



ANCHOR WATCH

APRIL
MAY
JUNE
2009

The Quarterly Journal of the Historic Naval Ships Association

www.hnsa.org



HNSA STAFF

Executive Director

CDR Jeffrey S. Nilsson, U.S.N. (Ret.)

Executive Director Emeritus

CAPT Channing M. Zucker, U.S.N. (Ret.)

Executive Secretary

James W. Cheevers

Individual Member Program Manager

CDR Jeffrey S. Nilsson, U.S.N. (Ret.)

Anchor Watch Editor

Jason W. Hall

Battleship *New Jersey* Museum

Webmaster

Richard S. Pekelney

International Coordinator

Brad King

H.M.S. *Belfast*

HNSA COMMITTEE CHAIRPERSONS

Annual Conference

William N. Tunnell, Jr.
U.S.S. *Alabama*/U.S.S. *Drum*

Awards

James W. Cheevers
United States Naval Academy Museum

Communications

Dr. John C. Fakan, U.S.S. *Cod*

Curatorial

Ms. Patricia J. Rogers
Carnegie Science Center

Education

Karin Hill, *The Navy Museum*

Insurance

COL Patrick J. Cunningham
Buffalo Naval Park

Marketing

Paul C. Farace, U.S.S. *Cod*

Membership

CDR Jeffrey S. Nilsson, U.S.N. (Ret.)

Preservation

Joseph W. Lombardi
Ocean Technical Services

Submarines

William N. Tunnell, Jr.
U.S.S. *Alabama*/U.S.S. *Drum*

HNSA OFFICERS

President

William N. Tunnell, Jr., U.S.S. *Alabama*/U.S.S. *Drum*

Vice President

RADM John P. (Mac) McLaughlin, U.S.S. *Midway*

Secretary

LCDR Sherry Richardson, H.M.C.S. *Sackville*

Treasurer

COL Patrick J. Cunningham
Buffalo & Erie County Naval & Military Park

Immediate Past President

Captain F. W. "Rocco" Montesano, U.S.S. *Lexington*

HONORARY DIRECTORS

Admiral Thad W. Allen, U.S. Coast Guard

Sean Connaughton, MARAD

Admiral Michael G. Mullen, U.S. Navy

Larry Ostola, Parks Canada

Vice Admiral Drew Robertson, Royal Canadian Navy

Admiral Sir Alan West, GCB DCD, Royal Navy

DIRECTORS AT LARGE

Captain Jack Casey, U.S.N. (Ret)
U.S.S. *Massachusetts* Memorial

Maury Drummond
U.S.S. *KIDD*

Alyce N. Guthrie
PT Boats, Inc.

Brad King
H.M.S. *Belfast*

Terry Miller
Tin Can Sailors, Inc.
Associate Member Representative

CAPT F. W. "Rocco" Montesano, USN (Ret)
U.S.S. *Lexington*

Richard S. Pekelney
Individual Member Representative

Timothy C. Rizzuto
U.S.S. *Slater*

Patricia Rogers
Carnegie Science Center

CAPT Michael J. Schneider, USN (Ret)
S.S. *John W. Brown*

James Schuck
U.S.S. *New Jersey*

William Sheridan
U.S.S. *Saratoga* Museum Foundation

Bruce Smith
Port Columbus Civil War Naval Center

Matt Woods
Intrepid Sea, Air and Space Museum

THE ANCHOR WATCH TEAM

SPRING 2009

Executive Editor
JEFFREY S. NILSSON

Publisher
ROBERT D. BOARD

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

Anchor Watch Editors Emeritus
ROBERT A. WILLSON
ANNE E. McCARTHY
D. DOUGLAS BUCHANAN, JR.

Proofreaders
D. DOUGLAS BUCHANAN, JR.
JEFFREY S. CARY
JOE MORAN
JEFFREY S. NILSSON
SUSAN M. NILSSON

Contributing Writers
CELESTE BERNARDO
JEFF CARY
ROBERT L. DESH
JASON W. HALL
THOMAS H. HELVIG
HARRY A. JAEGER
MICHAEL J. KEGLEY
JAN MICHAELIS
TERRY MOORE
JEFFREY S. NILSSON
TOM PASHA
TIM RIZZUTO
PAUL STILWELL
PETE SUTHERLAND
BOB WILLSON

DISCLAIMER

*Articles represent the views of the authors
and do not necessarily reflect the opinion of the
Historic Naval Ships Association (HNSA)*

CONTENTS

FLOTSAM AND JETSAM, Jeffrey S. Nilsson...	4
U.S.S. <i>SLATER</i> , Tim Rizzuto...	5
U.S.S. <i>NEW JERSEY</i> , Thomas H. Helvig...	6
U.S.S. <i>ZUNI</i> , Harry A. Jaeger...	7
BOOK REVIEWS, Bob Willson & Terry Moore...	8
U.S.S. <i>STEWART</i> ...	9
U.S.S. <i>CASSIN YOUNG</i> , Celeste Bernardo...	9
NEW & RENEWING HNSA MEMBERS...	10
PLANNING A GREAT REUNION, Tom Pasha...	11
HNSA NEWS & VIEWS, Jeffrey S. Nilsson...	12
U.S.S. <i>HORNET</i> , Pete Sutherland...	13
U.S.C.G.C. <i>MACKINAW</i> ...	13
EDITOR GONE A ROVING, Jason W. Hall...	14
U.S.A.T. <i>JOHN PURVES</i> , Robert L. Desh ...	16
U.S.S. <i>EDSON</i> , Michael J. Kegley...	17
S.S. <i>LANE VICTORY</i> , Jan Michaelis...	18
TRIVIA CHALLENGE, Jeff Cary with Paul Stillwell...	19

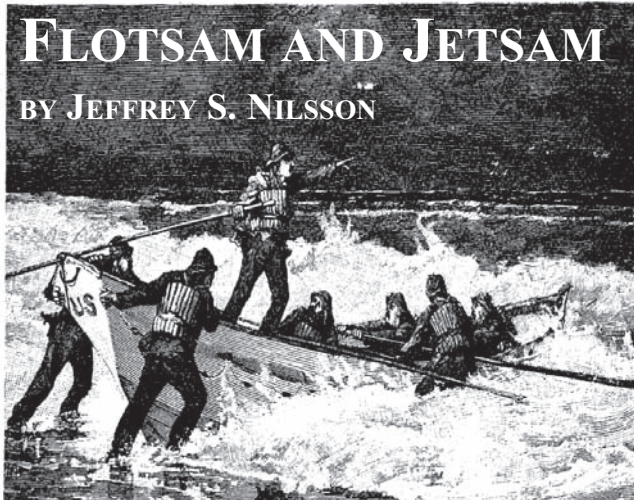
The Anchor Watch in COLOR!

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

THE COVER

Teamwork in action as the volunteers of the destroyer escort U.S.S. Slater prepare for move day at the end of the season.





FLOTSAM AND JETSAM

BY JEFFREY S. NILSSON

In my capacity as the Executive Director of the Historic Naval Ships Association, I hear a lot of what is going on out there in the historic fleet. There are a number of ships that are in dire need of preventative maintenance and continued restoration. In this day and time, what we are talking about does not come cheap – in reality, it never did. For a huge number of you I know that you are on a fixed income, therefore, giving additional donations might not be an option, however, where you might not be able to afford any additional giving, you can write to your U.S. Representatives and Senators asking them to address this issue in helping to save these pieces of history and in many cases, National Historic Landmarks. Also, if you live in a city where there is a historic naval ship museum, you can put your naval experience to work by volunteering a few hours a week. What you are able to do for that ship, is almost as good, if not better, than donating money. By doing some volunteer work, you can see the fruits of your labor quickly and feel good about it, and it does not cost the ship big bucks. You can help save our historic naval ships.

We also welcome a number of new members to the Historic Naval Ships Association and they are: Fleet Member *Comanche* 202 Foundation in Tacoma WA. *Comanche* is a former Coast Guard Cutter/Tug (WMEC-202)/ex-*Wampanoag* (ATA-202); and Fleet Member Door County Maritime Museum located in Sturgeon Bay, WI. Their acceptance as Fleet Member is based on them having the U.S. Army Tug *John Purvis* (LT-145). We also accepted for Associate membership the Maritime Administration of the Department of Transportation, Washington, D.C.; the First Division Museum at Cantigny in Wheaton, IL; the Site Historique Maritime de la Pointe-au-Pere in Rimouski, Quebec, CA; and Consult Econ, Inc. in Cambridge, MA.

Mr. Randall Ramian, a Commander in the Naval Reserve, has been selected to be the Chief Executive Officer of the U.S.S. *Hornet* Museum. Please join me in wishing Commander Ramian well in his new endeavor.

