



ANCHOR WATCH

MAY
JUNE
JULY
AUGUST
2010

The Journal of the Historic Naval Ships Association

www.hnsa.org

THE RESCUE OF *O-19* BY USS *Cod*



HNSA STAFF

Executive Director

CDR Jeffrey S. Nilsson, USN (Ret)

Executive Director Emeritus

CAPT Channing M. Zucker, USN (Ret)

Executive Secretary

James W. Cheevers

Individual Member Program Manager

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

Anchor Watch Editor

Jason W. Hall

USS *New Jersey*

Webmaster

Richard S. Pikelney

International Coordinator

Brad King

HMS *Belfast*

HNSA COMMITTEE CHAIRPERSONS

Annual Conference Co-Chairs

Toby Oothoudt, USS *Cod*

Patricia Rogers, USS *Requin*

Awards

James W. Cheevers

United States Naval Academy Museum

Communications

Dr. John C. Fakan, USS *Cod*

Curatorial

Ms. Patricia J. Rogers

Carnegie Science Center

Education

Ms. Karin Hill, *The Navy Museum*

Insurance

COL Patrick J. Cunningham

Buffalo & Erie County Naval & Military Park

Marketing

Toby Oothoudt

USS *Cod* Submarine Memorial

Membership

CDR Jeffrey S. Nilsson, USN (Ret)

Preservation

Joseph W. Lombardi

Ocean Technical Services

Submarines

William N. Tunnell, Jr.

USS *Alabama*/USS *Drum*

HNSA BOARD OF DIRECTORS

OFFICERS

President

RADM John P. McLaughlin, USS *Midway*

Vice President

Brad King, HMS *Belfast*

Secretary

LCDR Sherry Richardson, HMCS *Sackville*

Treasurer

COL Patrick J. Cunningham

Buffalo & Erie County Naval & Military Park

Immediate Past President

William N. Tunnell, Jr., USS *Alabama*/USS *Drum*

HONORARY DIRECTORS

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

Sean Connaughton, MARAD

Admiral Michael G. Mullen, U.S. Navy

Larry Ostola, Parks Canada

Vice Admiral Drew Robertson, Royal Canadian Navy

Admiral Sir Alan West, GCB DCD, Royal Navy

DIRECTORS AT LARGE

Captain Terry Bragg

USS *North Carolina*

Maury Drummond

USS *KIDD*

Alyce N. Guthrie

PT Boats, Inc.

Terry Miller

Tin Can Sailors, Inc.

Associate Member Representative

CAPT F. W. "Rocco" Montesano, USN (Ret)

USS *Lexington*

Richard S. Pikelney

Individual Member Representative

Timothy C. Rizzuto

USS *Slater*

Patricia Rogers

Carnegie Science Center

James Schuck

USS *New Jersey*

William Sheridan

USS *Saratoga* Museum Foundation

Bruce Smith

Port Columbus Civil War Naval Center

Matt Woods

Intrepid Sea, Air and Space Museum

THE ANCHOR WATCH TEAM

SUMMER 2010

Executive Editor

CDR Jeffrey S. Nillson, USN (Ret)

Publisher

Robert D. Board

Editor

Jason W. Hall
 USS *New Jersey*
 62 Battleship Place
 Camden, New Jersey 08103 U.S.A.
 Tel: 856-966-1652 ext. 201
 j.hall@battleshipnewjersey.org

Anchor Watch Editors Emeritus

Robert A. Willson
 D. Douglas Buchanan, Jr.

Proofreaders

Jeffrey S. Cary
 CDR Jeffrey S. Nillson, USN (Ret)
 Susan M. Nilsson
 CDR Daniel Soldano, USNR (Ret)

Contributing Writers

CAROL APPLGATE
 EDWARD COLIMORE
 KEITH DEMELLO
 PAUL FARACE
 ALEKSEY SHUTKIN PAVEL FILIN
 ALYCE N. GUTHRIE
 JASON W. HALL
 BOB JORNLIN
 JOSEPH W. LOMBARDI
 TERRY MILLER
 JEFFREY S. NILSSON
 PETER NUNAN
 DANIELLA ROMANO
 WILLIAM H. THIESEN
 RICHARD ZIMMERMANN

DISCLAIMER

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

CONTENTS

FLOTSAM AND JETSAM, Jeffrey S. Nilsson...	4
USS <i>COD</i> , Paul Farace...	5
USS <i>LST-325</i> , Bob Jornlin...	7
BOOK REVIEW, Terry Miller...	8
USS <i>New Jersey</i> , Richard Zimmermann...	8
NEW & RENEWING HNSA MEMBERS...	10
USS <i>Austin</i> , BROOKLYN NAVY YARD CENTER AT BLDG 92, Daniella Romano...	11
HNSA NEWS & VIEWS, Jeffrey S. Nilsson...	12
USS <i>HAZARD</i> & USS <i>MARLIN</i> , Carol Applegate...	13
ICEBREAKER <i>KRASIN</i> , Aleksey Shutkin Pavel Filin...	14
OFFICE OF ATLANTIC AREA HISTORIAN, UNITED STATES COAST GUARD, William H. Thiesen...	15
EDITOR GONE A ROVING, Jason W. Hall...	16
USS <i>Laffey</i> , Joseph W. Lombardi...	18
AHS <i>Centaur</i> , Peter Nunan...	20
USS <i>MISSOURI</i> , Keith DeMello...	21
USS <i>OLYMPIA</i> , Edward Colimore...	22
TRIVIA CHALLENGE, Alyce N. Guthrie...	23

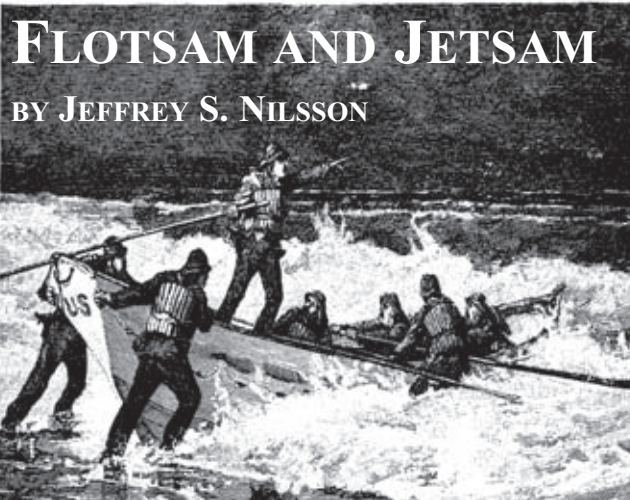
The Anchor Watch in COLOR!

