



# ANCHOR WATCH

JANUARY  
FEBRUARY  
MARCH  
2009

The Quarterly Journal of the Historic Naval Ships Association

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1948-2008

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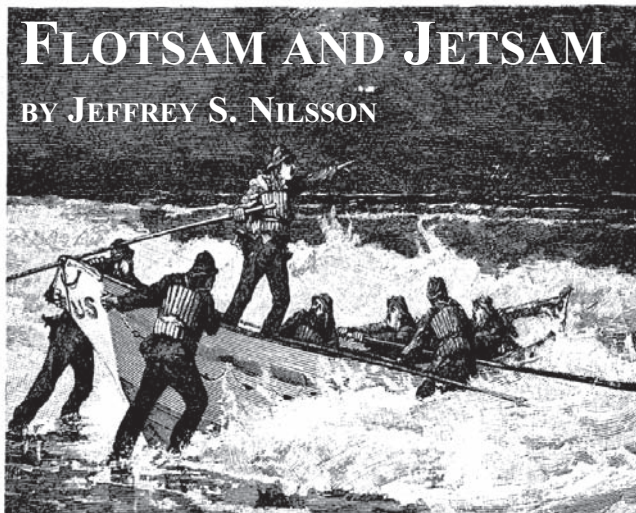
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**THE COVER**

*Below left: Opening day of Battleship Texas Museum, 1948. Below Right, Battleship Texas Museum, 2008.*





## FLOTSAM AND JETSAM

BY JEFFREY S. NILSSON

We had a well attended 43rd HNSA Annual Conference that was held in Mount Pleasant, South Carolina and hosted by the folks at Patriots Point Naval and Maritime Museum. Southern hospitality is alive and well as was evidenced by all who attended the conference. A number of very interesting and informative papers were given dealing with a wide range of subject matter which included curatorial concerns, multi-media, collections, gift shop operations and audio tours. The conference was highlighted with a number of extracurricular activities such as a tour of the submarine C.S.S. *H. L. Hunley* Lab and Museum, a dinner cruise of Charleston Harbor, and the gala banquet. The keynote guest speaker was South Carolina State Senator Glenn McConnell.

In addition to the education and networking aspects of the conference, the 2008 Annual HNSA Awards were presented. The Historic Ships Preservation/Exhibition Award was presented to Mr. Nick Vaginos of the Patuxent River Naval Air Museum; the Bos'n Marvin Curry Award was presented to Dave "Diesel" Smith of the U.S.S. *Cod* Submarine Memorial; there were two HNSA Educator Awards, one for Ms. Claire Jordan, the Learning and Development Officer of H.M.S. *Victory* and one for Ms. Laura Hockensmith of the Naval Historical Center; the Henry Vадnais Award was given to Ms. Stephanie Walsh Director, Curatorial Affairs, Battleship *New Jersey* Museum; the Russell Booth Awards were awarded to the Technology Department, South Colonie High School, Colonie, NY and to Mr. Jeff Cary for his work on the Anchor Watch and the HNSA Visitors Guide; William J. Diffley Awards went to LCDR John Scivier, Royal Navy as departing Commanding Officer of H.M.S. *Victory*, Jon Stanley as departing Executive Director of U.S.S. *Hornet* Museum, and Michael Whicker as departing Executive Director of U.S.S. LST Ship Memorial (*LST-325*).

There were two Casper J. Knight Awards – one was

awarded to Mr. Robert Walters for all his work with the Battleship *New Jersey* Museum. Bob had served onboard the U.S.S. *New Jersey* as a Quartermaster from 1955 to 1957 and in 1998 began the work that would lead to the ship becoming one of the premier historic naval ship museums in the world. Bob's hard work paid off when in 1999 the Navy awarded the ship to Camden, N.J. Following acquisition of the ship, Bob's efforts shifted to coordinating fundraising, collecting artifacts from veterans of the ship, and public relations events and press coverage. When the ship arrived in 2000, Bob became one of the first official volunteers of the Battleship *New Jersey* Museum and Memorial, and in May of 2001, became one of the first paid employees as the Artifact Collections Manager, a title he would hold for seven years. The people of Camden, New Jersey, the volunteers and staff of the Battleship *New Jersey*, and every visitor who walks on those proud decks owes a debt of gratitude to the man who helped make it all happen, Mr. Robert Walters.

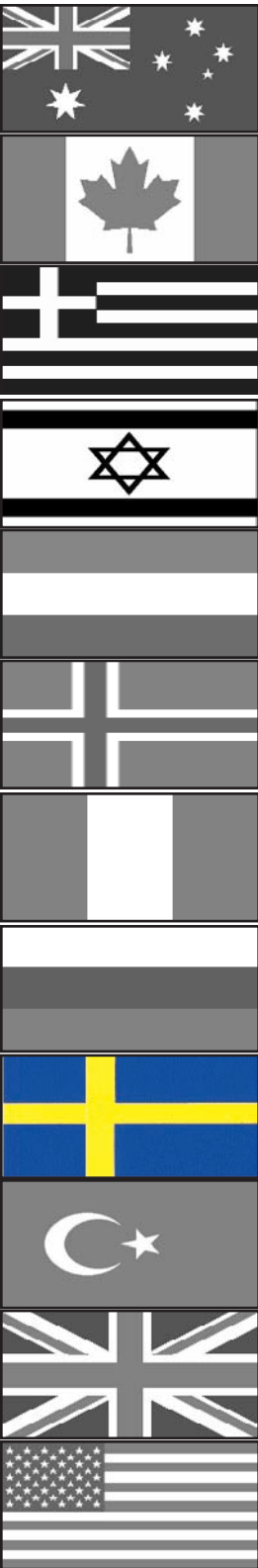
The other Casper J. Knight Award was presented to NOAA's *Monitor* National Marine Sanctuary (MNMS). Between 1975 and 1995, the MNMS staff oversaw or directly participated in a series of 34 public and private expeditions to the *Monitor* wreck site. This was no small task; the wreck is situated in a dynamic environment. These volatile conditions often give rise to violent storms, the kind in which the *Monitor* sank, that create strong bottom currents that can scour out sections of the ship over time.

By the mid-1990s the condition of the wreck had deteriorated to the point that MNMS staff became determined to implement a more accelerated and ambitious recovery program. MNMS has recovered numerous artifacts and materials from the *Monitor*. Over a period of five years, MNMS has recovered the *Monitor's* distinctive 4-blade propeller, 11 feet of the shaft; and the 40-ton steam engine with its condenser.

On August 6, 2002 at 5:55 pm, MNMS archaeologists and U.S. Navy divers accomplished what some thought was impossible – the recovery of the U.S.S. *Monitor's* rotating gun turret from 240 feet below the ocean's surface off the coast of Cape Hatteras. Thanks to the steadfast commitment and unwavering resolve of NOAA's *Monitor* National Marine Sanctuary, the turret is now on view for the public to enjoy in the Batten Conservation Complex at the U.S.S. *Monitor* Center at the Mariner's Museum in Newport News, Virginia.

Though months away, planning has already commenced for HNSA 2009 and a call for papers has already gone out and a number of speakers have been lined up for this important event

Jeffrey S. Nilsson



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.

