



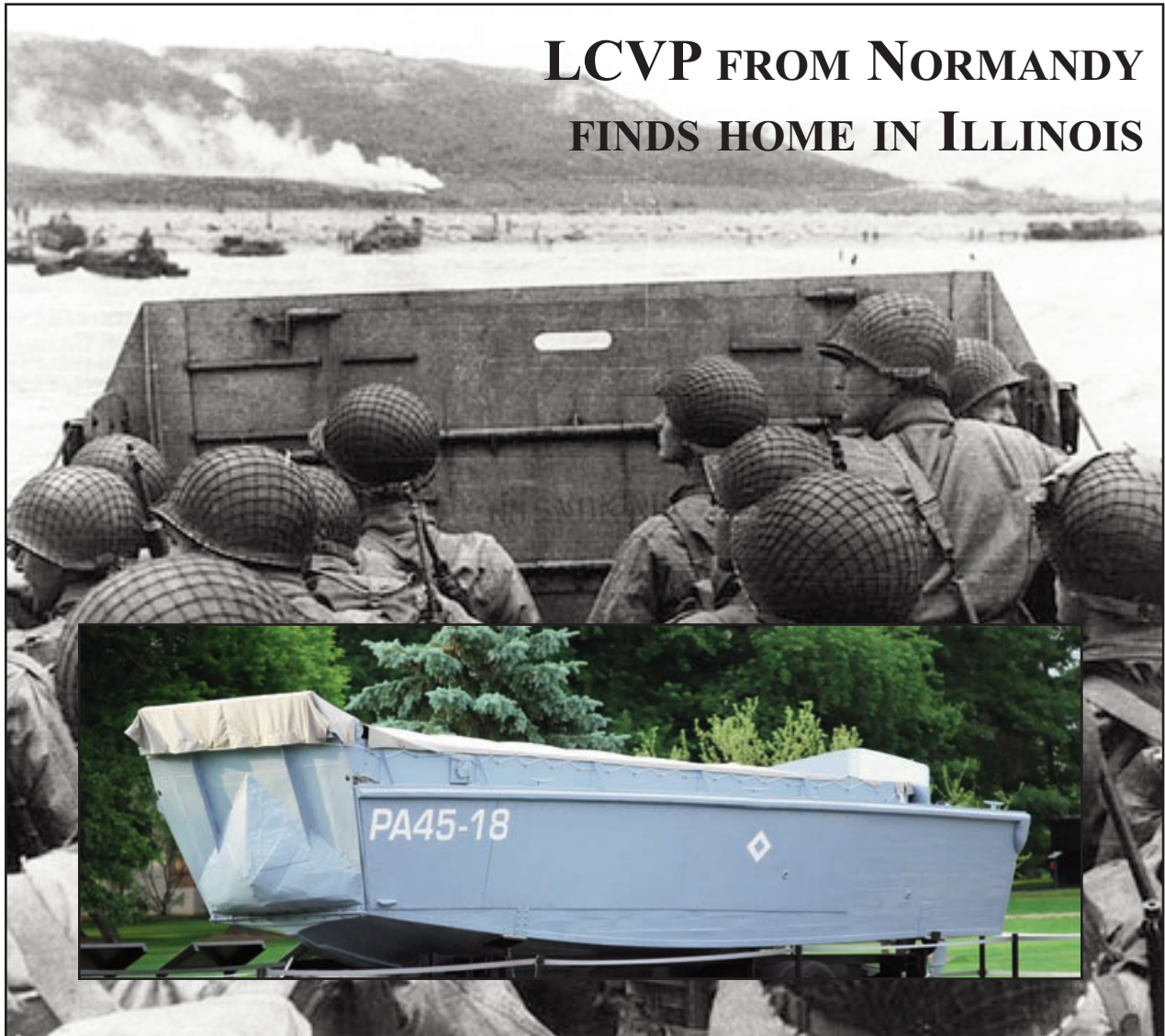
# ANCHOR WATCH

JULY  
AUGUST  
SEPTEMBER  
2009

The Quarterly Journal of the Historic Naval Ships Association

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

## LCVP FROM NORMANDY FINDS HOME IN ILLINOIS



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#### The Anchor Watch in COLOR!

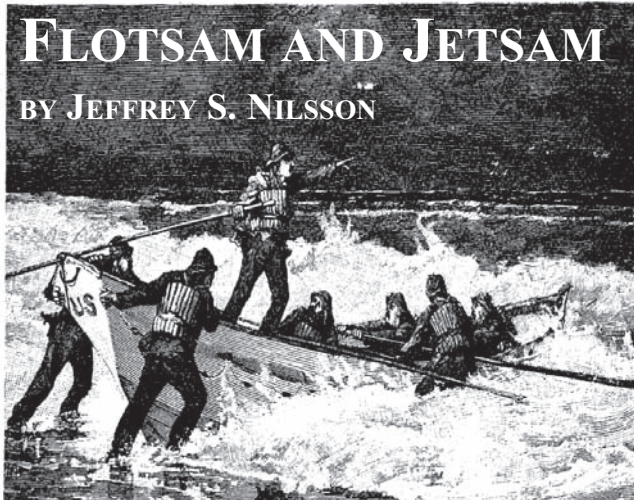
The *Anchor Watch* is now available in color on the HNSA website. To see this issue, and past issues, in full color, visit: <http://www.hnsa.org/anchorwatch/index.htm>

#### THE COVER

*Top: An LCVP approaching Omaha Beach, June 6, 1944.*

*Bottom: LCVP on display at the First Division Museum at Cantigny.*





## FLOTSAM AND JETSAM

BY JEFFREY S. NILSSON

On June 5, 2009, the Virginian-Pilot announced that William (Bill) B. Cogar would become the new President and CEO of the Mariners' Museum, Newport News, VA, effective November 1, 2009. Mr. Cogar came to the museum as the chief operating officer in 2007 and will replace Mr. Timothy J. Sullivan who will retire on October 31, 2009. 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. Congratulations Bill!

On May 1, 2009, the anniversary of the Battle of Manila Bay, I had the privilege of attending the dedication of the recently restored bridge and pilot house of the U.S.S. *Olympia* at the Independence Seaport Museum in Philadelphia, PA. Ms. Lori Dillard Rech acted as Mistress of Ceremonies and introduced the speakers that included former Secretary of the Navy John Lehman, Seaport Board of Port Wardens Chairman Peter McCausland and noted author Lawrence Burr who was the keynote speaker. The ceremony, the culmination of two years of restoration work, included the firing of *Olympia's* two signal guns (one of which was fired by my son CDR Erik Nilsson, USN). In addition, there was a ten-piece brass band clad in period uniforms, tours of the bridge and pilot house, and a sunset flag-lowering ceremony.

Also at Independence Seaport Museum, more than three hundred people made merry at the April 23 opening reception for *Skin & Bones – Tattoos in the Life of the American Sailor*. The exhibit, which explores the symbiotic relationship between sailors and tattoos, was a huge hit at the opening and continues to attract crowds. The exhibit received rave reviews in The New York Times on May 23, and will be open through January 3, 2010.

The ex-*Overfalls* historic lightship, left the yards in

Norfolk, Virginia on Saturday the May 30, to return to Lewes, DE. She had been in Colonna's Shipyard, Inc. in Norfolk for more than six months undergoing very much needed repairs to her hull.

*LST-393*, the World War II tank-landing ship of D-Day fame, that makes her home along the Muskegon, MI lakefront, opened for its fourth season on Saturday, May 16th, 2009. The cavernous tank deck has been converted into a museum dedicated to the Army, Navy, Marines, the Army Air Corps and the Air Force. There are displays of uniforms, field equipment, rations and medical supplies. Eventually, it is the intent of the museum folks to have artifacts in environmentally controlled spaces. While on board, visitors can go down two decks to see the restored engine rooms, as well as the auxiliary engine room, gyro room and shaft alley. The tour includes the berthing deck, the mess deck, sick bay, scullery, stern rudder room, crew's quarters, galley, officers deck, ward room and captain's quarters which have all been recently restored or are in the process of restoration. On Friday nights, when the weather is cooperative, movies are shown on the main weather deck.