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: The crew of the *USS Cod* assist the crew of the stranded *O-19*.





FLOTSAM AND JETSAM

BY JEFFREY S. NILSSON

Captain Jack Casey, USN (Ret) has officially retired as Executive Director of the Battleship *Massachusetts* Memorial. Mr. Brad King, presently the Executive Director of the HMS *Belfast* Museum in London, England, has been selected to replace Capt. Casey. Brad will assume his new duties in mid-May 2010. Our best wishes go to both Jack in his retirement and to Brad in his new position. Mr. Phil Reed, Director of the Churchill War Rooms of the Imperial War Museum, has been named as the new Executive Director for HMS *Belfast*.

Speaking of announcements and good news, Mr. Frank Thompson, who is Curator with the Naval History and Heritage Command (NHHC), has been selected to replace Mr. Mark Wertheimer as the Head, Curator Branch in NHHC. Congratulations Frank, I know that everyone reading this wishes you all the luck in the world!

Ms. Lori Dillard-Rech, has resigned her position as President of the Independence Seaport Museum, home of the USS *Olympia* and USS *Becuna*, to pursue other opportunities.

Our congratulations go to Jim Cheevers, Associate Director and Senior Curator of the U.S. Naval Academy Museum, on his being honored with the National Maritime Historical Society's Robert G. Albion/James Monroe Award. Jim received this award in recognition of his long and distinguished career at the Naval Academy Museum caring for and building this national resource during his 40-year tenure as curator of the collections. Jim received the award at the National Maritime Historical Society Awards Dinner, held in Washington, D.C. on April 22, 2010. Also receiving awards at the dinner were Retired U.S. Senator John W. Warner, and Chief of Naval Operations, Admiral Gary Roughead.

HBO, in partnership with a number of our museum ships, is connecting new generations of viewers with stories about World War II in the Pacific Theater. This miniseries, *The*

Pacific, began airing on March 14, 2010. Produced by Tom Hanks, Steven Spielberg and Gary Goetzman, *The Pacific* is giving people the opportunity to say thank you to WWII veterans as well as sending greetings of heartfelt thanks to the men and women serving in the U.S. Armed Forces today. In sixteen HNSA museums, HBO has set up video kiosks which permit the public to use a touch-screen to record their video message. The kiosks are powered by MeTV technology and send messages, via the internet, back to HBO to be used during the miniseries' broadcasts. The kiosks were in place at the museums until mid-May.

On March 15, we held the "mid-winter" HNSA Board meeting at the U.S. Naval Academy in Annapolis. It was a very spirited meeting with much participation from all Board members. During the afternoon session, Mr. Hugh O'Brien (aka Wyatt Earp) gave a presentation on "The Spirit of '45" project. Mr. O'Brien is spearheading an effort to memorialize August 14, 1945, which is the day World War II ended in Japan. This year marks the 65th anniversary of the end of the war. One of the re-enactments to take place will be the now famous photograph taken in Times Square, New York City, of the sailor kissing the Navy nurse. Several of our museum ships are planning events to mark this historic day.



Above: Hugh O'Brien (center) surrounded by HNSA members during the mid-winter board meeting. Photo by Paul Farace

On March 24th, Arctic Convoy Medals commemorating the 65th anniversary of VE Day, the end of World War II in Europe, were awarded to 14 surviving veterans. These medals were awarded aboard HMS *Belfast*, by the Russian government, to veterans who had worked on Naval ships convoying supplies to Russia during the war. The presentation was made by Mr. Vladimir Borisovitch Osipov, Chief of the Presidents Directorate of State Decorations. The *Belfast* was presented a Presidential citation from President Medvedev in addition to receiving major funding from the Russian government for further restoration of the ship.

Jeffrey S. Nilsson

NEWS FROM THE FLEET

USS *COD* (SS-224)

USS *COD* SUBMARINE MEMORIAL

Cleveland, Ohio, U.S.A.

UNIQUE WWII SUBMARINE RESCUE FORGES BONDS OF FRIENDSHIP
USS *Cod* marks 65th Anniversary with reenactment

by Paul Farace

Come Saturday, July 10, 2010, the crew of the USS *Cod* Submarine Memorial and members of the Dutch-American community will gather aboard the sub in Cleveland harbor to honor and renew a friendship between submariners of the two nations that began 65 years ago on a tiny strip of coral deep in enemy waters.

In the pre-dawn darkness of July 8, 1945 the Dutch submarine *O-19* ran aground on Ladd Reef in the South China Sea. A sitting duck for the first enemy plane or ship to pass by, the stranded sub radioed for help. Aid came in the form of the submarine *Cod*, which had just been granted permission to break off her seventh war patrol to rush a gravely ill crewman to medical facilities in Subic Bay.

When *Cod's* skipper, LCDR Edwin Westbrook, received the message ordering his boat to Ladd Reef, he knew that the life of his sick crewman might have to be sacrificed for the lives of the 56 Allied submariners stranded aboard *O-19*.

“PERCHED ON A REEF”

At sundown on July 8, *Cod* arrived to find the *O-19* perched like a giant bathtub toy on the reef. With no enemy forces nearby, Westbrook agreed to the Dutch skipper's request to try towing *O-19* free at high tide the next morning.

Westbrook signaled by blinker his intention to back away and return at first light. His Dutch counterpart replied with appropriate gallows humor, “We will certainly be here.”

Every attempt to free the *O-19* from the clutches of the coral over the next 48 hours



Above: The crew of the *O-19* is ferried, via rubber raft, to the safety of the USS *Cod*.

