



ANCHOR WATCH

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SNOOPY GETS DELIVERED

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The Anchor Watch in COLOR!

The *Anchor Watch* is now available in color on the HNSA website. To see this issue, and past issues, [in full color](http://www.hnsa.org/anchorwatch/index.htm), visit: <http://www.hnsa.org/anchorwatch/index.htm>

THE COVER

Right: Delivery day of SNOOPY to the destroyer U.S.S. Joseph P. Kennedy, Jr., at Battleship Cove in Fall River, Mass.



FLOTSAM AND JETSAM

BY JEFFREY S. NILSSON



On a hot summer day in August, the 22nd to be exact, I took a run over to the Amphibious Base at Little Creek, Virginia. I went to see how things were coming along on the *ex-Zuni/Tamaroa*, a former seagoing tug/ATF. As the *Tamaroa* she was WMEC-166, while as *Zuni* she was ATF-95. I met Mrs. Shirley Jaeger in the wardroom of the ship and asked where I could find her husband, Harry. Shirley told me that he was up in the forward hold. Once I found him, for the next hour and a half Harry took me up and down ladders, into berthing spaces, engine rooms, storage rooms, the galley, the communication shack, the bridge, and just about every conceivable location on the ship. Before the tour was completed, I was soaking wet from perspiration, but I had seen every inch of the ship. What a thrill! We then sat in the wardroom and had a very nice lunch. The *Zuni*, even though she is a long way from being restored, has come a long way in that very tedious and time consuming process. Harry and Shirley have done nothing short of performing miracles. To all the folks who have had a hand in restoring *ex-Zuni*: BRAVO ZULU. In October the ship will celebrate its 66th birthday. Again, Harry and Shirley, thank you!

The James River “Ghost Fleet” has been reduced by two more ships: *ex-Escape*, a former rescue ship built in 1942, and *ex-Cape Cod*, a former destroyer tender built in 1980. They are the 83rd and 84th ships to be removed from the “fleet” since 2001, according to Maritime Administration statistics. The removal of these two ships brings the remaining total to less than 30 ships. The *Escape* is the more famous of the two ships as she was involved with the Project Mercury manned space program in the 60s and was awarded several medals for her service.

We report, with sadness, that Admiral Ralph Wynne Cousins, USN (Ret) passed away on August 5, 2009. At the outbreak of WWII, he was stationed as an aviator aboard U.S.S. *Lexington* (CV-2). From June 15, 1960 to April 22, 1966, then Captain Cousins was the Commanding Officer of U.S.S. *Midway* (CV-41). In 1972, the Admiral

was appointed NATO’s eighth supreme allied commander. He later became commander-in-chief of the U.S. Atlantic Fleet. Admiral Cousins was 94 years old at his passing.

On May 27, 2009, the *ex-Gen. Hoyt S. Vandenberg* was sunk seven miles off Key West, Florida to create an artificial reef to attract recreational divers and fishermen. The ship is 523 feet long and the well placed explosives caused her to go to the bottom in less than two minutes. From the 1960s to the 1980s the *ex-Vandenberg* tracked spacecraft launches while she also played a big part in the Cold War.

The Bob Hope commemorative stamp went on sale on May 29, 2009, which would have been his 106th birthday. Hope died at the age of 100 in 2003. The dedication ceremony for the stamp was held on the aircraft carrier *Midway*. Hope had entertained troops twice aboard *Midway*, once in 1972 and again in 1987.



Above: Son and daughter of Bob Hope, Kelly Hope (L) and Linda Hope (R), unveil the new stamp aboard the aircraft carrier *Midway*. (UPI Photo/Earl S. Cryer)

On July 18, 2009, Buffalo & Erie County Naval & Military Park, home of *ex-Little Rock*, *ex-The Sullivans*, *ex-Croaker*, and *ex-PTF-17*, hosted the reunion of the *Little Rock* Veterans Association. Their special guest and keynote speaker was the Honorable Ray Mabus, Secretary of the Navy. The Secretary had served aboard *Little Rock* during 1971–1972.

We also wish to welcome into the Historic Naval Ships Association family the following new Associate Members: Charles C. Deroko, Inc – Marine Surveyor, Consultant & Licensed Captain of Brooklyn, New York, and The Maritime Event Center of Seattle, WA. We also welcome Fleet Obsolete – a PT Boat preservation organization, as a new Fleet Member.

Jeffrey S. Nilsson

NEWS FROM THE FLEET

DELIVERY OF RARE SNOOPY DRONE

U.S.S. JOSEPH P. KENNEDY, JR. (DD-850) BATTLESHIP COVE

Fall River, Massachusetts , U.S.A.

*by Peter P. Papadakos
Executive Director, Gyrodyne Foundation*

I wonder how many of you remember the QH-50 DASH weapon system from the FRAM (Fleet Rehabilitation and Modernization) program of the early 1960s. For the World War II era *Sumner*- and *Gearing*-class destroyers, FRAM was designed to give them another ten years of operational use. FRAM installed not only modern electronics and detection equipment on the ships, but also gave the destroyers the ability to deliver a Mk-44 torpedo in new ways. This gave the ships the capacity to kill a submarine outside of the submarines kill-radius.

Between the Anti-Submarine Rocket (ASROC) and the Drone Anti-Submarine Helicopter (DASH), the destroyer kill-zone was 22 miles. The DASH system used the QH-50 Coaxial Helicopter as its platform, whose inventor and manufacturer was my father, Peter James Papadakos (1914-1992). The company he founded in 1946, Gyrodyne Company of America, would deliver close to 800 DASH aircraft by 1969 and were used by all branches of the military. While the QH-50 may have left ships in 1971, it would go on to be used by the U.S. Navy and U.S. Army for the next 35 years as a target tow, making the DASH helicopter the second-longest deployed weapon system next to the B-52 bomber.

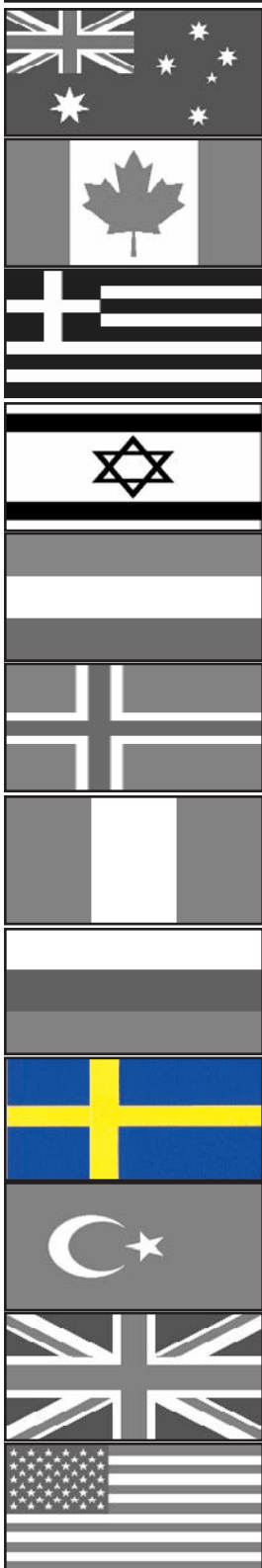
From the time I was the QH-50 Program Manager for Gyrodyne, starting in 1986, I became aware that very few QH-50s had found their way to museum floors. Those that had made their way to a museum were in pretty rough shape. Starting in 2001, and working with the U.S. Army, I facilitated the placement of three QH-50s: U.S.S. *Radford* (DD-446) Museum in Newcomerstown, Ohio, U.S.S. *Orleck* (DD-886) in Orange, Texas, and the

U.S.S. *Joseph P. Kennedy, Jr.* (DD-850) in Fall River, Massachusetts.