On board U.S.S. *Lexington* in Corpus Christi, TX, museum officials opened a major new exhibit in late April. VEE Corporation of Minneapolis, MN designed, built and have completed installation of a one-of-a-kind Virtual Battle Stations interactive exhibit. The kiosks titled *Air to Air Combat*, *Carrier Landing* and *Ship's Gunnery* represent three areas of education and interaction associated with *Lexington's* days as an operational aircraft carrier. Each unit contains four computer stations, three of which contain modern video interactives that engage the audience in a specific action that relates to its area. The fourth station at each unit contains interesting information related to *Lexington* history. Local Community leader and philanthropist, Gloria Hicks, spearheaded funding for the project during her tenure as Board President. Board member Ryan-Sanders and Vice President J.J. Gottsch led the search committee that selected VEE Corporation. The decision was based on VEE's 28 plus years of experience and their impressive client list that includes Mutual of Omaha Wild Kingdom Interactives, NBA Jam Session, and Playhouse Disney Mall Tour. VEE Corp. Director of Design, Peter Windingstad, and Account Executive Janeen Bjugstad were on hand for the opening. "We are thrilled to be able to work with a highly experienced and nationally renowned partner such as VEE Corp," said "Rocco" Montesano, *Lexington's* Executive Director. "And, we are proud to see Mrs. Hicks' vision become a reality that is certain to bring joy to many thousands of visitors over the years to come."

Jeffrey S. Nilsson

# NEWS FROM THE FLEET

*DISCOVERY AND RESTORATION OF RARE LCVP*

## THE CANTIGNY FIRST DIVISION MUSEUM

Wheaton, Illinois, U.S.A.

*by Keith R. Gill*

*Director of Museum Operations*

**Y**ou will find one of the finest military museums in the country located not on an Army base, or next to the Smithsonian in Washington, D.C., or even in downtown Chicago. Instead, it is 30 miles west of Chicago in Wheaton, Illinois, in the middle of a beautiful park about as far removed from fighting and war as a visitor can imagine. Located on a wooded site in the midst of Cantigny Park, the First Division Museum is visited by over 120,000 people each year and is known for its realistic exhibits and immersive galleries dedicated to the history and legacy of the U.S. Army's First Division.

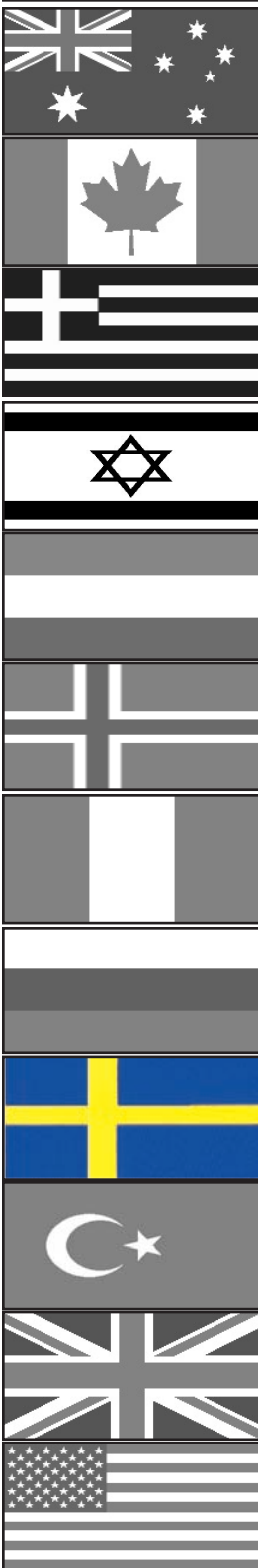
It is true that the 1st Division is a land army, so why are we now a member of the Historic Naval Ships Association? Part of the story we tell is how our soldiers and supplies were moved into battle. We have recently set out to acquire the iconic artifacts of our past that represent this movement of forces. Our acquisition of six WWI Liberty truck wrecks will produce one running example and likewise the Vietnam-era Huey UH1-C gunship currently in restoration also communicates this theme very nicely. Last on our list was a WWII LCVP Higgins Boat, to represent the 3 amphibious assaults the division spearheaded, with the invasion of Normandy arguably the single most important, historic, and iconic moment in the 90 year history of the Big Red One. In fact the Big Red One had begun training for amphibious operations in 1941, prior to America's entry into the war in North Carolina and Florida, so the division's connection to Higgins' boats is very strong.

In 2007 the First Division Museum (FDM) was approached by a private collector who had

acquired two WWII LCVPs, one of which he had restored and sold to the US Army. This second boat was available and negotiations began, with this author making a trip to England to check on its condition and determine its authenticity. Two surveys, consultations with Kim Nielson, and many emails later a deal was struck and FDM took possession of the boat in early 2008.

Our LCVP was found in France years ago doing duty in the fishing industry where it apparently had begun a conversion process to a barge. During that stage all of the driving station area had been gutted and scrapped, eliminating the C number (or serial numbers) located in this area that would have provided a solid provenance. It was purchased by a museum in the Normandy area who then eventually sold it to the private collector. The boat made its way to the Portsmouth, England area where it was undergoing preliminary stabilization until the FDM struck a deal. It was shipped on a cradle via a RO-RO freighter to Baltimore where it was transferred via flatbed to Beaufort, NC where it was restored

*Below: Paul Herbert, Executive Director at Cantigny, with the North Carolina Maritime Museum staff in the newly restored LCVP.*



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: All of the D-Day veterans are lined up in front of the LCVP during its dedication on June 6, 2009.*

by the North Carolina Maritime Museum and its volunteers under the very capable supervision of Paul Fontenoy, Curator of Maritime Research.

In determining its authenticity we have found that every construction detail of the boat from its shape to its equipment and fittings conform precisely to the US Navy LCVP plans of 1942/43. However, trying to determine who built that boat has proven to be our biggest challenge. Our boat is a Higgins boat but was not built by Higgins in New Orleans. Higgins framed its boats with yellow pine longitudinal members (ours is exclusively in mahogany, now aged rock hard) and spruce and mahogany side frames, planked the bottom with a diagonal layer of plywood and a longitudinal layer of mahogany with impregnated canvas between the layers, and used a single sheet of "Eureka Wood" (7-ply plywood) for each of the sides. In addition to our mahogany frames, it has a single layer of planing on the bottom, a 1943 option, and its sides are planked too. All side and bottom planking is 6-8 inches wide and many of the strakes run the full length of the boat. Only three very wide strakes plank the transom, which is five feet deep. Our shipbuilder must have had plenty of high quality mahogany on hand when they got the contract to build Higgins boats. Our assumption to date is either Chris Craft or Matthews Yachts built this LCVP. Further research is required but we welcome any input from HNSA members.

The LCVP was officially dedicated on June 6, 2009, the sixty-fifth anniversary of the D-Day landings at Normandy. We opened the ramp on a cue with D-Day vets from each service doing the honors. Present was a Chaplain from the 4th ID who landed on UTAH Beach, and a member of Co. G, 16th INF., 1st ID, who landed on the first wave at OMAHA Beach. There was a total of four hundred and eighty WWII veterans present at the ceremony, one hundred and seven of which participated in the Normandy landings. The names of all the vets were read allowed individually and then they were all presented as a group to

the audience. The round of applause was quite impressive, very long in duration, and there was a general feeling of nobody wanting to stop cheering our vets. All the vets were allowed on the boat first and then it was opened to the crowd.

For me personally, after having left the *U-505*, I am happy to be once again re-connected to HNSA and look forward to guiding HNSA members around our beautiful estate whenever you can find the time to visit. The story of how the museum came to be located in the western suburbs of Chicago can be traced back to the battlefields of France in World War I. There a "citizen soldier" commanded the 1st Battalion, 5th Field Artillery of the First Division in the Battle of Cantigny, which was the first American victory of World War I. That citizen soldier was Robert R. McCormick, the thirty-seven year old publisher of the Chicago Tribune. The war would be a defining moment in his life. And for many years he would host reunions for his fellow 1st Division comrades on his estate in Wheaton, which he renamed "Cantigny" to commemorate his division's achievement.