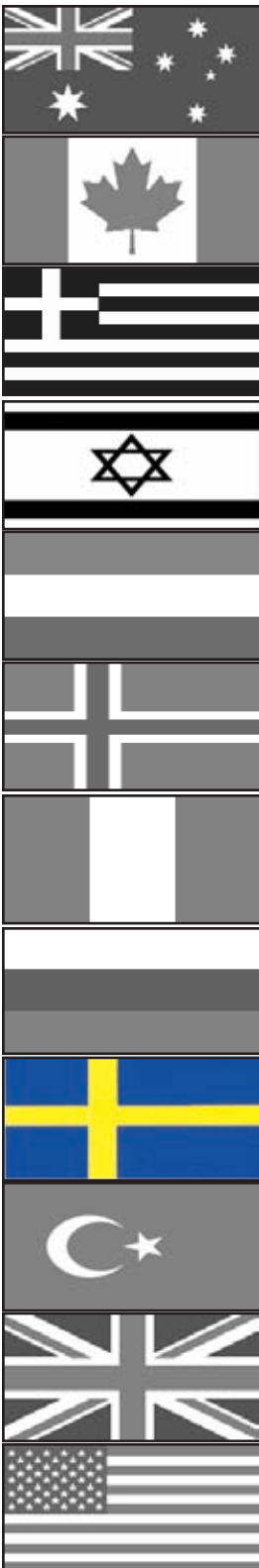
failed despite the Dutch jettisoning everything not welded to the boat. Westbrook's expert boating handling skills were taxed to their limit as he fought powerful reef currents that constantly pushed *Cod* out of position. The sub's maneuvering so close to *O-19* also increased the chances she might join her Dutch sister on the reef. The stress among the submariners was partially relieved by the improving health of the sick American and by the reassuring presence of a friendly Privateer patrol-bomber that kept watch overhead.

O-19's skipper proposed one final trick – this time wrapping anchor chain around *O-19* conning tower. It might free the sub, but severe damage was likely. Once the chain was in place *Cod* began backing at full power. The chain came under stress for only a moment before it too snapped. Westbrook wasted no time by signaling, “Begin transferring your crew.”

“THE RESCUE”

Lashed together, *Cod's* two yellow inflatable rafts could accommodate about eight men on

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.

each trip. The Dutch submariners were hauled aboard and sent below for a meal of fried chicken and ice cream. On the reef, secret documents and equipment aboard *O-19* were being destroyed as three *Cod* crewmen arrived with explosive charges.

Soon only the Dutch captain and *Cod*'s demolition team were left aboard *O-19*. With the flag of the Netherlands tucked under his arm, the Dutch captain boarded the rafts for the trip to safety. When the Dutch skipper climbed on deck Westbrook saw the flag and ordered it flown alongside the U.S. flag on *Cod*'s shears. It was a gesture greatly appreciated by the Dutch crew.

Within an hour *Cod*'s two charges detonated. *O-19*'s destruction was completed by 16 shells from *Cod*'s deck gun and two torpedoes. *Cod*'s second fish detonated a torpedo in *O-19*'s stern tube, causing a massive explosion. The resulting cheers of the Americans were quickly stifled by the sounds of the tearful Dutch crew singing their national anthem as they watched their home being destroyed. Many of *COD*'s veterans remembered tears in their own eyes as a result.

Cod was home to 153 men during the three-day trip to Subic Bay. Upon arrival the Dutchmen were flown to Fremantle, Australia, where both subs were based. *Cod* returned to the Indo-China coast and resumed her patrol.

On Aug. 13 *Cod* returned to Fremantle and was met at the dock by the *O-19* crew who invited their rescuers to a thank-you party the next evening. During the many toasts at the party *Cod* was adopted into the Dutch Onderseedeinst (sub service). The partygoers also heard news of the Japanese surrender and the end of the war. In peacetime the captains of the two subs became close



Left: Living history at its best. Current Cod crewmembers Scott Harmon (left) and Boats Flint (right) re-enact the transfer of the crew of O-19 from their boat to the Cod. Photo by Paul Farace



Above: Current Cod crewmember, Gino Den Ridder, carries the Dutch flag onboard and salutes USN Capt. Joe Adelman, Cod's last commanding officer (1953-54). Photo by Paul Farace

friends. The crews returned to civilian life and the world's only international sub-to-sub rescue became a dim memory, apparently recorded in only a few blurry black and white snapshots left aboard *Cod* by an unknown veteran of that final patrol. That is until 1992, when *Cod*'s curator discovered color movies and high-resolution photos of the rescue in the National Archives in Washington, D.C.

The vivid movies and still images of the rescue thrilled *Cod*'s vets at reunions that followed. The reunions also included a few *O-19* crewmen. As advancing years prevented the veteran submariners from gathering to remember the rescue, the civilian *Cod* crew took up the duty of marking the unique event with an annual reenactment of that final boat shuttle between the two subs bringing the Dutch flag aboard *Cod*.

Each year on the anniversary, two of *Cod*'s inflatable boats are lashed together. Crewmen representing U.S. and Dutch submariners bring the skipper of the *O-19* aboard with the flag of the Netherlands, which is received aboard with honors and flown from *Cod*'s flag mast. The event is punctuated by firing *Cod*'s deck gun and a great beach picnic follows.

“EPILOGUE”

Cod Curator Paul Farace recently traveled to the Dutch Submarine Heritage Center in Den Helder, the Netherlands, where he met his counterparts who keep alive the great heritage of the Onderseedeinst. “I was received like a member of the family,” Farace said. “Which is only fitting, considering our adoption into their Navy. I made it clear to them that although the life of the *O-19* ended on that reef in 1945, a part of her spirit will live forever aboard *Cod*.”

For more information on the submarine *Cod*, please visit www.usscod.org.

**USS LST-325
USS LST SHIP MEMORIAL, INC.**

Evansville, Indiana, U.S.A.

*by Bob Jornlin
Capt. LST-325*

“2009: A YEAR IN REVIEW WITH LST-325”

In April, 2009 we held a work week with eighty volunteers showing up from all over the country to work on the ship. Then we took the ship to Paducah, KY for a five day visit.

I am proud to say we officially passed our in-water hull inspection in May and have another five years at least before we must dry-dock the ship. We do have to begin to preserve the ballast tanks. Our first estimate for this work was estimated at \$50,000. On further investigation into new coatings, we found that our great volunteers could pressure wash the inside of the tanks, and then have a paint contractor apply two coats of the special epoxy. All of this could be done for around \$14,000 per tank. The other good news is the ship has been officially placed on the National Register of Historic Places.

The ship held a D-Day reenactment June. It was quite a display with WWII planes flying overhead and our own LCVP's hitting the beach with American soldiers on-board. When the smoke cleared and the bombs stopped dropping, the Americans had once again taken the beach! On June 18, at the request of the organizers of the Evansville Freedom Festival, the LST-325 sailed down to the riverfront in Evansville with her 40mms blazing away. To the amazement of the spectators, with “Anchors Aweigh”

Below: Re-enactors on-board LST-325's LCVP during the D-Day re-enactment held in June 2009.



