



ANCHOR WATCH

SEPTEMBER
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2010

The Journal of the Historic Naval Ships Association

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MIGHTY MO RECEIVES A FACE LIFT



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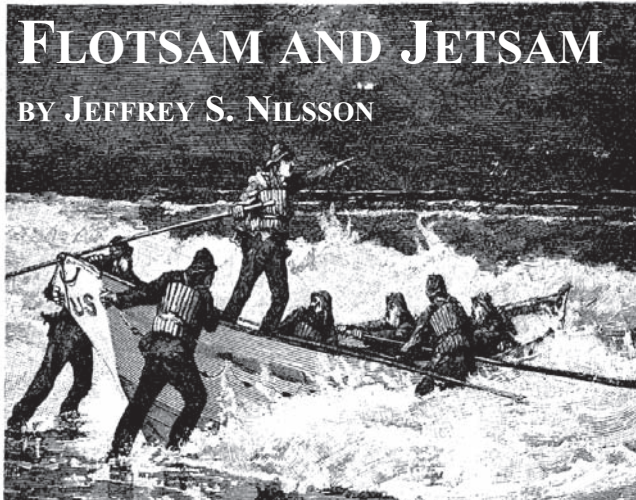
The Anchor Watch in COLOR!

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

THE COVER

Right: In preparation for sandblasting, a section of the Missouri was covered with approximately six acres of plastic.





FLOTSAM AND JETSAM

BY JEFFREY S. NILSSON

The last few months have been very active, to say the least. Ms. Patty Rogers, of the USS *Requin*, and Toby Oothoudt, of the USS *Cod*, have been busy putting the finishing touches on the HNSA portion of the 9th Maritime Heritage Conference. The conference is being hosted by the Historic Ships in Baltimore from September 15-19, 2010. It promises to be a conference with something for everyone. See you in Baltimore, MD, in September.

On Tuesday, June 29th, 2010 at a ceremony in Halifax, NS, HMCS *Haida* was presented the prestigious World Ship Trust Maritime Heritage Award. The presentation was made by HRH Prince Philip. That same day, HRH Queen Elizabeth and the Prince reviewed the Fleet and as well visited HMCS *Sackville*. Included in the review were a number of United States Navy ships. It was a grand day in Eastern Canada. The Queen's visit is described in greater detail on page 8 in this issue of the *Anchor Watch*.

On July 20th, 2010, First Lady Michelle Obama, her daughters Malia and Sasha, and two of their friends, toured the USS *Constellation*. The visit is described in greater detail in an article written by Chris Rowsom, Executive Director of the Historic Ships in Baltimore on page 9 of this issue of *Anchor Watch*.

In mid-August, 2010 a number of our museum ships, including, USS *Kidd*, USS *Midway*, USS *Cod*, and USS *New Jersey*, observed "Keep the Spirit of '45 Alive – August 14th, 1945". This is a commemoration of the official ending of hostilities of World War II. Images of events at participating ships will be featured in the next issue of *Anchor Watch*.

For the Naval Aviation community, it was announced that the sole remaining VQ-1 EA-3B "Skywarrior" has been delivered to the USS *Yorktown* at Patriots Point Naval and Maritime Museum in Charleston, SC. The plane was delivered early in July 2010. Listed as Serial #146457, she

left Rota, Spain on USS *Wasp* in April 2009 and was taken to Chambers Field, Norfolk, VA where it was stored until it could be lifted to Charleston, SC. In June 2010, the plane was towed to pier side where it was put aboard USNS *Seay* and taken to Charleston where on July 9 she was placed aboard USS *Yorktown* (CV-10).

On August 2, 2010, Mr. John J. Gazzola assumed the presidency of the Independence Seaport Museum, in Philadelphia, PA. He replaces interim President James W. "Jamie" McLane, who took over on February 10, 2010 after the resignation of Ms. Lori Dillard Rech. Mr. Gazzola has spent the last 11 years at Moran Towing Corporation where he has served as vice president and general manager of the Philadelphia division of the towing company. Mr. McLane will return to the Board of Directors.

We are pleased to announce that Ms. Anne Grimes Randall has been installed as the new president of the USS *Constitution* Museum. Ms. Randall has been associated with the museum for 23 years, serving most recently as the Executive Vice President. She succeeds Mr. Burt Logan who was named as the Executive Director and Chief Executive Officer of the Ohio Historical Society last November.

It is with sadness that I report the passing of two giants in our Association:

On Saturday, June 12, 2010, Captain Richard Caswell, USNR (Ret) passed away after a lengthy illness. Dick had been the Executive Director of the Wisconsin Naval Ship Association, which has applied for ex-*Canon* (PG-90). It is hoped to have the *Canon* brought to Sheboygan, WI as a museum ship. Please join me in expressing our sincere condolences to Dick's immediate and extended family.

On July 24, 2010, Bosun Marvin Curry passed away suddenly at his home in the Cattaraugus Territory, in New York. He was, for many years, the Ship Superintendent at the Buffalo & Erie County Naval and Military Park, in Buffalo, NY. Bosun Curry also helped to establish the Seneca Nation of Indians Veterans Memorial in 2005.

Annually, the Historic Naval Ships Association presents the Bosun Curry Award to a Fleet museum staff person for exceptional service for at least a five-year period in the areas of interpretation, maintenance, preservation, and restoration. Please join me in extending our sincerest condolences to Bosun Curry's immediate family and his extended families.

Jeffrey S. Nilsson

NEWS FROM THE FLEET

USS *MISSOURI* (BB-63)

Honolulu, Hawaii, U.S.A.

HISTORIC BATTLESHIP IS FORTIFIED AGAINST CORROSION FOR DECADES TO COME

by Kathy Riggs Larsen

Associate Editor, *Materials Performance Magazine*

Following \$18 million worth of repairs and renovations, the USS *Missouri* returned to her Hawaiian home at Pearl Harbor's Battleship Row on January 7, 2010. Sporting a refurbished hull, fresh coat of paint, a state-of-the-art cathodic protection (CP) system, and a tank humidity monitoring system, the historic battleship is now protected against corrosion for many decades.

Moved on October 14, 2009 from her pier-side home for the first time in more than 11 years, the "Mighty Mo" was towed to Pearl Harbor Naval Shipyard's Dry Dock 4, the largest dry dock facility in Pearl Harbor, for extensive maintenance and preservation work that lasted approximately three months. One of the largest ships to ever be dry docked there, the Iowa-class USS *Missouri* is 887-ft (270-m) long with a 108-ft (33-m) beam, and weighs 54,889 tons.

According to Ronald Chavez, chief engineer of the *Missouri*, there were several corrosion issues that affected the vessel's outer hull, including areas of metal loss at the water line, pitting of the outer steel plating due to fouling by sea growth, and a number of rivets and weld joints that had failed. Says Dr. Les Callow, technical director of Amtec Consultants, Ltd. (Frodsham, United Kingdom), a firm specializing in corrosion, coatings, and metallurgical failure investigations, "The condition of the water line around the hull was probably the most corroded area of the whole ship. There was a small, narrow strip, about one foot high, along approximately 10% of the water line that needed repairing."

The corrosion at the water line was accelerated

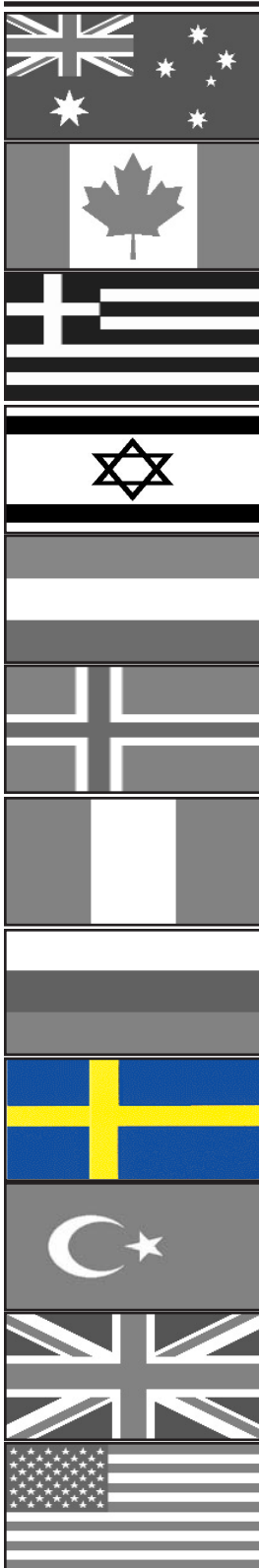


Above: Several holes were found on the forward starboard hull near the water line. Corrosion occurred from the outside, as indicated by the layers. Photo by Les Callow.

by the deposition of tar-containing residues from the oil that continuously leaks from the fuel tanks of the nearby USS *Arizona*, Callow explains. Sea growth was another contributor to the outer hull corrosion. When the *Missouri* was commissioned, the antifouling coating helped minimize sea growth on the underwater hull. Once the ship was docked in Pearl Harbor, however, the warm water coupled with the ship's lack of movement promoted a significant amount of sea growth.