# NEWS FROM THE FLEET

## HNSA FLEET MEMBER IN THE SPOTLIGHT

### U.S.S. *TEXAS* (BB-35) BATTLESHIP *TEXAS* STATE HISTORIC SITE

La Porte, Texas, U.S.A.

by *Angela McCleaf*  
Curator

Sixty years ago, on April 21st, 1948, *Texas* was decommissioned and presented to the state of Texas. Recommissioned as the flagship of the Texas Navy, *Texas* on that day in April 1948 became the first ship to be gifted to a state through the Navy's new Ship Donation Program. *Texas* has been open to the public as a museum ever since. Amid the fanfare of opening day were such noted attendees such as Lloyd Gregory, Paul L. Wakefield, Col. G. A. Hill, Jr., Fred Harris, John G. Flowers, Jr., Rear Admiral L. F. Reifsnider, Captain Charles A. Baker, Oscar F. Holcombe, Jesse H. Jones, Mark Edwin Andrews, Beauford H. Jester, and Chester W. Nimitz. What started out as a relatively quiet passing of her 60th birthday at San Jacinto, turned into something far from quiet as Mother Nature had other plans.

September 2008 turned into a rather busy time for the Gulf Coast and for the Battleship *Texas*. First with the threat of Hurricane Gustav, which hit the coast of Louisiana on September 1st and less than two weeks later, Ike, the costliest hurricane in Texas history, made its way to Galveston Bay. Hurricane Ike, though just a Category 2 hurricane at landfall, brought Texas's second highest inland storm surge on record.

Overall the park and the battleship were very lucky that Ike did not do more damage in comparison to our other coastal neighbors. We actually weathered the storm quite well with the biggest impact on the park and the ship being the loss of 150+ trees and the flooding of the park store. With an estimated 11 feet of tidal surge, the store was almost completely underwater and the loss of power for almost

two weeks left no alternative to save the store. The building was considered a total loss and is currently scheduled for demolition. In addition to the structure itself, over \$100,000 of merchandise was damaged and/or lost. A temporary building to replace the ship's store is due for delivery to the site in early 2009. Currently, the gift shop is operating out of the Officer's Galley/Orientation Theater on the main deck of the ship.

The ship's mooring system, the four large monopiles that are designed to ride the tides, handled Ike remarkably well and the ship sustained no appreciable damage. If anything, *Texas* received a good "power wash"! Due to the damage and power outage the park was closed to the public for one month, opening back up on October 11th, 2008. A portion of the site is still not open due to felled trees.



Above: The roof of the Gift Shop/Visitor Center barely breaks above the water following Hurricane Ike.

*Continued from Page 5*

Although the site was not open, it certainly did not mean that work aboard the ship stopped. The crew made good use of the time, putting on a new coat of paint on significant portions of the main and second deck, as well as continuing ongoing restoration projects. The Wardroom Officer's Pantry is nearing completion, awaiting the delivery of fabricated refrigerator doors to replace those that are missing. Former *Texas* junior officer Jim Lamb had the honor of the formal ribbon cutting of the space at this year's crewmember reunion, October 17-19th, 2008. Part of Jim's duties as a young officer onboard *Texas* was to inspect this space, and we plan on having him come out shortly to help us furnish the space correctly.

Additionally throughout the ship, the metal cage barriers are being replaced with less-intrusive plexiglass. This is allowing us to add much more interpretation to the spaces because now we don't have to worry what is within visitor's reach. The estimated completion date of this project should be early summer 2009. Other spaces on the ship are getting facelifts—the Soda Fountain, "Cafeteria" and the Ship's Store—all of which are being reinterpreted with the help of Texas Parks and Wildlife's Interpretation and Exhibits department monies. We've opened the gates to both the Soda Fountain and the Ship's Store, installing custom fit plexiglass to open up the compartment without compromising the artifacts in place as well as in-depth research to assure that the colors in the space are true to our interpretation date of spring 1945.

Period goods line the newly stocked shelves of the Ship's Store and once the furnishings are in place in the Soda Fountain you'd swear that it was open for business! Along with these monies was funding to properly fix the already open Admiral's Pantry—missing dish, cup, and glass racks are being fabricated, as well as a stainless steel steam table

*Below: Under the floodwater in the foreground is a parking lot and a one-story visitor Center. The ground to the right is actually a high berm usually towering over visitors as they approach the ship.*



that was cut out at an unknown date. An appropriate period refrigerator will be installed, and once open again, will showcase our new 2-star Admiral's China place setting. As these projects wind up, several others will take their place as we continue to strive to restore and interpret the ship as accurately as possible to the public. The changes are evident everywhere, so if you haven't been down to Texas for a visit in a while, maybe you should come visit us and see what is new.

Overall, not a bad way to spend your 60th birthday at San Jacinto. Here's to 60 more!

***LST-325***  
**U.S.S. LST SHIP MEMORIAL**

**Evansville, IN, U.S.A.**

*by Bob Jornlin, Capt. LST-325*

**“HELLO LST FANS EVERYWHERE!”**

**I**n 2008 *LST-325* again set new historic ventures traveling under its own engines up the mightiest river – the Mississippi – to five cities, Hannibal, MO; Burlington, IA (unscheduled stop); Moline, IL; and Clinton, IA; returning to Ft. Madison, IA where high water again stalled the LST now referred on the river as “The Battleship” by all the tugboats it meets and passes; my condolences to real Battleships.

We had a record number of visitors during our weekend in Hannibal, MO. Beau Hicks, from Hannibal's Convention and Visitor's Bureau, really laid out the red carpet for us. After Hannibal we made an unexpected stop in Burlington, IA when we were stopped by a low water area. City Manager Warden let us stop there for a time so we opened the ship for five hours and almost 500 people came aboard to see the 325 even though no one knew we were there!

*LST-325* always seems to be given special treatment wherever we take her. One tugboat pilot said to another, “Don't mess with that ship ahead of you – it has guns!” The LST was given a special escorted pass through the silted area in the river only 7 feet deep at mile marker 420 north of Burlington. This special pass was granted by the Corp of Engineer's dredge *America*. We met the queen of the river, the *American Queen*, down bound in this same area as daylight came over the starboard side at 6:30am, Thursday morning.

Moline proved to be the busiest port of call, with almost 15,000 fans coming aboard in five days. Visitation to the ship could potentially have been larger had we not been delayed in arriving. Clinton, IA also put out the red carpet – a big first day reception with the mayor and state and



*Above: LST-325 underway to the thrill of guests onboard and to spectators on shore.*

local politicians present. Here we came in with our dual ship's whistles blasting, our stern twin 40mm firing, and the Navy song "Anchors Away" blaring out of the 325's speakers! We launched a DUKW off at all ports and loaded it back on before leaving. - A big hit for all to see. We called this "The LST goes Duck hunting!"

Ft. Madison proved to be a great stop for us once the sun managed to come out again. The big thing here was the high water caused by hurricane Ike. Instead of leaving Monday, we stayed 5 days and left on Saturday at noon in order to arrive in St. Louis on Monday morning at 0600, when it was predicted that the water would be down enough for us to go under the bridges. At 1600, we started for St. Louis and arrived at 0700, made it under the bridges, and then down a flooded roaring Mississippi River. We needed to get home for LST week. *LST-325* was averaging 15 mph just like a horse headed for the barn! Then at dusk we learned that the Coast Guard had stopped all south bound traffic at Mile Marker One at the Cairo, Il Bridge to Missouri. The LST was so close to making a turn on the Ohio and normal water level. A call to the CG asking permission to go through the bridge – again an exception for the LST – was made and permission granted. Twenty four hours and 200 miles later, we were home just 12 hours before LST week started.