It has been over a year since Mr. Rich Conti left Nauticus, in Norfolk, Virginia, to become the Executive Director of the Virginia Science Museum in Richmond. Just recently, Mr. Harry “Hank” Lynch was selected to head the waterfront museum. He heads Nauticus, the Half Moone Cruise and Celebration Center and eventually the battleship *Wisconsin*. Mr. Lynch was formerly the President and CEO of Stan Hywet Hall and Gardens in Akron, Ohio. Please join me in welcoming Hank to the business of maritime museum management.

Jim Schuck has been installed as the Acting President and CEO at the Battleship *New Jersey* Museum, Camden, NJ. Jim had been the Chief Financial Officer of the museum. He replaces Mr. Troy Collins who has gone on to be the Senior Vice President for Programs, Marketing and Development at the Franklin Institute in Philadelphia, PA. At the HNSA Board of Directors meeting in March at Annapolis, MD, Jim was elected to fill the vacant seat on the board left by Troy’s departure. Please join me in welcoming Jim to the HNSA Board of Directors.

I want to announce that the Naval Historical Center has been re-designated as the Naval History and Heritage Command under the leadership of RADM Jay DeLoach, USN (Ret). There will be some changes in the structure of the Command and also the physical relocation of collections down to Cheatham Annex near Williamsburg, VA.

HNSA has issued its call for papers for the Historic Naval Ships Association Annual Conference September 21-23, 2009 in Mobile, AL. The conference theme is “Back to Basics”, and the deadline for paper submissions is May 15. For additional information, please contact me at hnsa01@aol.com, via phone at (757) 356-9422 or via mail at Post Office Box 401, Smithfield, Virginia 23431-0401, or visit www.hnsa.org/conf2009.htm.

I have received from Naval Sea Systems Command, a First Notice and Call for Papers from The Royal Institution of Naval Architects. They will be hosting Historic Ships II, November 19-20, 2009. This conference will be covering historic ships, building on previous successful events, and will explore the technical issues involved in the preservation, restoration and replication of historic vessels, including passenger ships, warships, coastal and inland craft. The conference will be of interest and value to members of the many organizations world-wide and others who are involved or interested in the preservation of these ships for the benefit of future generations. If you are interested in attending this conference, more information may be obtained by going to <http://www.rina.org.uk/historicships2009.html>.

Jeffrey S. Nilsson

NEWS FROM THE FLEET

CREATING THE VOLUNTEER ENVIRONMENT

U.S.S. *SLATER* DESTROYER ESCORT HISTORICAL MUSEUM

Albany, New York, U.S.A.

by *Tim Rizzuto*
Executive Director

From its inception, the U.S.S. *Slater*, and now the Destroyer Escort Historical Museum, has been driven by volunteers. Without them the project would not have succeeded. From the day in the early nineties at the Buffalo DESA Convention when the idea of bringing the ship back from Greece was first proposed, it was the volunteer members who raised the money in small plankowner donations, and the volunteer members who have sustained the ship ever since. It's safe to say that without the volunteers, the U.S.S. *Slater* wouldn't exist, and I wouldn't have a job.

I think it's safe to say, that, within human nature is the desire to feel needed and essential. Volunteering to restore a historic naval ship is a way of fulfilling that need. An essential element in creating the volunteer environment is creating a sense of need, and if you ask any of the *Slater* volunteers, they will all agree that no one is more in need of help than their executive director.

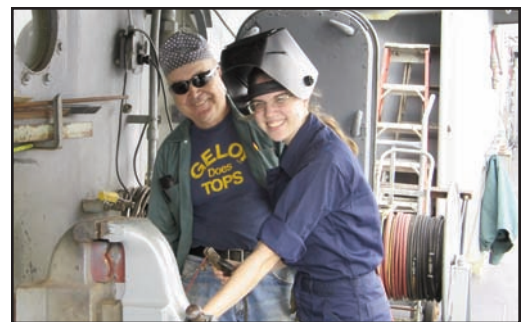
Starting from a management point of view, I have always advised anyone dealing with volunteers to do two things. Leave your ego at home, but bring your sense of humor, and leading by example. These are essential parts of a successful volunteer program. You can't expect your volunteers, or your staff to care more than you do. And as for the ego thing, you'll have plenty of egos to deal with. Yours shouldn't be one of them. It's amazing what you can accomplish if you make sure everyone else gets the credit.

Remember, that where volunteers are concerned, one of the most valuable things you

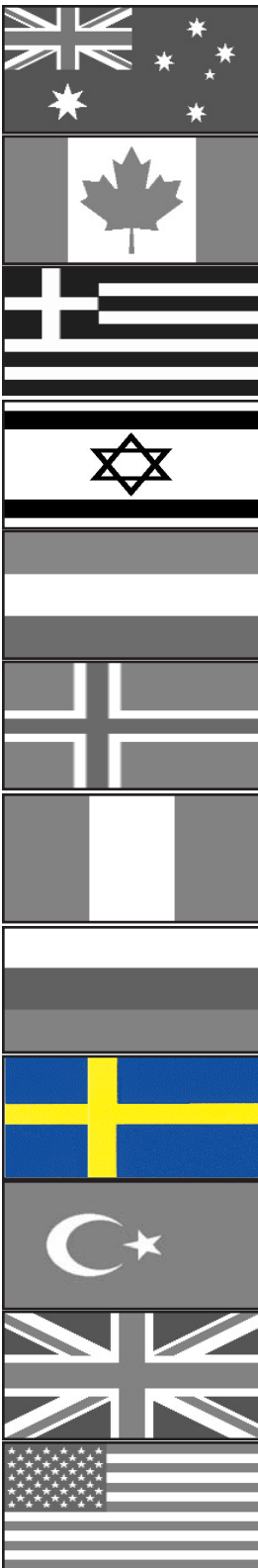
can give them is your time. I have worked almost every Saturday for the 30 years I have been involved with Historic Ships for one reason: it is the day when most of the volunteers come. It's important to listen to them. Spend time with them. Have coffee with them. Get to the job sites and take an interest in what they are doing. If you're a director of an organization that is large enough to have a volunteer coordinator, remember that nothing makes a volunteer feel more appreciated than a few words from the top man.

This of course has to be tempered with a level of control over what they are doing. Being sure that what they're doing is being done in a safe way, and contributing to the restoration and not damaging the artifact. For me, this is best accomplished by consultations with the volunteers and frequent visits to the work site. There have been times I should have been paying a little more attention. My periodic reminders that they are "lucky to have a job" seems to have little effect on individual performance.

Continues on Page 6



Above: The old Coast Guard meets the New Navy. Slater volunteer and master welder Doug Tanner teaching RPI Midshipman Shayna Palesch.



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.



Above: Midshipmen from Rensselaer Polytechnic Institute with pieces of the bilge drain system under restoration on-board the destroyer escort U.S.S. Slater.

My own personal preference is to avoid the larger formal meetings and deal with people as individuals or in small groups to discuss restoration issues. Many problems are discussed during coffee breaks. But pulling volunteers away from their work for meetings that they might not consider necessary is something that I try to avoid.

Over the years, I think we have an idealized vision of how the old Navy functioned, where the Captain was like the coach of a successful team, and the crew worked and played hard together for the good of the ship. On-board *Slater*, the floggings will continue until morale improves.

Editor's Note: If you have any volunteer related articles, images, stories, or if you would like to highlight an individual or group of volunteers, please send all material to Jason Hall at j.hall@battleshipnewjersey.org.

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

Camden, New Jersey, U.S.A.

*by Thomas H. Helvig, CTRCM, USN (Ret)
Volunteer*

“THE JERSEYMAN CONTINUES”

During each of the four U.S.S. *New Jersey* commissioning periods, the crew produced a ship's newspaper called “*The Jerseyman*”. This name was first chosen back in 1943 by a member of the Marine Detachment, PFC, Carl W. Ritner, U.S.M.C., and it has stuck throughout the ship's history. Late in 2001, bringing back this historic newsletter was considered a good way to re-connect an estimated 50,000 former crewmen of the *New Jersey*, and hundreds of volunteers coming on-board

to restore her as a museum. The first issue of *The Jerseyman*, was published online in January of 2002.

As the ship's restoration progressed during 2002, it was noted that hundreds of veterans coming on-board as volunteers represented a number of ships, stations, squadrons, and units now long gone. So, in December of 2002, in order to recognize the former ships and units of our volunteers, *The Jerseyman* first requested photos of bells from U.S. Navy and U.S. Coast Guard ships, past and present. Our hope was that some bell photos received might be from the many old ships represented by the Battleship *New Jersey* volunteers. Well, this request for ship's bell photos continues up to today, and almost eight years down the road, these photos continue to arrive with hundreds in *The Jerseyman* collection, and many are from the former ships of our volunteers. These bell photos, ships' histories, and where the bells are found on display today, are featured each quarter in most new issues of *The Jerseyman*.