Colonel McCormick passed away in 1955, but in his will he left his estate "for the recreation, instruction and welfare of the people of the state of Illinois." To honor his service with the division, the original museum opened in 1960 in the renovated stables building on the estate in what is now the visitors' center. It moved in 1992 to its current 38,000 square foot building. There visitors learn the history of the famed "Big Red One" from the Revolutionary War through the Gulf War.

In the main exhibit hall, visitors go through the ruins of the tiny French village of Cantigny, walk down a World War I trench, sit in a landing craft on D-Day, face an oncoming Sherman tank in the Battle of the Bulge and trek down a jungle trail in Vietnam to encounter a LRRP soldier halting at a trail junction to gather intelligence. In the lobby is a temporary exhibit on the division's current deployment and activities as well as regular features of latest donations to the collection of over 10,000 artifacts. Outside there is an exciting collection of military vehicles and equipment surrounding the museum building. In addition to the "Tank Park" there is also a collection of vehicles that are maintained and operated by the museum staff and vehicle volunteers. During the summer, the vehicles participate in many parades and are periodically displayed on the Cantigny Park grounds.

Also located in the museum is the Colonel Robert R. McCormick Research Center. It has been called by Pulitzer Prize winner Rick Atkinson, author of *An Army at Dawn* and *The Day of Battle*, "among the finest unit archives in the world." For more information, visit the museum's website at [www.firstdivisionmuseum.org](http://www.firstdivisionmuseum.org).

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

**Camden, New Jersey, U.S.A.**

*by Michael J. Flynn  
Director of Education*

**“BROADENING YOUR EDUCATIONAL  
OFFERINGS WITH SCIENCE AND MATH”**

Tired of trying to reach Social Studies teachers to bring their class to your ship museum? Having trouble breaking through to new teachers and students? Here is an idea: take a moment and look at your ship. Really look at her. Below your feet your deck is wood or metal. Below that surface is a vast collection of Math and Science that can be used to make your ship museum available to more educational instructors than you have ever imagined. The Battleship *New Jersey* Museum and Memorial in Camden, NJ discovered just that.

On March 20th and 21st 2009, the Battleship *New Jersey* hosted *Battleship Institute 2009*. This two day seminar was designed along with Camden County College for educators and the general public to discover not only the history of the ship, but also the massive amount of Math and Science involved. Teachers needed only to attend one day for five professional development hours (credits) for a reasonable fee of \$45 with lunch included. During their visit, attendees were fueled with the history and workings of the ship.

Upon arrival guests participated in an hour-long PowerPoint presentation on the history of the ship. The day also featured a trip to the Machine Shop and the TV Studio on-board. Two main lessons were incorporated into the seminar. The first was a math lesson titled “What Good is a Parabola, Anyway?” and a science lesson “How Energy Changes Form”. The science lesson included an exclusive trip down to the Engine Room and Boiler Room which are not currently open to the general public.

*Below: Ken Kersch, BB-62 veteran and volunteer, talks to participants in the Machine Shop where he served 1968-69.*



*Above: Volunteer Al Alkins shows participants how the equipment in the TV Studio's Control Room works.*

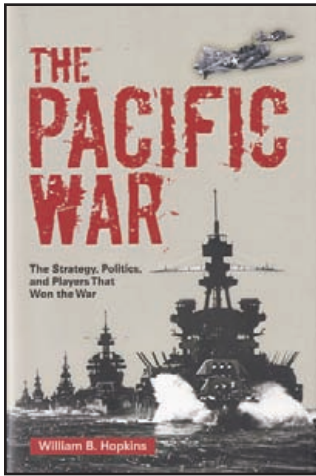
The math class, “What Good is a Parabola, Anyway?” is focused on dealing with the quadratic equation ( $Ax^2 + Bx + C$ ) and its role in firing the 16”/50 guns aboard the ship. While sixteen components are needed to fire the big guns every 30 seconds, one component can be found by using the formula. Our guests were then given the velocity of the projectile leaving the gun, the height off the water when it is fired, and the angle it is fired. Using the quadratic equation, the distance the 2,700 pound projectile will fly can be found. The answer is about 27 miles! Of course once the other 15 variables are factored in, the realistic distance with accuracy is 23 miles.

The science class, “How Energy Changes Form”, follows the water cycle as it travels through the ship. This is quite a complicated procedure, but it can be broken down to a few basic steps. Water is taken onto the ship and first put through the Deairating Feed Tank to remove salt and clean the water. The water is then pushed through two feed pumps before entering the boiler where it reaches a temperature of approximately 489°F to obtain a pressure of 600psi. Lost yet? The steam pressure created helps power the ship through the water and creates enough energy to power a town of 30,000 people! Not bad for a drop of water.

To enforce the concept of the ship’s water cycle the day concluded with a trip below decks to Engine Room 4 and Fire Room 2. Here our guests were able to truly experience the wonder and amazement of the technology used to build the Battleship *New Jersey*. Both lessons were well received and the Battleship *New Jersey* was able to reach both Math and Science teachers during *Battleship Institute 2009*. So the next time you walk out onto that deck and look at your ship’s guns or venture below decks, remember the science and math involved. After all, aren’t the social studies teachers already looking for you? They should be, but chances are the science and math teachers need you to find them!

For more information contact Mike Flynn at (856) 966-1652 ext. 222 or [m.flynn@battleshipnewjersey.org](mailto:m.flynn@battleshipnewjersey.org).

## BOOK REVIEWS



*The Pacific War*, by  
William B. Hopkins

Review by Terry Miller

### ***“THE STRATEGY, POLITICS, AND PLAYERS THAT WON THE WAR”***

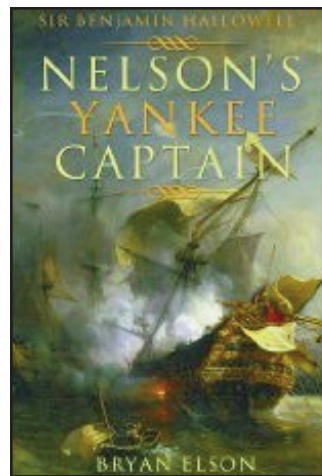
From the start, the war in the Pacific was a contest as much between the U.S. Army and the U.S. Navy as it was with the Japanese, if with slightly less hostility. The lack of consensus and cooperation between MacArthur and Nimitz, MacArthur’s refusal to follow orders, the Joint Chiefs’ and President Roosevelt’s decision to allow MacArthur at least some of the latitude he was taking anyway, and the arguments over whether to conform to pre-war planning contained in War Plan Orange and Rainbow 5 or to listen to MacArthur and let the Army fight its way up from New Guinea through the Philippines. The Navy would have bypassed the Philippines completely but MacArthur saw it as a moral obligation and a potential affront to his personal honor since he had promised the Philippine people that he would return. Add to this mix later issues involving Air Force head, General Hap Arnold and you begin to see the personalities of the various wartime leaders emerge.

Despite how difficult it must have been dealing with inter-service rivalries that affected tens of thousands of soldiers and sailors and relations with Allies, the United States still managed to win the war in the Pacific and William Hopkins explains how it was done. The Army and the Navy seldom agreed on anything during the war. As one example, MacArthur refused to allow the Navy access to Seeadler Harbor, forcing Nimitz to find another large harbor where his ships could be repaired and maintained. The Joint Chiefs themselves had a hard time deciding whether to base aircraft and material in China. At that time, China was a country so at odds with itself internally between Nationalists and Communists, that it was almost totally ineffective against the Japanese forces occupying much of its vast territory.

Following the Navy’s successes in the Marianas, the Joint Chiefs seemed to want to balance the Navy’s gains by allowing the Army to conquer areas the Navy thought best bypassed. War Plan Orange put the burden of isolating Japan on the Navy, but War Plan Orange didn’t take into account the people who would be conducting the war in the Pacific.

Hopkins covers the war itself in general terms, but delves into the personalities of the warriors, including some of the Japanese, whose decisions affected American actions. His accounts are logically set out and easily understood. While this is not a volume to excite a reader, it is a great historical reference work. Coupling any WWII actions with *The Pacific War* will help the researchers, historians, and readers in general, to better understand some of the reasoning behind decisions that in the cold light of 65 years of hindsight seem illogical if not irrational.

This book is an asset to the library of any student of WWII history.