Three rides on Thursday of LST week for nearly 450 vets and guests closed out this chapter, and quite an exciting and eventful chapter it was! The best illustration of why we do this is the veteran who came up to me at the Executive Inn with tears in his eyes thanking us for what we do after his ride on the LST, then his wife and daughter echoed his sentiments also with tears in their eyes. They said he never talked about his war experiences until we brought the LST back. It's a sobering experience. That's why we brought her back! As I've said many times, you can't buy it with a MasterCard. I've gotten my entire volunteer pay for the next year!

### Naval Historical Foundation

Washington, D.C., U.S.A.

*by Dr. David F. Winkler*

#### **"ADMIRAL HOLLOWAY RETIRES AS CHAIRMAN OF THE NAVAL HISTORICAL FOUNDATION"**

**A**t the November 19th, 2008 meeting of the Board of Directors of the Naval Historical Foundation, Admiral James L. Holloway III announced his retirement as chairman of the Foundation. Admiral Holloway, who had a distinguished naval career that concluded with a tour as the 20th Chief of Naval Operations (1974-1978), had led the Foundation for a period of 28 years. In his remarks to the Board, the 87 year-old Holloway stated he regretted stepping down but felt "he needed to pursue retirement at a slower pace." The Board proceeded to name Holloway as Chairman Emeritus by acclamation and elect Admiral Bruce DeMars as chairman.

The publication of two coffee table books contributed substantial revenues to the Foundation's coffers. *The Navy* was first published in 2000 and has undergone several reprints. This narrative treatment of American naval history has sold over 300,000 copies and remains in high demand. *U.S. Navy, A Complete History*, published in 2003, provided the public with a chronology of U.S. Navy history up until the war in Iraq.

Because of Admiral Holloway's nearly three decades of leadership, the Naval Historical Foundation has a well-deserved reputation within and outside the Navy and remains the dean of service historical support organizations. With the arrival of Admiral DeMars, a highly respected submariner who concluded his career as Director of Naval Reactors, the Foundation is poised to continue to expand its current mission of preserving and promoting our naval heritage.



*Right: Admiral James L. Holloway, III USN (Retired),*

**U.S.S. *Hornet* (CV-12)**

**Alameda, CA, U.S.A.**

*By Pete Sutherland  
Curator*

**“HORNET CELEBRATES 10th ANNIVERSARY”**

On Saturday, October 18, 2008 the U.S.S. *Hornet* Museum hosted an open house in celebration of its 10th Anniversary of serving the San Francisco Bay Area as a rare and invaluable historic, educational, and community resource.

After her commissioning in late 1943, *Hornet* (CV-12) was active in nearly every Pacific Fleet operation from February 1944 through June 1945, never tying up to a pier during that 17 month stretch. Her impressive tallies and achievements in that era are brought more to life by the spotlessly restored TBM Avenger Torpedo Bomber and T-28 Navy Trainer.

Following her modernization and recommissioning in the early 50s she circled the globe serving in the Mediterranean Sea and Indian Ocean before returning to the Pacific where she would operate for the remainder of her active career. She spent most of the Cold War patrolling for Soviet submarines. Her S-2 “Tracker”, F-8 “Crusader”, A-4 and FJ-2 “Fury” all complement the ship’s exhibits of this era.

After three tours on “Yankee Station” during the Vietnam War, the *Hornet* concluded her active service in the international spotlight by recovering the Apollo 11 and 12 missions, the first men to set foot on the moon. The *Hornet*’s significant collection of rotary wing aircraft all

*Below: The refurbished Combat Information Center (CIC) onboard U.S.S. Hornet.*



relate to her space recovery mission, including her “movie star” SH-3 “Seaking” helicopter painted out in the immediately recognizable and famous “Helo 66” livery and used during the filming of “Apollo 13”. In 1995, after being highlighted during the Alameda Naval Air Station’s 50th anniversary of the conclusion of World War II, the ship was saved from the scrapper. A dedicated group of individuals and corporations formed the Aircraft Carrier Hornet Foundation. After 3 years of hard work and fundraising, the *Hornet* opened to the public as a museum on October 17, 1998.

On the day of the 10th Anniversary Celebration, visitors were welcomed aboard free of charge, with a large group of visitors waiting on historic Pier 3 for the bell to be struck at 1000 hours signifying the beginning of the day. In addition to the numerous exhibits, aircraft and space race artifacts, the visitors enjoyed docent-led tours of the Forecastle, Engine Room, 3rd Deck, Catapult/Brig, Flight Deck and Island, presentations in Ready Room #4 and Mount 51, and photo opportunities in both F-11 and F-8 cockpits with free photos printed out. Hangar Bay 3 was the setting for live music and ongoing CV-12 historic silent footage on the large screen above the band. Many visitors took advantage of the rare opportunity to ride Aircraft Elevator 1 up to or down from the Flight Deck.

The ship’s staff felt that the most appropriate way the *Hornet* has to honor and recognize those who have supported the history-making vessel for the last decade was to share with the public the rewards of their efforts. Over 2,800 visitors showed their support and enjoyed this local treasure celebrating the last 10 years, and launching the start of the next 100. Visit the *Hornet* webpage at: <http://www.uss-hornet.org>

**Lightship *Overfalls* (LV-118)  
The Overfalls Maritime Museum Foundation**

**Lewes, DE, U.S.A.**

*By David Bernheisel*

**“THE BELL OF THE BALL”**

All summer the Overfalls Foundation (stewards of the Lightship *Overfalls*, LV-118 in Lewes, Delaware) had been planning a September 2008 party to celebrate the ship’s 70th birthday. It would be a gala affair as this was also to say “bon voyage” to the ship as she was soon to go to a Norfolk shipyard for extensive repairs including all new hull plate below the waterline.

When good things happen they often come in bunches. Right before the party, Joan Volpe from Scituate, MA called to say that she and her husband Al had a bell that might be of interest to the Foundation. It had been in their





*Above: The Overfalls original ship's bell, returned to the ship through the generous donation of the Volpe Family.*

basement for many years and its path of travel prior to that was unclear. But, clearly this was the ship's original bell, in excellent condition, with all of the inscriptions as they were cast in 1938. As appreciators of history, the Volpe's thought it appropriate that the bell return to the ship. So, Joan wrapped their birthday present to the ship in lightship red paper and sent it off. The fact that the only thing the attendees at the party knew was that the gift box contained a significant artifact added to the suspense. The wait was well worth it when the box was opened and everybody heard the clear ring that can only come from a cast bronze bell.

The Volpes, as history buffs, are part detective. Using the inscriptions on the bell and the internet, they arrived at the Foundation's web site ([www.Overfalls.org](http://www.Overfalls.org)). For the Foundation to receive an appropriate bell for the ship is marvelous, for it to be the ship's original bell is beyond description.

The ship has now made her voyage to Norfolk where she awaits her date on the marine railway. The work will take about eight weeks but the Foundation is not expecting her return to Lewes until spring of 2009. In the meantime the focus at home is raising funds and making the arrangements to build her a proper, bulkheaded slip. If anybody knows where the Foundation can locate an old set of eight either mooring cleats or bollards for a 114 foot ship, please contact Dave Bernheisel on (302) 645-7377 or [Bernheisel@Juno.com](mailto:Bernheisel@Juno.com). To follow all of the developments or see how you might become part of this great effort visit [www.Overfalls.org](http://www.Overfalls.org).