Recently, we were asked by Jason Hall, Curator of Battleship *New Jersey*, and Editor of *Anchor Watch*, if we would share an article from a past issue of *The Jerseyman* with the readers of *Anchor Watch*. We are happy to help, and to share the story of the bell from the first U.S.S. *New Jersey* (BB-16).

U.S.S. *New Jersey* (BB-16) was launched November 10, 1904 at Fore River Shipbuilding Company of Quincy, Massachusetts. She was sponsored by Mrs. William B. Kenney, daughter of Governor Franklin B. Murphy of New Jersey. The *New Jersey* was commissioned on May 12, 1906, with Captain William W. Kimball in command. Soon after being commissioned, and in company with fifteen other battleships and six destroyers, *New Jersey* cleared Hampton Roads on December 16, 1907. Her rails were manned and her guns crashed a 21-gun salute to President Roosevelt, who watched from the yacht U.S.S. *Mayflower*, thus beginning the dramatic cruise of the Great White Fleet.

At the time, the international situation required a compelling exhibition of the strength of the United States, and this round-the-world cruise was to provide one of the most remarkable illustrations of the ability of American seapower to keep the peace without warlike action. Not only was a threatened conflict with Japan averted, but notice was served on the world that the United States had come of age, and was an international power which could make its influence felt in any part of the world.

Commanded first by Rear Admiral Robley D. Evans, and later by Rear Admiral Charles S. Sperry, the fleet laid its course for Trinidad and Rio de Janeiro, and then rounded Cape Horn. After calling in Punta Arenas; Valparaiso and



Above: The ship's bell of the U.S.S. New Jersey (BB-16) located in Elizabeth, N.J.

Callao, the battleships made a triumphant return to the United States. On July 7, 1908 the fleet again sailed west from San Francisco, and were bound for Hawaii, Auckland, and Australia. Each Australian city seemed to offer a more enthusiastic reception for the American sailors and their powerful ships than had the last, but tension and rumor of a possible incident made the arrival in Tokyo Bay on October 18 unique among any of the port calls of the Great White Fleet.

Immediately, it was clear that no special precautions had been necessary; nowhere during the cruise did the men of the *New Jersey* and her sister ships meet with more expression of friendship, both through elaborately planned entertainment and spontaneous demonstration. The President observed with satisfaction his greatest hope for the cruise, and said - "The most noteworthy incident of the cruise was the reception given to our fleet in Japan."

During World War I, *New Jersey* also made a major contribution to the expansion of the wartime Navy, training gunners and seaman recruits in Chesapeake Bay. After the Armistice, she began the first of four voyages to France from which she had brought home 5,000 members of the AEF (American Expeditionary Force) by June 9, 1919. *New Jersey* was decommissioned at the Boston Naval Shipyard on August 6, 1920. The *New Jersey* was sunk off Cape Hatteras on September 5, 1923, in Army bomb tests conducted by Brigadier General William "Billy" Mitchell.

The bell from U.S.S. *New Jersey* (BB-16) was donated to the City of Elizabeth, New Jersey when the ship was decommissioned. It is found today on permanent display in front of Elizabeth City Hall on West Scott Plaza.

To view all archived issues of *The Jerseyman*, please visit www.ussnewjersey.com.

**U.S.S. ZUNI (ATF-95)
ZUNI MARITIME FOUNDATION**

Little Creek, Virginia, U.S.A.

*by Harry A. Jaeger
Director of Operations*

**"PRESERVING THE U.S.S. ZUNI,
SURVIVOR OF THE BATTLE OF IWO JIMA"**

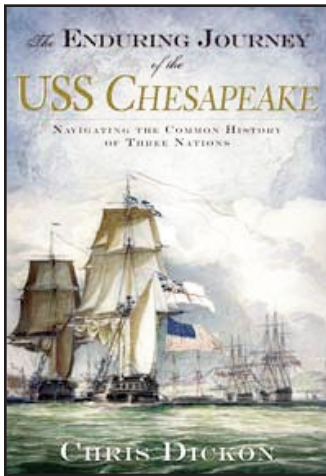
After five and a half years in port at various locations in Baltimore and being in storage for a year in Newport News and Norfolk, VA, the U.S.S. *Zuni* (ATF-95)-U.S.C.G.C. *Tamaroa* (WMEC-166) has moved to the Naval Amphibious Base at Little Creek, VA. The *Zuni-Tamaroa* is expected to be there for several months, preparing for a long-awaited yard and dry dock period. We are very privileged that the Navy is temporarily hosting us. This will give us the needed breathing time to make repairs and continue restoration work via our volunteers. This time will also give us the opportunity to further introduce the value of this platform to maritime and educational organizations. We hope to soon begin to give NJROTC and other youth groups the chance to learn the history of the *Zuni-Tamaroa* and her sister ships, and maritime life in general.

As one of the last surviving ships to have fought at Iwo Jima, the *Zuni* Maritime Foundation will be restoring the ship to her U.S.S. *Zuni* (WWII) color scheme and are planning to install original topside equipment and boats as much as possible. In this effort, we are looking for four 20mm single barrel guns and a good 3" 50 deck gun as static displays. If anyone is aware of equipment out there that might be made available to make this ship whole as a WWII navy platform, please let us know.

If anyone is interested in volunteering in the preservation and restoration or visiting and learning more about the ship, please contact Harry Jaeger, Director of Operations at snafu.manor@verizon.net or 804-273-0247. As many of you know, security on our naval base is tight, and extra tight on the piers. We need at least 48 hours notice that you would like to come on-board unless you carry an active duty or current Department of Defense ID card or are a contractor with current, full base access.

Former crew members of the U.S.S. *Zuni* have passed on a bit of her history that we are pleased to make a part of her modern tradition as well. Call letters assigned to the *Zuni* were NOVEMBER, YANKEE, WHISKEY, VICTOR - which they personified with the nature of their duty on-board. So, come on-board for a visit, or to help out, or become a part of the team that is preserving and protecting this national treasure.

BOOK REVIEWS



The Enduring Journey of the U.S.S. Chesapeake, by Chris Dickon

Review by Bob Willson

“THE ENDURING JOURNEY OF THE U.S.S. CHESAPEAKE”

Chris Dickon, Emmy-winning radio and TV producer of historical documentaries, has written an excellent little book. It weaves together the history of the American frigate U.S.S. *Chesapeake* from its birth to eventual use for construction material in England. Launched in 1799, at Portsmouth, VA, the *Chesapeake* served valiantly in the fledgling U.S. Navy during the War of 1812. In 1813, under the command of Captain James Lawrence U.S.N., *Chesapeake* was taken by H.M.S. *Shannon*, under the command of Captain Phillip Broke, R.N., outside the port of Boston, MA.

American survivors were treated by Royal Navy surgeons and incarcerated in the naval prison on Melville Island, near Halifax, Canada. Eleven casualties were buried on nearby Deadman’s Island. Sailed to Portsmouth, England, the former U.S.N. frigate was renamed H.M.S. *Chesapeake* and served in the Royal Navy until 1815. She was decommissioned and her hull auctioned for its timber. Some of the wood was turned into houses and furniture in England, a lot of which was lost in the bombings of World War II. Some structures with the timbers, however, do remain.

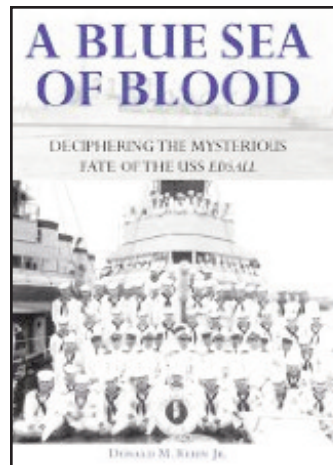
For over a century the survival of these timbers was known to only a small number of history buffs in both the U.K. and the U.S.A. One of the structures built with timbers from the *Chesapeake* was a mill, now unused. This mill became a place of pilgrimage for historians. Articles were published in British and American newspapers and a movement was begun to preserve the mill.

Dickon writes of the many battles over the mill and its valuable *Chesapeake* artifacts. The drive to make the mill

a museum and designated as a heritage site, led in part by St. Andrew’s University’s Robert Prescott, ultimately failed. The failure is owed to the fact that Hampshire, with probably the highest concentration of naval museums and historic sites in the world, could not support another one. However, the building was designated an historic site, and the new owners, establishing an antique mall in the mill, were closely bound, legally, to preserve the building and make it accessible to scholars and naval history buffs.

Of particular interest to those in the Historic Naval Ships Association and the Maritime Museum community are the comments of William Cogar, Executive Director of the Mariners’ Museum in Newport News, whose views on the future of Maritime Museums in particular, and museums in general, are notable. He challenges the community to consider digital storage and interactive graphic representation as a more honest and practical solution to preservation and presentation than the current, hugely expensive practice of restoration and replication.