From the time the crew of the *Kennedy* had picked up their QH-50C from the Army's missile testing facility at White Sands Missile Range, NM, the *Kennedy's* curator, Richard Angelini, had asked me about their "second bird". His interest was due to the fact that all U.S. Navy DASH-equipped destroyers carried two helicopters each. My response was always, "Let's restore the first one and then have a look at the second one". We restored the first DASH and, in time, opportunities to build a second aircraft began to materialize and choices had to be made. Angelini wanted the "SNOOPY" variant, which is basically a QH-50 with a Coho TV camera and transponder system for better radar tracking. The SNOOPY allowed for real-time reconnaissance use in Vietnam where the launching destroyer could literally see the 5"/38 cal. shells it fired land on target during naval gunfire support missions (NGFS). This capability allowed for instantaneous gunfire correction.

Continued on Page 6

Below: Jim Weiskel and Bob Mack, on the platform, and others assist in installing the blades on SNOOPY.



FLAGS OF THE HNSA FLEET

*(Top to bottom,
in alphabetical order)*

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

Continued from Page 5

During the massive research into the history of the SNOOPYs, I was put in touch with a gentlemen by the name of Bob McClure. As a Ltjg., McClure flew QH-50D, DS-1543 and subsequently lost DS-1543 to enemy gunfire on October 13, 1967 while flying over North Vietnam on a SNOOPY NGFS mission. When McClure e-mailed me a photo of himself working DS-1543 on U.S.S. *Chevalier* (DD-805), I knew we had our bird that would represent the 50+ NAVY drones that were lost on SNOOPY missions during Vietnam.

On May 13, 2009, Rich Angelini's request for a second DASH was granted with the delivery of a "SNOOPY" QH-50D. This delivery made the *Kennedy* the only DASH ship in the world to have her original compliment of two aircraft aboard. Prior to delivery to *Kennedy*, the SNOOPY needed a lot of work, with much of the payload being scratch built to match black and white Gyrodyne photographs. After a five-year build time, I personally drove the truck and trailer holding the factory-fresh aircraft from our Reno, NV shop to Battleship Cove. A crane-barge lifted SNOOPY onto the *Kennedy* without incident and the SNOOPY's placement back on ship is a tribute to all the volunteers that helped through the years with its creation. To all of them, a hearty BRAVO ZULU!

For more information, visit www.gyrodynehelicopters.com.

Below: The appearance of drone controller Bob McClure, the day his bird came back on ship, and the oral history he provided is something that will allow DASH and SNOOPY to last a very long time. His assistance in telling us about the SNOOPY Ops on Chevalier and also the fact that he provided me his log book for scanning so it can be part of the record on KENNEDY made him a stand-out member of our historical team. The word "volunteer" doesn't quite describe him.....it was more than that. He has been our technical advisor during the entire build-up of the bird.



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

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

**"HIS ROYAL HIGHNESS PRINCE HARRY PAYS
TRIBUTE AT INTREPID MUSEUM"**



Above: Bill White, president of the Intrepid Sea, Air & Space Museum, showing Prince Harry around on the flight deck of the Intrepid.

His Royal Highness, Prince Harry of Great Britain, made a final, unannounced, visit to the Intrepid Sea, Air & Space Museum Saturday evening, May 30th, his last stop before departing New York City for home. The Prince was greeted during the brief, emotional, visit by Bill White, president of the *Intrepid* and the Intrepid Fallen Heroes Fund.

Bill White said, "It was a great honor to have Prince Harry come to the *Intrepid* to pay tribute to the heroism of our fallen heroes and the courage of all men and women stationed around the world who preserve our freedoms. Prince Harry has a deep, personal, understanding of the sacrifices made by members of the armed forces and their families and we thank him for this private, quiet, gesture to salute them."

White continued, "We also were honored to welcome to the *Intrepid* British Marine Commando Joe Townsend for a special visit. Townsend lost both legs while on duty in Afghanistan in service to his country. Marine Commando Townsend's heroism and grace are an inspiration to us all, and we will never forget him."

In honor of his visit, Prince Harry was presented by Bill White with a piece of the *Intrepid's* original wooden flight deck and *Intrepid* commemorative coins. Prince Harry also climbed up into the cockpit of the Concorde, which is on display and open to the public at the *Intrepid* Museum complex.

NATIONAL VIETNAM WAR MUSEUM

Orlando, Florida, U.S.A.

by Harry T. Scholer
President

“RESTORATION OF DOUGLAS A-4B SKYHAWK”

In 1952 a new tactical attack jet was requested by the U.S. Navy and Marine Corp. The Douglas Aircraft Company designed the aircraft that fully met the expectation and performance requirements. The Douglas A-4 Skyhawk aircraft had greater range and payload, was suitable for use on aircraft carriers, and provided close-in support for ground forces. The aircraft proved its capabilities during Vietnam, and remained in U.S. service for more than 30 years.

The A-4 Skyhawk was a major success and was well received by many friendly allies. Thus, many A-4 Skyhawks were later refurbished and modified, and exported to foreign countries. The A-4 Skyhawks are still in U.S. military service today with limited quantities, and are mainly used for training purposes. A total of 2,960 Douglas A-4 Skyhawks were manufactured between 1954 and 1980. The National Vietnam War Museum began restoration of a Douglas A-4B Skyhawk initially in May of 2005.

Since May 2005, research has been conducted to collect as much information as possible on this particular aircraft. Tremendous assistance was provided from the Skyhawk Association in terms of historical data on deployment of the BuNo. 142741 including technical data, overall information on tactical markings, and aircraft performance. Another very valuable resource was Dave Dollarhide, a

Below: The restored A-4 Skyhawk now on public display at the National Vietnam War Museum.



retired USN Captain. Dollarhide actually piloted the Douglas A-4B Skyhawk (BuNo. 142741) aircraft that is currently on display at the museum. Dave has participated in reviewing the documents on the Skyhawk, shared valuable information and stories, as well as pictures taken while serving in the Navy.

Through an incredible amount of research, grunt-work, and painstaking repairs, the aircraft has been completely restored to its original 1968 appearance. Though the aircraft served in the attack squadron VA-46 on U.S.S. *Intrepid*, it will remain as a static display at the National Vietnam War Museum here in Orlando.

Pictures from Dave Dollarhide's personal library, as well as further information on the aircraft, are available on the museum's website: <http://www.nwmvocf.org>.