**NAVAL ORDER OF THE UNITED STATES**

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

*By Captain Ken Johnson, USN (Ret.)*

**“NEW MONUMENT DEDICATED IN NORMANDY”**

The Naval Order of the United States dedicated the Naval Order's U.S. Navy D-Day Monument on September 27, 2008. This new monument honors the 1,068 American sailors whose ultimate sacrifice in the epic June 1944 Normandy invasion enabled greatly the beginning of the return of liberty to Western Europe. The guest speaker was the Deputy Secretary of Defense Gordon R. England who reflected upon those events leading up to the landings and of the great sacrifices made by the multi-forces involved including the French civilians. He spoke that “the Normandy invasion would not have been possible without the Allied naval forces, which remains the largest naval armada ever assembled. The weather was poor, the seas rough, the water was littered with bodies of dead troops, some shot, others drowned by their gear, yet somehow, in the midst of this chaos and carnage, each of them bravely did his duty....they were all heroes”. Among the 1,000 plus guests were several D-Day veterans who were recognized for their services that June day.



*Above: Dedication of the Navy memorial on Utah Beach.*

The monument is located on Utah Beach, near Sainte Marie du Mont, France, where Navy ships first landed troops early on D-Day, June 6, 1944. Five years ago, the Naval Order learned that among all the armed services that fought there, the United States Navy remained as the only one without a tribute on the beaches of Normandy. The Naval Order, with the help of its companions and friends, including financial support from members of the Historic Naval Ships Association, raised over \$500,000 to fund the design, sculpting, and casting of the Monument. For more details regarding the Naval Order and the Navy D-Day Normandy Monument, please visit the national web site at [www.navalorder.org](http://www.navalorder.org).

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**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](mailto: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](mailto:Karin.hill@navy.mil).



**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](mailto:hnsa01@aol.com)**

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

**Camden, NJ, U.S.A.**

*By Stephanie Walsh  
Director of Curatorial Affairs*

**“VETERANS OF U.S.S. *NEW JERSEY*  
RETURN FOR 2008 REUNION”**

The Battleship *New Jersey* Museum & Memorial hosts several naval ship reunion groups each year. Many of these groups no longer have access to the ships on which they served. Therefore, they locate other historic naval vessels, such as the Battleship *New Jersey* Museum & Memorial to host their event. However, on 19 September 2008, the Museum welcomed U.S.S. *New Jersey* (BB-62) veterans and their families back to the Battleship, when members of the U.S.S. *New Jersey* Veterans, Inc. assembled in Cherry Hill, New Jersey, for their annual reunion. For the second time since the museum’s 2001 opening, the U.S.S. *New Jersey* Veterans, Inc. gathered on the deck of the Battleship for their twenty-first reunion. Recognizing this rare opportunity to gather personal accounts of the Battleship’s history, staff and volunteers were readily available to document the veterans’ personal shipboard experiences during their daylong visit.

The day began with a memorial service. Mike Prime, President of the U.S.S. *New Jersey* Veterans, Inc., initiated the ceremony. After the crowd joined in singing “The Star-Spangled Banner,” Battleship *New Jersey* Museum & Memorial President and CEO Troy Collins joined Mr. Prime and spoke on behalf of their respective organizations. Vice-President of Curatorial Affairs & Education, Jason Hall reminded everyone of the Battleship’s role both on the world stage and now as a floating museum. Nick Rash, Seating Coordinator of the U.S.S. *New Jersey* Veterans, Inc., spoke on a more personal level, acknowledging individual crew members of the *New Jersey*. After the speeches concluded, the family of Seaman Robert Osterwind cast a memorial wreath into the Delaware River. Seaman Osterwind was killed during the Korean War; he remains the only *New Jersey* crewmember in the ship’s 65-year history to be killed by enemy fire while aboard. After the Marine Color Guard played “Taps,” the ceremony concluded with a former chaplain leading the group in prayer.

The fun began after the ceremony, with various activities taking place throughout the Battleship. Box lunches were available on the fantail for those needing refreshments. Mr. Hall coordinated tours of the ship, which offered veterans a chance to revisit the spaces where they lived, worked, and played. Since some of these compartments are not yet open for public tours, waivers and qualified docents were



*Above: Veterans of BB-62 once again walk the decks beneath her mighty guns.*

required in order to gain access. The tours were received enthusiastically; one group of Vietnam era crewmembers even located a message they left in an engine room forty years ago!

In the Wardroom, cruise books from all four eras of service were displayed for veterans to peruse. In doing so, the Museum’s curators were able to identify individuals in candid photographs taken from around the ship. People enjoyed the opportunity to find photographs of themselves, their friends, or loved ones. This activity prompted an informal discourse between the museum staff and veterans which led to the opportunity to personally meet the runner-up of the Miss *New Jersey* pageant from the Vietnam war cruise!

For those wanting to share their experience in more detail, oral histories were being recorded in the Executive Officer’s Stateroom. Along with two student interns, Dr. Thomas Banit of Kean University conducted the thirty-minute interviews. Unfortunately, some of the interviewees may not have the opportunity to visit the Battleship again. These thirty-minute interviews offered these men a chance to preserve part of their personal experience. In addition to the oral histories recorded that day, several others expressed interest in being contacted at a later date to share their experiences and memories. All recorded personal recollections will be added to the museum’s oral history collection. They will be used for research as well as for interpretive elements and interactive tools.

The dialogue generated with the veterans that day confirms that what makes the U.S.S. *New Jersey* truly unique is not the size of her guns or her nineteen battle stars. To over 55,000 sailors she was simply called “home”. It is the memories, the idiosyncrasies of daily life that can only be recalled by the individuals who served onboard and shared these experiences. The U.S.S. *New Jersey* Veterans, Inc. reunion offered the opportunity to further explore the multi-layered narrative which makes up the U.S.S. *New Jersey*.

## HNSA NEWS & VIEWS

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

U.S.S. *Kidd* again hosted the H.M.S. *Bounty* in Baton Rouge, LA from 24 November through 7 December 2008. The *Bounty* first visited Baton Rouge in 2002 and has since been in *Pirates of the Caribbean 2: Dead Man's Chest*.

Battleship *Massachusetts*, in Fall River, MA, recently made a very significant acquisition of a Mark 1A gunfire control computer and its associated stable element for the battleship's secondary battery plotting room. Nearly extinct, this massive, once ubiquitous equipment was used for decades to control the Navy's 5" guns. Four sets were removed from *Massachusetts* during the 1960s, leaving the space barren. This new addition and a second set on loan from the Naval Historical Center (now known as the Naval History and Heritage Command) will help to bring the plotting room back to life. Intricate graphics created by John Dye are already in place to interpret the space and equipment.

Aboard U.S.S. *Slater* in Albany, NY, Firecontrolman Mike Marko went to work on the MK-51 director for the aft twin forty. During the filming of *Orion in Midsummer* (See page 17 of the Fall 2008 Anchor Watch for story on film) they found that all three MK-51 directors were frozen in train and elevation due to lack of use. Mike tore down the director, found the problem was frozen synchros and bearings, freed it and reassembled the unit. Throughout the process he was assisted by electrician's mates Butch Warrender and Dick Walker. They said something resembling beach sand kept falling out of the bearings. They did a lot of preservation work in the process. Great work guys.