Corrosion on the outer hull also occurred where steel plating is joined with rivets. Although most of the internal structures of the ship are welded, all of the critical seams in the outer hull plating on the *Missouri* are riveted together, says Chavez. As corrosion products started to expand, the steel plate joints separated and caused the rivets to break apart when their tensile strength was exceeded. Another problem was that the rivet heads underneath the fouling were corroding,

Continued on page 6



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: The visible corrosion along the waterline of the ship. Photo by Les Callow.

popping off, and leaving holes in the hull, adds Callow.

Because the *Missouri* was designed and constructed to stay afloat in the event of hull damage sustained from a weapons attack, the ship has a total of more than 600 tanks and voids, with the majority of them linked in some way to the underwater hull, Chavez explains. When a rivet pops, seawater enters the hull and fills an internal tank or void space, causing a previously dry tank to flood. An inspection of the ship's tanks and voids indicated varying conditions of the tanks' coatings. Although there was quite a bit of surface rust, minor scaling, and some pitting, the tanks were in very good condition from a corrosion standpoint, says Callow. The metal loss due to corrosion was not sufficient to cause perforation of the steel plating or weaken the structure.

A significant portion of the activity in dry dock consisted of hull work to protect the ship's underwater hull while it's moored in Pearl Harbor's warm seawater environment, and included sandblasting, inspection, repairs, and painting, as well as interior tank preservation. All the existing paint was removed from the hull, and repairs were made to the rivets and steel plating that were compromised by either marine fouling or corrosion. Pitted areas were patched with cladding, and in some cases, severely corroded sections of the hull were replaced with new plating.

The outer hull was sandblasted then primed with an ultra-high solids epoxy amine engineered for immersion service in ballast tanks. The underwater portion of the hull was also stripe coated over welds and finish coated with the ultra-high solids epoxy amine in gray.

The majority of the superstructure was intact and in good

condition, aside from minor surface rust, with no serious metal fatigue or structural failure, comments Chavez. After being prepped with hand and power tools to remove scale, the entire superstructure surface was primed with a rust-penetrating epoxy pre-primer; painted with a coating designed to be used as a part of an anticorrosive system for marine applications; and followed by a coat of a high-performance, two-component, high-solids epoxy siloxane.

In conjunction with the dry dock, a new impressed current CP system—used on the hulls of ships to mitigate corrosion cells on the hull and address corrosion problems associated with dissimilar metals and the proximity of components such as propellers—was installed, which features diver-changed anodes and reference electrodes like those used on the offshore industry's floating production, storage, and offloading (FPSO) vessels.

To keep the interior tanks as dry as possible and minimize corrosion, the Navy had installed a generalized dehumidification system throughout the ship when the *Missouri* was decommissioned in 1992, says Chavez. Since then, many of the internal areas of the ship have been opened for tours, and a generalized dehumidification system was not effective. However, recoating all the ship's tanks to mitigate corrosion was not a viable solution. The decision was made to open and inspect the tanks, complete any needed structural repair work, install a silica gel desiccant canister along with a humidity sensor device in each tank, and then reseal the tanks. The humidity sensor installed in each tank is networked to a computerized monitoring system. If the tanks are compromised, through either failed rivets or blunt trauma, moisture from the leak will overwhelm the desiccant and raise the relative humidity, which will be detected very quickly by the monitoring system.

After 12 weeks of repairs and renovations, the ship was ready to return to her home at Ford Island. The preservation work will fortify the vessel's underwater hull and superstructure against the elements for many years to come, a necessity since the Mighty Mo will not likely be dry docked again for several decades.

To learn more about the Battleship *Missouri*, please visit the website at www.ussmissouri.com. This article was reproduced with permission from NACE International, Houston, TX. All rights reserved. Originally published in the May, 2010 issue of *Materials Performance*. © NACE International 2010.

Editor's Note: The Historic Naval Ships Association would like to acknowledge the generosity of Materials Performance Magazine for allowing us to re-print this article in order to share it with our entire membership.

THE HISTORIC NAVAL SHIPS ASSOCIATION

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FALL 2010

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45th HNSA ANNUAL CONFERENCE
SEPTEMBER 15-19, 2010
held at
Historic Ships in Baltimore



★ Lightship
Chesapeake ★



★ USCGC Taney ★



★ Seven Foot
Knoll Lighthouse ★



★ USS Torsk ★



★ USS Constellation ★

This year's annual HNSA conference will be held in conjunction with the 9th Maritime Heritage Conference at the Historic Ships in Baltimore, located in the beautiful Inner Harbor of Baltimore, Maryland. More information is available at the following website:
<http://www.seahistory.org/html/9mhc.htm>

NINTH
Maritime  **Heritage**
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**HMCS HAIDA (DDE-215)
HMCS SACKVILLE (K-181)**

**Hamilton, Ontario &
Halifax, Nova Scotia, Canada**

*by Linda Gentile
Philadelphia Examiner
Published June 30, 2010*

**“QUEEN ELIZABETH, PRINCE PHILIP
CELEBRATE CANADIAN NAVY'S CENTENNIAL”**

Today, June 30, Queen Elizabeth and Prince Philip, left Government House in Halifax, Nova Scotia to fly to Ottawa, Ontario. Passing a guard of honor, the royal couple flew west to continue their punishing schedule of engagements. Before they left, they planted a tree, a tradition that marks their visit. Their schedule yesterday, June 29, focused on centennial celebrations for the Canadian Navy.

Yesterday, the royal day started with Prince Philip's presentation of the World Ship Trust Certificate to those associated with the HMCS *Haida*. The ship is the last remaining example of 27 *Tribal*-class destroyers built for the Canadian, British and Australian navies between 1937 and 1945. HMCS *Haida* is currently moored in Hamilton, Ontario and is a Canadian National Historic Site, the highest historical recognition that can be conferred on a site in Canada. HMCS *Haida* also serves as a museum. Prince Philip gave the certificate, which confers the International Maritime Heritage Award, to Parks Canada representatives, Alan Latourelle and Alice Willems. *Haida* is one of only 30 ships to receive the award.

Prince Philip later joined the Queen for a lunch at Canadian Forces Base, hosted by Governor General Michaëlle Jean and attended by around 150 guests.

Below: Queen Elizabeth watches as USS Barry sails by during an international fleet review aboard HMCS St. John's, Tuesday, June 29, 2010 in Halifax, Canada. (AP Photo/The Canadian Press, Paul Chiasson)



Above: Prince Philip and Queen Elizabeth are greeted by members of HMCS Sackville, James Manson Bond and LCDR Sherry Richardson (Ret).

The lunch was originally to have been hosted by the Minister of National Defence, the Honourable Peter MacKay, but his duties sent him elsewhere—he had to help arrange for the return of two fallen medics in Afghanistan. The royal couple then traveled to the Bedford Institute of Oceanography, Canada's largest ocean research center, where they met naval veterans and helped to celebrate the Canadian Naval Centennial. The pageant-like event featured a flotilla of over 20 warships, Coast Guard vessels and submarines, including the British warship, the *Ark Royal*.

The Queen was piped on board the HMCS *St. John's* and reviewed the international fleet as part of the event. The ship sailed by the anchored flotilla and sailors issued cheers and salutes. Later, the Queen went "walkabout" at the Maritime Museum wharf and unveiled a plaque at the HMCS *Sackville*. This ship is now a naval museum and is the last surviving Canadian-built vessel of its kind. The Queen also introduced a brand-new \$1 coin, featuring a *Halifax*-class frigate. She wore a black and white outfit featuring miniature bows, with hat, coat and dress all matching. Prince Philip wore a formal Canadian naval uniform.

The International Review took several hours, and was followed by a private reception of Prince Philip and the 2nd Battalion Royal Canadian Regiment at Government House. Prince Philip is the regiment's Colonel-in-Chief. In the evening, the royal couple attended performances of Nova Scotian talent at the Cunard Center and dined at Government House.

For more information on HMCS *Haida* please visit:
www.pc.gc.ca/lhn-nhs/on/haida.aspx

For more information on HMCS *Sackville*, please visit:
www.hmcsackville-cnmt.ns.ca

**USS CONSTELLATION
HISTORIC SHIPS IN BALTIMORE**

Baltimore, Maryland, U.S.A.

*By Christopher Rowsom
Executive Director*

“FIRST LADY VISITS CONSTELLATION”

Historic Ships in Baltimore and The Living Classrooms Foundation had the honor and privilege to host First Lady Michelle Obama, her daughters Malia and Sasha, and two of their friends, for a tour of USS *Constellation* on July 20, 2010. The First Lady was in Baltimore for an official visit to Oriole Park at Camden Yards announcing that Major League Baseball was joining her campaign to get kids to eat healthier and exercise at least an hour a day. While in town, Mrs. Obama took in some of the historic sites that Baltimore has to offer. The visit to *Constellation* started around 2:00 pm and the tour lasted about an hour. Daughter Sasha had sailed previously on board the schooner *Sultana*, out of Chestertown, MD, so she knew the answers to many of the questions posed by museum director Chris Rowsom and *Constellation* crewmember Juma Smith.