U.S.S. LING (SS-297) NEW JERSEY NAVAL MUSEUM

Hackensack, New Jersey, U.S.A.

by Jay Levin
Staff Writer, *The Record*

“IN MEMORIAM”

Harry G. Gooding Jr., the last survivor among a group of World War II veterans who brought the submarine U.S.S. *Ling* to Hackensack, died Wednesday, September 2, 2009. The lifetime Hackensack resident was 87. Mr. Gooding and several other area veterans formed the Submarine Memorial Association in the early 1970s. Their goal was to save the *Ling*, which patrolled American shores during World War II, from a Brooklyn scrap heap.

The association found the 311-foot-long vessel a home on the Hackensack River, on property that the Borg family, publishers of *The Record*, offered for \$1 a year. The sub was dedicated on Oct. 14, 1973, as a memorial to the 3,505 men lost on submarines during World War II.

Until about 15 years ago, Mr. Gooding gave tours of the *Ling*, the centerpiece of the New Jersey Naval Museum. “My father and the others had great affection for the military, and it was very hard for them to get support for bringing the sub here, because the Vietnam War was going on at the time,” said Mr. Gooding's daughter, Barbara Gooding, of Hackensack. “This was their mission, and they were going to make it happen.”

In addition to his daughter, Mr. Gooding is survived by his wife of 63 years, Marion; another daughter, Linda Ottstadt of Hackensack; a son, Harry Gooding III of Prescott, Ariz.; a sister, Ruth Lydecker of Massachusetts; six grandchildren, and three great-grandchildren.

U.S.S. *COD* (SS-224)

Cleveland, Ohio, U.S.A.

by Paul Farace
Curator

“CELEBRATING 50 YEARS IN CLEVELAND”

Blowing smoke in someone’s face is the ultimate insult, unless you’re talking about a 66 year-old fleet submarine celebrating 50 years in Cleveland. Then it’s a cause for celebration and cheers. During a special free admission day for the public on Friday, August 14, U.S.S. *Cod* Submarine Memorial commemorated her half-century in the city by firing up one of her Cleveland-built diesels for the first time in almost 40 years.

Cod’s link to Cleveland goes beyond the fabrication of her diesels, according to Dr. John Fakan, president of the non-profit civilian organization that acts as guardian for the sub. “Much of the steel plate that forms *Cod*’s hull was made in Cleveland and Youngstown steel mills from Great Lakes ore. So *Cod* is really a wonderful example of Cleveland’s industrial heritage!”

During the anniversary ceremony on August 14, the usual proclamations and presentations punctuated the short ceremony held at 2 p.m. However, what made the ceremony unique among historic ship museums was when Cleveland Safety Director Martin Flask issued the order for *Cod* to “start your engine!” The *Cod*, veteran of seven war patrols, promptly responded with the rumble of air cranking the 16 cylinders in her Number 4 engine, a General Motors Model 248. Then the two-stroke giant caught and roared to life amid the cheers of the crowd.

*Below: The past meets the future as a child reacts with excitement to the bellowing smoke from the *Cod*’s running engines. Photo by Paul Farace*



The puff and chug of the engine’s white smoke enveloped the hundreds of *Cod* fans present, and was quickly followed by a deluge of engine cooling water blasting out of the sub’s after engine exhaust port. “I have not smelled that perfume in more than 50 years” declared a submarine veteran present in the crowd. “I want my wife and kids to know what I smelled like most of my Navy career!”

The day’s festivities included free tours of the veteran sub, displays by Cleveland police and fire departments, and a slice of anniversary cake, decorated with the special *Cod* 50th anniversary logo designed by *Cod* crewperson Sheila Barnes, whose father was a veteran of the U.S.S. *Guardfish* in WWII. But without a doubt the highlight of the day was the start-up of the boat’s engines, an event many had believed would never again be possible.

One person who did believe it possible was “Diesel” Dave Smith who joined the *Cod* crew in 2002. The inactive surface Navy reservist with many years of diesel engine experience in his seabag, did a complete survey of the *Cod*’s engines and related systems. His verdict was positive. Three of *Cod*’s mains were left in mothballs. A few parts here and there needed to be replaced, but they were fine. The Number 4 main and the auxiliary, a GM Model 268A, would need coolers replaced and lots of new seals, but were salvageable, declared Smith.

Working through the same harsh winters that seemingly doomed the engines, Smith and *Cod* staff member Darrel Flint slowly repaired the many problems. Smith was recalled to active duty, which delayed the program a bit, but the first main was ready for duty in time for *Cod*’s 50th anniversary in Cleveland.

After her successful WWII service in the Pacific Ocean, *Cod* continued to protect America in the Cold War by training NATO anti-submarine forces in the Atlantic Ocean. In 1959 *Cod* was brought to Cleveland to serve as a dockside trainer. But the sub was also a big hit with the public the moment she arrived in town that summer. Citizens were allowed to tour the sub when the Navy wasn’t conducting training aboard. And those civilian tours continued even after the Navy declared *Cod* obsolete and began the process to scrap her.

Local school children, veteran’s groups and Scouts didn’t want to see their favorite sub destroyed. And when local business leaders formed a ‘Save the *Cod*’ group in 1972, much of their funding came in the form of dimes and quarters from children. In 1976 the Navy turned *Cod* over to her civilian caretakers, who began restoring *Cod* to the way she looked when she defended America. In 1986 those efforts were recognized by the federal government which declared *Cod* a National Historic Landmark. For more information visit www.usscod.org.

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

Galveston, Texas , U.S.A.

By MMCM(SS) John McMichael, U.S.N. (Ret)
Curator

“RECOVERY FOLLOWING HURRICANE IKE”

After Hurricane Ike departed Galveston and access was finally gained to Seawolf Park, what was seen was major devastation and in a word, discouraging. The submarine *Cavalla* had floated and moved approximately eight feet aft and about four feet to the starboard of her original dry berth. She was also set down approximately five feet higher than she was before the storm.

Before the storm, the top two torpedo tube outer doors were visible with the bottom two buried below ground level. After the storm, all four torpedo tube outer doors were visible as well as about ten inches of the top of the rudder. During the movement of the *Cavalla*, the port stern plane trailing edge slammed into a display MK-16 torpedo and damaged it quite severely. We have decided to leave the *Cavalla* in the position she assumed during the hurricane. A monopile mooring system will be used to ensure she does not move in the event of another hurricane.

The destroyer escort *Stewart* had also floated during the hurricane and had come to rest in a different location and position. The ship settled on the side of the hole where she was previously berthed and had a seventeen degree starboard list. As soon as the road was repaired and access to Pelican Island was possible, we had a variety of contractors come to the site to develop ideas on how to right the ship.

The ideas on how to right the *Stewart* ranged from the use of large cranes, to a variety of beach gear, diesel driven winches welded to the deck, large inflatable balloons under the *Stewart*, etc. The *Cavalla* Historical Foundation, the entity charged with the maintenance, upkeep, and custodians of the *Stewart*, decided on a different approach, and that being “just refloat the ship”. To this end, we first needed to pump the water out of the hole around the

Below: The boat that had been lodged under Stewart.