*Below: First lady Laura Bush and Sally Hoover Casale, granddaughter of the original dedicators of the U.S.S. Intrepid, cut the ribbon during the rededication ceremony of the Intrepid Sea, Air and Space Museum in New York, Tuesday, Nov. 11, 2008. Photo by Gerald Herbert*



Also on *Slater*, on October 13th, the ship's crew celebrated the Navy Birthday and Columbus Day with a ceremony sponsored by the Capital District Chief Petty Officers Association. Normally, the *Slater* is closed on Monday and Tuesday for continuing restoration, but exceptions are made for significant holidays. A lot of people took advantage of the day off and the good weather to visit Albany's WWII destroyer escort.

The U.S.S. *North Carolina* in Wilmington, NC, commemorated Pearl Harbor Day by offering a unique opportunity to experience a Pre-Christmas Chapel Service and Pearl Harbor Remembrance. At 1000, Sunday December 7th, 2008, on the ship's fantail, Commander (FMF) Alan Hansen, Command Chaplain, Camp Lejune, and his staff conducted the service. The service reflected December 1941 divine service bulletins from the Battleship's archives. Also that weekend, the Azalea Coast Amateur Radio Club hosted a world wide HAM radio operator event aboard the ship. The event began at 1900 EST on Saturday, December 6th, which was 0000 hours, December 7th UTC (Universal Time Coordinated) and continued through the night ending at 1200 EST on Sunday, December 7th. Using the ship's original transmitter, receiver and antennas, the club members provided an opportunity for HAM radio operators to contact the battleship and, in return, receive a special postcard verifying the contact. Many operators make a hobby of collecting the cards. In this particular event, communication was solely by Morse code, an increasingly rare skill these days.

At the time of this writing, a number of initiatives are underway to bring the U.S.S. *Stewart* and U.S.S. *Cavalla* back to their pre-IKE positions. After the waters receded from the hurricane, *Stewart* was left sitting partially out of the ground and on a 17 degree angle while *Cavalla* is back in her earthen cradle but on a 4 degree angle and elevated about 5 feet. The Park's facilities were pretty well wiped out. The buildings were mostly damaged beyond repair or washed away. The Seawolf Park folks have their work cut out for them. Strong efforts are being made to get the park cleaned up. To help in the restoration effort Seawolf Park is selling "IKE Restoration" T-shirts. This has already stimulated donations to help their financial condition. If you are interested in making a contribution please contact: IKE Restoration Campaign, c/o CAVALLA, 2504 Church Street, Galveston, TX 77550.

The *Intrepid* Sea, Air & Space Museum, New York City, NY, had their grand re-opening on Veterans Day, 2008.

## HNSA NEWS & VIEWS

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

The principal speaker and main guest was President George W. Bush. The ship museum underwent an unprecedented two year restoration and renovation to its exterior surfaces and interior spaces offering visitors a new experience from first glance onward. More than 20 aircraft have been restored to reflect the artwork that the pilots painted on them. Spaces that had not previously been open to the public have been restored to permit visitors a glimpse of what life aboard an aircraft carrier was like for 3000 men.. The museum has added a new series of interactive exhibits offering a complete and fluid journey into the history of *Intrepid* and her significance through major world events. In addition, Pier 86, home to *Intrepid*, has been completely rebuilt, offering park-like amenities and an inviting oasis to visit on the west side of Manhattan. On the pier is the British Airways Concorde, a Flight Simulator and alongside is the submarine *Growler*.

On September 1, 2008, LCDR John Scivier, RN, Commanding Officer of H.M.S. *Victory*, HM Royal Navy Yard, Portsmouth, England, was relieved by LCDR Oscar Whild, RN. LCDR Scivier had command for thirty months and served in this posting with pride and dignity. We wish LCDR Scivier every success in his new posting at HM Royal Navy Yard, Plymouth, England.

We mourn the passing of Colin Saunders White, RN, Captain, Doctor, Director of the Royal Naval Museum, Portsmouth, England. White, a long time HNSA supporter, died peacefully Christmas Day, 2008, at the age of 57. Funeral arrangements have been set for January 12, 2009 at the Portsmouth Cathedral. In lieu of flowers, the family requests that donations be made to the Rowans Hospice, c/o Barrells Funeral Directors, 245 Fratton Road, Portsmouth, PO1 5PA.

The latest edition of the Historic Naval Ships Visitors' Guide is now available. It is 124 pages in length, and in full color. It is the most current guide to the collection of Historic Naval Ship museums world-wide. For more information please contact Jeff Nilsson via mail at HNSA, P.O. Box 401, Smithfield, VA 23431-0401 or via telephone at (757) 356-9422 or via email at [hnsa01@aol.com](mailto:hnsa01@aol.com).

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](mailto: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.

### H.M.C.S. HAIDA (DDE-215) H.M.C.S. HAIDA NATIONAL HISTORIC SITE

Hamilton, ON, Canada

*By Alice R. Willems*

Winter is upon us and *Haida* is almost "put to bed." We have been busy completing our Fall projects which began with Phase 5 of deck repairs on September 4th. Starting work one month early and replacing all the deck plates without removing the rubber coating enabled the contractor to complete the work on time, on budget, and before inclement weather. I am proud to report that as a consequence, we are now down to one water catching bucket from twenty-six buckets four years ago and *Haida* is almost watertight!

The engineer's office flats, comprising the coxswain's office, engineer's office, KVA compartment and Radio 2 will be open to the public next season for the first time. The shipkeeper has restored the electrical system and various fixtures, the decks have been tiled and much of the aft interior will be painted. The highlight of the season was a visit from Francis St. Pierre, a member of the commissioning crew and a World War II veteran. He was gracious enough to allow his visit to be filmed and so we have a record of his wonderful stories. Tears and laughter were the order of the day and we all felt privileged to share his rich experiences and marvel at his courage, pride and gentleness.

### NEW HNSA INSURANCE AVAILABLE

*By Mike Blecher*

Insurance prices will be rising quickly in these uncertain financial times. The only solution to stabilizing your pricing with financially sound insurers is to take advantage of the new HNSA insurance program offered exclusively to HNSA members called Ships (Historic) Insurance Program, or S(H)IP. S(H)IP offers all coverage necessary to keep your HNSA project "afloat" including Hull and Machinery, Protection and Indemnity, Property Insurance, Comprehensive General Liabilities, Auto Insurance, Excess/Umbrella Coverage, Worker's Compensation, including USL&H and Jones Act.

Our buying power is considerably stronger as a group. Let's use that strength to our advantage! We are also working on a concept for Group Benefit Health Insurance for HNSA volunteers. To be eligible, the project must be entered in the S(H)IP program.

Contact Mike Blecher, Edgewood Partners Insurance Center for details: (tel) 213.533.4181 (c) 213.280.2556 or [mblecher@edgewoodins.com](mailto:mblecher@edgewoodins.com).



## EDITOR GONE A ROVING

BY JASON W. HALL

The 2009 HNSA Annual Conference was held at Patriots Point Naval & Maritime Museum from October 27-29, 2008. Patriots Point is an amazing complex comprising four ships: an aircraft carrier, a submarine, a destroyer, and a Coast Guard cutter. The conference sessions were held onboard the carrier *Yorktown*.

### “U.S.S. *YORKTOWN* (CV-10)”

As the National Memorial to Carrier Aviation, *Yorktown* hosts several memorials including the Arlington of Carrier Aviation, the Carrier Aviation Test Pilots Hall of Honor, the Carrier Aviation Hall of Fame, the Carrier Aviation Combat Aircraft Exhibit, and the Combat Aircrew Roll of Honor. In addition, *Yorktown* serves as the headquarters for the Congressional Medal of Honor Society and the Congressional Medal of Honor Museum.