The family toured all four decks and topped off their visit with the firing of the ship’s 20-pounder Parrott rifle. After touring *Constellation*, Mr. Rowsom joined the entourage and continued the educational mission with a harbor history tour on board the USCG Cutter *Mako*, finishing the voyage at Fort McHenry National Monument and Historic Shrine where the tour was turned over to the Park Superintendent Gay Veitzke and Chief of Interpretation Vince Vaise. All reports from the First Lady’s staff indicate that the Obama family enjoyed their visit immensely and hope to return to Baltimore again soon. They are always welcome.

Below: First Lady Michelle Obama on board USS Constellation with Executive Director Christopher Rowsom (left) and Living Classrooms Foundation President James Piper Bond (right).



**BUFFALO & ERIE COUNTY
NAVAL & MILITARY PARK**

Buffalo, New York, U.S.A.

*By Patrick J. Cunningham
Executive Director*

“AN EVENT FILLED SUMMER”

It has been a very busy and exciting spring and early summer at the Buffalo and Erie County Naval and Military Park. On May 1, Chapter 187 of the Military Order of the Purple Heart dedicated a memorial to all Western New York men and women of the armed forces wounded or killed in all the wars the United States of America has fought in since 1775. The monument is located along Hero’s Walk adjacent to the three historic vessels moored at the Park.

The next day, the Park hosted over five hundred people attending the Opening Ceremonies for Western New York Armed Forces Week (Buffalo traditionally hosts Armed Forces Week a week earlier than the national celebration). The highlight of the ceremonies was the presentation of a plaque by the Coast Guard Foundation telling the story of Lt. Thomas James Eugene Crotty. Lt. Crotty, a Buffalonian and graduate of the U.S. Coast Guard Academy, was the only Coast Guard World War II Prisoner of War. He was captured by the Japanese after the fall of Corregidor.

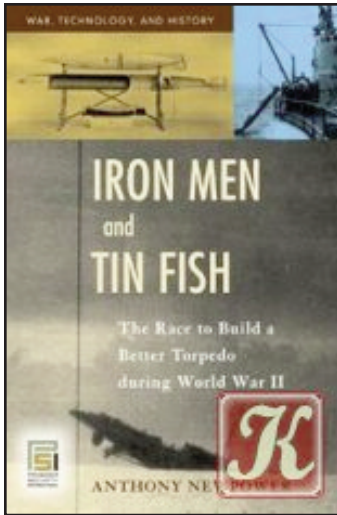
On Flag Day, the Buffalo Rotary Club, in commemoration of the Rotary’s 100th Anniversary, presented a one hundred foot tall flag pole to the Park. At the same time, two local businesses donated a 30 x 60 foot flag to be flown from the pole on special occasions.

On June 26, the Radio Association of Western New York hosted a field day aboard USS *Little Rock*. Designed as a practice session, it tested the preparedness of amateur radio operators in emergency situations where cell phones and other communications do not work.

On July 1, the Park hosted a Naturalization Ceremony conducted by United States District Court Judge Honorable Richard J. Arcara. This is the nineteenth year Judge Arcara has conducted this ceremony at the Park around July 4th, and is the only ceremony of this nature he conducts outside his courtroom. Over 250 people witnessed fifty-two individuals from thirty-three countries become citizens of the United States.

On July 2, USS *Little Rock* was the site of the Change of Command Ceremony for Navy Recruiting District Pittsburgh where Commander Samuel Pennington relieved Commander Jonathan Shoemaker.

BOOK REVIEWS



*Iron Men and Tin Fish—
The Race to Build a Better
Torpedo During World
War II* by Anthony
Newpower

Review by Peter Nunan

Anyone familiar with the history of submarines has read about the problems with torpedoes in World War II. “The torpedo failure problem is at present the most urgent of all the problems”...“the torpedoes ran... deeper than set”, ...“erratic runs, premature detonations, and no detonations.” These complaints are familiar to anyone who knows the story of United States’ submarines 1941-45 Pacific campaign. But these quotes were not from Americans. Rather they were voiced in late 1939 by U-boat captains and their leader, Karl Donitz.

Torpedoes have complex propulsion, guidance, and detonation systems crammed into a small cylindrical body. In his book, Newpower first traces the development of the weapon from what we now call mines through spar torpedoes and early “automobile” versions to World War II. Then, with a focus on the United States, he details the detection and correction of the serious flaws that became apparent in the weapon in action early in the war.

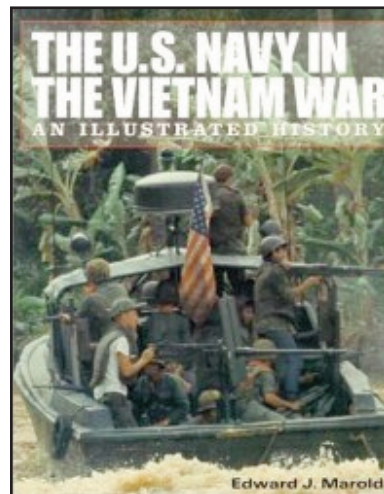
Anyone who has read Theodore Roscoe’s and Clay Blair’s books on United States submarine operations in the Pacific war knows of America’s three torpedo flaws (deep running and defective magnetic and contact exploders) that quickly became obvious. Newpower recounts the notable attacks where these were manifested and adds to the list two other problems—circular running and short supply. He then goes on to analyze these.

Another addition to the familiar story is his account of the virtues and vices of Japanese, German and British torpedoes. Rating the Japanese models as “superior” and the British Mk.VIII’s performance as “exemplary”, he traces the Germans’ prompt investigation of their faulty magnetic exploder and correction of their depth keeping and contact exploder faults. The Germans and British,

Newpower reports, quickly discarded the magnetic exploder—“no bloody use” he quotes one British source.

Much of the book details the long saga of rectifying the faults in the U.S. Mk.14 torpedo and its Mk.6 exploder. Unlike many previous accounts which cast the Bureau of Ordnance as culpably tardy in its response, Newpower asserts, “...I believe BuOrd chief, Rear Admiral William H.R. ‘Spike’ Blandy tried his best to motivate the Newport Torpedo Station to find and fix the bugs in the torpedoes,” and presents his evidence.

Newpower’s writing is clear and to the point. The table comparing British, German, Japanese, and U.S. torpedoes is very useful. However certain diagrams could have benefited from the elimination of unnecessary detail. Overall this book is a good addition to any library concerned with the undersea war in World War II.



*The U.S. Navy in the
Vietnam War: An
Illustrated History* by
Edward J. Marolda

Review by Terry
Miller

Edward J. Marolda has managed to fill in many gaps in the literature of the Vietnam War. Much has been published on the guys on the ground and even the Brown Water Sailors but not nearly enough on the Blue Water Navy that sailed the Tonkin Gulf. *The U.S. Navy in the Vietnam War: An Illustrated History*, is an excellent way to cover the entirety of the United States Navy’s role in Vietnam. Marolda utilizes a thoughtful selection of photographs to detail every aspect of the Navy in Vietnam from carrier ops and aviation, amphibious ops, gunline ops, underway replenishments, to the lonely outpost of PIRAZ.

There are many, many photos and they depict all facets including the human face of the conflict. Those of us offshore often wondered whether what we did made a difference and from the included recon pictures we get a much better appreciation of the results of aerial bombing and naval gunfire. If you wore navy blue in Vietnam you’ll want this book.

USS LST-325
USS LST SHIP MEMORIAL, INC.

Evansville, Indiana, U.S.A.

By Bob Jornlin
Capt. LST-325

“AMBITIOUS ITINERARY FOR LST-325”

The April 2010 “work week” was attended by more than fifty volunteers from sixteen states. Work that took place included the cleaning of two ballast tanks which were then primed for the painters. Thirty to forty feet of the Tank Deck overhead was scraped and painted aft of the bow doors/ramp area. What an improvement! The overhead in the Tank Deck continues to show improvement with different crewmembers showing up on a regular basis to scrape and paint. Volunteers from the local Toyota Manufacturing plant spent several weekends helping on the overhead. Painting/scraping was done in the starboard shaft alley and our engine crew did a lot of work with the gauges and general maintenance in the engine room. The ship is looking good! In addition, during the April work week we welcomed visitors from France who wanted to know if it would be possible to bring the ship to Normandy in 2014 for the 70th Anniversary of the D-Day landings. Feasibility of that venture is currently being studied.