Above: A DUKW is launched from LST-325 during LST Week 2009.

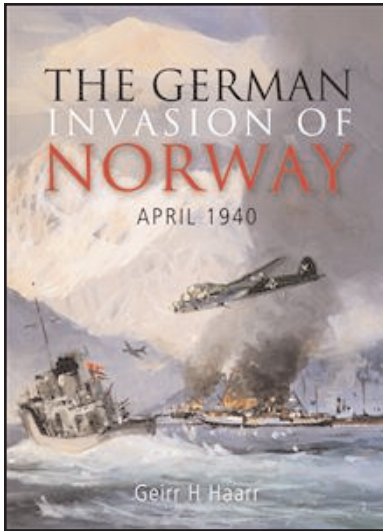
coming out of our loud speakers, a Blackhawk helicopter flew over the ship. This started the festival with a big bang.

The months of July and August saw several LST reunion groups touring the ship. The Military Vehicle Preservation Association combined their convention with our LST Week. The MVPA said that this was their biggest convention in their thirty-four year history! The LST loaded and unloaded six DUKWs and gave four rides of LST veterans and the MVPA participants.

After LST Week we began preparing for the ship to get underway to Jeffersonville, IN. For a change, the weather totally cooperated – the river was at normal stage for the whole trip. We arrived with “Anchors Aweigh” playing, unloaded Kenny Adam's DUKW with a splash and docked the ship. Jeffersonville, as in 2003, went all out to welcome LST-325. The American Legion Convention was being held in Louisville at the same time which provided us with a lot of visitors. In all, 9,261 visitors plus numerous Police, Fire and Red Cross volunteers came to tour during our ten day stay. On Veterans Day, the LST-325 hosted a free breakfast and served almost five hundred vets and guests.

We are looking forward to a trip in 2010 up the Ohio to mile marker zero at Pittsburgh, which had two shipyards that made LSTs in WWII. We plan to be there over Labor Day weekend with an amphib reunion being planned there at the same time. To learn more about the USS LST Ship Memorial and LST-325, or to see information on our upcoming events and cruise schedule, please visit our website at www.lstmemorial.org.

BOOK REVIEW



The German Invasion of Norway-April 1940
by Geirr H. Haarr

Review by Terry Miller

We in the United States tend to think of World War II as beginning on December 7, 1941 but by then it had been raging in Europe for more than two years. One of the facets of the war we hear little about is the German invasion of Norway in April of 1940. Geirr H. Haarr offers an excellent way to educate us Americans in this book. He fully develops the history of Norwegian neutrality for the reader, giving both the physical and political reasons behind the policy and he shows how both the British and the Germans needed to have Norway on their respective sides all because of the German need for Swedish iron ore which was best accessed across Norway to the North Sea. The German war machine had to have more and more iron for steel and the British had an equal need to deny their enemy that access. As Haarr clearly demonstrates, a violation of that neutrality was inevitable yet the Norwegian government, like most western countries, was still struggling with the effects of the worldwide depression and were spending nearly nothing on national defense.

We are shown the reasoning as to why Hitler and the Wehrmacht decided to invade on the pretext of helping Norway resist a British invasion. Norwegian leaders never accepted the premise and resisted as best they could, but with undermanned defenses and ancient ships and weapons often the best they could do was to threaten the invaders and then withdraw.

Haarr shows us in location by location how the Germans entered Norwegian port cities and how the poorly equipped and ill-trained defenses offered only feeble resistance, hoping that the British might come to their aid much as the Germans had been claiming to do. He discusses the infamous traitor Quisling who appointed himself the head

of the Norwegian government only to be ignored by his German masters and how the notoriously bad weather worked in Germany's favor to hamper the British fleet.

The German Invasion of Norway is an excellent book, heavily researched and well written with many photos of the players involved. I can fault the book only in one area, and that is a lack of maps. The descriptions lend themselves to map references but you'll have to provide your own because the included maps often fail to show the town names cited in the text. But if that is its only failing, the book is otherwise an excellent reference and fills in the gaps in our knowledge of this aspect of the war. Haarr's ability with the text makes it an easy read. I consider it a valuable asset in any military historian's library and a necessity on the shelves of a WWII historian.

Editors Note: If you would like to share a review with our readers, please send to: j.hall@battleshipnewjersey.org.

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

Camden, New Jersey, U.S.A.

*By Richard Zimmermann
Volunteer Docent*

“BECOMING A CREW MEMBER OF THE BATTLESHIP NEW JERSEY FOR A NIGHT”

Each Friday and Saturday night about 350 parents and children pack up their cars and head for the waterfront at Camden, N.J. They represent families, Boy and Girl Scout groups, church groups, and friends who want to experience an overnight stay on the nation's largest and most decorated battleship, the USS *New Jersey*. They come from all over the country with some visiting from as far away as Puerto Rico, England, and Australia. Special camps are also held during the week for school and ROTC Groups. Everyone is welcome and, despite the occasional bad weather, we have fun. We have hosted approximately 16,000 campers each year for the past two years and we are on course to break this record in 2010.

Unlike many other camping experiences, our program is very structured. Campers arrive about 5:00 PM and go on a 4D simulator ride where they pilot one of the battleship's Seahawk seaplanes that were on the ship during WWII. They then walk down the pier to board the ship, oftentimes in amazement as they look up at the massive grey structure. After crossing over the brow, a watch officer checks them in and volunteer docents direct them to their berthing compartment. During the boarding process, the televisions in the enlisted mess have videos about the battleship. From these videos our visitors begin to

appreciate the significance of the *New Jersey's* service during WWII, Korea, Vietnam, Beirut, and the Persian Gulf. They start to realize that they are spending the night on the most decorated battleship in U.S. history, and the second most decorated ship in the entire history of the U.S. Navy.

Safety is important on the ship, as battleships are not consumer friendly. We start the evening activities with a general safety presentation, where each group is told where to meet for their tours, and a fire drill which brings all of our guests off the ship and down on to the pier. Once on the pier the troops, families, and groups are mustered together and leaders of each group come forward and stand together in a line as a retired Navy Chief Petty Officer takes the roll call of each group. This muster is critical so that in the event of an emergency we have accurate numbers as to whom we have onboard the ship.