The book is lavishly illustrated with hundreds of photographs and drawings covering the whole period of the story. They are exceptionally interesting, with informative captions, but because there are so many, I found them somewhat distracting from the narrative. However, it is a very good story, well told, and should be of interest to readers in all three countries.



A Blue Sea of Blood: Deciphering the Mysterious Fate of the U.S.S. Edsall, by Donald M. Kehn, Jr.

Review by Terry Miller

“A BLUE SEA OF BLOOD”

Through excellent scholarship, Donald Kehn takes the reader into the Asiatic Fleet of the 1920s and 1930s, leading up to the early days of WWII. Any naval history buff will applaud Kehn’s descriptions of this forgotten fleet and how it was written off even before Pearl Harbor was attacked.

As he concentrates on DesDiv 57 and especially U.S.S. *Edsall* (DD-219), Kehn shows us with meticulous care how miscalculations in London and Amsterdam impacted FDR’s

decision not to reinforce the Asiatic Fleet. A handful of undersized and ill-equipped old destroyers manned by poorly trained and outfitted crews were nearly all that stood between the Imperial Japanese Navy juggernaut and European and American interests in East and Southeast Asia.

No one knows with certainty the final minutes of *Edsall's* life but Kehn uses recently uncovered Japanese Navy documents and a study of Imperial Naval doctrines and cites the work of other scholars to piece together, painstakingly, what the ship's final hours must have been like. He provides reasoned and logical answers to some of the mysteries that have shrouded the loss of *Edsall* for the past 67 years and tells a compelling story of inevitable loss. He doesn't forget the human side of the saga, either. Among his massive research efforts many items are drawn from personal recollection and correspondence that bring the story to life.

These earliest days of the war in the Pacific are often overlooked or overshadowed, perhaps because there was so little in which to take pride. Kehn fills in many gaps in the history with the rich background to what could have been a simple tale about an old four-piper destroyer. What he has created is a book worthy of any navy-man's library.

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

Galveston, Texas, U.S.A.

John McMichael reports that as of 10:28 AM January 28, 2009, the U.S.S. *Stewart* (pictured below) became the second "floating" destroyer escort (DE) in the world. Previously, the *Stewart* had been berthed on land. However, following Hurricane Ike the ship's dry berth had suffered serious damage, with a small craft stuck under the ship. To correct the list of the ship, and to remove debris stuck under the ship, the *Stewart* was refloated. The long term plan is to have the *Stewart* remain a floating museum, making it the second floating DE museum behind the U.S.S. *Slater* in Albany, NY, which for many years had been the only floating DE in the world.



**U.S.S. CASSIN YOUNG (DD-793)
BOSTON NATIONAL HISTORICAL PARK**

Boston, Massachusetts, U.S.A.

*By Celeste Bernardo
Deputy Superintendent*

"CASSIN YOUNG'S NON-FIRE FIRE"



Above: The Cassin Young rests peacefully in Boston Harbor

On the evening of December 30th, 2008, one of the boilers (a standard house boiler used to heat the vessel) aboard U.S.S. *Cassin Young* began misfiring. Exhaust fans drew the smoke up and out of the vessel via one of the ship's stacks. National Park Service law enforcement rangers called the fire department who arrived and poured water down the stack. This caused all of the boilers to misfire, which generated more smoke. Thus the press and news media inaccurately reported the incident as a fire aboard the destroyer. The boiler misfiring could have been caused by a faulty nozzle, weak spark from the coil, or faulty flame indicator, all of which we replaced. We cleaned up the water, repaired the boilers, and all is well.

The incident prompted us to consider new questions. What if it were a real fire? What if the vessel were taking on water? What are our procedures after hours? Who would we contact? We've formed a committee to address these and other questions and to update our safety and evacuation procedures. In addition, we'll be working with the fire department and Coast Guard to do some training aboard the vessel so they are familiar with the different compartments and layout of the ship should they need to respond. We are in line to receive funding this year to replace the aging boilers, and the timing couldn't be better.

Cassin Young's long history includes the rescue of 120 survivors of the stricken aircraft carrier U.S.S. *Princeton* in October 1944. But it was on the picket line off Okinawa that she truly distinguished herself, surviving two separate hits by Japanese kamikazes. Following decommissioning she was transferred to the National Park Service for use as a museum ship in June 1978.

THE HISTORIC NAVAL SHIPS ASSOCIATION

WELCOME ABOARD NEW AND
RENEWING MEMBERS

SPRING 2009

FRIEND MEMBERS

CAPTAIN GUY ARCHAMBAULT
DAVID C. BAILEY, JR
BRIAN BENNETT
ROBERT E. CANNON
JOHN GOHEEN
CHRISTOPHER P. HANNAN
RICHARD A. HORVITZ
TOBY MACK
ROBERT MERRYMAN
HARRISON R. RAYNIS
TOM ROMAINE
WILLIAM SINCLAIR
PO3 JOSEPH MICHAEL VIADÉ

REGULAR MEMBERS

PETER M. BONIFACE
DOUGLAS J. CARPENTER
DP1 DONALD E. DRAVES
KEN ESTES
DONALD J. FURLONG
CHARLES E. GANNETT
STEPHEN A. HALLQUIST
PETER B. HOFFMAN
CAPTAIN JESSE LEGROS
IAN D. MACCORQUODALE
KATHERINE MCFADDEN
LCDR GEORGE ALFRED MONROE
PETER ORVIS
JEFFREY MICHAEL PADELL
MICHAEL H. POPERNIK
DONALD RAYMOND
JUSTIN LEE ROSENBERGER
RAMAS ROY ROSENBERGER
LEE D. SHICKEL
WILLIAM SUTER
JOHN ZUKOWSKY



HNSA Annual Conference
September 21-23, 2009
Battleship *Alabama*
Mobile, AL

CALL FOR PAPERS FOR HNSA 2009

The theme of this year's conference is going to be *Back to Basics*. Proposals on ship preservation, historic ships, museum funding/grant writing, education, artifacts, and collections, naval history, and other related topics dealing with naval and maritime museums are welcome. The Program Committee welcomes the submission of individual papers as well as panels with three people and a chair. Proposals should include a brief abstract for individuals and a page for panels.

Submissions should be posted or emailed to HNSA Executive Director Jeffrey S. Nilsson or Ms. Karin Hill, by May 15, 2009. Jeffrey S Nilsson: HNSA 2009, Post Office Box 401, Smithfield, Virginia 23431-0401 or e-mail at hnsa01@aol.com. Ms. Karin Hill: The Navy Museum, 805 Kidder Breese St., SE Washington Navy yard, D.C. 20374 or e-mail at Karin.hill@navy.mil.

The success of each annual conference depends on the participation of the membership of HNSA. More information will be available soon on the HNSA webpage www.hnsa.org.



Questions About Your Membership?

Please contact Jeffrey S. Nilsson at:

Historic Naval Ships Association
Post Office Box 401
Smithfield, Virginia
23431-0401 U.S.A.
Phone: (757)-356-9422
E-Mail: hnsa01@aol.com

PLANNING A GREAT CREWMEMBERS REUNION IN A NEW ECONOMY

By Tom Pasha
CONTACT Planning, Inc.

“HOW TO PLAN YOUR SHIP’S NEXT REUNION”

When you’re planning your next reunion, a great way to look at your job is to remember a quote from baseball player and manager, Yogi Berra: "You've got to be very careful if you don't know where you're going, because you might not get there."

With our economy churning, it’s becoming more of a challenge to plan and execute a great event, but with a few new techniques, you will be able to make the most of a new and sometimes tricky situation. The best way to plan a reunion is to realize there are opportunities to negotiate excellent reunion deals that will decrease expenses and increase attendance.

A great reunion starts with a great planning committee. If you are reading this, you are probably the Chairperson (like it or not!). A good chairperson needs a Membership Manager, typically a past attendee who is very popular and well-known to many members, someone who can contact and solicit attendees for the reunion. Finally, if you are not handy with a calculator, having a treasurer can be a critical addition to the planning committee.

Next, it’s time to decide on a site. The destination may be a central location, based on the location of a large population of your members, or at a location with a particular interest to your group. Some groups continue to select a location based on rotating an event around the country, which may be a good idea in theory, but it actually may hurt your attendance. Many attendees are less likely to travel long distances, with airfares, logistics, and in many cases, advancing age becoming more serious barriers.

An ideal site selection idea may alternate between key population centers and attractions that are important to the group. Some popular naval attractions include Norfolk, Jacksonville, Baltimore, New York City, Wilmington, Philadelphia, San Diego, Battleship Cove and many others. You might do some research into the location of your ship, one of its twin ships, or a location where it may have been built or with another historic tie-in.