Upon boarding the *Yorktown* the first thing that meets your eye is the massive Congressional Medal of Honor Museum located in her hanger bay. This museum is a model on explaining to young generations the ultimate sacrifices made by our service members. But *Yorktown* is so much more than a host to memorials; she is an amazing example of an Essex class carrier. Several different self guided tours allow visitors to explore all aspects of this famed ship, from engine rooms to flight deck and inside her island. As a curator, and “museum geek” one of the things that impressed me most was the exhibit in the Galley showing the ingredients needed to make 10,000 chocolate chip cookies.

### “U.S.S. *CLAMAGORE* (SS-343)”

Across from *Yorktown* is the submarine *Clamagore*. The *Clamagore* is unique as it is the sole survivor of nine boats that underwent conversion to Guppy III configuration. She represents the continued adaptation and use of World War

II diesel submarines by the Navy for the first two decades of the Cold War. The first thing that strikes you when squeezing through the submarine is the vast difference in space as compared to the cavernous hanger bay of *Yorktown*. Having been on many submarines, it was fun comparing and contrasting the differences between *Clamagore* and the other boats that survive from World War II and the Cold War. After touring *Clamagore* one gains incredible respect for those who served in the “Silent Service”.

### “U.S.C.G.C. *INGHAM* (WPG-35)”

I was extremely fortunate to be given a private tour of the *Ingham* by Paul Cora, the Curator of *Ingham*'s sister ship, the *Taney*. There was quite a bit of much needed conservation work being done on *Ingham* so she didn't look her best, but she was still a joy to tour through.

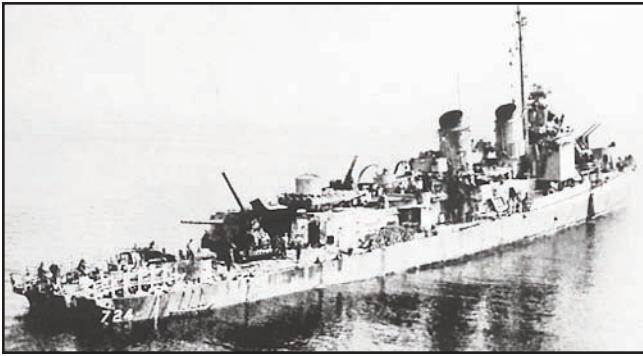
The staff and volunteers of Patriots Point have done a great job reminding visitors of the contributions made by the Coast Guard in American wars. I am sure that many guests are surprised to learn that the *Ingham* served proudly in World War II on convoy duty and had actually engaged and sunk the German submarine *U-626*. In addition to her WWII service, *Ingham* served in the Korean War and earned a Presidential Unit Citation for her service during the Vietnam War.

In recognition of the legacy of the *Ingham*, The commandant of the Coast Guard directed that she serve as the National Memorial to Coast Guardsmen Killed in Action during World War II and Vietnam. A memorial plaque resides in honor on her quarterdeck listing these 912 casualties.

### “U.S.S. *LAFFEY* (DD-724)”

The *Laffey* is the only remaining Sumner-class destroyer in existence. She participated in several battles including supporting the landings at Utah Beach at Normandy, June 6, 1944. But it is what she and her crew endured in the Pacific on April 16, 1945 off of Okinawa that makes her so special. Approximately fifty Japanese *kamikaze* aircraft attacked the American fleet located thirty miles to the north of Okinawa. Twenty two of the attackers targeted the *Laffey*. *Laffey* shot down eleven of the enemy aircraft, but she paid a heavy price during the *kamikaze* onslaught. For over eighty minutes the *Laffey* was under constant attack and was hit by no less than five *kamikazes* and four bombs inflicting one hundred and three casualties of her crew of three hundred and thirty six: 32 dead and 71 wounded.

Though on fire and rapidly taking on water, her crew did not abandon her. Unbelievably, the remaining sailors and officers heroically saved the ship and earned her the



*Above: The damaged Laffey still afloat after being hit by five kamikazes and four bombs on April 15, 1945 off of Okinawa.*

nickname “The Ship That Would Not Die.” For her service during World War II the *Laffey* was awarded the Presidential Unit Citation and earned five battle stars.

The *Laffey*'s story did not end at Okinawa. She would serve until being decommissioned in 1947, only to be recommissioned in 1951 for the Korean War. In 1962 she underwent FRAM II (Fleet Rehabilitation and Modernization) conversion and served in the Atlantic fleet until she was decommissioned in 1975. It is her service during the early 1970's that has a personal connection to me.

In the last issue of Anchor Watch, I talked about my good friend Tom Jaskel who passed away in June of 2008. One of my favorite sea stories of his involved the *Laffey*. On one of *Laffey*'s cruises in the early 70s Tom was OOD (Officer of the Deck) on the *Laffey* on a sunny summer Friday afternoon going up the Potomac River to Alexandria, VA. The ship rendered honors as it passed George Washington's home at Mt. Vernon, with crew on deck in dress whites. As the ship approached the Woodrow Wilson Bridge, the bridge started to go up thus halting traffic. It's a summer afternoon... its Friday...the bridge is packed with people in their convertibles trying to get to the beach.

About five minutes from going under the bridge the ship lost all power and started to drift toward the bridge supports. This was definitely not a good situation in the tight confines of the Potomac River. Tom was not happy about his current predicament and eloquently communicated this to Engineering. He actually started screaming down the voice tube to Engineering in no uncertain terms (terms that cannot be printed here) that he needed power and needed it quickly! He stopped and looked at the Captain and said in his best voice, “Is there anything else you would like to add Captain?” The Captain's response, with a smile, was “No, I think you covered it all Tom.”

As Tom was getting ready to let go the anchor so he would not hit the bridge, he heard back from engineering “We've got fire in One!” The ship started to move again under its own power, however the exhaust smoke from the ship's boilers covers everyone on the Woodrow Wilson Bridge, with tops down on their convertibles, and the sailors on deck of the ship with a nice coating of black soot and unburned oil. So needless to say Tom Jaskel and the *Laffey* made an impression. Fast forward to October 2008, with me on the bridge of the *Laffey* re-enacting Tom's communication with engineering, as evidenced by the photo below.

Visiting the *Laffey* in October was truly a special event for me. Which is why I was shocked to hear that in early December, Patriots Point staff found five feet of water in the lower section of the ship, and it was pouring in at a rate of 2,000 gallons per hour when emergency efforts began to pump the ship dry. An epoxy patch has been placed over the leak, though pumping activities continue. As of now the pumps are handling the problem but the ship needs repairs and needs them quickly. As we all know, such endeavors require money and usually lots of it. To dredge to get her out of her mooring, tow her up river to the dry dock and repair the bottom will cost approximately three million dollars.

If you are interested in supporting Patriots Point with the repairs that are needed for the *Laffey*, you may contact them at: Patriots Point Development Authority, Attn: CFO, 40 Patriots Point Road, Mount Pleasant, SC 29464-4377.

If your travels ever take you in the vicinity of Charleston, South Carolina, Patriots Point is a “Must See”. I will warn you, give yourself the better part of a day to explore all that the museum has to offer, there is a lot to see and do!. There are very few places in this country where you can view such a wide variety of historic naval ships in one location. For more information on all four ships, please visit the Patriots Point website at: [www.patriotspoint.org](http://www.patriotspoint.org).