The propellers that were previously salvaged from the *Sphinx* (ARL-24) have been separated from their shafts by Madison Coal and are now ready to be stowed on board the

*Below: M*A*S*H Jeep, donated by Bobbi and Tito Steere, arrives from California.*



Above: ET Perry Ballinger taking a break from Radio Central to re-paint the 8 ft. tall Port Bow Numbers, assisted by Bill Rockey and Bob Chick, ballast specialists.

LST for spares. The M*A*S*H JEEP (a jeep used in the original M*A*S*H movie) arrived following its lengthy trip from California to Iowa for repairs, and then to the LST. The official christening will be held in September in Pittsburgh during an Amphib Reunion. Bobbi and Tito Steere, who donated the jeep, will do the honors of proclaiming the Jeep as official LST-325 equipment.

Our first cruise of 2010 was to Mt. Vernon, IN, following the April work week. We received a great reception from the entire town, all businesses and residents were very supportive of our visit. While in Mt. Vernon, the port bow was painted because we could finally access this side for the first time in several years. Special thanks to several of our crew, Perry Ballinger in particular, who repainted the numbers high on a scaffold balanced by two crew members on a pontoon boat! As one crew member said, “he’d done about everything in his life except be ballast.” Needless to say the port bow looks like new again. We also had several crew members who made their first voyage with us and were great assets to our crew.

As of this writing, we are planning our big cruise for 2010. Our first stop will be Wheeling, WV, where we will be open for tours from August 27-30. Then it is on to Pittsburgh, PA, where we will be from Sept 2-6. While in Pittsburgh tours will be offered and the Amphib Reunion will be held at the same time. From Pittsburgh we travel to Marietta, Ohio, where tours will be available from September 9-14. While we are there, Marietta will be celebrating its famous Sternwheel Festival from Sept. 10-12. Following Marietta, we will finally return home to Evansville, IN, arriving on or about September 19, depending on river conditions.

HNSA NEWS & VIEWS

Compiled by Jeffrey S. Nilsson, Anchor Watch Executive Editor

The destroyer *Orleck* has been towed to her new home in Lake Charles, LA. It has been a long time coming and I know that the *Orleck* folks are very much relieved. Please join me in congratulating them on the results of their hard work and efforts.

On April 16, 2010, there was a ceremonial turnover of the USS *Wisconsin* from the Navy to the City of Norfolk, Virginia. Mr. Hank Lynch, Executive Director of The National Maritime Center – Nauticus, presided over the event. In attendance was Paul Fraim, Mayor of the City of Norfolk, and the keynote speaker was Vice Admiral David Architzel. At that time Admiral Architzel was the Principle Military Deputy Assistant Secretary of the Navy (Research, Development, and Acquisition). The proceedings were held on the forecastle under the impressive 16” guns. The weather cooperated by being bright and sunny.

On May 20, 2010, it was announced that Mr. Bill White, President of the Intrepid Sea-Air-Space Museum, the Fallen Heroes Fund, and the Intrepid Relief Fund, had tendered his resignation from those positions to pursue other opportunities. No replacement has been named.

On May 17, 2010, Mr. Brad King, formerly Executive Director of HMS *Belfast*, assumed the duties of Executive Director of the USS *Massachusetts* Memorial. The Memorial includes *Massachusetts* (BB-59), *Joseph P. Kennedy, Jr.* (DD-850), *Lionfish* (SS-298), and other ships, making it the largest collection of historic naval ships in one place.

As of this writing, the Independence Seaport Museum, in Philadelphia, PA, is making plans to possibly sink the 5,600 ton historic ship *Olympia*. The museum has already been in contact with the folks at the New Jersey Artificial Reef Program to obtain their assistance in preparing the plans to the satisfaction of the Navy. The sinking would be performed with the dignity the ship deserves. It is planned to have the ship open until the third week in November.

On April 15, 2010 the Naval Sea Systems Command Inactive Ships Program (PMS 333) (NAVSEA) issued the following message to the Historic Naval Ships Association: “On April 2, 2010, the Secretary of the Navy provided notification to Congress that ex-*Saratoga* (CV-60) and ex-*Forrest Sherman* (DD-931) have been removed from donation hold and have been re-designated for dismantling. On April 8, 2010, NAVSEA released a Request for Proposals (RFP) for the dismantling of ex-*Saratoga*. On April 9, 2010, SUPSHIP Bath Maine released an RFP for the dismantling of ex-*Forrest Sherman*. However, at this

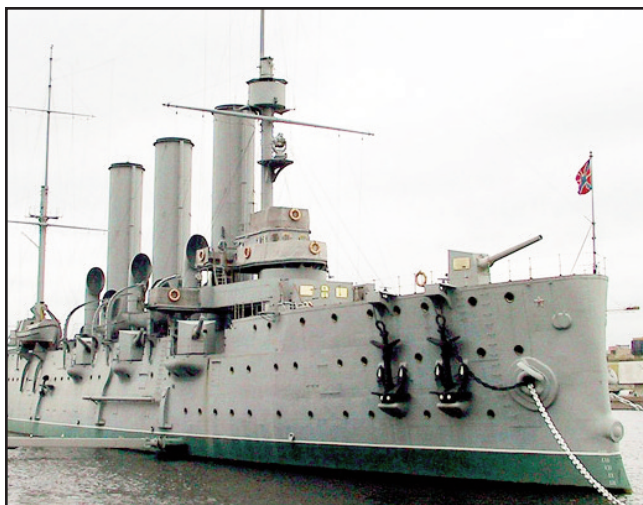
writing, a formal complaint by the USS *Forrest Sherman* (DD-931) Foundation, Inc. is being filed in federal court in Philadelphia, PA, that the Navy will not divest itself of ex-*Forrest Sherman* until at least June 1, 2010 at the very earliest. This includes scrapping, artificial reefing, transferring or otherwise disposing of the vessel.

It was learned that there will be a Federal Register Notice published by mid-June which will formally re-open the competition for the ex-*Iowa*. The only current applicant, the Historic Ships Memorial at Pacific Square, is still a candidate, subject to submitting an updated application that meets minimum requirements for donation. The Navy will, however, now consider other California organizations with the capability of developing and submitting a timely ship donation application.

The Battleship *New Jersey* Museum and Memorial now has private label red and white wine. These new offerings will be featured at all public and private catered events aboard the ship and are also available for sale. These wines are grown, produced, and bottled in the state of New Jersey. A portion of each bottle sold will go directly to the Battleship *New Jersey* Museum and Memorial.

In Saint Petersburg, Russia, the legendary Russian cruiser *Aurora* marks the 110th anniversary of her launching. The cruiser took part in the Russo-Japanese war, WWI, and the Russian Civil War of 1917 – 1921. On October 25, 1917, a blank shot from her forecastle gun marked the beginning of the assault on the Winter Palace in Saint Petersburg (then Petrograd), which was the start of the 1917 Bolshevik

Below: This year the cruiser Aurora celebrates the 110th Anniversary of her launching.



HNSA NEWS & VIEWS

Continued

Revolution. The *Aurora* became a museum in 1950, however, it remains the No.1 ship of the Russian Navy.

There is still movement afoot and a goal to establish a maritime museum and making Pascagoula, MS the new home of the ex-*Ticonderoga*.

The Portland, OR, based USS *Ranger* Foundation, that has been trying for a number of years to find a home in the Portland area for the ex-*Ranger*, is looking into mooring the ship on the Columbia River near Fairview. The group has been talking to the local leaders about parking the ship near the Chinook Landing Marine Park.

Since November 2009, the aircraft carrier ex-John F. Kennedy has been on donation hold. There is a group in Portland, ME, called the USS *John F. Kennedy* Museum, that is interested in bringing her to the primary port in the state. In addition, the Rhode Island Aviation Hall of Fame, Inc. is interested in bringing her to the Rhode Island area. Both groups have passed the Phase One stage of the NAVSEA application process and are preparing documents for Phase Two.

Repairs have been completed on USS *Laffey* in Charleston, SC, and she is awaiting a final mooring location. She may be moored alongside USS *Yorktown*, or possibly where the Coast Guard Cutter *Ingham* had been berthed, or returning her to her own previous location. At press time, no mooring location had yet been selected.

In Halifax, NS, HMCS *Sackville* is well into her third career. First and foremost she served as an escort vessel in the Canadian Navy during WWII and had a number of probable U-Boat kills. She was built in Saint John, NB, and served proudly until the war's end in 1945. Rather than being sent to the scrappers, she served as a support ship for the Bedford Institute of Oceanography, and then in 1985 she was declared Canada's Naval Memorial in recognition of those who have served and continue to serve in the country's maritime forces. As the celebrations for the centenary of the Royal Canadian Navy get underway, HMCS *Sackville* takes pride in its place as the last of its kind. She is not only Canada's Naval Memorial, but also a national historic site.

The U.S. Naval Institute has joined forces with the Naval History and Heritage Command to create the definitive conversation site for both academic historians and history enthusiasts. You are invited to look over the sites available at the following locations: www.navalhistory.org or at www.usni.org.