Once the destination is selected, the next step is to select and negotiate a reunion package at a hotel. With the economy slowing down in many markets, reunion-friendly hotels are very eager to negotiate some great reunion packages.

The first step is to select the dates for your reunion. Ask the hotel staffer if weekends may be more expensive than weekdays. Depending on the answer, you may want to alter your preferred pattern to get the best rates possible. Discuss the number of rooms you might need on a day-by-day basis, along with the meeting space you might need.

The next step is to schedule your catered events—opening reception, breakfasts, a closing dinner dance, and decide what the budget might be for each of these. Before negotiating rates, be sure to look up the hotel on Expedia, Hotels.com, and Trip Advisor, to get a sense of the pricing they would extend to individual travelers. This will help you negotiate, and since many of your attendees will also look up the hotel, you’ll be able to show the value of booking the rooms as a group.

A good strategy for negotiations is to select several comparable hotels in the city you have chosen and invite them to offer competitive bids for the business. Be sure to tell the hotels they are in a competitive bid situation to get the best results. In addition to room rates, other areas to negotiate include catering prices, parking, airport shuttles, complimentary rooms, a hospitality suite, audio-visual prices, in-room internet access and suite upgrades for committee members and visiting officers.

A key to a good negotiation is drawing up an agreement that allows you to review and update the attendance with no penalty. Some hotels use a standard contract that calls for meeting room rental, attrition, cancellation charges and other penalties that can be a problem for a veteran’s group. Never forget that the selected headquarters hotel and your reunion group are going to be partners for the entire event. The hotel has to make a profit, but your group needs to maximize its attendance and deliver a great event. A good negotiation results when both hotels achieve their goals.

What do you do if you reach a negotiation obstacle? Bear in mind that the hotel sales manager wants to confirm your dates, but may not be empowered to make key decisions on room rates, catering and other topics. One excellent technique to get through a negotiating jam is to invite the Director of Sales, the Catering Director and even the Executive Chef to a final negotiations meeting.

Finally, the most important aspect of all the planning and negotiation is to select a hotel that you and your group will enjoy and tell others about. Yogi Berra, never an event planner but apparently enjoyed a good hotel stay, once said, “The towels were so thick there I could hardly close my suitcase.”

For more information visit www.contactplan.com, or call Tom Pasha, President of CONTACT Planning, Inc., in Orlando, FL, at 866-875-7272.

HNSA NEWS & VIEWS

Compiled by Jeffrey S. Nilsson, Anchor Watch Executive Editor

The North Carolina Battleship Commission welcomed Captain Terry Bragg, USN (Ret) as the new Executive Director. Captain Bragg relieved Captain Dave Scheu officially on March 31, 2009 in a hail and farewell ceremony on the fantail of *North Carolina*. Please join me in wishing Captain Bragg every success.

On the *Joseph P. Kennedy* in Fall River, MA, work in the CIC has progressed well. Located on *Kennedy's* 03 level, CIC comprises CIC proper, an Undersea Battle Space (sonar and ASROC control) and an ECM (Electronic Countermeasures) Room. Although CIC had been cosmetically restored to some degree in recent years, the "Saturday/Monday" volunteer crew decided to tackle a full-scale restoration. Pieces salvaged from various retired vessels including *Basilone*, *Des Moines*, *Forrestal*, *Horne*, *Puget Sound* and *Trout* have been utilized to accurately rebuild various consoles throughout the space. Labels and tags have been painstakingly cleaned and bulkheads, overheads, and equipment returned to their rightful colors. Most notably, three radar display scopes, using simulated signals, have been restored to operating condition, giving the visitor a glimpse back into time when CIC was alive with activity. It's the attention to detail that makes the difference in a restoration, and as volunteer Maury Crotteau puts it, "Don't do it unless you're going to do it right, by golly."

The *Slater* continues to serve a new generation of sailors. The Destroyer Escort Historical Museum has received a United States Naval Academy (USNA) Dean of Admissions Certificate of Appreciation. The commendation recognizes the cooperative spirit of the staff and volunteers of the U.S.S. *Slater* in welcoming USNA functions aboard. For each of the past five years, selectees of each Naval Academy incoming class from this area have met each other in the wardroom of the U.S.S. *Slater*. They have been introduced to naval custom and tradition by participating in a formal dinner in the wardroom, prepared by local alumni and served by current Naval Academy midshipmen who are home on leave.

The *Slater* also welcomes aspiring USNA applicants as volunteers with the maintenance and tour guide staff. The *Slater* hosts midshipmen from nearby NROTC at Rensselaer Polytechnic Institute for shipboard familiarization, engineering systems training, firefighting and damage control training. All of this is graciously offered by the *Slater's* staff at no cost to the U.S. Navy. The U.S.S. *Slater* continues to serve the United States Navy regardless of the fact that she was stricken from the

rolls of the U.S. Ships over 50 years ago.

The Battleship U.S.S. *Alabama* in Mobile, AL, reports that on November 14th, 2008, Mobile native, Admiral Jeremiah A. Denton, was honored by the U.S.S. *Alabama* Commission at an invitation-only luncheon aboard the famed ship. In attendance at the luncheon were many of Admiral Denton's family members, Governor Bob Riley, Archbishop Emeritus Oscar Lipscomb, and members of the U.S.S. *Alabama* Commission. There was the dedication of a compartment on the 0-1 level, naming it The Admiral Jeremiah Denton Compartment. The compartment is outfitted with several mementoes of the Admiral's illustrious career including photographs, letters, citations, a video, and a POW bracelet. The items on exhibit combine to give a snapshot of the Mobile native who rose to national prominence during his seven years plus as a POW in Vietnam. In addition, there was a special surprise for Admiral Denton and all in attendance. The National Museum of Naval Aviation in Pensacola has loaned to Battleship Park for display, a KA-6D Intruder aircraft, identical to the plane the admiral flew in the mid-60s prior to his capture and imprisonment by the North Vietnamese. The plane bears the name of the admiral.

We have news of three ships looking for a home. As of this writing, U.S.S. *Orleck*, presently still in Orange, Texas, is looking to move to Lake Charles, LA in the near future. They have agreements for temporary and permanent berths, and they are working on a paint job, insurance, towing and infrastructures. We will keep you posted of future developments. The ex-*Charles F. Adams* group has been in negotiations with the City of Jacksonville, Florida to have the ship brought there as a museum ship. The Saginaw Valley Naval Ship Museum is getting things in order to bring the ex-*Edson* to Bay City, Michigan.

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. HORNET (CV-12)
AIRCRAFT CARRIER HORNET MUSEUM**

Alameda, California, U.S.A.

*By Pete Sutherland
Curator*

**“U.S.S. HORNET 40TH ANNIVERSARY OF
APOLLO 11 MISSION RECOVERY”**

On May 21, 1961, President John Kennedy charged the United States with the challenge to send a man to the moon and return him safely to the earth. This year is the 40th anniversary of that epic Apollo 11 spaceflight that put the first humans on the moon, and of the successful recovery of the pioneering astronauts. NASA, of course, will hold commemoration events at Kennedy Space Center in Florida to celebrate the launch of the mission, and a few days later, at the Johnson Space Center in Texas to celebrate the moon walk. However, it was the U.S.S. *Hornet* that recovered the spacecraft, astronauts, and moon rocks on July 24 in 1969. Thus, the final commemoration of this event will be held at the U.S.S. *Hornet* Museum in Alameda, California.

The U.S.S. *Hornet* Museum’s key objective is to honor the past and inspire future generations. Splashdown 2009 will be a four-day family festival that will include static displays of a wide range of space-related exhibits (photos, videos, memorabilia, artifacts, aircraft, etc) and live speaking events by individuals associated with various spacecraft recoveries. The principal event will be on Saturday, July 25th – Apollo 11 astronaut Buzz Aldrin will be our featured speaker. Immediately preceding this event

Below: Apollo 11 capsule brought on-board U.S.S. Hornet.



will be the nationwide release of Buzz Aldrin’s newest book about his space experience called *Magnificent Desolation*. The U.S.S. *Hornet* Museum’s Splashdown 2009 festival will be the platform for the West Coast release of this exciting new book.

The aircraft carrier U.S.S. *Hornet* is the largest artifact remaining from the historic 1960’s space race to the moon. The museum is committed to inspiring our youth to pursue careers in science and technology, fields that have driven the economic engine of California for several decades. Splashdown 2009 fulfills a portion of that mission for this year as we expect several thousand people, mostly families, to visit the museum during this event. For more information on the U.S.S. *Hornet* Museum and Splashdown 2009, go to www.uss-hornet.org.

**U.S.C.G.C. MACKINAW (WAGB-837)
ICEBREAKER MACKINAW MARITIME MUSEUM**

Mackinaw City, Michigan, U.S.A.