*Nelson's Yankee Captain*,  
by Bryan Elson

Review by Robert Willson

### ***“THE LIFE OF BOSTON LOYALIST SIR BENJAMIN HALLOWELL”***

A amateur naval historian, and retired Canadian Navy Captain Bryan Elson became fascinated with the story of Admiral Sir Benjamin Hallowell when he kept encountering references to him as a Canadian who was part of Nelson’s “Band of Brothers”. The author set out to determine why Hallowell was not better known to students of naval history, or acknowledged by the Canadian Navy. One of the reasons for this is that Hallowell was not a Canadian. He was born in Boston, on January 1, 1761, a Yankee who never set foot in Canada.

In pursuing his meticulous research across three countries, in numerous cities and towns, Elson uncovered a fascinating story of the family of a Boston loyalist, and their younger son. The Hallowell’s held extensive property



in Boston, including a shipyard at Batterymarch. They were also shareholders in a tract of land in Maine along the Kennebec River, including most of the present town of Hallowell, ME.

Educated in England, Benjamin Hallowell, Jr. entered the Royal Navy at the relatively late age of 17. He joined H.M.S. *Asia*, fighting the French in the Indian Ocean. Although his family was not affluent, they were well connected and the young Hallowell rose steadily through the ranks. He was commissioned as a Lieutenant in 1781, and thanks to influential friends, and many a "bloody war or sickly season" progressed to Post Captain and thus to Admiral.

In addition to writing a very interesting biography, Elson has drawn an excellent picture of the Royal Navy during the late 18th and early 19th centuries. He also captures the ups and downs of the lives of the Loyalists who fled the young republic to make new homes in England and British North America. Although Hallowell himself never returned to North America, his brother Ward and his family played leading roles in both Nova Scotia and Upper Canada. Their legacy is reflected in places such as Hallowell, ME, Hallowell, ON, after which the Canadian frigate H.M.C.S. *Hallowell* was named, and Boyleston, (his mother's maiden name) in Nova Scotia.

Accurately indexed, and with an extensive bibliography, this popular history is also a valuable research resource. The author has included a comprehensive appendix describing the people, the living conditions, seamanship and tactics of the age of sail. Interesting in its own right, this section is invaluable for readers who are not familiar with the politics or the maritime environment of the time.

**U.S.S. PENNSYLVANIA (BB-38)  
PENNSYLVANIA MILITARY MUSEUM**

**Boalsburg, Pennsylvania, U.S.A.**

*From [www.pamilmuseum.org](http://www.pamilmuseum.org)*

**"BATTLESHIP PENNSYLVANIA GUNS HAVE  
ARRIVED AT PA MILITARY MUSEUM"**

After 64 years of being warehoused in obscurity and lost in time, a set of relics from the beginning age of the battleships have been rescued from the salvage torches and slated for exhibit at the Pennsylvania Military Museum in Boalsburg, Centre County. On Wednesday, May 20, 2009, two 14 inch/45 caliber gun barrels, each weighing in excess of 66 tons, traveled from the tidal flats of Virginia into the heart of the Appalachian mountains of Pennsylvania - 200 miles from the nearest ocean. Their final resting place will be on a specially designed cradle with an exhibit honoring the U.S. Navy and the Pacific



*Above: The U.S.S. Pennsylvania after the attack on Pearl Harbor, December 7, 1941, shown with the two guns acquired by the museum.*

Theater of War during World War Two. Commissioned in 1916, the *Pennsylvania* was armed with a total of twelve 14 inch guns mounted four massive battleship turrets. The *Pennsylvania* patrolled the eastern coastal waters during World War One.

The *Pennsylvania* was at Pearl Harbor on December 7, 1941, surviving the Japanese attack, where she was one of the first ships to return fire. She was modernized and sent into action participating in a number of island landings during the Pacific Campaign. In a 1945 overhaul before the end of the war, both of the gun barrels were removed and eventually placed in storage at the Navy Surface Warfare Center in Dahlgren, Virginia. "They were re-discovered by a retired naval officer working at the facility. He contacted us in 1999 after confirming that both guns did come from the *Pennsylvania*," says museum director, Bill Leech. "It's taken 10 years of steady, deliberate planning that has been well worth the effort." The guns are stowed in a temporary support cog for the summer while workers sandblast and repaint them to Navy grey standards. A more formal ceremony piping them aboard is scheduled for late August. For more information, visit [www.pamilmuseum.org](http://www.pamilmuseum.org).

*Below: Unloading the first gun at the museum.*



## THE HISTORIC NAVAL SHIPS ASSOCIATION

WELCOME ABOARD NEW AND  
RENEWING MEMBERS

SUMMER 2009

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

This year's conference will be held in Mobile, AL, at the home of the battleship U.S.S. *Alabama* and the submarine U.S.S. *Drum*. The theme of this year's conference is *Back to Basics*. Come participate in presentations on ship preservation, museum funding/grant writing, education, artifacts and collections management, naval history, and other related topics. More information will be available soon on the HNSA webpage [www.hnsa.org](http://www.hnsa.org).



### Questions About Your Membership?

Please contact Jeffrey S. Nilsson at:

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**Post Office Box 401**  
**Smithfield, Virginia**  
**23431-0401 U.S.A.**  
**Phone: (757)-356-9422**  
**E-Mail: [hnsa01@aol.com](mailto:hnsa01@aol.com)**

**M314 ALTA****Oslo, Norway**

By LtCdr Svein O. Mogan (Ret.)  
The Alta Society

**“THE LAST SAUDA-CLASS MINESWEEPER”**

The minesweeper M314 *Alta* served for a year in the U.S. Navy as AMS-104 and for 12 years thereafter in the Belgian Navy as B.N.S. *Arlon* (M 915). She was taken over by the Royal Norwegian Navy in May 1966. When the *Noble Lady*, as the minesweeper is affectionately called by her loyal crew, celebrated her 50th birthday in 2003, it was established by impeccable sources in the U.S. Embassy in Oslo, that she is the last vessel of her class still configured as a minesweeper. Almost all her 414 sister ships have been broken up around the world. However, a handful are still sailing as patrol vessels in the Mediterranean without their minesweeping gear.

M314 *Alta*, originally H.No.M.S. *Alta*, was re-designated as M314 *Alta*, using the NATO pennant number as prefix, when she was transferred to the Museum of the Armed Forces in 1996. H.No.M..S stands for His Norwegian Majesty's Ship. When the Norwegian Navy started phasing out the old U.S. built minesweepers of the AMS 60-class towards the end of the 80s, a couple of former sweeper men started working to preserve at least one of the old wooden-hulled vessels for posterity. The reason *Alta* was chosen was simply that she was in far better condition than any of her nine Norwegian sisters (the so-called Sauda-class in Norway).

Run by the *Alta* Society, in Oslo, Norway, the ship conducts regular sailings every summer around the very long Norwegian coast as far as Bergen on the West Coast. On a couple of occasions, we have also visited Sweden and Denmark. Restoration work is constantly going on onboard, with the volunteers logging around 13,000 – 15,000 man-hours every year. In 2001 inspectors from the naval yard at Haakonsværn (the main Norwegian Naval Base near Bergen), arrived in Oslo for a thorough inspection of the engines and hull. After two days of crawling around under deck, the engine inspector declared that in all his 35 years as technical inspector for the Sauda-class minesweepers he had never before reappeared from an engine room without any annotations whatsoever. Full marks for our engineers!

The hull inspector, however, was not that happy with his observations. As a minesweeper, *Alta* is fitted with a system to make her virtually “invisible” to the deceitful magnetic mines, the so-called “Degaussing system”. This consists of a network of cables on all planes throughout the vessel that generates a strong magnetic field when the

electricity is connected. This field masks the inherent magnetic field of the vessel. Unfortunately, the electricity flowing through the degaussing cables escapes and flows through the brass or copper bolts in the ship's side. They are soaked in brine – sea water – creating lye which corrodes the woodwork in a manner indistinguishable from ordinary rot or decay.

The inspector gave us a maximum two years to keep on sailing, after that, we would have to put our *Noble Lady* on dry land somewhere, unless, of course, we could raise an estimated NOK 8 – 10 mill. (up to US\$ 1.5 mill.) for the extensive renewal of planking in the underwater part of the hull. We had the good fortune to sail with the then Norwegian Minister of Defense, Ms Kristin Krohn Devold, who took pity on us, and managed to dig up the required sum of money – NOK 10 mill. Imagine our relief and joy!