Above: The Stewart in the process of being refloated during recovery efforts following Hurricane Ike.

Stewart that was caused by Ike to know the extent of the problem.

During the pumping process, we found a boat lodged perpendicular under the *Stewart*, amidships, port side, with an eleven foot stern. Excavating and high pressure water blasting finally freed the 32 foot work boat and it was removed. Next a seven foot high dirt wall was built around the *Stewart* and the inner side of the wall was lined with plastic sheeting. The hole was then filled with water. In the meantime a call was made to Tim Rizzutto with the *Slater* to check his draft reading and we decided the *Stewart* would float well before water reached the top of the seven foot wall that had been constructed. The *Stewart* floated when the water reached a point about two feet from the top of the wall. Immediately a call was made to Tim Rizzutto informing him he no longer had the only remaining U.S. Destroyer Escort still afloat.

FEMA was very cooperative in the process of righting the ship and supplied the majority of the funds that were needed to complete the righting process. After righting the *Stewart*, an inspection of the ship determined that we had a mold problem and FEMA was again there to assist monetarily in the funds needed to do a complete mold remediation of the *Stewart*. A permanent mooring system is also being engineered to prevent movement in case another hurricane decides to visit Seawolf Park. This project will also be funded mainly by FEMA.

Currently both the *Cavalla* and the *Stewart* are reopened to the public. All spaces on both ships that were open to the public before Ike are again open. There are other spaces, i.e., wardroom, officer staterooms, crews berthing spaces, mess decks, etc., that we will open as soon as adequate volunteers are recruited to act as tour guides or funds become available to hire docents.

THE HISTORIC NAVAL SHIPS ASSOCIATION

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ROBERT HOAG
(We apologize for the tardiness in announcing his
renewal of membership at the Friend Level.)

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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.



Questions About Your Membership?

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Smithfield, Virginia
23431-0401 U.S.A.
Phone: (757)-356-9422
E-Mail: hnsa01@aol.com

U.S.S. *PT-658*

Portland, Oregon, U.S.A.

By PO Shawn Eggert
Office of Public Affairs
U.S. Coast Guard Thirteenth District

**“HISTORIC NAVY PT BOAT SAVED FROM
SINKING AT ROSE FEST”**

The restored Navy motor torpedo boat *PT-658* was saved from sinking as a result of a multi-agency effort Sunday, June 7, at the 2009 Portland Rose Festival in Portland, Ore. The crew of *PT-658* had just returned to the dock after taking visitors on a short cruise when flooding was discovered aboard the vessel. All of the visitors were safely evacuated to shore while Cmdr. Russ Proctor, Coast Guard Sector Portland Deputy Commander, who happened to be aboard the vessel for the cruise, coordinated damage control efforts.

The crews of Coast Guard vessels attending the festival were able to get damage control equipment to the *PT-658* while a damage control team from the Navy Destroyer *Shoup* arrived to assist. The Coast Guard Auxiliary, Portland Fire Department, and the crew of the sternwheeler *Portland* aided the vessel as well.

The *PT-658* normally moors at the Swan Island Navy Reserve dock in Portland. It was built in 1944 and has been featured at the Portland Rose Festival for five years. Motor torpedo boats like the *PT-658* were used to fire torpedoes at larger ships during World War II earning their crews the nickname "The Mosquito Fleet." More information about the *PT-658* can be found at www.savetheptboatinc.com.

Below: PT-658 underway following prior to being saved from sinking.

U.S.S. *LITTLE ROCK (CLG-4)*

Buffalo, New York, U.S.A.

By Jake May
Staff Reporter
The Buffalo News

“NAVY SECRETARY REVISITS LITTLE ROCK”

Ray Mabus was once a communications officer on U.S.S. *Little Rock*. He served aboard the ship for three years from 1970 to 1972. Standing watch on the bridge of the *Little Rock* was a common task he would take on late at night. Some Navy men who knew Mabus during his time on the *Little Rock* said they never expected him to amount to the man he is today: Mabus was appointed by President Obama last month as Secretary of the Navy.

Mabus joined about 240 Navy members and their families Saturday as they toured the ship, his feet touching its deck for the first time in 13 years. The ship has been berthed in Buffalo since it was decommissioned in 1976. “This was my ship,” Mabus said. “The stateroom where I used to work has been turned into a museum, so it made it tough for me to get to some places I once walked everyday. “But some people these days don’t have any daily interaction with the military, not like in my time,” continued Mabus, a 60- year-old who boasts he is only 39 with 21 years of experience. “This is a way to do that, this ship that is. It shows the intensity and lethal force this military is capable of.”

Upon Mabus’ recent appointment, an old *Little Rock* shipmate wrote him a letter of congratulations. The letter, Mabus said, recalled a night the two sat on watch, chatting about how the military needed better leadership. “Remember all of those nights on watch when we would say this whole thing could be run better”, the letter stated, “Well now you have the chance to do it. Go for it!”. Mabus said, “And it’s true. I guess, now I do have a chance to follow through with that”.

Mabus spoke at a reunion for the *Little Rock*’s former crew members Saturday July 18, at the Adam’s Mark Hotel. The group convenes in Buffalo every two years. One of the veterans, Rod Ritterbusch, stated: “The *Little Rock*, it is really a gem. Most ships like this are made into razor blades. I am so glad to see it preserved here in Buffalo.” Mabus added “Honestly, when I was walking onto the ship I was expecting someone to ask why I wasn’t in uniform and that we were shipping off. . . . Ships like this show the history of this country and what we have done.”

For more information on the *Little Rock* visit: www.buffalonavalpark.org.

HNSA NEWS & VIEWS

Compiled by Jeffrey S. Nilsson, Anchor Watch Executive Editor

Early in August this year, I received in the HNSA office, an electronic copy of Tim Rizzuto's July 2009 *Slater Signals* which features the volunteers of the Destroyer Escort Historical Museum in Albany, NY. In this issue, Tim dedicated a section to recognize a "grand old lady", the U.S.S. *Gage* (APA-168). The *Gage*, even though she was towed from her nesting spot in the James River Ghost Fleet to Esco Marine in Brownsville, Texas for recycling, lives on in a number of the ships that Tim has been associated with, as well as other HNSA fleet members. *Gage* was certainly a mighty organ donor, as many parts came off her to be part of the restoration of other ships. Few ships have given more to the historic fleet and for that she deserves to be remembered. Long may the memory of *Gage* stay alive in our ships.

As of this writing the U.S.S. *Laffey* had been moved into drydock in Charleston, SC where she will be repaired. The Patriots Point Authority was approved for a loan of \$9.5 million from the State of South Carolina.