HMAS *VAMPIRE* (D11) AUSTRALIAN NATIONAL MARITIME MUSEUM

Sydney, Australia

“VAMPIRE COMES OUT OF DRY-DOCK

HMAS *Vampire*, a 50-year old *Daring*-class former Royal Australian Navy (RAN) destroyer, has undergone a three week refit and dry-docking by Thales Australia in the inner Captain Cook graving dock at Garden Island, Sydney. The hull, having been initially pressure-washed and cleaned to remove marine encrustation, was prepped for repainting with modern anti-fouling paint.

Work on the hull, below the water line, included preservation and repairs to areas where there was an excessive build-up of corrosion. Ultrasonic test analysis was also carried out to determine the condition and thickness of the hull plating, and thankfully it's all good news! Thales also undertook repairs to the interior of *Vampire* including the aft passageway and the Wardroom during the docking period.

Three tugs were required to manoeuvre, pull and push her as dead weight through the water. The tugs were provided by Defence Maritime Services and we would like to thank them for their continued support of the museum. We would also like to thank the RAN for providing the pilot to move the *Vampire* to her dock at Garden Island and back home again.

Built at Sydney's Cockatoo Island Dockyard, HMAS *Vampire* served in the Royal Australian Navy between 1959 and 1986, and it opened as a museum in 1991. For more information on HMAS *Vampire*, please visit: www.anmm.gov.au.

Below: The Vampire high and dry.



**USS OKLAHOMA (BB-37)
MUSKOGEE WAR MEMORIAL PARK**

Muskogee, Oklahoma, U.S.A.

*By Bradley Wynn
Public Relations & Development Director*

**“MAST OF PEARL HARBOR VETERAN
COMES HOME TO OKLAHOMA”**

This past July, the USS *Batfish* War Memorial received a section of mast belonging to the WWII battleship USS *Oklahoma*. The mast was lost when *Oklahoma* capsized and sank at her moorings during the surprise attack by Imperial Japanese forces on Pearl Harbor, Hawaii on December 7, 1941.

The 45 foot mast is now covered with corrosion, after seventy years underwater. Her final resting place will be constructed in a proposed future memorial museum building. The exhibit will commemorate the service and sacrifice of U.S. Navy servicemen throughout WWII. A proposed plan has the mast lying reposed on a bed of sand beneath a glass floor trimmed by Oklahoma granite etched with an historical timeline of the Pacific war.

The mast was transported from Pearl Harbor to Muskogee, Oklahoma and currently lies on a ridge overlooking the Memorial's WWII submarine, *Batfish*. Donald Ritz, onboard the *Oklahoma* during the Japanese attack in 1941, says seeing the mast was an indescribable feeling. “Brings back memories from when I was a young kid,” he said. “I was seventeen when I first went to the *Oklahoma*. Oh man, the memories.”

Oklahoma was moored alongside the USS *Maryland* and was struck by three torpedoes from the first wave of Japanese fighter planes. Two more torpedoes struck as she capsized. Her men were strafed as they abandoned ship. Within 12 minutes after the attack began, she rolled over until halted by her masts digging into the muddy bottom. Many of her crew climbed aboard the nearby *Maryland* and manned her anti-aircraft batteries.

The sudden attack killed 429 of *Oklahoma*'s crew. Civilian

yard worker, Julio DeCastro organized a team and saved 32 men. The remaining sailors were trapped inside the capsized hull. Witnesses state that the crew of *Oklahoma* could be heard tapping and banging from within her hull for weeks after.

The difficult job of salvaging *Oklahoma* commenced in July 1942. Preparations for righting the overturned hull took over seven months, while the actual righting took over three. Letters written by trapped sailors were found dated as late as December 25th. The *Oklahoma* was decommissioned on September 1, 1944, and stripped of her guns and superstructure. On May 17, 1947, en-route to San Francisco for scrapping, the battleship mysteriously sank under tow. Rumors suggested surviving crew members couldn't bare the thought of their beloved OKEY being turned into razor blades and rebar, opting to scuttle her instead.

The ship's mast was discovered in 2006 while dredging a new home for battleship USS *Missouri*. The *Missouri* was to become a new museum and memorial over the *Oklahoma*'s former mooring. When a Muskogee volunteer, Rodney Mish, happened to call inquiring if any relics from the *Oklahoma* still existed, he was told about the find and the U.S. Navy's plan to cut it into pieces and dispose of it.

As luck would have it, Mish's landlady, Dr. Judy Moody, was vacationing in Hawaii. He called her and explained the situation, asking if she could go by and look the artifact over. The mast represented a direct connection with that fateful day in 1941, and the *Batfish* War Memorial wanted it. Dr. Moody volunteered to take on the necessary paperwork and was quickly mired in 'red tape.' With help from state Senator Tom Coburn and Congressman Dan Boren, the team urged the Navy to relinquish the mast.

Representative George Faught's office was tasked with transportation arrangements. His legislative assistant was long-time family friend of Major General Loren Reno, commander of the Oklahoma City Air Logistics Center at Tinker Air Force Base in 2007. This opened doors for possible transport of the mast in conjunction with training flights or other missions. "About 18 months ago, we thought we had a date set for a training flight from Hawaii, but then someone in the Navy decided to stall the project

Below: The Oklahoma Air National Guard transporting the mast of the USS Oklahoma to its final resting place.





Above: Salvage operations of USS Oklahoma.

and the waiting game was back on", explained Faught. Later the team was notified General Reno was being transferred to the Pentagon with a new promotion, along with her assistant.

Batfish Memorial Director Rick Dennis, Moody and Faught continued efforts to retrieve the mast. Then out of the blue, Moody received an unexpected phone call. A Tinker contact advised that the Air National Guard would transport the mast on their next scheduled training flight. The mast was immediately crated for transport. When the C-17 touched down at Tinker Air Force Base, 90 year-old Ed Vezey, an *Oklahoma* survivor, was on hand. "This is a piece of the *Oklahoma* coming home," Vezey said.

The mast was transported to Muskogee by the Oklahoma Air National Guard with a large banner blazoned "From Pearl Harbor to Muskogee – Mast of USS *Oklahoma*." A crowd had gathered in anticipation of its arrival, but some were just fortunate visitors touring the park. The 22,000 pound mast was offloaded by a crane from Cook Construction of Fort Gibson.

A dedication ceremony took place on July 10, 2010. Oklahoma Speaker of the House Chris Benge, Congressman Dan Boren, Congresswoman Mary Fallin, Muskogee Mayor John Tyler Hammons, and Memorial Director Rick Dennis participated in the service. Historian and author Joe Todd presented the *Oklahoma*'s history. Special appreciation awards were presented to Mish, Moody and Representative Faught.

"It's a very special day because it's a piece of history," said Arles Cole, a Pearl Harbor survivor. Cole says the memories of that infamous day are just as strong as ever. He was aboard the battleship *West Virginia*. "The *Oklahoma* was sitting just a little ways in front of the *West Virginia*," Cole said. "The *Arizona* was sitting just a little bit behind the *West Virginia*. Those three ships were in the center of the bull's-eye of the target that day."

For more information about the *Oklahoma* mast and the memorial visit www.ussbatfish.com.

TIN CAN SAILORS, INC.

By Terry Miller
Executive Director

“BUILDING AN ENDOWMENT FOR THE FUTURE”

Tin Can Sailors (TCS) is currently raising money to provide grants for destroyer museums within this fiscal year. Also, TCS is preparing to establish an investment fund that will be a perpetual funding source for the ships. We want to make a substantial award of grants this year and, at the same time, begin an investment fund designed to generate income. Planned gifts such as bequests or life insurance will be invested safely to generate a perpetual stream of revenue.

Our long term goal is very ambitious. We hope to generate enough funds to provide ample awards for the foreseeable future. We dream of leaving this legacy to America's destroyer museum ships, so that they know they will always have our support to keep their stories, our memories, alive.

Tin Can Sailors was founded in 1976. We have since grown to thousands of members. Tin Can Sailors has three basic purposes. The first is to serve Destroyer Veterans through our newspaper, events, ship's store, free admissions, etc. The second purpose is to support the Historic Fleet through our Destroyer Museum Grant Program and with volunteer labor. The third is to support the Active Fleet through free distribution of our newspaper and contributions to Navy Relief. Tin Can Sailors is a non-profit, tax-exempt organization. We are recognized by the Internal Revenue Service under Section 501(c)(3). Contributions to Tin Can Sailors are tax deductible.



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.



**USS *KIDD* (DD-661)
USS *KIDD* VETERANS MEMORIAL**

Baton Rouge, Louisiana, U.S.A.