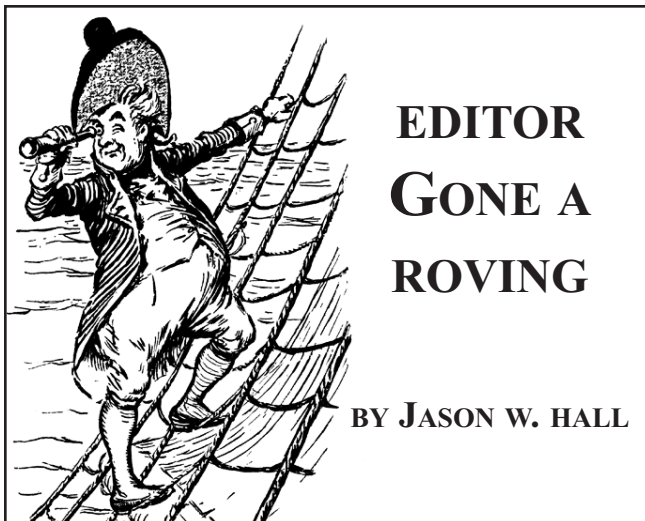
**“REVIEW OF MACKINAW MARITIME
MUSEUM’S SECOND YEAR”**

The Icebreaker *Mackinaw* Maritime Museum opened for its 2nd official tour season in May, 2008. Over 18,000 visitors walked up the gangway onto the fantail and visited the *Mackinaw* during the tour season. Tour highlights included stops at the library, Ward Room, berthing areas, engine room (space #2) and the bridge.

In September, the *Mackinaw* set the stage for “Operation Dire Straits”. The U. S. Coast Guard and other Federal, State, and Local agencies boarded the *Mackinaw* for training exercises. The full scale maritime emergency exercise took place over 3 days in the Straits of Mackinac. The drills help agencies coordinate emergency response teams in the event of real disasters.

The Icebreaker *Mackinaw* Maritime Museum, Inc. (IMMM) through its Board of Directors is responsible for the management, maintenance, interpretation, and education of the public with regard to the *Mackinaw* (WAGB-83). During the past 24 months, efforts have focused on interpretation and long-term visioning of the asset and resources available to continue the *Mackinaw* legacy.

In excess of \$250,000.00 has been distributed, in the past 24 months, to ensure the future of the *Mackinaw*. Long-term plans include recording and documenting past “crew” stories, and re-creating that story through sophisticated interpretation vehicles. The board has scheduled a two-day strategic planning session in January to build on the momentum and successes of 2008. For more information please visit <http://www.themackinaw.org>.



EDITOR GONE A ROVING

BY JASON W. HALL

INDEPENDENCE SEAPORT MUSEUM Part 1

In the past few months I have gone across the Delaware River several times, for several different reasons, to visit our neighbors over at the Independence Seaport Museum. The size of this article, along with images, would take up too many pages for one issue so I have decided to do a series on the museum. I hope you enjoy it.

My first visit to the Independence Seaport Museum this year was on Monday, February 23, for a meeting with their curator, Craig Bruns. Craig, along with the curator of Eastern State Penitentiary, Sean Kelley, will be joining me in presenting a session at this year's annual conference of the American Association of Museums. Our session, entitled *Person in Place: Sharing Oral Histories with Museum Visitors* will focus on how we integrate oral histories into our exhibits, education programs, and audio tours. The conference is to be held at the end of April, in Philadelphia, so I will give a more thorough report on our session in the next issue of the *Anchor Watch*.

“U.S.S. OLYMPIA”

After meeting with Craig to go over our presentation, I was given the privilege of a tour of the cruiser *Olympia* by Jesse Lebovics, ship manager of the *Olympia* and *Becuna*. The *Olympia* is truly a one of a kind naval treasure! Launched November 5, 1892 and commissioned February 5, 1895, she is the oldest steel-hull warship afloat in the world. Though small by today's standards, at only 344 feet long, she is a giant in the annals of naval history. Jesse and his team have done an amazing job of restoring the ship. You can almost envision Commodore George Dewey conducting the fleet from his flagship, the *Olympia*, during the Battle of Manila Bay on May 1, 1898. During this critical victory of the Spanish-American War, the Commodore uttered the famous phrase, “You may fire

when you are ready, Gridley” to the captain of the *Olympia*, Charles V. “Steve” Gridley.

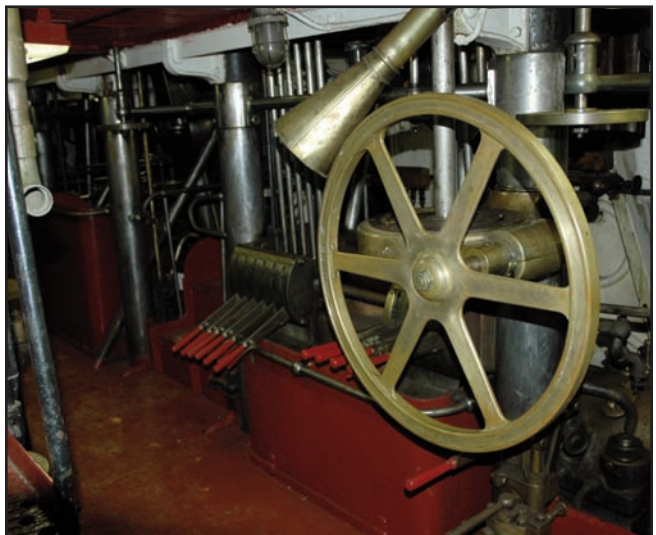
As you walk the decks and pass by suspended hammocks next to large caliber guns, you begin to feel what life was like aboard her. The massive amount of wood make Officer's Country, including their staterooms and wardroom, feel more like the sailing frigate *Constitution* than a steel cruiser. This, and the fact that the ship was outfitted to be able to sail if needed, clearly illustrates how the *Olympia* is an example of the transition from the old wooden sailing ships to the new modern all steel warships of today.

Though there is much to see, both the boilers and engine rooms are only available for viewing by the public on the first Saturday of each month. However, Jesse treated me to a special tour of these spaces. All I can say of the engines is WOW! Only in books and movies have I seen such a place like *Olympia's* engine rooms. I actually got to put my hand on the main throttle...and yes, I did mutter under my breath “Ramming Speed!” You cannot help but have a childlike fascination in such a space that holds so many objects foreign from our daily lives. One such item that bogged my mind were the slats of wood used for insulation on the main steam pipes, VERY COOL!

Though the engine space is only open on a limited basis, Jesse would be more than happy to give any member of HNSA a tour of the space, as long as you call him well in advance, preferably at least two weeks out. Jesse can be reached at 215-922-1898 or jlebovics@phillyseaport.org.

One of the neat living ship demonstrations that the crew of the *Olympia* performs occasionally is operating the steam powered winch that lifts the soot buckets up from the fire rooms. Using compressed air, it is amazing to watch the

Below: The engine room, with main throttle in forefront, of the U.S.S. Olympia.





Above: The newly rebuilt pilot house and bridge deck.

aged equipment come to life. I never waited with such anticipation for a bucket of soot before!

The staff and volunteers of the *Olympia* are constantly conserving and restoring parts of the ship. Jesse graciously gave me a sneak peek of the newly rebuilt bridge deck and pilot house. These areas will be officially dedicated on May 1, 2009, the anniversary of the Battle of Manilla. The level of craftsmanship employed in the new pilot house is superb! However, the tarnished and worn original brass railing of the bridge deck detracted from the luster of the new wood and brass fixtures. The *New Jersey* to the rescue! OK, maybe it wasn't that dramatic, but I told Jesse that I would see if the Battleship's volunteer Brass Team would like to come over and shine up the rail.

On March 28, a cold and wet Saturday, an army of ten members of the Brass Team spent a good portion of the day polishing the brass rail on *Olympia*. I was very proud of our volunteers for stepping up to help a neighboring historic ship museum that did not have their own Brass Team. And, I would be lying if I said it was not wicked cool to stand where Dewey stood, and be a small part of the restoration of such an important ship in the history of our country. Both Jesse and I hope to do other cross-river cooperative initiatives in the future. As I always say, pun definitely intended, as we in the historic ship world are "all in the same boat".

Though immortalized for Commodore Dewey's famous quote, the *Olympia*'s most poignant role has often been forgotten. During World War I, approximately 77,000 American soldiers were killed. Of those, hundreds, if not thousands, were never identified. To honor these "unknown soldiers", the United States brought home an unidentified American soldier in 1921 to rest in honor in the

newly constructed Tomb of the Unknown Soldier at Arlington National Cemetery, across the Potomac River from Washington, D.C. The U.S.S. *Olympia* was chosen to bring this fallen hero home. The official records of the Army Graves Registration Service illustrate the solemn duty and service provided by *Olympia* and her crew:

"As the body was being transferred to the vessel, the band of the Olympia played the 'Marseillaise' and the 'Star Spangled Banner.' The American Marines were lined on the Quai d'Escale and presented arms as the pallbearers with the Unknown passed.