The Battleship *North Carolina* successfully bid on an original ink and watercolor painting of the Ship-of-the-Line *North Carolina*. It was painted by Nicholas Cammillieri (of Malta, 1798 – 1856) whose paintings of the U.S.S. *Constitution* and U.S.S. *Constellation* are in the United States Naval Academy Collection. The painting is in excellent condition and in 1975 it was treated by renowned conservator Christa Gedhde, a pioneer in paper

*Below: Laffey high and dry in a floating drydock.
Photo by Joe Lombardi.*



conservation. The painting depicts the ship in a Mediterranean storm experiencing problems with her sails. This first *North Carolina*, a 74-gun ship of the line, was launched in Philadelphia, September 1820, and fitted out in Norfolk, VA with Master Commandant Charles W. Morgan in command.

At the Mariners' Museum, Mr. William B. Cogar has been named to succeed Mr. Timothy J. Sullivan who will retire on 31 October 2009. On November 1, 2009, Bill will assume the title of President and CEO. Bill has published a number of books and articles on naval and maritime history, and was a history professor at the United States Naval Academy in Annapolis, MD. Previously he had served the Mariners' Museum as Vice President and Chief Curator from 1998 to 2002. Please join me in wishing Bill every success when he assumes his new position.

Harry P. Lynch is the new director of the National Maritime Center – Nauticus, in Norfolk, VA. He will also be responsible for operations aboard U.S.S. *Wisconsin* which is moored adjacent to the museum, and the new Half Moone Cruise and Celebration Center. Harry is the former chief operating officer of the Stan Hywet Hall & Gardens complex in Akron, Ohio.

Armed Force Day, commemorated aboard H.M.S. *Cavalier* on June 27, 2009, was a huge success. There were some 30,000 people in attendance, with many serving members of the armed forces, veterans and their families present. The event commenced with a parade from the center of Chatham (England) to the Historic Dockyard with many serving members and veterans taking part. The Royal Salute was taken by His Royal Highness the Duke of Gloucester and this was followed by a Drumhead Service. HRH The Duchess of Gloucester was also present as well as the Prime Minister (The Rt. Hon. Gordon Brown), his wife, senior officers of all three of the Armed Services and many other VIPs. There were numerous displays and exhibitions taking place throughout the day. Some of the highlights were a mock battle involving an RN Minesweeper, RIBs and a Helicopter, as well as aerial performances by the Red Arrows and the Battle of Britain flights, and an all-ticket Retreat ceremony in the evening.

During the last few months, much progress has been made aboard *Cavalier*. The main deck astern has been repainted as well as B gun deck (in time for Armed Forces Day), the repairs on the Squid deck have been completed and work commenced repairing corrosion damage in and around the

HNSA NEWS & VIEWS

Seacat missile magazine. The results are that the ship looks smarter at the “back-end” than she has been for a long time. Also, repairs to the Wardroom were completed in time for Armed Forces Day. After the recent refurbishment of the aft end on 2 and 3 decks, a group of Sea Cadets stayed aboard *Cavalier* over the weekend of June 13/14. Their stay was a huge success and their officers expressed thanks to all those who had worked on the aft end refurbishment which brought the mess decks, washrooms and heads back into use and meeting current standards to enable Sea Cadets and other youth groups to stay aboard.

The U.S.S. *Joseph P. Kennedy, Jr.* (DD-850) at Battleship Cove in Fall River, MA, held a major field day in May and it helped make May 2009 one of the busiest months that they have had in a long time in spite of the fact that it rained most of the time. With the help of Peter Papadakos, they were able to install their latest QH-50D Snoopy Drone. They had a return visit from RADM James Wisecup who attended the Saturday night dinner along with Captain Jack Casey, Executive Director of the Museum and Mr. Carl Sawejko who is President of the Board of Directors. At this Field Day, they had over forty volunteers. They were able to complete projects in the MK25 Fire Control Room and the DASH hanger and flight deck. They sorted and relocated thousands of navigational charts. Also, work was done in the IC Room, engineering spaces, the Galley and Mess, and on countless other projects that just needed time to complete.

There are a lot of Tin Can Sailor vets out there who have not been heard from. There are a lot of people who would like to hear or read your story, especially if it takes place during WWII or Korea. Take some time and write down your thoughts, or record them on a tape. Oral histories are the pieces to a great many puzzles that historians are trying to put together. On another thought, more than ever before, charities depend on folks like yourselves to support their important work. How can you make a difference, especially when we're so busy planning for our other financial goals? The answer may be a life insurance policy, a.k.a., The Life Insurance Endowment Option. You simply name your favorite charity as the beneficiary. This can have benefits for both you and the charity. They know that they will be receiving, in the future, a nice donation in your memory. But while you are paying the premiums, they may be tax deductible. Your gift is self-executing and proceeds are paid promptly. Please give both these ideas some thought.

B.A.P. ABTAO (SS-42) PERUVIAN NAVAL MUSEUM

Base Naval Del Callao, Callao, Peru

By VADM Gustavo Barragan

“A CONNECTICUT YANKEE IN PERU”

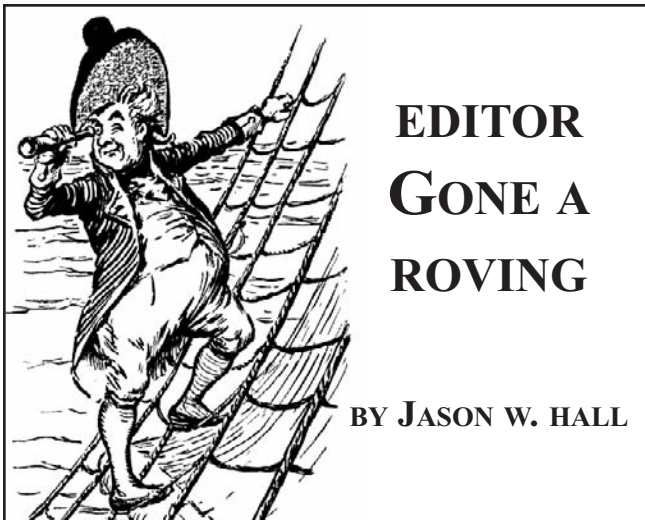
Five years ago we had the pleasure to open a submarine museum of a very unique class. Fifty years ago the Peruvian Government ordered four attack submarines of 1,200 tons each to be constructed at the Electric Boat Co. in Connecticut. Similar to the hunter killer U.S.S. *Mackerel* class, we have saved one of them, the former B.A.P. *Lobo* (SS-42), later renamed B.A.P. *Abtao*. Our plan was to restore everything to appear as it did when brand new. In addition, we added the recreated sounds of a submarine attack against a task force while visitors are walking through the compartments from bow to stern.

When visitors finish their tour in the aft torpedo room they are immersed in a simulated depth charge attack and a fire starts with spectacular sound and realism. Of course the visitors are not sunk, the damages are controlled and the ballast tanks are blown to allow the sub to continue the fight on the surface with its 5"/25 deck gun. Several ships of the surface fleet are sunk with the rest running away from the battle. Visitors have enjoyed this experience so much that we have seen a rise in return visits. In five years we have had almost 300,000 visitors. As a private association we are very proud of this realization. There are countless submarine museums around the world, but the B.A.P. *Abtao* is the only one with a recreated attack experience, which makes all the difference.