We still thank all the powers on Earth and in Heaven for guiding us to the small yard in Denmark – Hvide Sande Skibs- og Baadebyggeri AS (HSSB). She was hardly out of water when the yard's very capable ships carpenters – most of them trained at the yard from apprentices to master ship builders – started removing the corroded material, a total of three layers: A one-inch outer ice skin of oak, a second layer of American pine 2¼-inch thick, and lastly an inner layer of 1¼-inch, also of American pine.

The shipyard did an excellent job in finding replacement materials for the removed wood. Slowly the hull took shape thanks to a large number of carpenters who were freed from other work at the yard. A couple of days before the handing over of the vessel from the yard to the museum, the crew came down from Oslo, and the final preparations took place. On May 1, 2008, the handing-over ceremony was performed on the boat deck and preparations for getting under way were started. After an uneventful cruise, the *Noble Lady* entered the Oslo-fjord and steamed up to her mooring in the inner port of Oslo. Seven months after leaving Oslo, we were back again with a rehabilitated vessel good for another fifty years. For information on the *Alta*, e-mail [esven@online.no](mailto:esven@online.no) or visit their website at <http://www.knmalta.org>.

*Below: M314 Alta at her museum berth in Oslo, beneath the Akershus Fortress. This building was started in the year 1299 as the King's residence.*



## HNSA NEWS & VIEWS

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

In Wilmington, NC, the battleship *North Carolina* will celebrate her 68th birthday this year. She was commissioned in the U.S. Navy on April 9, 1941 at the New York (Brooklyn) Navy Yard. The original commissioning date had been set for April 11, but because that was Good Friday, the commissioning was rescheduled for the 9th. Secretary of the Navy Frank Knox said on that day that “The *North Carolina* is one of the new line of ships that will give the United States unchallenged supremacy on the high seas. We will have sea power strong enough to be a determining influence on every sea in the world.” HAPPY BIRTHDAY *North Carolina*!!!

From Halifax, Nova Scotia we get news of H.M.C.S. *Sackville*. The *Sackville* has been in the water since before 1985 and with the passage of time, the condition of the hull has continued to deteriorate, requiring increasingly more challenging maintenance. Although the Canadian Navy has been attentive to on-going maintenance, maintaining the ship in the water is simply not sustainable. A permanent solution is being sought for Canada’s National Naval Memorial. Discussions have been underway for some time now to move H.M.C.S. *Sackville* ashore as part of an exciting, iconic development on the Halifax Waterfront. The concept is to permanently preserve *Sackville* by bringing her ashore to be housed in a new building, under glass, adjacent to a renewed and expanded Maritime Museum of the Atlantic. The overall development is called the Queen’s Landing.

*Below: The Battleship North Carolina at her berth in Wilmington, N.C.*



The warm weather has finally returned to New England and the volunteers of the *Joseph P. Kennedy, Jr.*, in Fall River, MA, were able to return to outdoor work. For the April Field Day they had quite a crew, headed by Rear Admiral James Wisecup, USN who was recently Commander, Carrier Strike Group SEVEN in the Pacific. He is presently the President of the Naval War College in Newport, R.I. Admiral Wisecup’s first assignment in the Navy was aboard a destroyer in the late 70s and served as Commanding Officer of U.S.S. *Callaghan* (DDG-994). He and the volunteers worked with chipping hammer in hand as they worked across the 01 Torpedo deck bulkhead to remove rust and loose paint. He was extremely supportive and he is an inspirational leader and a great example for all. During the second week of May, Gyrodene Helicopter Historical Foundation delivered the last Snoopy Dash helicopter from the Peter Papadakos family.

U.S.S. *Laffey* at Patriots Point, in Mount Pleasant, SC, is closed indefinitely due to repairs being made to the ship.

On H.M.S. *Belfast*, in London, England, the 65th anniversary of D-Day was remembered with dramatic family activities. This remembrance took place from Monday, May 25th through Saturday May 30th 2009. For more information, see the related article on page 16 of this issue of *Anchor Watch*.

On April 17, 2009, aboard the aircraft carrier U.S.S. *Intrepid*, the FBI’s New York Office was honored with a ceremonial plaque to be displayed in the *Intrepid* Sea, Air & Space Museum memorializing the importance of the *Intrepid* to the FBI post-9/11/2001. Immediately after the tragic events at the World Trade Center, the *Intrepid* offered itself as the FBI’s New York Office Command Post for the Counterterrorism Division and the Joint Terrorism Task Force (JTTF). Over the next four months, the FBI and JTTF worked from the *Intrepid*. During the ceremony, *Intrepid* Museum President Bill White and FBI New York Assistant Director in Charge Joseph M. Demarest, Jr. provided brief remarks and Joanne Hatton, wife of fallen FBI Officer Lenny Hatton, participated in a wreath laying ceremony on the Flight Deck. In honor of the service and dedication provided to New York City by the FBI and the Federal, State and Local law enforcement agencies that constitute the JTTF, the museum designated Saturday, April 18 – Sunday, April 19, 2009, Law Enforcement Appreciation Weekend.

If you would like to contribute, send your “news and views” to Jeff Nilsson at [hnsa01@aol.com](mailto:hnsa01@aol.com).

**H.R.M.S. *MERCUUR* (A-856)  
NETHERLANDS MARITIME TRUST**

**The Hague, The Netherlands**

*By R. Adm. S.W. van Idsinga, R.N.I.N. (Ret.)  
President*

**“A FLOATING MONUMENT TO  
THE MARSHALL PLAN”**

After WWII many Allied navies were in need to compensate their war losses. Acquiring surplus ships elsewhere in the world would enable them to take up their pre-war functions again. The Royal Netherlands Navy had sustained enormous losses, and as soon as the shipbuilding capacity had been repaired, and funds became available, ambitious new fleet plans were set up. Meanwhile the Russians had commenced to install puppet-regimes in Eastern European countries, and the looming threat of a conflict between east and west was commonly feared. The U.S. realized that active support was required, and the Marshall Plan came into effect. The Mutual Defense Assistance Program (MDAP) was the label to provide military support to western Europe.

With a continuing mine threat remaining, and taking into account the enormous number and variety of mines that had been dropped by combatants in the North Sea during the war, emphasis was put on multi-capable minesweepers of several nations. *MSO-483* was one of five vessels provided to the Netherlands in the 1950s. As H.N.I.M.S. *Onverschrokken*, she served for several years to help reduce the remaining danger to shipping. We all know that secure shipping lanes are vital for recovery and sustenance of the economy all over the world. After a couple of years, the ship went into inactive reserve. In 1972 she was "demothballed", and refitted as a torpedo recovery ship, renamed H.N.I.M.S. *Mercurur* to support submarines,

*Below: The Mercurur, as she looks today in The Hague, as a floating tribute to Marshal Plan.*



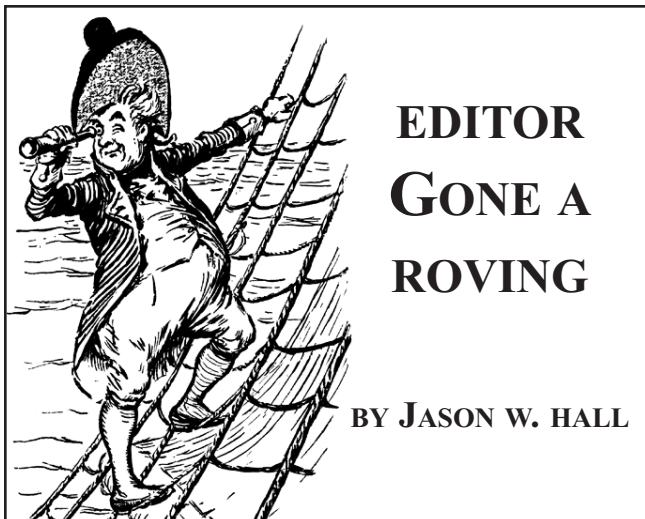
frigates and the fleet-air arm. In 1987 she was planned to be scrapped, but in 1991 a few volunteers pleaded to bring back the old glory, and they intended to employ the ship in her last role: as a Maritime Museum. The volunteers succeeded against many odds. With the support of charity and other societies, the living conditions gradually came back, and two years later the ship took up her role as a Maritime Museum in the port of The Hague.