*Below: Jason Hall re-enacting the exchange between LTJG Jaskel and the engine room onboard Laffey.*  
*Photo by Paul Cora.*



**RV TRIESTE II (DSV-I)  
NAVAL UNDERSEA MUSEUM**

**Silverdale, WA, U.S.A.**

*By Ron Roehmholdt  
Director of Exhibits*

**“TRIESTE II UNDERGOES MAJOR REPAIRS”**

**D**eep Submergence Vehicle I (DSV-I) is a deep-diving submersible that had a depth capability of 20,000 feet, deep enough to take it to 98 percent of the ocean’s bottom. It served the U.S. Navy on a variety of missions from 1963 to 1987 when it was taken out of service. DSV-I has been on display at the Naval Undersea Museum in Keyport, Washington since 1987.

Over the years DSV-I has run afoul of the chemistry of the deep and the terrestrial atmosphere in the Pacific Northwest. Saltwater, both warm and cold, extreme water pressure changes, icy rain, snow, rapid air temperatures changes, air pressure swings that flex the hull, UV rays, and even the plant life of the Northwest have worked their worst on the vehicle. DSV-I has endured what could be said to be several lifetimes of unintended abuse in an environment that is somewhat less than what she was designed to withstand. And withstand she has, unattended, without the constant fussing of a Navy maintenance crew.

Over the past few years it became visibly evident that DSV-I needed caretaking, the kind that could only be performed by a company experienced in the maritime preservation of an historic artifact. The museum staff tried to clean her, but light pressure washes and minor repainting did not bring about the long-term results we were looking for.

In October 2008 Q.E.D. Systems, Inc, a national company, began to wash, clean, and repair the surface corrosion on DSV-I. The contract was to be completed by 17 November. They started by building a large containment structure around the vehicle to create a stable environment to work in during fluctuating temperatures and moisture conditions. As the contractor began to work, the conditions and substances I mentioned in the second paragraph rapidly began to become more serious.

DSV-I began to reveal major areas of damage as the cleaning progressed. Where running rust was apparent to the eye, we found complete through-the-hull corrosion. Also, and almost comically, large areas of previous repairs turned out to be duct tape, painted over and obviously successful in dives to 20,000 fsw. The duct tape, when removed, left some gaping holes that could not be repaired through the conventional method or within the original contract.



*Left & Below: Personnel of Q.E.D. Systems, Inc. working hard at the arduous task of repairing the damage and corrosion on the Trieste II).*

A side note: the process of cleaning was and is interesting. Q.E.D. is using a new material/process called SpongeJet to clean away rust and corrosion and to prepare areas for undercoat and paint. The product is a sponge material rated by the different levels of grit impregnated in it. It is applied just as sandblasting is; however, the material is lightweight and non-destructive when used properly. This creates an environmentally friendly cleaning method and the waste materials can be reclaimed by sweeping it up, cleaning (a SpongeJet process) and recycling with new material for reuse. This restoration method will be featured in an industry magazine in the near future.

The original areas of repair totaled a little more than 4,500 square inches of surface; this blossomed through discovery (surface stripping and cleaning) to an additional 24,000 square inches. As the original contract was fast coming up on its scheduled completion date, we and Q.E.D. knew they were not going to be able to finish the project satisfactorily. We scrambled to find the money to complete the new scope of the project. The museum was fortunate to receive monetary help from the Naval History and Heritage Command and we amended the contract to cover the entire project and also accomplish preservation of the interior tanks. The work should be completed, barring any unforeseen problems, by 12 December, and DSV-I should be good for another 15-20 years in the Pacific Northwest. Now, if we can only think of a way to enclose a 92-ton vehicle that is some 78 feet long, 18 feet wide and 25 feet high.





**U.S.S. *MONITOR*  
THE MARINERS MUSEUM**

**Newport News, VA, U.S.A.**

*By Erin Secord  
Conservator*

**“CONSERVATION OF *MONITOR*’S GUNS ”**

Conservators at The Mariners Museum in Newport News, Virginia are currently treating over 200 tons of artifacts recovered from the wreck of the U.S.S. *Monitor* (1862). The *Monitor* was the first ironclad warship to be commissioned and completed by the United States Navy in response to the threat from the converted Confederate ironclad warship C.S.S. *Virginia* (formerly the frigate U.S.S. *Merrimack*). The *Monitor* was designed by Swedish-American engineer John Ericsson in 1861 and featured over 40 patented designs including its iconic rotating gun turret. The turret contained the *Monitor*’s only weapons: two XI-inch smooth-bore Dahlgren shell guns. These guns were used against the C.S.S. *Virginia* in the Battle of Hampton Roads on March 8-9, 1862. There was no clear victor in the battle between the *Monitor* and the *Virginia*, but the resounding success of the iron ships marked the end of the age of wooden ships.

The *Monitor*’s legacy was longer than her service life. Less than a year after being launched, she sank in a storm on December 31, 1862, 16 miles off the coast of Cape Hatteras, NC. She was discovered in the 1970’s and was given protection as the first National Marine Sanctuary under the National Oceanography and Atmospheric Administration (NOAA.) Since the discovery, NOAA has raised many large *Monitor* components including the steam engine, condenser, anchor, propeller, bilge pumps, and turret complete with the Dahlgren guns and their carriages.

Conservators have been treating the Dahlgren guns and accessories since their excavation from the turret in 2002. The cannons have been largely freed of marine growth and concretions from the surfaces and from inside the bores. The process of desalination is underway with the cannons still on display to the public in the Batten Conservation Complex wing of The Mariners’ Museum.

Each Dahlgren is over 13 feet long and weighs just under 8 tons. They are identified as port Dahlgren and starboard Dahlgren, based on their position on the ship when they were pointed towards the bow. Each of the cannons bears inscriptions commemorating the Battle of Hampton Roads. The inscriptions were likely added during repairs to the vessel in October 1862 at the Washington Navy Yard. The port gun honors the *Monitor*’s captain during the Battle of Hampton Roads with the words “Worden” and “*Monitor & Merrimac [sic]*” on the outboard side of the breech. The



*Above: The portside Dahlgren gun being worked on by conservators.*

starboard gun pays tribute to the *Monitor*’s inventor and displays ‘Ericsson’ and ‘*Monitor & Merrimac*’ on the outboard side of the breech.

Many of the ordnance accessories have been removed for separate conservation treatment and will go on display before the cannons are fully treated. To date, conservators have been treating two front sights, one half of a breech sight bar, two front sight covers, two breech sight covers, one firing hammer, two vent plugs, two sponge heads, one Robinson’s worm, and one shot ladle.

The sights were used to aim the cannon, and the sight bars helped determine firing range. The markings and numbers on the breech sight show the firing range in yards. The Port Dahlgren breech sight bar has a fracture at the 1700 yard marker, while the intact sight would give a firing range up to 3600 yards. The front sight from the port Dahlgren is labeled with ‘No 27 XI-In,’ indicating that the port Dahlgren with the ‘Worden’ inscription is cannon number 27. The numbering system is also present in the labeling of the gun sight covers. The port Dahlgren front sight cover bears the inscription “ORD 1860 No 27 J.A.D”. The initials ‘J.A.D.’ are for John Adolphus Dahlgren, the ordnance designer after whom the cannons are named.

