our intention to put together a proposal and start shopping it to cities that may be interested in such a museum.

Our hydrofoil fleet has been growing, and now includes the *Aries*, 3 Dynafoils, a Waterspyder, and President Nixon's Volga. We are hoping to add the *Fresh-1* to our fleet and could use any help anyone can give in that endeavor. We are not focused on static displays, but on hydrofoils that fly. While we lack the ACS and LM2500 for the *Aries*, we have our other hydrofoils flying and I have included video showing them.

The *Fresh-1* was at the time of the sale to her current owner, in flying condition. The years have been hard on her, but the damage is not irreversible, or out of our technical capability. Like the *Aries*, the *Fresh-1* has all the custom parts that made her unique, but unlike the *Aries*, the *Fresh-1* has her engine. An ACS would still have to be fabricated, but given today's technology, a new digital control would be easier and cheaper than restoring the old one. One nice thing about the *Fresh-1* is the use of jet propulsion. There are no additional drives, transmissions, or water propulsors. This will significantly reduce the amount of work in restoring drive components. As for hullborne propulsion, we only need a pair of outboard motors. If we upsize the motors a bit, we should be able to get fair cruising speed at an economical fuel usage rate.

We believe that by bringing our hydrofoils to flying status, we will not only make a more interesting museum, but could generate significantly more interest by flying our displays to different locations, waterfront festivities, boat shows, other marine museums where we would be visiting



Above: U.S.S. Aries on her way to Missouri. Photo provided by Eliot S. James.

exhibits. We could work with companies and universities as test beds for experiments in advanced marine vehicles.

Our goal is not to just preserve history, but to foster new ideals and concepts and offer a working representation of what has been up to now, the state of the art in marine transportation.

What we need is a place where this project can grow. We are looking for dockage of at least 200 feet of dock space accompanied by shore side areas large enough for storage, maintenance, and ongoing restoration of the exhibits. The shore-side building area would also provide space for interaction with the public, restrooms, ticket sales, concessions etc.

We are open to examining any location. We want what would make the most sense for the museum. Any help anyone in the IHS or HNSA or any other organization or individual can give would be greatly appreciated. For more information visit <http://www.ussaries.org> or contact Mr. Eliot S. James at esjames@ussaries.org.

Below: U.S.S. Aries at her current berth in Brunswick, Missouri.



**U.S.S. *LUCID* (MSO-458)
U.S.S. *LUCID* (MSO-458) FOUNDATION**

Rio Vista, California, U.S.A.

By Craig McAllister
Engineering Director

“THE U.S.S. *LUCID* NEEDS YOUR HELP!”

The U.S.S. *Lucid* (MSO-458) a wooden-hull ship, was left derelict on Bradford Island, (between Oakley and Rio Vista in the California Delta) some years ago by civilian scrappers. Today this once proud U.S. Navy ship has hope for its future as the first and only Oceangoing Minesweeper (MSO) to be put on permanent display in the United States as a public museum.

The *Lucid* (MSO-458) Foundation, was formed in March 2006 to transform this retired U.S. Navy ship, formerly dedicated to mine warfare countermeasures, into a Naval minesweeping museum to honor the tens of thousands of men and officers who served aboard the 101 MSOs. from 1953 to 1993.

MSOs served to keep sea lanes open and harbor approaches clear of enemy mines. These non-magnetic vessels were capable of removing contact, magnetic and acoustic mines. Being made of wood, the MSO was specifically designed to deal with the new Soviet-made magnetic mines of the Korean War. The fact that the Navy would return to wooden ship construction in the 1950s, after not building wooden ships since 1876 is what makes the MSO historically important. A distinction is drawn here between wooden ships and wooden boats. These ships are 172 feet long and displace 770 tons, a true ocean-going ship.

MSO's were built during the Korean War and served from that time period through the Persian Gulf War. Several of



Above: U.S.S. Lucid during her service days. Photo supplied by U.S. Naval Institute



Left: Lucid as she appeared in 2007 showing the extent of restoration needed. Photo from www.ussslucid.org.

the 101 MSOs built are in the hands of foreign countries and no longer in service. All of the U.S. ships have either been sold for salvage or scrapped. The U.S.S. *Lucid*, the only viable MSO remaining in the United States, was emptied of all external and internal equipment by salvage operations and all that remains is her empty hull and superstructure. To realize the Foundation's goal of replacing at least all the external weather-deck mounted equipment and as much internal equipment as possible it is necessary for the Foundation to solicit help from all viable avenues.

The ship's location on Bradford Island is not conducive to receiving visitors and volunteer workers. Bradford Island is a small island in the California Delta near Oakley. Access to and from the island is via a small ferry that runs only 8:00 AM to 5:00 PM. There is no ferry service on weekend days. So, volunteer workers can only come during the work day hours. No one can come out to the ship on evenings or weekends to work or tour the ship. To shorten a very long story, a new location for the ship is needed. The most desirable general area would be close by in the California Delta area. This would minimize moving cost and reduce stresses on the wooden planked hull. The *Lucid* (MSO-458) Foundation is looking for a new location for the ship that has highway access.