Some forty volunteers have taken up their role to explain to the public, schools, etc., the life on board a Navy ship in the 50s. The main mission of this is to explain the importance of, and the meaning of, the Marshall Plan, and the mission of the Navy today. We're not subsidized by the Ministry of Defense, thus our committed volunteers are the backbone of our success.

A very special event happened when we were chosen and honored to receive a collection of miniature 1:1000 scale model ships. They have been handmade of wood by Mr. Wapperom. The collection consists of 1,702 ships of 19 navies, and was officially registered in the Guinness Book of Records in 2002. Regrettably we can only display a part of this fine collection, and we admire the skills and dedication of the artist.

Sometimes unexpected circumstances require our attention. One of the Aldermen of the The Hague Municipality Board suddenly stated early this year that because of a desire to reorganize the various stakeholders' alongside places in the port, the museum ship *Mercurur* had to be berthed elsewhere. Various reasons were stated in the media, but they indicated that the nature of our activities were apparently unknown. Banning the ship would cause the crew to fall apart, and might severely threaten the very existence of our museum ship. "Loose lips sink ships" was a security slogan in WWII, and careless words spoken by politicians might cause the same in our case. So a lobbying initiative had to be set up to ride the emerging political storm. Luckily enough we got "wall-to-wall" support in the political field, so we could outmaneuver this political threat for now. So, we're still here. The Netherlands Maritime Trust, the C.O. and the dedicated crewmembers are proud to preserve the only remaining Marshall Plan Maritime Monument in Europe, right here in The Hague, the Netherlands!

I'll close by mentioning two persons that have been vital to the museum ship *Mercurur's* survival. The first is Mr. Frans Boetes, a Life Member of HNSA, who is still active in the transforming of de-commissioned naval ships into museum ships. The second individual is Warrant Officer W. van Kakerken, the C.O. of our ship, who has been instrumental in the survey, recovery and day-to-day running of the museum ship. We owe them a continuous applause! And to you: welcome aboard!



## EDITOR GONE A ROVING

BY JASON W. HALL

### INDEPENDENCE SEAPORT MUSEUM Part 2

This is the continuation of a two part series on the Independence Seaport Museum at Penn's Landing in Philadelphia, PA. In the last issue I discussed the Spanish-American War era cruiser U.S.S. *Olympia*; this installment will focus on the submarine U.S.S. *Becuna* and the exhibits on display in the museum's main building.

#### "U.S.S. *Becuna*"

Though somewhat overshadowed by her neighbor, the *Olympia*, *Becuna* is a star attraction in her own rite. She is an excellent contrast in technology versus the *Olympia*. Some visitors skip the *Becuna*, and by doing so they are truly robbing themselves of a unique experience to discover what life was like for the "Silent Service". Descending into the cramped space inside the sub immediately immerses the visitor into the tight life aboard such a vessel.

The *Becuna* was built as a *Balao*-class submarine. She was commissioned in May, 1944, and conducted five wartime patrols with the U.S. Seventh Fleet. She sank several freighters and oilers, and served as a "lifeguard for downed pilots". In 1951 she was converted from her WWII configuration to a "streamlined fast underwater submarine known as a GUPPY (Greater Underwater Propulsion Project) "type 1A". *Becuna* served during the Korean War, Vietnam conflict, and later in the Atlantic and Mediterranean. Today she resides at Penn's Landing as a tribute to all submariners.

Squeezing through to each compartment, one realizes that there was little space for comfort. As a static exhibit, the *Becuna* is extremely interesting. But what makes the experience exceptional are the volunteers you meet along your journey through this proud boat. On one visit I met a

"diesel boater" who is a volunteer, on-board talking to visitors. He had served in the submarine U.S.S. *Finback* (SS-230), during WWII, when the boat picked up a young downed pilot by the name of George. H. W. Bush.

It was indeed a special treat to listen to this veteran weave stories of life beneath the waves during WWII. Though in his eighties, his memories were crystal clear and you would have sworn he was talking about something that happened yesterday. He is a reminder that what we are preserving in these ship museums is far more than just a pile of steel. What we are preserving is the memory of all those who put their lives on the line to protect our country.

#### "INDOOR MUSEUM EXHIBITS"

In addition to the historic ships *Olympia* and *Becuna*, the Independence Seaport Museum boasts a large expansive exhibit area inside the main building. Upon entering you are greeted by a model of the Ben Franklin Bridge up over your head. Immediately, sounds of a busy port hit your ear as children of all ages push buttons to hear a steam whistle, harbor traffic sounds, etc. from a kiosk. One of the permanent exhibits is Home Port: Philadelphia. This exhibit is an ingenious blend of historic art and artifacts, with modern museum technology such as interactive touch screens and hands-on activities. Visitors learn about navigation as they physically chart a course for Penn's Landing. One can feel what it was like to be a riveter building the steel ships in the Philadelphia Navy Yard during WWII.

The museum's exhibits are about more than just shipbuilding. It delves into all different aspects of maritime heritage. The section titled *Coming to America*

*Below: Jesse Lebovics, ship manager, giving a tour of the Becuna's torpedo room to staff of the Curatorial and Education Department of the Battleship New Jersey.*





Above: Detail of an image, part of the *Skin and Bones* exhibit, showing an American sailor receiving a tattoo from a fellow sailor aboard the U.S.S. *New Jersey* during WWII. Yes, I know, a shameless plug for the battleship!

puts visitors into the shoes of an immigrant coming to the “New World” during the early part of the twentieth century. There is a section of the exhibit, *Protecting the Nation*, where visitors actually stand on the real bridge of the guided missile destroyer U.S.S. *Lawrence*.

Recently the museum opened an exhibit on an unusual subject for a museum. *Skin & Bones - Tattoos in the Life of the American Sailor* is “a provocative exhibit that delves into the beliefs, mysteries, traditions, and power of the tattoo in American maritime culture”. This exhibit is absolutely amazing, and truly a triumph for curator Craig Bruns! Obviously creating an exhibit focusing on tattoos, and the culture they foster, is a risk for a family venue such as a museum. However, the risk definitely paid off as the museum has seen an increase in visitor due to the new exhibit.

Edward Rothstein, of the *New York Times*, stated in his article about the exhibit: “So the exhibition is not stepping into calm seas but into vaulting, thrusting waves. On the day I visited, it was also clear from the decorative inscriptions on fellow visitors that the show hardly needs to proselytize for its subject. But the innocent among us still put their hands on a display table, selected a design from a series of buttons and, accompanied by audio of the whine of a needle and the recorded banter of a stage-set tattooist, watched as a tattoo, etched in light, took impermanent shape on virginal flesh.”

For more information on the *Skin and Bones* exhibit, or general information about the Independence Seaport Museum, visit [www.phillyseaport.org](http://www.phillyseaport.org).

## T121 SPICA THE T121 SPICA FOUNDATION

Stockholm, Sweden

By Lennart Törnberg  
Information Manager

### “T121 SPICA FROM GÅLÖ TO STOCKHOLM”

The engineers worked day and night to put the amidships gas turbine into operation. Thanks to our experienced crew the T121 *Spica* was ready to sail the Stockholm archipelago on the morning of May 20th. As the T121 *Spica* now has a certificate as a passenger ship, issued April 30, we cast off at 8:15am with 25 passengers on deck. Together with corvettes, and MCMV from the fleet, we crossed the fjords. With three turbines at 11,400 rpm, *Spica* crossed the Jungfrufjärden and Nämndöfjärden at 35 knots. The crew and passengers enjoyed the fascination of speed until it was time to slow down due to archipelago speed limits.

The veteran flotilla ships T121 *Spica*, minesweeper *M20* and the motor torpedo boat *T56* formed a line behind the R.Sw.N. corvettes H.M.S. *Sundsvall* and H.M.S. *Gävle* for the last nautical miles to Stockholm where we moored close to the Royal Palace. The passengers disembarked after a breathtaking journey through the world’s most beautiful archipelago. T121 *Spica* stayed at the Skeppsbron harbor during Ascension Day and the following weekend. More than 3,000 visitors took the opportunity to visit T121 *Spica*.