We kindly invite you all to visit our web site: www.submarinoabtao.com. To contact us, please e-mail our chairman, Vice Admiral Jose Garcia, at submarinosperu@speedy.com.pe.

Below: The showpiece of the Peruvian Naval Museum, the submarine B.A.P. Abtao.





EDITOR GONE A ROVING

BY JASON W. HALL

This editorial represents the views of the author and does not necessarily reflect the opinions of the Historic Naval Ships Association (HNSA).



INTREPID SEA, AIR & SPACE MUSEUM

On Tuesday June 23, about 45 volunteers and staff members of the Battleship *New Jersey* Museum, along with myself, boarded a bus to go up to New York City to visit the recently re-opened Intrepid Sea, Air & Space Museum. We were all very anxious to see the changes that were made during its time in drydock. I still remember first seeing the *Intrepid* when I was in high school and my church youth group visited NYC. Our bus went down a street and turned to the right. I looked out the window and there, towering above me, was the massive hull of an aircraft carrier. Being a military history geek, I quite frankly freaked out! I think my fellow classmates were ready to kill me as I went on and on during the trip from NYC back to New Hampshire about the history of aircraft carriers.

U.S.S. *INTREPID* (CV-11)

So as I disembarked the bus, along with my fellow staff members and volunteers on that June day, I again peered up at the bow of the *Intrepid*. It was as imposing and regal as ever. After making it through the expected security checks, we were met by two members of the Museum's education team. They greeted us all and we were ushered onto the ship and into a very impressive looking theater

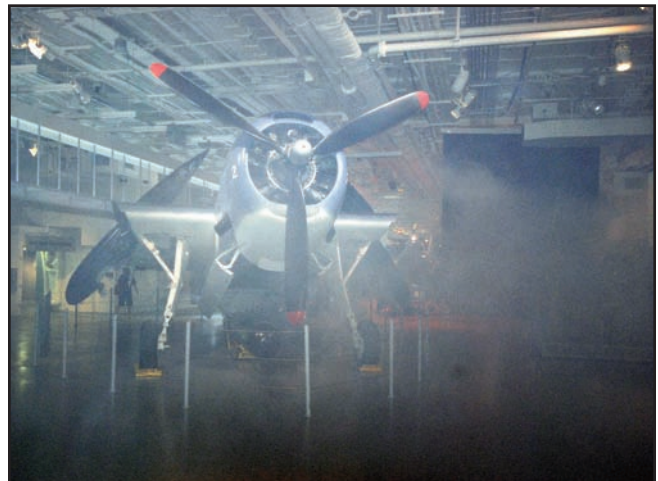
that I later learned was once one of the mighty elevators on the carrier. At the conclusion of the very well made introductory video, our guides took time to personally discuss with us what we were going to see during our tour.

As we wandered through the cavernous hanger bay of the ship, two things came to my mind. One was, "WOW, it's incredible what they have done!" The other was, "WOW, they have changed a lot, and it almost feels as though we are not on a ship." This is not a criticism, but rather an observation on how the ship is being interpreted.

The first thing that often stands out to visitors is the large black aircraft sitting on the flight deck at the edge of the bow: the Lockheed A-12 Blackbird. The *Intrepid*, or any other carrier, did not carry the A-12 and launch it from its decks. So, one may ask, "Why is that aircraft on the *Intrepid*?" The reason is that it is not a museum solely dedicated to the U.S.S. *Intrepid*, and it doesn't claim to be the U.S.S. *Intrepid* Museum. It is the Intrepid Sea, Air & Space Museum. Their mission statement leaves the door wide open for interpretation, "The mission of the Intrepid Sea, Air & Space Museum is to honor our heroes, educate the public, and inspire our youth". They have chosen to accurately restore several aspects of the ship, while using others to create a world class air and space museum aboard a former U.S. Navy aircraft carrier.

An argument can be made either way as to if what they did is accurate, as any visitor could do the same aboard the battleship *New Jersey* or any other historic ship museum. There were many things that impressed me during my tour, and others that left me hoping for more. On the flight deck there were no signs of the catapults or arresting gear. On the hanger deck, there were exhibits of berthing racks, and galley equipment. However, the displays lost a sense of accuracy and realism since they were stand alone exhibits

Below: Aircraft on the hanger deck are enveloped in smoke during the Kamikaze attack simulation. Photo by Richard Zimmermann.





Above: The island of the *Intrepid* has become a recognizable part of the New York skyline. Photo by Richard Zimmermann.

on the hanger deck and not in the actual spaces where you would find such items. Also, the vending machine on the flight deck next to the island was a tad out of place.

But aside from the above disappointments the ship offered many amazing things that any curator would love to have for their ship. One item I immediately fell in love with was a computer kiosk that, through a touch screen, allows you to page through the cruise books of the ship just as if you were holding the real thing. I was amazed at this technology and hope to utilize it on the *New Jersey* at some point. There is truly no better way to share the story of each sailor with the public than by letting them peruse the cruise books. Letting thousands of people handle the actual books is just not practical, this system provides a wonderful alternative.

The experience that touched me the most, and basically left me an emotional wreck, was the multimedia experience “Kamikaze: Day of Darkness, Day of Light”. Using several drop-down screens, lighting effects, smoke machines, mixed with an awe inspiring visual presentation, visitors are transported back to November 25, 1944 when the *Intrepid* was hit by Kamikaze attacks. There is a photograph in my office aboard the *New Jersey* of when the *Intrepid* was hit by a Kamikaze that fateful November day. It was taken from the *New Jersey*, and though I am always humbled by the explosion it shows, nothing prepared me for the visceral experience of being on the hanger bay as flames erupted around me, smoke filled my eyes, and I heard the story of the men who lived and died in this hell in an attempt to save their ship. I can honestly say that as the presentation ended, and I looked around at my colleagues from the *New Jersey*, I discovered I was not the only one wiping their eyes. Any other description I give you would pale to actually experiencing it....so go to the

Intrepid and experience it, and the rest of what *Intrepid* has to offer, for yourself.

U.S.S. *GROWLER* (SSG-577)

Berthed across the pier from *Intrepid* is one of the most unique submarine museum ships I have ever seen. This is due in great part to the large Regulus missile on the deck of the U.S.S. *Growler*. *Growler* is the sole survivor of the Navy's fleet of pioneering strategic missile diesel powered submarines. As such, she is the only American nuclear missile submarine on public display. As I walked through the sub, I again remembered why it is easier to retain more historical accurateness on a sub, destroyer, or other smaller ship. No offense to my submariner friends, but the size of the interior spaces of a submarine limit their use to what they were originally designed for, whereas an aircraft carrier, or battleship for that matter, provides space for things that ought not be aboard.

What impressed me the most about *Growler* was that there were station “guides” in different parts of the ship to explain what you were looking at. There were both volunteers and paid staff that took great pride in discussing the intricate details of *Growler*. I just wish I had more time to talk with them, the constant flow of people pushing from behind caused many of my discussions be cut short.