*By Tim NesSmith
Ship's Superintendent*

**“EAGLE PROJECT TAKES FLIGHT IN
THE BILGES OF WWII DESTROYER”**

Scouting organizations are no strangers to the historic ships community. Aboard the USS *Kidd* in Baton Rouge, Louisiana, they form the mainstay of the museum's Overnight Camping program with thousands of Boy, Girl, and Cub Scouts embarking each year. But recently, a local troop came aboard for something a little more involved than your standard nighttime tour of duty.

Ten to twelve members of Boy Scout Troop 136 of the Istrouma Area Council came aboard early on the morning of July 17, 2010, to assist one of their fellow scouts with his Eagle Scout Project. That project was to climb down to the lowest level of the *Kidd* and do bilge work, scraping and vacuuming rust and scale from the areas surrounding the keel beneath the condenser in the forward engine room. The museum would provide the hard hats, breathing masks, eye protection, knee pads, tools, and paint. The scouts would provide the bodies pliable enough to fit in spaces with less than three feet of headroom.

The boys arrived around 7:00 a.m. and the Eagle candidate organized them into work crews. The crews would rotate into the bilge three at a time for a limited period of time. After getting out of “the hole,” they would take a few minutes to cool off and stay hydrated. Temperatures in Baton Rouge that day were in the upper 90s. Even with the ship's large ventilation fans running at high speed, the

Below: Two members of Troop 136 at work scraping rust in the close quarters beneath the Kidd's condenser in the forward engineroom. Photo by Paul Fontenot.



Above: The final crew from Troop 136 applies the finishing touches of red primer to the keel and surrounding areas. Photo by Paul Fontenot.

engine room was not the most pleasant of environments. After recuperating, the boys would spend their off-shift time scraping and painting the forward bulkhead of the compartment. Another round at the water cooler and then they would climb back beneath the condenser to relieve the current crew.

The project was originally planned to wrap up around midday, but once there, the scouts seemed reluctant to stop. Around 11:30 a.m., they approached the ship's staff, asking to have two deck plates removed to allow access to areas closer to the compartment's forward bulkhead. “We'll bring it right up to the front for you,” Scout Master Paul Fontenot said. “They want to do it.” So with deck plates moved aside, the boys—and their scout master—wedged themselves into a couple more spaces of even tighter dimensions and attacked the rust.

All told, the young men of Troop 136 removed two large trash cans full of scale from the bilge before applying a good coat of rust-preventative paint. The last scout stepped out of the bilge at 2:00 p.m., for a total time on project of seven hours.

The truly inspiring part: it was all done without a single complaint. This wasn't the most glamorous job in the world, isn't something that will be seen by the general public, and is work that some men twice their age prefer not to do. But the goal of the project was not recognition. Instead, it was about service to the community and about developing leadership skills and teamwork. As Fontenot stated, “They want to be here [the *Kidd*], and they wanted to be here to help their fellow scout make Eagle.” For more information on the *Kidd*, visit www.usskidd.com.

**USS JOHN F. KENNEDY (CV-67)
USS JOHN F. KENNEDY MUSEUM**

Portland, Maine, U.S.A.

By Richard Fitzgerald

**“EFFORTS MOVE FORWARD TO OPEN CARRIER
MUSEUM IN PORTLAND, MAINE”**

The USS *John F. Kennedy* Museum has been invited by the Department of the Navy to embark on Phase II of the Naval Sea Systems Command ship donation program. The mission of the museum is to bring the decommissioned aircraft carrier USS *John F. Kennedy* to Portland, Maine.

The USS *John F. Kennedy* Museum is committed to obtaining the carrier for use as a stationary public museum and memorial. As a ship museum, the *Kennedy* will serve to enhance Portland Harbor as a destination for Maine families and tourists alike. Should the carrier be donated to our organization, we intend to use her to immerse visitors in maritime history. Displays and attractions will be created that will educate visitors on Maine’s maritime and shipbuilding legacy. Visitors will also learn about the history of the carrier itself, her role in the United States Navy, the air wings that were aboard, and the types of operations that were carried out by members of the crew.

While the USS *John F. Kennedy* Museum will compliment Portland’s waterfront as a powerful visitor attraction, the community will also see an influx of jobs. We estimate that over 100 permanent positions will open in order to maintain this floating museum. An additional 200 positions will be required in the initial restoration of the ship as well as any ongoing maintenance.

In addition to the vessel’s role as a museum, it is anticipated that the spaces afforded by the aircraft carrier

Below: The USS John F Kennedy during a visit to Portland Harbor. Photo by PM1 Steve Uhde, USN (Ret.).



will be developed into a convention center, restaurant, gift shop, library, classrooms, and an education center where children can be immersed in history during an overnight stay on board the ship as shipmates. Open areas of the ship could be used to accommodate naval ceremonies, pinnings, reunions, seasonal festivals and celebrations, and even weddings. We also anticipate working with local trade-schools, colleges and universities in the development of regional work-study programs in the trades – from mathematics & the sciences to navigation & welding. The benefits of bringing increased tourism, additional jobs and educational opportunities to the area will only help in making this prospective landmark a centerpiece and icon of the City of Portland and the State of Maine.

We gather endorsements daily and already enjoy the support of Governor Baldacci. The State of Maine House and Senate has issued a Joint Resolution on our behalf while the City of Portland has backed us with a 9-0 unanimous vote on a Resolution put forward by Mayor Nick Mavodones. Our Advisory Committee is our core group of over fifty people who are brought together from City Hall, area businesses, chambers of commerce, the waterfront, the Propeller Club, local attorneys, the Portland Pilots, area colleges and universities, U.S. Naval Academy graduates, veterans, and retired Navy personnel.

Site development and planning continues. Portland boasts the second deepest natural harbor on the U.S. east coast, and it is in this safe and well protected harbor that the former aircraft carrier the *Kennedy* will become permanently moored as the USS *John F. Kennedy* Museum. The proposed site places the *Kennedy* alongside the Ocean Gateway cruise ship berths. The USS *John F. Kennedy* Museum will be within easy walking distance of Portland’s historic Old Port area and less than a mile from the steps of Portland City Hall.

Maine is Vacationland. Over eight million people visit Casco Bay and Greater Portland each year. It is this tourist base and the landmark that the *Kennedy* will become in the Portland harbor which will cement the museum as the centerpiece of Portland, Maine. Not only will the ship add visually to Portland, she will also add millions of dollars to the city’s economy. In addition, the museum will have 125 permanent positions with a payroll approaching \$4,000,000

Our IRS Determination Letter was received on April 22, 2010. The coffers are beginning to fill from the groundswell in pledges, private funding, corporate sponsorship, local foundation support and general fundraising. This puts our efforts within reach of our first year fundraising goals. We have planned for a steady growth of our budget over the years to come, leading up to the opening of the USS *John F. Kennedy* Museum in late Spring of 2015.

**OFFICE OF ATLANTIC AREA HISTORIAN
UNITED STATES COAST GUARD**

Portsmouth, Virginia, U.S.A.

*By William H. Thiesen, Ph.D.
Atlantic Area Historian*

**“CHAMPION OF MARINE SAFETY AND
THE *MARINE ELECTRIC* CASE”**

Captain Domenic A. Calicchio was one of the United States Coast Guard’s many unsung heroes whose career embodied the service’s core values of honor, respect and devotion to duty. The Coast Guard’s Inspections & Investigation School named an award for Captain Calicchio due to the significant impact he had on the U. S. marine industry and the Coast Guard as a senior Marine Casualty Investigator.

Calicchio was born in 1926 in Boston to a seafaring family--his brothers Michael and Alfred served as ship’s masters and so did Domenic. “Dom” Calicchio knew well the hazards of working on board ocean-going vessels. He began his career in 1943, entering the merchant marine at the age of sixteen to support the war effort. He served in the merchant marine for twenty-three more years and ended his career as captain commanding ships of the *United States Lines*.

During his merchant marine years, Calicchio had served as an officer in the Coast Guard Reserve and, in 1968, he accepted a commission as an active duty lieutenant commander. He took the commission believing that he could make a difference in the service’s marine safety field by championing the safety of crews and passengers on board ocean-going vessels. Calicchio’s adherence to strict safety requirements, regardless of their cost, sometimes put him at odds with the shipping lines whose safety he regulated. Early in his Coast Guard career, Calicchio made a name for himself in cruise ship safety requirements, especially in regulations guiding lifeboat capacity, and as a captain of the port for ports in Florida and the Gulf Coast.

Calicchio’s greatest achievement, and one that would mark the end of his career, was the investigation into the infamous loss of the M/V *Marine Electric*. The *Marine Electric* was a T-2 bulk cargo carrier built during World War II and intended to fill Allied war-time needs for bulk cargo and fuel shipments. Numerous T-2s found employment in shipping lines after the hostilities, even though designers only intended them to serve for the duration of the War. The T-2s proved so brittle that several of them produced stress fractures or split in two before they set sail on their maiden voyage. Not surprisingly, more and more T-2 tankers sank or fell apart as these vessels grew older and rustier. For example, the T-2s *Fort*



Above: RADM Edwin J. Roland, district commander, swears in Domenic Calicchio at First District Headquarters in Boston.