Once the numbers of each group are confirmed, all the campers are brought to attention for evening colors. If the weather is cooperative, docents or watch officers assist a selected group of campers to lower the American flag. After the muster, the campers march back onboard the ship for dinner. Prior to the main group coming onboard the ship, a contingent of campers reported to the galley to serve the food out of the same chow lines the sailors went through. The goal of our overnight program is to give each guest a sense of what life was like for a sailor onboard the battleship *New Jersey*.

Once dinner has been finished, about 22 volunteers collect their groups and take everyone out for about a two hour tour. Weather is important to the campers, as the tour route takes them both inside the ship and outside on the weather decks of the battleship. We have had excessive heat, thunderstorms, excessive cold, rain, sleet, snow, more snow, and this year even blizzards! Usually, if the roads are clear and the state has not declared an emergency then the camp is on. Most of our campers visit us from September to June. Many nights we have had up to 400 campers onboard.

During the tour, the campers go as high as the 05 Level at about 110 ft above water level. They are brought inside one of the 16" gun turrets, view the Tomahawk and Harpoon missiles, get to sit in the Combat Engagement Center, and even get to run some of the equipment in the onboard TV Studio.

At the end of the tour, they return to the mess decks for some free time to relax, play cards, etc. A movie is shown which lasts until 11:00 PM, and meanwhile the Geedunk is open so they can purchase some snacks. At 11:00 PM, it's lights out and the ship's interior lights are switched to red. The overnight Security Crew takes over and makes hourly

patrols throughout the night to ensure everyone has a peaceful sleep.

Reveille sounds at 7:15 AM and everyone rolls out of their bunks. They have forty-five minutes to wash up, get dressed, and be back out on the pier by 8:00 AM for morning colors. Every Navy ship on the east coast raises the American flag at precisely 8:00 AM, and so do we. As with evening colors, we have a Flag Detail made up of campers who keep this tradition by raising the flag and then it's off to breakfast. After finishing their meal, the campers have a chance to take a self-guided tour around the ship so they can take pictures in the daylight. The camp ends about noon and the campers depart the ship and head for home. On Saturdays a new group of campers will arrive, just five hours later.

It is always special when we get former members of the crew of *New Jersey*, or members of the military who join us with their families. On those tours, everyone learns about the ship, including the docent. Many Marine and Army veterans have told us they owe their life to the ship. They tell stories of how they were pinned down and called for covering fire, suddenly a huge shell streaked over with a huge explosion. It really puts things in perspective for everyone in the group.

What do the campers remember most? Many things, such as the size of the battleship, going into the turrets, and viewing the Philadelphia skyline at night. But most of all, they remember fondly the people who they have met who they now consider friends. We get many repeat groups who come aboard each year; many of them greet the docents and watch officers as old friends. The heart and soul of our overnight encampment program are the Watch Officers and volunteer docents. The program grew from 35 to 400 campers a night in just a few short years, and the program will continue to evolve and improve.

Below: Walking beneath the mammoth 16" guns, campers coming onboard, with all their gear, are directed to their berthing spaces by a volunteer Docent. Photo by Richard Zimmermann



THE HISTORIC NAVAL SHIPS ASSOCIATION

WELCOME ABOARD NEW AND
RENEWING MEMBERS

SUMMER 2010

LIFE MEMBERS

EO1 CAROL L. APPLGATE

PATRON MEMBERS

JOSEPH DOLLARD
JOHN P. GOHEEN, III
SPIVIE REESE MOORE
DR. FREDERICK G. WOLF, III

FRIEND MEMBERS

CAPTAIN GUY ARCHAMBAULT, USN (RET)
DAVID C. BAILEY, JR.
MICHAEL J. BUCKLEY
H. MAURY DRUMMOND
CHRISTOPHER HANNAN
ROBERT A. HARRIS
RICHARD A. HORVITZ
CDR GUS KARLSEN, USN (RET)
ED KOWALEWSKI, JR.
TOBY MACK
VINCENT PANDOLFI, JR
GEORGE PARRISH
LCDR H. R. RAYNIS
TOM ROMAINE
WILLIAM SINCLAIR
JERRY SPINKS
KEN STEWART
MAJOR THOMAS
RADM E. K. WALKER, USN (RET)

REGULAR MEMBERS

CAPTAIN JOHN S. CASEY, USNR (RET)
THOMAS FRANZ DEGER
REMI DES ROSES
CDR DENNIS R. FLYNN, USN (RET)
CAPTAIN BARRY FREEMAN

DAVID J. FREEMAN
CDR EDWARD A. KIMBALL
RAYMOND A. LINAWEAVER
JOHN M. MAKARA
WILLIAM J. MEMMER
DENISE D. OHLANDER
PC1 HARVEY A. PITCHER, USN (RET)
ULRICH H. RUDOFSKY
MICHAEL A. SMITH
PAUL M. WEFLER
MIKE WISBY

NEW ASSOCIATE MEMBER

We are pleased to welcome to HNSA our newest Associate Member, the Pritzker Military Library. It is located in Chicago, Illinois and their web site is www.pritzkermilitarylibrary.org. Its Executive Director is Mr. John Zukowsky, formerly of the Intrepid Sea-Air-Space Museum. Welcome aboard Pritzker Military Library!

PRITZKER
MILITARY LIBRARY



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

**USS *AUSTIN* (LPD-4)
BROOKLYN NAVY YARD CENTER AT BLDG 92**

Brooklyn, New York, U.S.A.

*By Daniella Romano
Project Director*

“AN ANCHOR COMES HOME TO BROOKLYN”

On February 19, 2010, one of the bow anchors of the USS *Austin* (LPD-4) made its way back home to the Brooklyn Navy Yard to serve a new role. It arrived in New York in the early hours of the morning, after being hauled up on the back of a flatbed truck from Brownsville, TX to the Brooklyn Navy Yard Development Corporation Industrial Park. Donated by the U.S. Navy, the artifact will be installed in the atrium entryway of the Brooklyn Navy Yard Center at Building 92, an exhibition and visitor center scheduled to open to the public in fall 2011.

USS *Austin* (LPD-4) was the lead ship of her class of amphibious transport dock ships. *Austin* was named in honor of the city of Austin, Texas, and was launched at Brooklyn on June 27, 1964, sponsored by Miss Lynda Bird Johnson, the daughter of President of the United States Lyndon B. Johnson. The *Austin* was commissioned on February 6, 1965.