One of the benefits that the *Lucid* has to offer a prospective new home port is that she is owned outright by the *Lucid* Foundation with no government strings attached. The *Lucid* may go anywhere under any agreement that the Foundation and the prospective port may establish. There are no government contractual requirements to the port location.

If your group has surplus shipboard equipment, please contact us. The Foundation will be extremely appreciative if you can help us in this worthy project destined to become a lasting memorial to these Navy men and their twentieth century wooden ships. Your response will be greatly appreciated. Further project information is available at www.ussslucid.org or contact Craig McAllister, Engineering Director at mack@ussslucid.org or *Lucid* (MSO-458) Foundation, P.O. Box 1058, Rio Vista, CA, 94571, or call (877-AT LUCID).

TRIVIA CHALLENGE

By Jeff Cary with Paul Stillwell

This issue's Trivia Challenge will test your knowledge of battleships.

1. Name the last battleship built & commissioned by the U.S. Navy.
2. Which U.S. Navy battleships participated in the Battle of Santiago during the Spanish American War?
3. Name the three U.S. Navy battleships that supported the American landings in the Aleutians to re-take Kiska & Attu in 1943.
4. Which incomplete battleship was sunk by the U.S. Navy in 1924 to comply with the Washington Naval Treaty of 1922?
5. What battleship was the only battleship in commission in the world during the Vietnam War?
6. Of the nearly twenty battleships on site during the Battle of Leyte Gulf in 1944, name the eight aging Dreadnoughts that participated in the last "Line-of-Battle" engagement in naval history at Surigao Strait. HINT: Five of those were "Ghosts of Pearl Harbor". BONUS: Which were sunk?
7. The U.S. Navy built & commissioned eight battleships during World War II. Name them.
8. What was the role of the "Old Battleship" *Prairie State*?
9. Which battleship and former battleship capsized as a result of the Japanese attack on Pearl Harbor in December, 1941?
10. Which U.S. Navy battleship suffered turret explosions on two different occasions?
11. Name the only U.S. Navy battleship to single-handedly sink an enemy battleship during World War II.
12. Match these nicknames with their corresponding U.S. Navy battleship:

Black Dragon, Big Mamie, Prune Barge, Showboat, McKinley's Bulldog

U.S.S. *North Carolina* (BB-55), U.S.S. *New Jersey* (BB-62), U.S.S. *Oregon* (BB-3), U.S.S. *California* (BB-38), U.S.S. *Massachusetts* (BB-59).

ANSWERS

1. U.S.S. *Missouri* (BB-63)
2. U.S.S. *Indiana* (BB-1), U.S.S. *Oregon* (BB-3), and U.S.S. *Iowa* (BB-4). The *Texas*, which took part in the battle, was at times described as a battleship, though she was actually a cruiser.
3. U.S.S. *Pennsylvania* (BB-38), U.S.S. *Nevada* (BB-36), and U.S.S. *Idaho* (BB-42).
4. The U.S.S. *Washington* (BB-47), a sister of the *Maryland*, *Colorado*, and *West Virginia*, was sunk by naval gunfire; she was 75% complete when construction was stopped.
5. U.S.S. *New Jersey* (BB-62)
6. U.S.S. *California* (BB-44), U.S.S. *Pennsylvania* (BB-38), U.S.S. *Mississippi* (BB-41), U.S.S. *Tennessee* (BB-43), U.S.S. *Maryland* (BB-45), U.S.S. *West Virginia* (BB-48), I.J.N. *Yamashiro* and I.J.N. *Fuso*. *Yamashiro* and *Fuso* were sunk.
7. U.S.S. *South Dakota* (BB-57), U.S.S. *Indiana* (BB-58), U.S.S. *Massachusetts* (BB-59), U.S.S. *Alabama* (BB-60), U.S.S. *Iowa* (BB-61), U.S.S. *New Jersey* (BB-62), U.S.S. *Missouri* (BB-63), U.S.S. *Wisconsin* (BB-64).
8. In the 1920's, after the pre-*Dreadnaught* battleship *Illinois* was commissioned, she was lent to the New York Naval Militia as a training ship in the Hudson River at New York City. In 1941, she was renamed *Prairie State* so the name *Illinois* could be used for the projected *Iowa*-class battleship *Illinois* (BB-65).
9. The U.S.S. *Oklahoma* (BB-37) and U.S.S. *Utah* (BB-31 / AG-16). The *Utah* had been converted in the early 1930s to serve as a bombing target and anti-aircraft training ship.
10. U.S.S. *Mississippi* (BB-41) in 1924 and 1943.
11. U.S.S. *Washington* (BB-56) sank the I.J.N. *Kirishima*, on November 15, 1942 off Guadalcanal.
12. Black Dragon (*New Jersey*), Big Mamie (*Massachusetts*), Prune Barge (*California*) Showboat (*North Carolina*) McKinley's Bulldog (*Oregon*).

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