Mercer and *Pendleton* sank on the same February evening in 1952 off the Cape Cod coast leading to one of the Coast Guard’s best known rescues.

Like many of its T-2 sister ships, *Marine Electric* saw service well beyond its years and, on a stormy evening in February 1983, the ship sank in the Atlantic off Maryland’s Eastern Shore. Of the thirty-four crew members who went into the frigid seas only three came out alive. The Coast Guard’s marine board formed to investigate this disaster included Calicchio and two other Coast Guard marine safety officers. It was due in large part to Calicchio’s effort to uncover the causes of the wreck that the board handed down a criminal indictment of the *Marine Electric*’s owners.

The case was a landmark event in U. S. marine safety because it set safety standards for older vessels, such as the T-2s, and it led indirectly to the scrapping of about seventy vessels unable to meet those standards. It also led to regulations requiring the adoption of survival suits on board vessels navigating in cold water climates. Lastly, the tremendous loss of life in the *Marine Electric* disaster focused attention on the need for Coast Guard rescue

Below: M/V Marine Electric underway prior to her sinking resulting in tremendous loss of life to her crew.



swimmers and spurred support for establishing that fledgling program.

Throughout his career, Captain Domenic Calicchio championed the cause of safety on the open ocean. Ironically, he downplayed his own critical role in overhauling marine safety regulations in the *Marine Electric* case and other cases during his Coast Guard years. Not long after the *Marine Electric* marine board of inquiry released its critical 1985 report, Calicchio chose to retire. He established a very successful practice as a cruise ship safety expert in Fort Lauderdale, Florida. Captain Calicchio passed away in March of 2003, but his honor, integrity, devotion to duty, and his high regard for those who go to sea in ships have set the standard for all Coast Guard personnel tasked with overseeing marine safety.

**USS NEW JERSEY (BB-62)
BATTLESHIP NEW JERSEY MUSEUM**

Camden, New Jersey, U.S.A.

*By Tom Banit, Ph.D.
Oral History Director*

“TEN YEARS AND STILL TALKING”

Some ten years ago, Dr. Thomas Banit of Kean University’s History Department in Union, New Jersey, was asked to begin recording interviews of former crewmembers for the Battleship *New Jersey* and to write a teacher’s guide for the ship. Today, the Oral History Program is a key part of the Curatorial and Education Department, and holds over 450 interviews in its collection.

A number of these interviews appear in *The Official Battleship New Jersey Teacher’s Handbook* which was co-authored with the aid of then Manager of Education Doug Buchanan. Interviews also appear in various kiosks about the ship where former crewmen and current volunteers explain the vessel’s history to visitors. Several examples of the kiosk presentations include the Admiral Halsey Exhibit, New Jerseyans on the *New Jersey*, and oral histories that were incorporated in the new video presentations located in the machine shop, medical, and dental areas. A number of these interviews were presented in Kean University’s publication, *School Connections: The Battleship New Jersey: 45,280 Tons of History* (Spring, 2003) that was distributed to over 1,000 teachers throughout the state. Finally, working with education personnel, selected clips are used in the museum’s Distance Learning Program.

An initial and follow-up grant provided by the Battleship *New Jersey* Foundation financed the purchase of key media equipment that allows the program to record, transfer and store various media formats. Kean University was also

supportive in moving the grant and later funding process forward under the direction of Dr. Mark Lender. Students enrolled in Kean’s History Department’s Internship Program played a crucial role as they participated in and interpreted the interviews and entered information into a specially designed database for future use.

An early decision was made to use a digital video interview process, which saved the program from being locked into the now outdated VHS format. The video approach, which is often rejected by oral historians due to training and technical challenges, has provided a richer oral history offering as visitors can “see” versus simply “hear or read” an interviewee’s experiences, especially when dealing with complex explanations of equipment or personal experiences during battle. However, Dr. Banit also conducts interviews over the telephone for people in other parts of the country.

Naval historian Paul Stillwell, author of *Battleship New Jersey: An Illustrated History* (1986), contributed over 200 interview transcripts and numerous cassettes used for the writing of his book. These offerings have enriched the program as he conducted his work during the mid 1980s, which complements the current program’s interviews over the last ten years. Perhaps most important, the battleship’s Curatorial Department, headed by Jason Hall, has been crucial in providing a two-compartment space for interviewing and processing information and offering overall support for the program.

Dr. Banit has used oral history since graduate school and is a member of the Oral History Association. He follows a basic three-question format for most of his interviews to allow the greatest amount of freedom in discussing the past; “How did you get involved? What were your experiences? How did these experiences impact your life?” He also believes that his own service as a Marine lieutenant with the Fifth Marine Regiment during the Vietnam War has encouraged former serviceman and woman to be more open during their interviews.

People interested in Battleship *New Jersey*’s Oral History Program, including former crewmembers or other military veterans interested in being interviewed by Dr. Banit, should contact him at tbanit@kean.edu.



To become a member of HNSA, you may do any of the following: complete the online application at www.hnsa.org; call Jeff Nilsson at (757) 356-9422; or write him at HNSA, Post Office Box 401, Smithfield, Virginia 23431-0401. Regular membership is \$35.00 annually. You may also mail your application to HNSA Treasurer, COL. Patrick J. Cunningham, AUS (Ret), Buffalo and Erie Naval & Military Park, 1 Naval Park Cove, Buffalo, NY 14202-4114.

**LIGHTSHIP *OVERFALLS* (LV-118)
THE OVERFALLS MARITIME
MUSEUM FOUNDATION**

Lewes, DE, U.S.A.

*By Bob Gibson
Director of Outreach*

**“LIGHTSHIP RESTORATION MAKES
SIGNIFICANT PROGRESS”**

You can find the Lightship *Overfalls* on the canal in downtown Lewes, Delaware where she has been since 1973. The ship is one of only 17 survivors of the 179 lightships that marked the U.S. waterways over a 163 year period. She is now listed on the National Register of Historic Places and is a candidate for designation as a National Historic Landmark.

The *Overfalls* was the last lightship built for the United States Lighthouse Service in 1938 and commissioned as the LV118 (light vessel). It was state-of-the-art and designed to be safer and more survivable than earlier ships. It incorporated steel bulkheads to compartmentalize the ship. In the event of an accident, water tight doors could be closed to prevent loss of life and the ship.

The *Overfalls* had a distinguished career. Between 1938 and 1972 it was assigned to three different lightship stations: first, at Cornfield Point off the coast of Connecticut, then at the Cross Rip Station off the coast of Massachusetts, and finally the Boston Station just six miles east of the lighthouse marking the entrance to Boston Harbor. After suffering major structural damage in a December, 1970 storm, the *Overfalls* was taken out of service and decommissioned in 1972.

The Coast Guard donated it to the Lewes Historical Society in 1973. After years of unsuccessful attempts to organize a restoration effort and close to following the scores of her fellow lightships to the cutter's torch, ownership was transferred to the newly created non-profit *Overfalls* Maritime Museum Foundation (OMMF) in 2001. We are now an organization with over 400 members. Many of these members are very active participants in the many activities involved in the restoration and maintenance of the ship. Our tour guides, ship's store, social events, monthly meetings and the restoration crew known as the "Dirty Hands Gang" all do their part in the swirl of activity that surrounds the *Overfalls* these days.

In 2010, the Dirty Hands Gang completed their 11th year of labor. They have invested over 15,000 volunteer hours in restoration labor on difficult and dirty tasks. They restored the ship, inside and out, with the exception of the deteriorating hull below the waterline, which required

professional and expensive workmanship. The next step was to tow the lightship to the Colonna Shipyard in Norfolk, VA to repair the hull. Since it had been sitting in salt water and mud for 32 years with no bottom maintenance, the condition of the bottom was of major concern. Several small leaks had developed, all of which the Foundation had been able to repair. Could she safely make the trip to Norfolk? In preparation for the move, a marine surveyor made several inspections and gave recommendations for preventative improvements. We reinforced rivet lines below the waterline with epoxy putty. Deteriorated ribs in the forward hold were strengthened by bolting wood supports along side of them. The disaster control team developed procedures to plug leaks if needed.

The *Overfalls* left Lewes on Tuesday morning, October 14th, 2008 for the trip south. The same tug boat that brought her to Lewes 32 years earlier was tied to her side. The son of that tug captain was directing the move from atop the wheel house of the *Overfalls*. Her departure was witnessed by hundreds (or thousands?) of excited friends along both sides of the Lewes-Rehoboth Canal. We were towed North up the Delaware River, through the Chesapeake & Delaware Canal and down the Chesapeake Bay to Norfolk. Although this is a much longer route, it would not expose the weakened hull to the stress of open ocean waves. To our great relief, the two day trip to Norfolk was uneventful with no problems to confront. Even the weather was ideal with a crystal clear sky and smooth water all the way. The ship was put in dry dock in January 2009. The hull repair would consist of a 40,000 PSI pressure wash, painting, installation of new welded steel plates (called doubler plates) over the old hull from

Below: Overfalls on blocks in dry-dock awaiting new hull plating.