CONCORDE 100-010 (G-BOAD)

No, I am not losing it. I know that the *Concorde* is not a ship. But this imposing aircraft has a place of honor on the pier next to *Intrepid*, aft of *Growler*. Walking through it was ok, but it would be better if it took off and brought me to France!

For more information visit www.intrepidmuseum.org.

Below: The *Growler* as seen from the deck of the *Intrepid*. The Regulus missile is definitely an eye catcher. Photo by Richard Zimmermann.



U.S.S. SALEM (CA-139)**Quincy, Massachusetts, U.S.A.***By ENS Louis Wittig
Naval Sea Systems Command***“QUINCY SAILORS AND SEA CADETS HELP PRESERVE LOCAL HISTORY”**

Naval Reserve Sailors of the Naval Sea Systems Command (NAVSEA) associated with Navy Operational Support Center (NOSC) Quincy helped preserve a piece of local history as they conducted their annual inspection of Quincy's museum ship, the ex-U.S.S. *Salem* (CA-139), July 11-12. This year's inspection was also an educational opportunity as eighteen young men and women from the U.S. Naval Sea Cadet Corps (USNSCC) and Young Marines from Quincy and Newburgh, N.Y., joined the sailors to learn about the ship's systems and maintenance activities.

The twelve members of NAVSEA inspected the *Salem's* hull as well as its electrical, safety and fire alarm systems to ensure that the fifty year old heavy cruiser continues to be safe for the thousands of visitors it receives each year. Built in Quincy between 1947 and 1949, and having served as the flagship of the U.S. 6th Fleet, the *Salem* returned to Quincy as a floating museum in 1995. "The inspection went very well; the [NAVSEA] chief up there knew what he was talking about," said *Salem* volunteer Merle Robinson.

Going beyond the inspection routine, NAVSEA invited thirteen Sea Cadets and their instructors from Quincy's Seven-Zulu and Newburgh's Yankees Sea Cadet squadrons to participate in the exercise in order to learn about Navy maintenance procedures and general shipboard practices. Following the inspection and a debrief, NAVSEA Sailors gave the youth hands-on lessons about navigation, damage control and engineering systems. The afternoon was capped off by a firefighting drill lead by NAVSEA's Chief Hull Technician Randolph Bowers. "The future of the Navy is these Sea Cadets. OPNAV has an instruction that directs Reserve units to assist in Sea Cadet programs, and we should do everything in our power that we can to help them," said Bowers.

The Sea Cadets, some of whom are considering a career in the military, were inspired by the opportunity to learn real Navy skills aboard a former flagship. "It was really interesting. I got to go around with the HAZMAT and safety crews and learn damage control. I learned about how to control a fire hose and whether to use CO2 or water," said Tyler Thorpe, a Sea Cadet seaman apprentice who hopes to join the Navy someday and become a member of an explosive ordnance disposal team. Summing up the day,

Jim Bodell, a non-uniformed instructor with the USNSCC in Quincy remarked, "the young people enjoy working with the Navy personnel. They really like to get out with the people who actually do the jobs, who have been on the ships, who have been to sea...this is really what they look for."

The USNSCC is a volunteer youth education program for 11- through 17-year olds that builds students' leadership abilities through naval training. For more information, visit www.seacadets.org/public.

U.S.S. SLATER (DE-766)**Albany, New York, U.S.A.***By Timothy C. Rizzuto
Executive Director***“NEW REPRODUCTION ORDNANCE HELPS FILL VOIDS IN INTERPRETING SHIPS”**

The weaponry displays on the U.S.S. *Slater* are looking a lot more realistic these days thanks to the Scace-Allyn Company of Pittsfield, Massachusetts, a specialty plastics and metal fabricating company. They have been hard at work reproducing various weapons parts for the *Slater*. Those parts include replica 40mm anti-aircraft rounds, depth charge pistols, and hedgehog fuses.

These reproductions are available to anyone in the historic fleet as are any other special plastics or metal small part reproductions that may be needed. Photos of the currently available parts can be found on our website: <http://www.ussslater.org/scace>.

Contact Stuart Scace at 413-443-7306 or via e-mail at stuartallyn@aol.com for more information and pricing.

Below: The newly made hedgehog fuses on display aboard the Slater add a whole new sense of realism.



U.S.S. *CANON* (PG-90)

Sheboygan, Wisconsin, U.S.A.

From Sheboyganpress.com

“FUNDRAISING EFFORTS CONTINUE TO BRING GUNBOAT TO SHEBOYGAN”

Morgan Aircraft sponsored a Fall fundraiser for the proposed Naval Museum & Education Center of Sheboygan on Friday, Sept. 25, featuring John McGivern. The Wisconsin Naval Ship Association proposes bringing a former warship, the U.S.S. *Canon*, to Sheboygan, and berthing it on the Sheboygan River west of the Eighth Street Bridge. The plan also calls for use of the former J.J. Koepsel building to house a naval museum. Brian Morgan, president of Morgan Aircraft, sponsored the fundraiser to show his appreciation for the effort that the city, county and surrounding communities have put forth for the company's multimillion-dollar project at the Sheboygan County Memorial Airport.

Morgan Aircraft plans to build the company's new \$314 million headquarters, including a 600,000-square-foot manufacturing plant, offices and other facilities, at the airport. Groundbreaking for the project, which is being backed, in part, by a nearly \$30 million tax incentive package from the state, was in August. The fundraiser was held at 7:30 p.m. at the Stefanie H. Weill Center for the Performing Arts. The event was opened with a brief presentation by the Sea Cadets. John McGivern, a frequent performer in Sheboygan and across the state, is a member of Milwaukee's No. 1 morning radio show on 96.5 WKLH with his entertainment segment "The Daily Dish McGivern Style" and doing special projects for CBS-58. He starred in one-man PBS specials "A Midsummer Night McGivern" and "John McGivern's Winter Tales." He was part of "We're Funny That Way" on HBO and "Out There II" on Comedy Central.

To learn more visit <http://www.usscanon.com>.

Below: Canon underway during her service in Vietnam.



To become a member of HNSA, you may do any of the following: complete the online application at www.hnsa.org; call Jeff Nilsson at (757) 356-9422; or write him at HNSA, Post Office Box 401, Smithfield, Virginia 23431-0401. Regular membership is \$25.00 annually. You may also mail your application to HNSA Treasurer, COL. Patrick J. Cunningham, AUS (Ret), Buffalo and Erie Naval & Military Park, 1 Naval Park Cove, Buffalo, NY 14202-4114.

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



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

Camden, New Jersey, U.S.A.

*By Edward Colimore
Staff Writer, Philadelphia Inquirer*

**"BATTLESHIP NEW JERSEY STAYS
AFLOAT DESPITE ECONOMY"**

More than half of the State's annual funding was cut over the last few years. Twenty percent of the full-time staff has been laid off. Attendance is down 10 percent this year. But the battleship *New Jersey* is staying afloat financially through creative strategies that officials hope will help it bounce back stronger when the economy improves. Plans are being developed to better illuminate the ship and create a laser show that would - along with smoke and sound effects - simulate the firing of Big J's massive guns.