We are very grateful for all support given by the CinC 4. Naval Warfare Flotilla, COs and crews of the R.Sw.N. ships and we are looking forward to future joint exercises. When you visit Stockholm, don’t forget to visit T121 *Spica*! For more information, visit our website at [www.t121spica.se/uk/index.asp](http://www.t121spica.se/uk/index.asp).

Below: *Spica* speeding along at 30 knots on her way from Gålö to Stockholm, Sweden.



**H.M.S. BELFAST**

London, England, U.K.

*By Sarah Thomas***“65TH ANNIVERSARY OF D-DAY  
COMMEMORATION EVENTS ”**

To commemorate the 65th anniversary of D-Day and celebrate the role H.M.S. *Belfast* played in supporting the Normandy landings, a week of family activities was hosted onboard the ship from Monday, May 25th to Saturday May 30th, 2009. These events dramatically brought to life the sights, sounds and smells of D-Day. A group of professional actors and The Wavy Navy living history group re-enacted scenes and recounted the stories of the ship’s crew members who landed in Northern France, marking the turning point towards victory for the European Theatre Allies in the Second World War.

H.M.S. *Belfast* was one of the very first ships to open fire on German positions at 5.30am on June 6th, 1944, 65 years ago. A series of dramatic 4-inch gun drills was carried out by The Wavy Navy allowing visitors to relive the sounds of the gunfire that targeted enemy troops and protected the ship from enemy aircraft. Visitors were called to ‘action stations’ as the ship prepared for attack from enemy fire. They witnessed Damage Control exercises essential to save the ship if damaged by enemy action and watched the crew skillfully shore up *Belfast* to prevent her and her 950 crew members from sinking.

The group also performed 'Captain's Defaulters' - the re-creation of punishment in the Royal Navy. There were actors positioned at different stations around the ship portraying different crew members including an Admiral,

*Below: Re-enactors portraying British sailors shore up damage on-board H.M.S. Belfast during the D-Day Commemoration events.*



War Correspondent, Engineering Officer and Seaman. They all talked about what they did, how they felt and what they saw during Operation Overlord, each one a true story from the ship’s living veterans. Video footage and newsreels depicting the landings were shown and many D-Day artifacts used by the troops 65 years ago were on display including original documents related to the ship’s involvement with D-Day and Operation Overlord.

Brad King, Director of the *Belfast*, commented: “It is 65 years since the remarkable events of the D-Day invasion of German-occupied Europe. We must never forget the bravery of the Allied troops as they undertook the largest amphibious assault ever launched.” Concerning the special events the ship was holding, King stated that: “This slice of wartime naval history will help people understand the historical significance of the landings, the immense bravery of the troops, and remember the thousands of men who lost their lives fighting for the Allied victory 65 years ago.” For more information on H.M.S. *Belfast*, and our events, visit [www.hmsbelfast.iwm.org.uk](http://www.hmsbelfast.iwm.org.uk).

**U.S.C.G.C. COMANCHE (ATA-202)  
COMMANCHE 202 FOUNDATION**

Tacoma, Washington, U.S.A.

*By Joe V. Peterson***“COMMANCHE FORCED TO MOVE FROM  
OLYMPIA TO TACOMA”**

After residing in the Olympia, WA area since January 2007, the historic vessel U.S.N. ATA-202 /U.S.C.G. *Comanche* left Olympia for Tacoma, WA, on Friday, June 5th, 2009. *Comanche* operated out of Tacoma for over a decade as one of the largest tugs in the Puget Sound.

*Comanche* is a WWII ocean-going tug that was given to the *Comanche 202 Foundation* in Olympia in October, 2008 for preservation. It is the last vessel of its class and thought to be the last floating operational vessel involved in the second largest invasion of WWII, at Okinawa, for which it received a battle star for rescuing combat damaged ships and saving many hundreds of sailors lives as U.S.N. ATA-202. After WWII, it was acquired by the Coast Guard where it continued to save lives on the Pacific coast and chase pirates in the Caribbean. In 1990 it became one of the largest ocean going tugs on the Puget Sound, even towing log barges to Olympia.

*Comanche* has been popularly received and toured by over 2,000 visitors during her stay in the Budd Inlet at events in Olympia. A few residents along Butler Cove, near the Olympia Country Club, felt that the ship disrupted their view of Mount Rainier. Under this pressure she was forced



to leave her anchorage by the Aquatic Department of the Washington State Department of Natural Resources (DNR). *Comanche* is happy in her new home in Tacoma.

*Comanche* has been invited to participate in the Tacoma Fourth of July events and other venues in the Puget Sound. It may return to Olympia for Harvest Days in early September. Olympia was the first choice of the *Comanche* as a home port but accommodations, outside of anchoring, are lacking for such a vessel and any continued anchorage is an issue with the DNR. For more information visit [www.76fsa.org/comanche](http://www.76fsa.org/comanche).

*Below: Comanche underway on June 5, 2009 to her new home in Tacoma, WA.*



**U.S.S. PAMPANITO (SS-383)  
SAN FRANCISCO MARITIME  
NATIONAL PARK ASSOCIATION**

**San Francisco, California, U.S.A.**

*By Richard Pikelney*

### “ICE CREAM ON A SUBMARINE?”

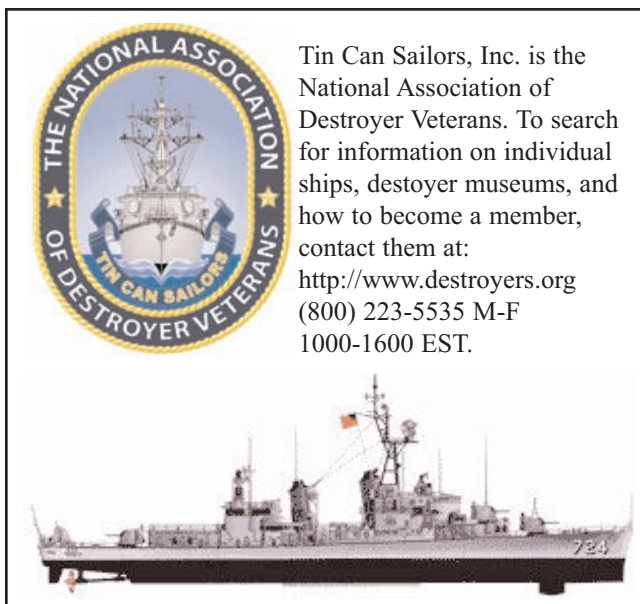
Saturday June 6, 2009 was a warm day in San Francisco, a perfect day to eat some very special ice cream. This ice cream was made in a WWII submarine ice cream freezer aboard U.S.S. *Pampanito* (SS-383). During WWII, the submarine service was a small, well trained, elite group. They represented less than two percent of all U.S. Navy personnel, and yet they were responsible for sinking fifty-five percent of all Japanese tonnage, including one third of their warships. This was not without cost, for the submarine force recorded the highest percentage of men lost in the U.S. military, over 20%. More than 3,500 men in 52 submarines did not return. To this day, all submariners are volunteers.

The war induced shortages and rationing of food in the U.S. One of the ways the Navy rewarded this elite force was by providing the best food available. Even though submarines are small, and so tightly packed with equipment there is not enough room for each man to have

his own bed, the submarines were supplied with ice cream freezers. There are no other luxuries on these most utilitarian of ships. Submarines were the only small ships to have ice cream freezers. It was so extraordinary that even 60 years later the submarine veterans frequently mention the ice cream when interviewed about what life was like in the submarine service.

When the war ended, *Pampanito* returned to San Francisco. Sometime between 1945 and when she was designated a museum in 1976, her ice cream freezer was removed. The 660 lb. machine is specially designed for submarines. It can be disassembled for loading down a 25 inch diameter round hatch and can survive the rigors of depth charging. The Lang-Sherman company made these submarine ice cream freezers only during WW II and for a few years after the war. For over twenty years the museum crew of the boat has searched for the unique freezer. In June of 2002 one of the historic machines was acquired by the museum and restored to operating condition.