The *Austin* was part of the recovery force for the Apollo 4, Apollo 12, and Apollo 15 space missions. The 1980s found the ship serving off the coast of Lebanon. Following the terrorist bombing of the Marine Corp barracks in Beirut on October 23, 1983, the *Austin* brought home the Marines of the 24th Marine Expeditionary Unit (24th MEU) who had survived the blast. The *Austin* would serve for over forty years until being decommissioned on September 27, 2006. She was sold for scrap in 2009, but her anchor will be a part of a new museum at the place of her birth in Brooklyn.

Historic Building 92, the former U.S. Marine Commandant's residence, designed by Architect of the Capitol Thomas U. Walter, will house the first major exhibition to orient visitors geographically and historically to a site of great local and national significance. Time and again over the course of two centuries, the Yard and its workers have met the challenge of serving our nation on the home front. The Yard's "service to the fleet" has included building and repairing many of its mightiest warships, acting as a force for social change and technological innovation, and providing an economic engine for surrounding communities in Brooklyn and New York City.

Visit www.bnyc92.org to learn about the Brooklyn Navy

Yard Center at Building 92 and current BNYDC programs, see video of the anchor delivery, and let us know if you or a family member worked on or served aboard the ex-USS *Austin*.

Brooklyn Navy Yard Development Corporation wishes to thank the shipbuilders and former crews of the ex-USS *Austin* for her many years of service, and acknowledges the following people and organizations providing support and service to make the anchor project possible:

The United States Navy

Glen Clark
Gary Kitchen
Mark Babcock
Albert Venn

Garden Zone, LLC

Paul L. Gossling
Kathy Derry

International Ship Recycling, LLC

Bob Barry

GMD Shipyard

Alex Gomez
Eddy Jordan
Roger Jones
Antonio Collao

Documentation

Robert Clark
Meredith Kaufman
Elliot Matz
Meredith Wisner

Below: Robert Clark captures images of the bow anchor delivery to GMD Shipyard. Photo by Meredith Wisner



HNSA NEWS & VIEWS

Compiled by Jeffrey S. Nilsson, Anchor Watch Executive Editor

On April 16, 2010, a ceremony took place onboard the battleship *Wisconsin* transferring ownership of the ship from the Navy to the city of Norfolk, VA. The ship had been kept in readiness by the Navy in case the need arose to re-activate her. In time, many of her interior spaces will be open to the public. Please join me in extending our good wishes for success to the folks in Norfolk.

Following the November 23, 2009 Federal Register notice advertising the availability of ex-*John F. Kennedy* for donation, three responses were received. The January 22, 2010 deadline (set by the Naval Sea Systems Command) was for Phase I application documentation, consisting of letters of intent and executive summaries of their proposals. Two of the three organizations provided acceptable Phase I documentation and have been authorized to proceed with development of their Phase II documentation, consisting of business/financial and environmental plans. Phase II documentation is due to the Navy by February 2, 2011.

The Saginaw Valley Naval Ship Museum has received a significant grant for the Michigan Economic Development Corp. The grant will be used to install infrastructure at a dock the group is building in Independence Park near Bay City, MI. The non-profit group plans to dock ex-*Edson* there as a museum ship once acquisition of the vessel is approved by the U.S. Navy. The group has raised considerable amounts in cash, grants and pledges, and expects to receive additional funds from the sale of 11 acres of recently donated property.

As the 500th anniversary of its launching in 1511 approaches, the English warship *Mary Rose* has been closed to the public for the construction of a new \$56 million museum to house the ship and its artifacts. The ship sank on July 19, 1545 with the loss of over 400 lives. The sinking was observed by King Henry VIII as he watched her leaving port. The ship's hull and hundreds of artifacts were salvaged in 1982 and put on display in the Portsmouth Historic Dockyard. Since then, the *Mary Rose's* hull has been continuously sprayed with polyethylene glycol, a water based wax solution, in preparation for drying. The drying process will be done inside the new museum using a "hot box" equipped with viewing panels. Final restoration is expected to be completed by 2016.

Work has continued on the *Cavalier* in the Chatham Historic Dockyard, Chatham, U.K. The Seacat Missile magazine and Handling Rooms received a lot of attention.

A significant amount of rusted steel has been cut out and replaced and both areas are now watertight for the first time in years. In addition, the Ops Room Flat has received a fresh coat of paint and the canvas dodgers have been removed so that they can be used as templates for new ones.

The USS *Slater* family mourns the loss of one of their great volunteers, John Bartko from Livonia, Michigan. He first went to the *Slater* with the Michigan Field Day crew in May of 1999. While on active duty, John served in the USS *O'Reilly* (DE-330). John was a significant financial donor to the *Slater* and his efforts over the years made him the largest individual donor to the project. This placed his beloved *O'Reilly* at the head of the "Top Fifty" list of cumulative totals for ships. John died on November 30th after a long illness. However, that was not the last that the *Slater* heard from John. A few weeks after his passing, the museum received notification that John had named them as the beneficiary of a very large annuity. The funds from the annuity will go into the hull fund for long-term preservation and a smaller portion will go for ongoing preservation.

Hopefully, by the time you receive this newsletter, the USS *Orleck* will have been relocated from Orange, TX to a temporary location in Lake Charles, LA. This has been in the works for quite a while, and I know that the *Orleck* supporters will be happy to have this phase in the life of their ship behind them. This much can be said, that they are determined.

In Philadelphia, the Independence Seaport Museum has announced that it is working with the Navy to find a new caretaker for the Spanish-American War cruiser *Olympia*. Board Chairman Peter McCauseland said, "Because every staff and board member deeply cares about and respects this historic ship, we stand ready to assist the Navy in an aggressive search to find a new home for *Olympia* and its related collections." A detailed article concerning this appears on page 22 of this issue.

In Canada, the Royal Canadian Mint has chosen the Navy Centennial as the theme of its 2010 silver dollar. The coin displays the image of HMCS *Sackville*, one of the 122 *Flower*-class corvettes in operation by the end of the Second World War, when Canada boasted the third largest navy in the world. For information about purchasing this very handsome centennial silver dollar, please visit www.mint.ca.

**USS HAZARD (AM-240) & USS MARLIN (SST-2)
FREEDOM PARK**

Omaha, Nebraska, U.S.A.