This year, the tourist attraction on the Camden waterfront is holding special events, such as the party that drew 1,800 people for the fireworks display on New Year's Eve, and the July Fourth "high-end barbecue that brought in close to six figures in profits." It also stepped up its sleepover encampment program, now expected to bring in about 20,000 visitors this year. And it's planning new tours, including one that will allow people to load a projectile and powder bags in a turret below one of the big guns bristling from the deck. "The new mantra is: 'If we can't create a 'wow,' we're not going to do it,'" said James Schuck, who was named the president and chief executive officer of the Battleship New Jersey Museum and Memorial over the summer.

"If it is a 'wow,' it will attract people and, once they come, the ship sells itself. You fall in love with it." Schuck, the ship's former executive vice president and chief financial officer for four years, said he hopes to see the ship's new illumination and laser display sometime next year. "We have a company putting together a whole plan," he said.



Left: James Schuck, new CEO and president of the Battleship New Jersey, faces some rough seas as he tries to draw crowds and care for the aging vessel. "We're constantly restructuring," he said. Photo by Charles Fox.

"People get a kick out of seeing the ship come alive." In June, the Big J found another way of making money. It auctioned off the right to sit in a gunner's chair and fire a five-inch gun. The weapon was loaded with a pound and a half of gunpowder and the blast - the first from its barrel in 20 years - was impressive. So was the price for firing it: \$2,600.

The battleship opened as a waterfront destination in 2001, and for several years received \$3 million in annual state aid. In 2007, the funding was slashed to \$2.8 million. That was followed by cuts in successive years to \$1.5 million and \$1.35 million. "We used a lot of the state money to pay old debt," Schuck said. "We had to pay for maintenance, vendors, and a cleaning company. We were getting to a good place in 2006."

Then came the cuts. The attraction, which is said to pump \$9.2 million into the state economy annually, was faced with tough choices as a result of dwindling funding, and flat attendance during the sour economy. "We're constantly restructuring," Schuck said. "When we made cuts, we tried to make them for positions that would not affect what the guests would see. We focused on the things that would bring them back." Last year, the ship laid off its director of marketing, tour operations manager, director of development, and others. And it began to depend more heavily on its 300-member crew of volunteers. Over the last eight years, they've put in a half-million hours, tour-guiding, painting, repairing and maintaining the 887-foot-long vessel, the longest battleship ever built.

"I can't say enough about the volunteers; we couldn't operate without them," Schuck said. "Forty-two of them are World War II veterans. Others who were in the Army, Navy, and Air Force had also served aboard and came back as volunteers. We have teachers, former FBI agents, welders, floorers," he said "You name it, we have it. They bring a whole wealth of talent and passion to this project." The ship has 10 paid full-time staff members and about 35 part-time staffers. "We can't cut the staff anymore, but we can draw more people," said Schuck.

In addition to state funds, Big J receives about \$1 million in private contributions for operating expenses annually; \$1.2 million comes from tours, with about \$800,000 in income from encampments, where visitors spend the night on the vessel. It is the nation's most decorated battleship and the second-most-decorated ship in the Navy's history, having faced down many enemies over the last 66 years - from World War II through combat actions in Korea, Vietnam and Lebanon. These days, its enemy has been the state budget ax and weak economy. But Schuck said the warship is weathering the storm. "Things are working out positively," he said. "We're working toward that time when we can go forward without worrying about state aid. We're not there yet, but we're pushing."

TRIVIA CHALLENGE

By Terry Miller

This installment of the Trivia Challenge will test your knowledge of detstroyers and destroyer escorts.



We thank Terry Miller, of the Tin Can Sailors Association, for providing this issue's trivia challenge. If you would like to submit a trivia challenge for a future issue of Anchor Watch, please contact the Editor, Jason Hall, at j.hall@battleshipnewjersey.org.

QUESTIONS

1. The destroyers of the United States Navy are named for Naval and Marine Corps heroes. There are some exceptions to this rule. How many destroyers were named for cities and what were they?
2. How many destroyers/destroyer escorts were named for non-Americans, for which people were they named, and what was their relation to the United States?
3. What was the historical distinction of U.S.S. *Mason* (DE-529)?
4. How many destroyers were, or are, named for women and for whom were they named?
5. In addition to destroyers named for cities, women, and foreign heroes, there were some that were named for other government entities, names normally associated with much larger ships. How many and what were their names?
6. Which destroyers were nuclear powered?
7. What was the largest class of destroyers in terms of quantity built, and how many were constructed?
8. The first destroyer, U.S.S. *Bainbridge* (DD-1), never wore her hull number. Why not?
9. What navy had the first destroyers and when?
10. How does an *Arleigh Burke*-class destroyer compare physically to a *Fletcher*?

ANSWERS

1. U.S.S. *Norfolk* (DL-1)
2. U.S.S. *Comte de Grasse* (DD-974) is named for François-Joseph Paul, marquis de Grasse Tilly, comte de Grasse. He was the French admiral who brought French ships and troops to support the American Revolution and defeated the British at the Battle of the Chesapeake. U.S.S. *Harold E. Holt* (DE/FF-1074), named for Australian Prime Minister Harold Holt who disappeared while swimming in 1967. Australia was a military ally of the U.S. during the Vietnam War. U.S.S. *Winston Churchill* (DDG-81); Winston Churchill's mother, Jennie Jerome, was an American who married Lord Randolph Spencer-Churchill.
3. During WWII the ship had an all African-American enlisted crew to demonstrate that black sailors were as capable as their white comrades. The success of the *Mason* helped end segregation in the Navy.
4. U.S.S. *Higbee* (DD-806) named for Lenah Higbee who was Superintendent of the Navy Nursing Corps during WWI and the U.S.S. *Hopper* (DDG-70) named for Rear Admiral Grace Hopper, a brilliant mathematician, who helped to devise the computer codes that became the basis of codes used today.
5. Officially there were two. The U.S.S. *California* (DLGN-36) and the U.S.S. *South Carolina* (DLGN-37). U.S.S. *Virginia* (DLGN-38), U.S.S. *Texas* (DLGN-39), U.S.S. *Mississippi* (DLGN-40) and U.S.S. *Arkansas* (DLGN-41) were re-designated as nuclear-powered guided missile cruisers before they were commissioned. All were re-designated as cruisers on 30 June 1975.
6. The U.S.S. *Bainbridge* (DLGN-25) and the U.S.S. *Truxton* (DLGN-35). Like the destroyers named for states, they became cruisers by edict on June 30, 1975.
7. The *Fletcher*-class had 175 ships built during WWII.
8. *Bainbridge* was decommissioned in 1919 and hull numbers began appearing the following year.
9. Argentina, 1896-98. They were the four ships of the *Corrientes* Class: *Corrientes*, *Entre Rios*, *Misiones*, and *Santa Fe*. (This may spark some discussion if not arguments.)
10. An *Arleigh Burke* is over a hundred feet longer and displaces more than four times as much as a *Fletcher*.



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