The casket was placed on the stern of the cruiser, which had been beautifully decorated with wreaths, flowers and flags. The school children of Le Havre went aboard and banked flowers around the casket. During the ceremonies, the two French destroyers, which had been acting as escorts to the American cruiser, were pulled out beyond the breakwater. Silently, the Olympia moved slowly from the pier and steamed out into the bay. She was met by a salute of 17 guns from the French destroyer in honor of America's cherished hero, to which she promptly responded. The Nameless Warrior was leaving for his last resting place in the land of his birth."

As I walked towards the aft bridge, it hit me that at one time this part of the deck was where the casket of the unknown soldier lay while on his final journey home. The *Olympia* is an icon of our nation, a tangible reminder of the ongoing struggle of a young nation stepping out on the world stage.

To be Continued

Below: Volunteers Without Borders: Rich Thrash, one of the members of the Battleship New Jersey Volunteer Brass Team, shines up the rail on the bridge of the Olympia. His ship is looming in the background across the Delaware River.



**U.S.A.T. JOHN PURVES (LT-145)
DOOR COUNTY MARITIME MUSEUM**

Sturgeon Bay, Wisconsin, U.S.A.

*By CAPT Robert L. Desh, USCG (Ret.)
Executive Director*

**“Tug John Purves Joins the Fleet of the
Historic Naval Ships Association”**

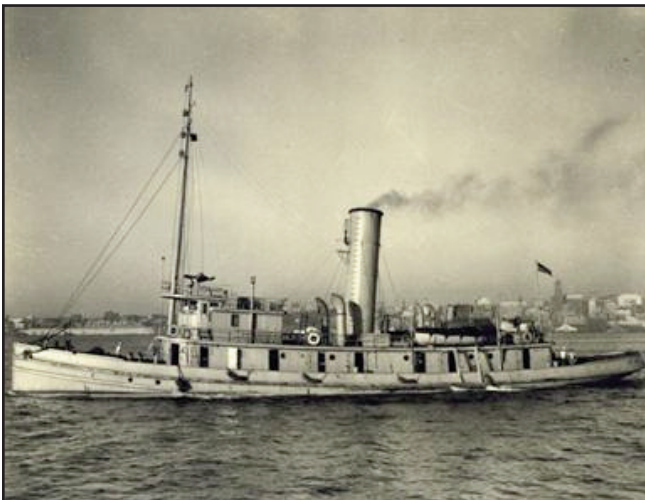
With the onset of World War II, many found themselves answering their nation’s call to duty. So it was with the tug *John Purves* (then named *Butterfield*). Trading her civilian paint scheme for a fresh coat of haze grey, she soon found 20mm cannons added to her deck gear. Military orders issued, she departed the sweet water of the Great Lakes and headed for the West Coast in the service of the United States Army as U.S.A.T. *Butterfield* (LT-145).

Assigned the challenging mission of supplying Army garrisons in the Aleutian Islands, LT-145 served valiantly from 1942-1945. Any sailor who has navigated the waters around the Aleutians can attest to the fact that just getting to and from these rugged, desolate little islands safely can be an accomplishment in itself. Add a determined enemy and the challenges of towing a barge in open ocean and it is astounding that LT-145 (a.k.a. *John Purves*) is still with us!

At war’s end, LT-145 joined countless other veterans of WWII and returned to her civilian life, completing a long and distinguished career on the waters of the Great Lakes before becoming the pride of the Door County Maritime Museum (DCMM).

Built in 1919 for the U.S. Shipping Board in response to

Below: LT-145 departing Seattle during WWII (exact date unknown).



the needs of WW I, she was originally named *Butterfield*. Constructed for ocean service as a steel-hulled, single screw steam tug, she began her life as a temporary floating radio station for the U.S. Navy in the Caribbean. In 1922, the *Butterfield* was acquired by the Newaygo Tug Line of Milwaukee, Wisconsin and began her long, proud history of service on the Great Lakes. In 1937, she again traded hands and became the property of the Consolidated Water Power & Paper Company of Wisconsin Rapids, towing pulpwood rafts on the storied waters of “Gitche Gumee”, a.k.a. Lake Superior.

As discussed earlier, she returned to salt water during WWII, pressed into war service by the U. S. Army as U.S.A.T. *Butterfield* (LT-145) in 1942. Surviving both a dedicated enemy and the infamous weather of the Gulf of Alaska and Bering Sea, she served as a floating weather station and supplied Army garrisons in the Aleutian Islands throughout the war. With the coming of peace in 1945, she traded in her haze gray war paint for civilian colors and returned to the Great Lakes for Consolidated as *Butterfield*.

In December 1956, Roen Steamship Company of Sturgeon Bay, Wisconsin acquired ownership in a trade that saw Roen get the *Butterfield* plus \$175,000 for the tug *John Roen III*. The exchange was made with the understanding that Consolidated would pay for the conversion of the vessel’s steam power plant to diesel. The conversion was completed in 1957 at Sturgeon Bay Shipbuilding & Dry Dock Company with the installation of two 900 horsepower 12 cylinder General Motors engines, twin screws, and new auxiliaries. She was renamed *John Purves* in honor of the firm's general manager.

The *Purves* became a workhorse of the Roen Steamship fleet, completing towing and salvage jobs on all five lakes. The mighty *Purves* was arguably the most powerful tug in the Roen fleet and was well known throughout the Great Lakes for her strength and towing capabilities. When the St. Lawrence Seaway (connecting the Great Lakes to the Atlantic Ocean) opened in 1959, the tug made a good living rescuing many a foreign-flag, saltwater vessel that had grounded in new and unfamiliar waters. Roen sold the ship in 1974 to Eder Barge & Towing Company, after which she worked for a succession of companies until acquired in 1988 by the Andrie Transportation Co. of Muskegon, Mich. In 2003, Andrie donated the vessel to the Door County Maritime Museum.

The *Purves* has been painstakingly restored and outfitted to take visitors back to the days when it was dressed in the Roen Steamship Company colors. The 40-minute guided tour is an extraordinary educational experience for old-salt and landlubber alike.

The DCMM is located on Wisconsin’s Door Peninsula.



Above: Museum ship *John Purves* moored at Door County Maritime Museum.

The tug *John Purves* is moored at the organization's flagship museum in Sturgeon Bay. The DCMM also manages the Cana Island Lighthouse near Baileys Harbor and a smaller museum facility near the northern tip of the Peninsula in Gills Rock. The museum in Sturgeon Bay is open year around. Both the Cana Island Lighthouse and the Gills Rock museum operate seasonally from May through October. In addition to being the homeport for tug *John Purves*, the Sturgeon Bay museum contains several exhibits focusing on the area's long, rich history of military shipbuilding.

Anyone remotely interested in maritime naval history will spend many pleasurable hours engrossed in the fascinating sea stories chronicled within the walls of the Door County Maritime Museum. To learn more about the DCMM, visit www.dcm.org, and if anyone has additional details or may know someone who served in LT 145, please contact the museum's director at (920) 845-1375 or by e-mail at rdesd@dcm.org.

**U.S.S. EDSON (DD-946)
SAGINAW VALLEY NAVAL SHIP MUSEUM**

Bay City, Michigan, U.S.A.

*By Michael J. Kegley
President*

**"EDSON TO BE NEW ADDITION TO
MICHIGAN MUSEUM"**

The Saginaw Valley Naval Ship Museum (SVNSM) started looking at the U.S.S. *Edson* (DD-946) in August of 2003. Three members of the committee took a trip to the U.S.S. *Intrepid* Sea-Air-Space Museum, in New York City, to take a look at the *Edson* to see if this ship was the one for Bay City, Michigan. The trip proved that the *Edson* was the ship for our project.

In the fall of 2003, the *Edson* was returned to the Navy by *Intrepid* Sea-Air-Space Museum. Before the Navy would accept the ship, they had to put the ship in dry dock to have the hull inspected. After the ship was x-rayed and an ultrasound of the hull was performed, it was found that the ship needed extensive plate replacement in her hull. The total bill for the restoration of the hull came to over \$800,000. When the dry docking period ended, the ship was towed to the former Philadelphia Naval Ship Yard to await a successful application for donation.

While working on the application, SVNSM acquired a mooring site in Bangor Township, which is several acres in size and is located on the Saginaw River. Bangor Township is part of Bay City, Michigan. The site already had a mooring dock that needed to be refurbished. With the help of all the local trade unions, the pier was made ready for the ship. The Iron Workers, Plumbers, Carpenters, Electricians and Painters Unions donated their time and materials to make this project happen. The only cost to the museum was for deck screws and drill bits. If we would have had to pay for all the work and materials that was done, it would have cost around \$250,000. As it was, it only cost just over \$800.