*By Carol Applegate
Volunteer*

“FREEDOM PARK CELEBRATES REOPENING”

The USS *Hazard* (AM-240) and the USS *Marlin* (SST-2), located at Freedom Park in Omaha, Nebraska had a good reopening last summer and fall and are happy to be re-associated with HNSA. We’ve started with a small but enthusiastic crew of volunteers and have made good progress in getting the ships cleaned up and some painting done. Because of the size of our first group of volunteers the ship’s interiors could only be opened one Saturday per month. However, as word got out that the ship’s interior spaces were being reopened, the amount of visitors to them increased by leaps and bounds.

We have now been able to go to having the ships open for tours the 2nd, 3rd, and 4th Saturdays of each month. Though our base of volunteers are 55 years of age and older, we are actively recruiting for more volunteers of all ages to increase the number of days we are open this year. We do offer individual tours to groups and individuals who call and give a few days notice. People can call 402-444-5955 and ask for Brenda or email Bill Lee at sub_ssn589@yahoo.com to set up a tour on a day that we are not scheduled to be open.

At Freedom Park we are proud to have a couple of very unique Naval Ships. We have the USS *Hazard* (AM-240), a WWII Minesweeper who served in the Pacific doing escort duty and minesweeping. She was right off the coast during the Battle of Okinawa. The *Hazard* is the last *Admirable*-class ship left in the U.S. and is virtually a time capsule back into WWII. During the park’s “heyday” most of the ship’s systems were in working order and we hope to get as many of them as possible running again. We are still trying to get a complete inventory of what we have and where it’s been stashed. We do have our forward berthing compartment almost completely furnished except for the correct blankets. We are missing some pillows but are repairing and remaking some of the ones we have. It’s good to know how to sew.

We also have the USS *Marlin* (SST-2), a Korean War era 1/3rd size submarine. She served off the Florida coast (1953-1973) as a target sub and is only one of her size and class left. She is one of the main reasons that the Park is being re-staffed with the organizational help of the USSVI (United States Submarine Volunteers Inc.) who are starting a new base here to assist with the running of the Park. Also

helping greatly with this effort are Navy (both retired and active duty) volunteers from Stratcom, a part of Offutt Air Force Base who come out on a monthly basis to do work and to help with giving tours.

Freedom Park was started in 1971, when a group of Omaha businessmen acquired the USS *Hazard*, which had previously been sold at a scrap sale. It was brought up the Missouri River by tugboat and temporarily tied up at N.P. Dodge Park. A couple of years later it was moved to its present location and maneuvered into its land locked position. The *Marlin* was donated to the Park by the United States Navy when it was retired from service in 1973. She came up the river on a barge, resting on the cradle she continues to rest on today.

In the last few years the running of the park has changed hands from the original non-profit organization to being under the ownership of the City of Omaha Parks and Recreation Department. The park is very anxious to work with volunteers to expand on the work being done on the ships and other exhibits in the park.

Freedom Park has a page on Facebook with over 300 photos of exhibits in the park including the insides of both ships. We update the page on a daily basis and visitors to the page can make comments, post pictures and write reviews. You can find the page by typing in Freedom Park, Omaha, Ne., in the search page or go to <http://facebook.com/FREEDOMPARK>.

We recently found out that a few of the *Hazard*’s original crew will be coming for a visit in late May and we can’t wait to meet them! We’ve had some other WWII vets including some from sister ships of the *Hazard* come by and it really takes them back to their youth and they are really a treat to talk too. I’ve learned a lot about ship’s life during WWII from veterans like them.

Below: The Hazard, in her dry berth in Omaha, is once again open to visitors.



**ICEBREAKER KRASIN
MUSEUM OF THE WORLD OCEAN**

St. Petersburg, Russia

*By Aleksey Shutkin Pavel Filin
Translated by Elizabeth Velmyakina*

**“RUSSIAN ICEBREAKER CELEBRATES
CRITICAL ROLE IN WORLD WAR II”**

In the center of St. Petersburg, Russia, at the Neva river embankment, the unique museum “Icebreaker *Krasin*” is moored. She was built in 1917 in Newcastle, Great Britain by the order of the Russian Government. This legendary ship participated in many significant events of world history of the 20th Century, including civil war in Russia, rescuing expeditions in the Arctic in the 1920-30s, two circumnavigations of the globe, participation in polar conveying during WWII, and research expeditions until the end of the 1980s.

2010 marks the 90th anniversary of one of the first international expeditions to the Arctic. In 1920 the icebreaker *Slovey Budimirovich* was in trouble in ice in the Kara Sea of the Arctic Ocean. There were 87 people aboard her, including women and children, and food was running out and scurvy was beginning to spread. The Soviet Government applied for assistance in Britain where the icebreaker *Svyatogor* (initially the *Krasin* was named *Svyatogor* in honor of the Russian epic hero) was driven after the revolution. The Government considered that only the most powerful icebreaker in the world could break through the Arctic’s solid ice. England agreed to rent the *Svyatogor* to Norway, who organized an expedition under their national flag. Otto Sverdrup, the outstanding polar explorer, was the leader of the expedition. The expedition was successful, with the *Solovey* being rescued from the ice and it solemnly came back to Archangelsk.

In 1922 the *Svyatogor* was bought back from Britain by the Soviet Russia owing to negotiations by Leonid Krasin, soviet plenipotentiary. In 1926, after Leonid Krasin’s death, the ship was renamed in his honor. The *Krasin* acquired worldwide fame in 1928 when it rescued participants of General Umberto Nobile’s expedition; they crashed in the dirigible *Italia* after it had flown through the North Pole. Six countries sent a total of 16 ships to search for the Italians. Nine rescuers from different countries died during the search, including Roald Amundsen, the legendary Norwegian researcher.

Only the *Krasin* managed to break through to the Italian survivors and pick them up from an ice flow. On the way back the *Krasin* prevented one of the biggest sea catastrophes when she assisted the German liner *Monte*

Cervantes, which had hit an iceberg with 1,500 passengers and over 300 crew members aboard. The crew of the *Krasin* utilized emergency material to shore up two breaches in the liner’s hull, which saved the ship from sinking. The results of this expedition can scarcely be overestimated in the field of rising international authority of the Soviet Union at the time. It was the first triumphal entrance of a young Soviet state to the international stage. In 2008 the icebreaker *Krasin* celebrated her 80th jubilee of this Arctic epopee.