The Mitchell family of Mitchell's Ice Cream donated their special mix to be used in making the first batch. Henry Technologies, and C&D Equipment donated filter/driers. Volunteers Tom Horsfall and Rich Pikelney reactivated the machine. They were assisted making the ice cream by volunteer Jan Weidner of Technogel America. It was a fun, though unusual sight to watch the grandparents, parents and grandchildren enjoy a scoop of ice cream made on a submarine. If you had been there you might have overheard the submariners explaining why the crews of these boats were so special, and why they had ice cream. All agreed that the ice cream produced on June 6 was very tasty. If you are ever in San Francisco, head over to Pier 45, near Fisherman's Wharf. You just might get to taste submarine ice cream! For more information on the *Pampanito*, visit [www.maritime.org/pamphone.htm](http://www.maritime.org/pamphone.htm).



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. MISSOURI (BB-63)  
U.S.S. MISSOURI MEMORIAL ASSOCIATION, INC.**

**Honolulu, Hawaii, U.S.A.**

*By Keith DeMello*

### “NEW IPOD TOUR PREMIERES”

A story as big as the “Mighty Mo” now fits in the palm of your hand. The Battleship *Missouri* Memorial is merging history and modern technology with the introduction of its new “Guide2Go” tour utilizing Apple’s iPod touch. “We’ve readied a fleet of new iPod touch units loaded with an unprecedented amount of video footage, audio recordings and veteran interviews so that our visitors have the option of walking and experiencing the Battleship *Missouri* at their own pace without missing out on any part of her history,” said Michael A. Carr, the memorial’s president and chief operating officer. “The Guide2Go tour is a historical piece in its own right, telling a story that spans more than five decades and featuring spectacular footage combined with narration and exclusive eyewitness accounts of men who served aboard the U.S.S. *Missouri*, all literally at your fingertips.”

For example, as visitors explore the armored depths of the *Missouri*’s massive 16-inch guns through detailed diagrams and video footage, former U.S.S. *Missouri* executive officer (1991-1992) Capt. Ken Jordan describes their inner workings and the seamless teamwork required to operate such powerful weaponry with pinpoint accuracy. Other *Missouri* crew interviews include WWII crewmen Arthur Albert and William Obitz, Cold War crewmen Herb Fahr and Clarence “Skip” George, and Operation Desert Storm crewman Kevin Tobin. U.S.S. *Arizona* survivor Donald Stratton, U.S.S. *Oklahoma* survivor George Brown, and the National Park Services’ U.S.S. *Arizona* Memorial historian Daniel A. Martinez also tell recollections and stories of the attack on Pearl Harbor.

While the Battleship *Missouri* Memorial’s guided tours — the 60-minute Battleship Guided Tour and 90-minute Explorer’s Tour — will still be offered to visitors, the Guide2Go tour offers a new level of self-guided exploration that surpasses the memorial’s existing AcoustiGuide audio-only player. Each iPod touch includes both a “Short Tour” and “Full Tour” in English, with a Japanese-language version soon to be available this summer. The short tour is approximately an hour long. As the device guides the visitor through the ship, it provides animated directional maps and photos, and even assists in locating elevators for easy access to the Main Deck and Surrender Deck. The visitor may pause, fast-forward and rewind the tour at will.

The video content is organized according to 10 “stops” on the ship, taking visitors on a journey that spans half a century, from World War II, to the Korean War, through the Cold War and to Operation Desert Storm. Bonus features include special video segments focusing on the ship’s horizontal and underwater protection systems, propulsion and special visitor features sometimes overlooked by visitors on standard tours.

Carr added: “Highlights include historical video and images of Japan’s formal surrender aboard the U.S.S. *Missouri* on Sept. 2, 1945, as well as a Kamikaze strike that set the *Missouri*’s deck ablaze earlier in the war. Her shore bombardments in Korea are cataloged and portrayed in video and interviews. In Operation Desert Storm, the visitor watches as *Missouri* fires her arsenal in anger once again in the Liberation of Kuwait. Interviews tell of how she was even fired upon, targeted by an Iraqi Silkworm missile that was eventually shot down by the H.M.S. *Gloucester* before it could strike the *Missouri*.”

“As remarkable as our guided tours are for the superb talent and knowledge of our guides, the Guide2Go offers a solitary, reflective experience that can be quite moving no matter what your previous familiarity with this magnificent battleship,” Carr said. “We strive to immerse our visitors in the sense of history that permeates the *Missouri* and all of Pearl Harbor. In our Guide2Go tour, we have succeeded.” Visit [www.usmissouri.org](http://www.usmissouri.org).

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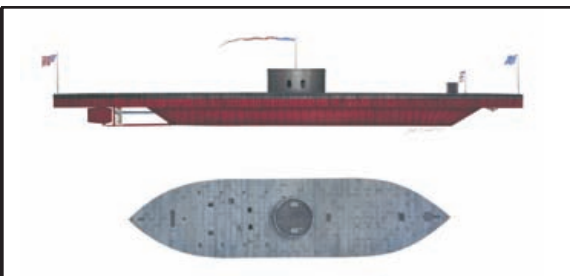
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**TRIVIA CHALLENGE**

*By Jeff Cary with Paul Stillwell*

TRIVIA CHALLENGE EPILOGUE

*Author's note: To all the loyal readers of this column....this will be my last edition of the Trivia Challenge. It's been a good run of about five years, some 20 issues, and 200+ questions/answers. I'd like to thank all who responded, either with praise or even sometimes with corrections. Your comments were taken to heart and I appreciate every one of them. But while it is time to move on, I must admit that I will miss it. As I look back, it amazes me that much of this "stuff" has been bouncing around in my head since I was a youngster, yet we never stop learning. We have covered almost every class of major naval fighting vessel, including one on the "age of sail" a few years back. That one was fun. Thanks go out to a number of folks who have chimed in with all sorts of assistance over the years, but in particular Paul Stillwell, my new found friend who contributed numerous questions and was always there to bounce ideas off of. Thanks, Paul! This last quiz is a potpourri of leftovers, with some whimsical ones just for fun. I will be staying with the magazine in one capacity or another, and am always contactable at my e-mail address: MRTBYRD@COMCAST.NET. So to all you old & fellow ex-sailors out there, I wish you fair winds & following seas. - Jeff Cary*



**QUESTIONS**

1. In terms of tonnage sunk and damaged, what WWII submarine was the most successful? Hint: she was scuttled in May 1945.
2. In Pearl Harbor, where the U.S.S. *Arizona* (BB-39) and U.S.S. *Missouri* (BB-63) reside, the latter sits in the spot on Battleship Row that was occupied on December 7, 1941 by which of the eight battleships sunk that day?
3. Britain's Royal Navy was at the forefront during the Battle of the Atlantic in WWII. How many of its destroyers were lost in that conflict?
4. The U.S. Navy lost 6 "Baby" flat-tops and 1 light carrier in WWII. Can you name them?
5. The U.S. Navy operated 2 "fresh water" aircraft carriers on Lake Michigan during WWII. Can you name them? What was their purpose?
6. What famed U.S. Navy vessel lays claim to having the first flush toilet ever installed on a ship?
7. What was *Red October*?
8. What submarine was commanded by the fictitious Captain Nemo?

**ANSWERS**

1. The Type VII B U-48 sank 52 ships and damaged 3 others totalling 328,315 tons.
2. U.S.S. *Oklahoma* (BB-37)
3. 142
4. U.S.S. *Block Island* (CVE-21)  
U.S.S. *Liscome Bay* (CVE-56)  
U.S.S. *Gambier Bay* (CVE-73)  
U.S.S. *St. Lo* (CVE-63)  
U.S.S. *Bismarck Sea* (CVE-95)  
U.S.S. *Omaney Bay* (CVE-79)  
U.S.S. *Princeton* (CVL-23)
5. The U.S.S. *Wolverine* and U.S.S. *Sable* were converted side-wheel paddle boats used for training pilots in carrier ops.
6. U.S.S. *Monitor*
7. A fictitious Soviet submarine that tried to defect to the West in Tom Clancy's action novel "*The Hunt for Red October*". The story later became a major motion picture.
8. The *Nautilus*, in Jules Verne's futuristic novel "*Twenty Thousand Leagues Under the Sea*". It was later made into a Disney movie.

## ANCHOR WATCH



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