The treatment of these artifacts required a mixture of chemical and mechanical methods. Marine growth and sediment was removed with hand tools such as hammers, chisels, scalpels and hand-held pneumatic scribes. Desalination was achieved by immersing the artifacts in subsequent baths of pure water and chemical reagents until the chloride concentration of the bathwater was acceptably low – less than 5 ppm. Aggressive corrosion products on the surface can be electrochemically reduced into more stable corrosion products by applying electrolytic reduction. After the artifacts were stable with a satisfactory appearance, they were carefully dried and coated with a protective polymer layer. This same treatment process will be applied to the Dahlgren guns.

## QUEENSLAND MARITIME MUSEUM

South Brisbane, Australia

By David Jones

## "RECALLING BRISBANE'S SILENT WAR"

Sixty-six years ago, on Saturday April 15, 1942, six submarines and their tender U.S.S. *Griffin* sailed up the Brisbane River to inaugurate a United States Navy submarine base at New Farm Wharf. This base would remain in Brisbane for another three years by which time the war had moved well away from Australian shores.

But as *Griffin* and her charges took their moorings that evening, the outlook for Australia looked grim. The previous four months had seen a succession of defeats. The Japanese had overrun Hong Kong, Malaya, Singapore, the Philippines and the Dutch East Indies. Nearer to home, Rabaul and Lae had been captured, and Darwin and Broome had been heavily bombed. Losses among allied land, air and naval forces had been severe and Australian defences at that stage appeared flimsy.

The submarines that arrived with *Griffin* all belonged to the "S" class. They had no names, only numbers – *S-42* through to *S-47*. The "S" boats had been designed prior to the First World War with coastal service in mind. They may have been old, but they were the best available, and their crews were proud of them. Their size and range were small for the vast Pacific Ocean, and crossing from Panama to Brisbane was no easy task. Fortunately the voyage was calm and free from breakdowns until the night before their arrival in Brisbane when they met a fierce hail storm. The passage had taken six weeks with just the one brief stop for fuel at Bora Bora in the Society Islands.

*Below: U.S.S. Griffin as she appeared in 1942 as tender to several "S" Boats protecting the coast of Australia.*



The Battle of the Coral Sea proved to be a learning experience for the American submariners as they found their vessels slow and hard to handle against fast and maneuverable enemy shipping. Their short range was also a handicap. Sailing from Brisbane on a four week patrol, a full week was taken reaching the New Guinea islands and another week coming back, giving them at best only ten days on station. Lacking air conditioning in the tropics their crews lived in sauna conditions and equipment frequently broke down. Nevertheless, Brisbane's submarine task force won its first success in the aftermath of the Battle of the Coral Sea when Lieutenant Commander Oliver Kirk in *S-42* torpedoed and sank the 4,000-ton Japanese minelayer *Okinoshima*.

By the time the last of the "S" boats left Brisbane in November 1942, they had sunk six enemy ships. The most notable of these was the heavy cruiser *Kako*, armed with 8 inch (20cm) guns, on August 10, 1942. *Kako* was a member of the Japanese squadron that fought in the Battle of Savo Island, sinking H.M.A.S. *Canberra* and three United States Navy cruisers without loss to the Japanese. It was the U.S. Navy's worst defeat at sea. As the Japanese cruisers returned from their triumph they met *S-44* off their base at Kavieng in New Ireland. *S-44*'s captain, Lieutenant Commander J R Moore, watched the warships go past and fired a full salvo of four torpedoes at the last in line. *Kako* sank in a matter of minutes exacting some retribution for the loss of *Canberra* and her companions only a few hours earlier.

By the end of 1942 a peak total of 21 modern submarines were being controlled from Brisbane. Brisbane people came to know the submarine sailors and those manning the base through hospitality on leave and also through contacts with local businesses. Workmen at South Brisbane Dry Dock were familiar with the submarines through their frequent dockings, sometimes to repair severe battle damage. These personal contacts built a strong bond of friendship between the Australians and the Americans, and these continue undiminished two-thirds of a century later.

Before the base was finally closed down in March 1945, American submarines of the Brisbane task force sank over 100 enemy ships, but the cost was heavy. Seven Brisbane-based submarines were lost along with 426 crew members. Little now remains of the wartime submarine base, but the American submarines are commemorated by a cairn in Newstead Park sponsored by the Submarines Association Australia's Queensland Branch and a display at the Queensland Maritime Museum. In addition the Museum contains extensive collections of historical maritime artifacts, books, documents and photographs and the frigate H.M.A.S. *Diamantina* and 80 year old steam tug S.S. *Forceful*. Please visit the museum's website at <http://www.maritimemuseum.com.au> for more information on the museum and its historic ships.

**TRIVIA CHALLENGE**  
By Jeff Cary with Paul Stillwell

**This issue's Trivia Challenge will test your knowledge of aircraft carriers.**



1. In September of 1946, and with German rocket scientist Wernher Von Braun looking on, the only launch of a V-2 rocket from a moving platform took place from the deck of which U.S. Navy carrier?
2. Name the only aircraft carrier built during WWII with an all metal flight deck.
3. The first U.S. Navy ship to be awarded the Presidential Unit Citation was an aircraft carrier. Name it.
4. Name all the Royal Navy aircraft carriers at the Battle of Taranto.
5. Name the only U.S. Navy carrier sunk during WWII strictly by gunfire from battleships & cruisers.
6. On March 10, 1948, the U.S. Navy began its first carrier jet operations with the North American FJ-1 Fury. From which carrier did this take place?
7. In 1914, a ship originally laid down as an Italian ocean liner was purchased, converted, and launched in 1917 as the world's first aircraft carrier. Can you name her?
8. In the 1954 movie "The Bridges at Toko-Ri" with William Holden, Grace Kelly, and Mickey Rooney, what famed U.S. Navy aircraft carrier played a role as a rescue ship?
9. During WWII, the U.S. Navy built 9 light carriers (CVLs) known as the "Sundowner Fleet". They were all constructed on the hulls of Cleveland-class light cruisers. Can you name them? Bonus: After the war, 3 of these went on to service in foreign navies. Do you know which countries they served?
10. What famous U.S. Navy carrier was dubbed by the Japanese as the "Galloping Ghost of the 7th Fleet"?

**ANSWERS**

1. U.S.S. *Midway* (CVB-41)
2. I.J.N. *Taiho*
3. U.S.S. *Enterprise* (CV-6)
4. While there were remnants of other carriers' flight crews involved, the only British flat-top actually on-site was H.M.S. *Illustrious*.
5. U.S.S. *Gambier Bay* (CVE-73), during the Battle of Leyte Gulf.
6. U.S.S. *Boxer* (CV-21)
7. H.M.S. *Argus*
8. U.S.S. *Orikan* (CV-34)
9. U.S.S. *Independence* (CVL-22)
- U.S.S. *Princeton* (CVL-23)
- U.S.S. *Belleau Wood* (CVL-24) (France)
- U.S.S. *Cowpens* (CVL-25)
- U.S.S. *Monterey* (CVL-26)
- U.S.S. *Langley* (CVL-27) (France)
- U.S.S. *Cabot* (CVL-28) (Spain)
- U.S.S. *Bataan* (CVL-29)
- U.S.S. *San Jacinto* (CVL-30)
10. U.S.S. *Enterprise* (CV-6). The Japanese claimed they had sunk her numerous times, but never did.



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