The next part of the project called for installing a roadway and parking lot. A local contractor donated his equipment. All the museum had to pay for was the labor and fuel cost for the equipment. This saved us a tremendous amount of money. Once the parking lot and roadway was installed, a local landscaper came in and planted grass and sprayed for weeds.

Once SECNAV signs the ship over to SVNSM, the ship will be towed from Philadelphia to Quebec City, Quebec. There the ship will be transferred from ocean going tugs to Great Lakes tugs and towed through the seaway to Bay City for its final mooring. The trip is expected to take six to eight weeks, towing twenty-four hours a day, to make the journey to our mooring site. For more information on this project please visit SVNSM's web site at www.ussedson.org.

Below: *U.S.S. Edson* (DD-946) underway.



S.S. *LANE VICTORY***San Pedro, California, U.S.A.***By Jan Michaelis
Volunteer***“A TALE OF A VICTORY SHIP VOLUNTEER”**

My name is Jan Michaelis, I am 77 years young and I began as a member of the deck crew of the S.S. *Lane Victory*, a 455' WWII cargo ship, in 1989. Our membership as volunteers has taught us so much about the importance of the “slow but sure” cargo ships that delivered supplies to every theater of war from WWII to Korea to Vietnam. It is quite an experience to come on-board her today, whether you browse two wonderful museums packed with nautical memorabilia, or just chat with any of the crew. Many of her volunteer crew have served our country as civilian merchant marines or the military; while some have served in both.

To keep the ship going means a lot of maintenance such as chipping, painting, repairing and replacing parts, and it also includes working with a really interesting group of people from all walks of life. The ship's entire crew is made up of volunteers, most are seniors who work very hard to keep this ship steaming. You will meet merchant marines who ‘sailed’ in WWII and Naval Armed Guard veterans who helped protect these cargo ships so that they could, “Deliver the Goods”, the vital supplies and munitions needed to support U.S. troops wherever they were.

The original group of WWII Merchant Marine Vets had been trying for some years to be given a WWII cargo ship that could be restored into a fully operational seagoing memorial to the civilian merchant marine and Naval Armed Guard lost at sea in time of war. In WWII, more than 700 U.S. merchant ships were lost, and more than 7,000 crew members went down with those ships. In June of 1989, the U.S. Merchant Marine Veterans of WWII received the *Lane*

Below: Volunteer Jan Michaelis in front of her beloved S.S. Lane Victory.



Victory from the U.S. government. Suddenly the ship was ours! Unfortunately it was here in San Pedro Harbor, and not at all welcome. The Port of Las Angeles gave us a temporary berth at a coal dock, where the restoration began. There was no electricity to speak of, no functioning heads, it was primitive, it was great! Everywhere things began to happen.

During the restoration, what I call the “Glory Years”, we worked hard, but it was so much fun putting the ship back together. One of the jobs included many days of tearing down all the dunnage that had covered the decks and bulkheads of each hold. This lumber had acted as a buffer for the tons of munitions the *Lane* would deliver during WWII, Korea and Vietnam. We were very careful when we pulled it down, and the lumber was later straightened and reused to build stairways into the holds.

One of the more interesting deliveries to the ship was the arrival of a donated 5"38 gun and set of 40mm gun mounts. The 5"38 was lifted onto the empty gun tub, which was a survivor from WWII. The 40mm, never a part of a victory ships armament, was put on display just forward of the ‘tub’ between the 20mm gun mounts. Kids love to ‘crank’ the barrels up and down.

Once in a while a fun job comes along, we call it “showbiz”. The ship is hired as a location for scenes for a movie or TV shoot. The “fun” for the deck crew usually begins very early in the morning with the on-loading of tons of movie gear from the dock, and meanwhile the parking lot looks like huge gathering of RVs. The *Lane* has gone to sea under power for the films *Titanic*, *Outbreak*, *Thin Red Line*, and once under a “cold iron” tow at sea for a truck commercial. We moved the ship to the old Sansinena dock at Berth 46 for the filming of *Flags of our Fathers*.

As a member of the deck crew, I have learned a lot: snatch blocks, topping lifts and handy billys are no longer a mystery, a messenger or a tag line have nautical meanings, splicing an eye in ‘small stuff’ is fun and the ‘fakes’ on the deck are mooring lines ready to run. Since July of 1989, when I first boarded the *Lane Victory* at the old coal dock, I have evolved through many jobs related to the ship and now find myself working in the office. But when it's time for the ship to leave the dock, I am at the windlass on the bow, as a member of the S.S. *Lane Victory* line handling deck crew waiting to hear the commands to ‘single up’ and get the ship underway.

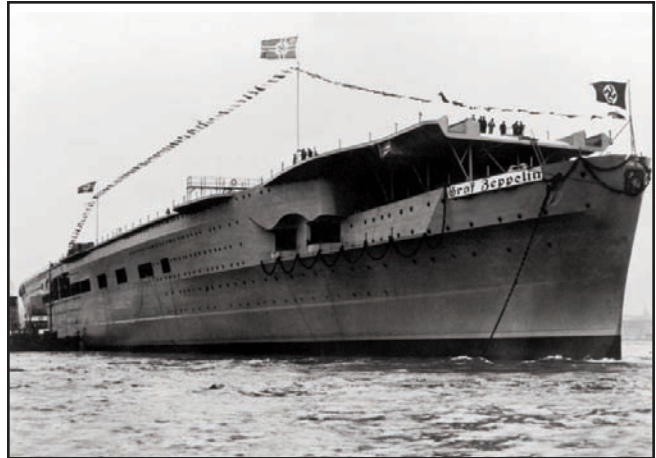
On a sad note, we lost longtime and indispensable volunteer Maryanne Struyk. She will be missed. Volunteers are needed in all departments to keep this ship steaming. Sign On! Call now! 310-519-9545. For more information, and for our sailing schedule, see our website www.lanevictory.org.

TRIVIA CHALLENGE

By Jeff Cary with Paul Stillwell

This issue's Trivia Challenge will test your knowledge of general Navy history.

1. In recent years, two former U.S. Navy aircraft carriers were sunk as artificial reefs. Can you name them?
2. What was the last diesel submarine on active duty in the U.S. Navy?
3. After WWII, the U.S. Navy decommissioned 22 of 23 of its active battleships. Name the 23rd.
4. Only 1 WWII-era Royal Navy destroyer still exists today. Can you name it?
5. The German Navy's famous (infamous??) WWII-era attempt at building an aircraft carrier started in the 1930s with the *Graf Zeppelin*. There was, however, a second ship, a half-completed carrier conversion found scuttled at the end of the war. Name it.
6. Following the formal declaration of war against Japan, the first ship sunk by the U.S. Navy in WWII was done so by aircraft from the U.S.S. *Enterprise* (CV-6). Can you name that ship?



ANSWERS

1. U.S.S. *Oritskany* (CV-34) and U.S.S. *America* (CVA-66).
2. U.S.S. *Dolphin* (AGSS-555), a boat used for experiments and testing, was inactivated in September 2006, and finally decommissioned in January 2007.
3. U.S.S. *Missouri* (BB-63)
4. H.M.S. *Cavalier*
5. The *Seydlitz*
6. The I.J.N. submarine I-70 was sunk on December 10, 1941.

EXCLUSIVE NAVY GEAR

To Order Call Sky Retail Partners Toll Free:

1-877-456-3388

Sky Retail Partners is the official wholesaler to the HNSA.



U.S. NAVY LONE SAILOR TEE
Shortsleeve 100% cotton tee. With graphic screenprint of the Lone Sailor and rough text. In Navy, Grey or Indigo Blue. Specify color and size (S-XXL) 109018 - \$18.00



NAVY TEXT SIX-PANEL CAP
NAVY text in 4 places on a sandwich brim hat. The text is also on the velcro closure. S102071 - \$16.00



NAVY FULL-ZIP SWEATSHIRT
Stay warm with this great zip-up fleece hooded sweatshirt in Navy, Grey, Light Blue and Pink. Specify color and size (S-XXL in Navy/Grey, S-XL in Pink/Blue) 090012 - \$39.95



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.



ANCHOR WATCH



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

NON-PROFIT ORG.
US POSTAGE
PAID
FULLERTON, CA
PERMIT NO. 347

Current Resident Or:



JOIN THE HISTORIC NAVAL SHIPS ASSOCIATION

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

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

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

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

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

MEMBERSHIP APPLICATION

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

Name _____

Street _____

City _____ State / Province _____ ZIP / Postal Code _____

Country _____ Telephone _____ E-mail _____

Method of Payment Check Money Order Visa / MasterCard

Amount _____

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

Card Number _____ Expiration Date _____

Signature _____

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