Above: Portside view of *Overfalls* shows construction in foreground of new slip that was completed in June 2010.

the waterline down and painting. Much of the interior ballast was removed as well as the water, and fuel tanks were cleaned and painted.

The *Overfalls* returned to Lewes in May 2009 to a huge welcome from the community. One major task remained, building a new slip to permanently berth the ship. The slip was completed in June 2010. Landscaping will be completed this August to seamlessly meld us with the adjacent Lewes Canal front Park. We have walkways, maritime artifacts, a picnic area and two beautiful sitting areas along the Lewes-Rehoboth canal for your added enjoyment. We would love to see you in Lewes this summer.

The Lightship *Overfalls* Restoration Project reinforces the significance of the Lightship *Overfalls* in our maritime heritage. Our organization has grown and matured over the years. Our public tours of the lightship, enjoyed by increasing numbers of visitors each summer, are a major part of our outreach program. If possible, come visit, and see the treasure we are trying to save and share with you. The public is also invited to attend our interesting and informative monthly meetings, held year round.

We still have a lot to do. If you're handy, or just willing to work with us, the Dirty Hands Gang has plenty to keep you busy! We have systems on board that are still not in working order. We are especially interested in anyone with experience or a good working knowledge of diesel engines (there are 6 of various sizes), air compressors, ship-to-ship and ship-to-shore radios, radar and radio beacons. View many more pictures and our schedule of events, and learn more about the *Overfalls* by visiting our web site at www.overfalls.org.

GYRODYNE FOUNDATION

Reno, Nevada, U.S.A.

By Peter P. Papadakos
Executive Director

“SMITHSOIAN AIR AND SPACE MUSEUM TO RECEIVE RARE QH-50C”

On August 10, 2010, we completed the restoration of a QH-50C that we have built up for the Smithsonian National Air and Space Museum located in Washington, D.C. This new addition to the Smithsonian will be the sole representation of naval aviation Anti-Submarine Warfare (ASW) in that prestigious national museum.

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

The Gyrodyne Foundation had previously supplied a “SNOOPY” variant of a QH-50 to Battleship Cove in Fall River, MA, where it is currently on exhibit aboard the destroyer *Jospeh P. Kennedy, Jr* (featured in the Fall 2009 issue of the *Anchor Watch*). For more information on the Gyrodyne Foundation, and the history of QH-50s, please visit our website at www.gyrodynehelicopters.com.



Left: The QH-50C restored by the Gyrodyne Foundation that is destined for the Smithsonian Air and Space Museum.

**USS CASSIN YOUNG (DD-793)
BOSTON NATIONAL HISTORICAL PARK
CHARLESTOWN NAVY YARD**

Boston, Massachusetts, U.S.A.

*By Steve Briand
Volunteer Liaison*

“CASSIN YOUNG ENTERS HISTORIC DRY-DOCK”

The *Cassin Young* has the distinction of being berthed in The Charlestown Navy Yard here in Boston, MA. The environment is perfect for this WWII *Fletcher*-class Destroyer. The yard today is home to another warship, the oldest commissioned warship in the U.S. Navy, The USS *Constitution*, which sits only a few hundred yards away from the *Cassin Young*. The yard has the second oldest dry-dock in America, completed in 1833 when Andrew Jackson was President. The *Cassin Young* was built in San Pedro, CA, but is no stranger to the Charlestown Navy Yard. There were actually fourteen *Fletcher*'s built here and numerous destroyer escorts during WWII. The yard was closed in the 1970s but 40 acres were preserved for the National Park Service and U.S. Navy. This 40 acre plot included Captain's Row, the Commandants House, and Dry Dock No. 1 to name a few. The *Cassin Young* entered Dry Dock No. 1 on August 9, 2010 for some much needed hull repair.

Prior to entering the dry-dock, the National Park Service, along with Portsmouth Naval Shipyard personnel, had developed a plan to assess the condition of the hull with an underwater survey. The assessment revealed that there was loss of over 70 percent of the original hull thickness. Bids for hull repairs were made and after a contractor was awarded the bid the date was set. During the heyday of the yard the dry-docking of a ship seemed pretty routine for the “Yard Birds”, a name given to the workers at the yard. Prepping the dry-dock included setting the keel blocks, testing the caisson, testing the pumps, checking the tides etc. The planning took almost two years for the *Cassin Young* with some set backs.

Monday, August 9th was a perfect day for dry-docking. It was sunny, there was a gentle breeze, and a crew was ready to move her into the dry-dock. The dry-dock itself actually sits only a few hundred feet off the starboard side of the permanent berth of the ship. All personnel were in place by 8:00 AM and the process began. Tugs gently pulled and pushed her into Dry Dock No. 1. The tide was high and time was of the essence to move her in. Gently the line handlers centered her and she was pulled forward with a front-end loader. Once she was in, and secured, the caisson was brought back and the dewatering of the dry-dock began. The plan was to let her rest on the keel blocks and stop the de-watering process. Divers were then sent into



Above: Water is pumped out of Dry Dock No. 1. Photo by Steve Briand.

the dry-dock to check her position. Unfortunately, the starboard rudder came to rest on top of a keel block that may have been moved or not originally placed properly. The operation was halted and the solution was to let the incoming tide lift the ship off the block. This problem set the schedule back a few hours, but it was resolved and the *Cassin Young* now sits gracefully on the blocks of historic Dry Dock No. 1. For more information, and images of the dry-docking, visit the *Cassin Young* volunteers webpage: www.dd793.com.

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TRIVIA CHALLENGE

By Terry Miller

This installment of the Trivia Challenge once again tests your knowledge of the history of Destroyers and Destroyer Escorts. We thank Terry Miller, of Tin Can Sailors, for providing these enlightening tid bits of trivia. If you would like to submit questions for a future Trivia Challenge, please contact Jason Hall at j.hall@battleshipnewjersey.org

QUESTIONS

1. Which destroyer had no name and why?
2. How did USS *McCalla* (DD-478) differ from her three sister destroyers *Halford* (DD-477), *Stevens* (DD-479) and *Pringle* (DD-480)?
3. What destroyer class served faithfully in the U.S. Navy but was never intended for our use?
4. Which two destroyers were named for one of the Navy's highest-ranking officers?
5. Which of the highest-ranking officers did not have a destroyer named for him?
6. Which naval hero had six ships named for him, including three destroyers?
7. Name the naval hero for whom four destroyers were named.
8. What is unique among three of the destroyer-type ships named for William Bainbridge?
9. What destroyer was built by the British, sold to the Americans, and served only in the navy of a third nation?
10. Where were the last two Fletcher-class (modified) destroyers built and when?



ANSWERS

1. DD-224 had been named the USS *Stewart* and thought scuttled and another ship, a destroyer escort, was given the name. When it was learned after the war that it had been salvaged and used by the Imperial Japanese Navy, it was reclaimed and it retained its hull number but not the name which now belonged to DE-238, the museum DE in Galveston.
2. *McCalla* was not built with a seaplane catapult.
3. The *Kidd*-class, *Kidd* (DDG-993), *Callaghan* (DDG-994), *Scott* (DDG-995), and *Chandler* (DDG-996) were ships based on the *Spruance*-class ordered by the Shah of Iran as anti-aircraft platforms but were never delivered since they were not completed until after the Shah was overthrown. They are now part of the Taiwanese Navy.
4. DLG/CG-23 and DDG-97 were both named for Fleet Admiral William Halsey.
5. Fleet Admiral Chester W. Nimitz for whom the aircraft carrier CVN-68 was named.
6. Commodore Edward Preble, 2 Sloops of War, Torpedo Boat Destroyer 12, DD-345, DLG-15/DDG45, and DDG-88.
7. Alfred Thayer Mahan, DD-102, DD-364, DLG-11/DDG-42, and DDG-72.
8. Each was the first of its type – the first Torpedo Boat Destroyer, the first Destroyer, and the first nuclear-powered destroyer, TBD-1, DD-1, and DLGN-1, respectively. DD-246 was also named for Bainbridge but was a member of the *Clemson*-class.
9. The *Shah Jehan* was built at Thornycroft and Co. in Woolston, Southampton and commissioned as HMS *Charity* in November 1945, modernized by the British under contract from and purchased by the U.S. in June 1958 as DD-962, but transferred to the Royal Pakistan Navy as *Shah Jehan* on 16 December 1958.
10. *Akizuki* (DD-960) and *Tenzuke* (DD-961) were built by Mitsubishi in Nagasaki, Japan in 1959-60 under the United States Military Aid Program.

ANCHOR WATCH



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