This year, 2010, Russia is celebrating the 65th anniversary of the victorious end of World War II. The icebreaker *Krasin* directly participated in military operations of the war. In 1941 the icebreaker was sent to the U.S. where it acted as a transport ship delivering American troops in Greenland. Having transferred to the Pacific Ocean, the *Krasin* arrived in Seattle, WA first where it underwent a short repair cycle and new armaments were installed. The icebreaker received one 76mm cannon, six large caliber machine guns and four machine guns of rifle caliber. Then the ship went back to the Atlantic through the Panama Canal. President Franklin D. Roosevelt personally met officers from the *Krasin* in the White House.

In the beginning of April 1942, the *Krasin* left Halifax, Nova Scotia as part of an allied convoy bound for England. Once the ship arrived in Glasgow, she was outfitted with an additional three 76mm cannons, seven 20mm Oerlikons, and three more large caliber machineguns. In April, 1942 the *Krasin*, along with 26 cargo ships and screening vessels, was part of polar convoy PQ-15, that crossed from Iceland to Murmansk.

During military operations the *Krasin* successfully repelled air raids of German fighters and shot down two enemy

Below: The icebreaker Krasin during the final years of commission patrolling the waters of the Arctic.



aircraft. After the war the icebreaker continued her peaceful activity in the Russian sector of the Arctic. In the 1950s she was fully modernized in Wismar, Eastern Germany and worked in the Arctic area til the end of the 1980s. In accordance with Governmental Decision of the Russian Federation in 1992 the icebreaker *Krasin* was defined as a “historical monument of state significance”.

In 2004 it became a branch of the Museum of the World Ocean. Each year she undergoes survey in maritime register and proves her status as an operating icebreaker with both research officers and crew members working aboard her. The *Krasin* is also a center for studying history of maritime history, polar research, and headquarters of the Russian Maritime Heritage Association. Museum workers are developing a perspective program on restoration and repair projects and transforming this unique historical and technical monument into a world class museum by 2017 when the icebreaker will celebrate her centennial anniversary. To learn more about the *Krasin* please visit our website, in English, at www.krassin.ru/en.

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

Portsmouth, Virginia, U.S.A.

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

**“REMEMBERING A FALLEN COAST GAURDSMEN
KILLED IN VIETNAM”**

Heriberto S. Hernandez, born July 23, 1948, was a native of San Antonio, Texas, and in July, 1965, he enlisted from that city for four years of service in the United States Coast Guard. He served onboard the cutter *Bering Strait*, as well as being stationed at Loran Station Saipan, Base Galveston, and in the spring of 1968, he deployed for duty in Vietnam. Beginning in May, Fireman Hernandez, known by his shipmates as “Eddie,” served onboard the 82-foot cutter *Point Cypress*.

During his tour in Vietnam, Hernandez participated in numerous combat counter-infiltration patrols against North Vietnamese and Viet Cong communist forces along the coast of the Republic of Vietnam. He repeatedly volunteered for intelligence gathering operations in the cutter’s thirteen-foot outboard-powered small boat, or “skimmer.” These small Boston Whaler-style boats were made of fiberglass and incorporated neither armor nor any other protection from enemy fire.

On December 5, 1968 Hernandez volunteered for yet another small boat mission. This time he piloted the skimmer up the Rach Nang River, near the southern tip of



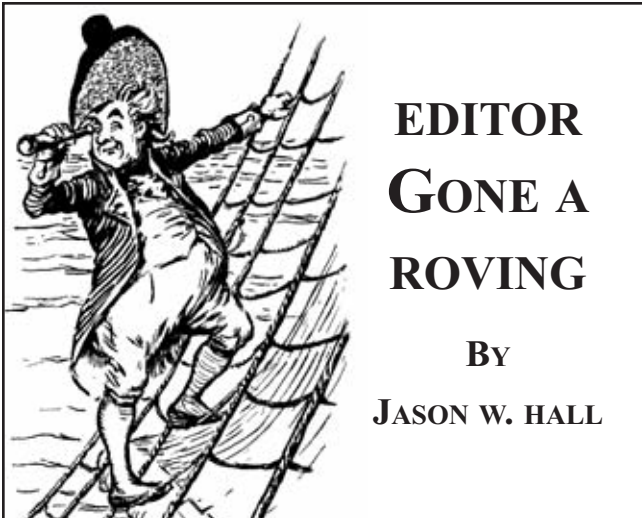
Above: Eddie Hernandez (right) with shipmate Alan Dillenbeck (left). Photo courtesy of Alan Dillenbeck

South Vietnam, to scout for Viet Cong waterway escape routes. Also onboard the skimmer were LTJG Gordon M. Gillies and CDR Charles L. Blaha. The countryside along the river seemed peaceful and various structures along the banks appeared deserted. However, as the skimmer turned back to return to the cutter, the three men spotted a Viet Cong militiaman inside a bunker on shore. Hernandez and the others opened fire on the bunker and gunned the engine to evade enemy fire. It was too late, however, as automatic weapons fire opened up from shore and riddled each man in the open boat.

All three men were wounded by the enemy fire. The *Point Cypress* met the skimmer at the mouth of the river, recovered the men and small boat, and proceeded at high speed to medical facilities on the local operations mother ship *USS Washoe County*. Blaha and Gillies sustained serious wounds, but theirs were not life threatening like Hernandez’s wounds. Hernandez survived the passage from the Rach Nang River to the *Washoe County* and died just as the *Point Cypress* approached the naval vessel to moor.

For his heroic service, FN Hernandez posthumously received the Purple Heart Medal and the Bronze Star Medal with the Combat “V” device. He is the second Hispanic American service member known to have received this honor. In his citation for the BSM, Vice Admiral Elmo R. Zumwalt wrote: “Fireman Hernandez’s heroic actions under enemy fire were instrumental to the success of friendly forces in harassing and destroying the enemy’s morale and feeling of security. Fireman Hernandez’s professional skill, courage under enemy fire, and devotion to duty reflected great credit upon himself, and were in keeping with the highest traditions of the United States Naval Service.”

While Hernandez should be remembered for his heroic service and devotion to duty, he should also be remembered as a Coast Guardsman who was respected, admired and well-liked by his shipmates.



**EDITOR
GONE A
ROVING**

**BY
JASON W. HALL**

USS SALEM (CA-139)

UNITED STATES NAVAL SHIPBUILDING MUSEUM

An early April trip took me once again back to the state of my birth, Massachusetts. On April 2, I visited the USS *Salem* (CA-139) berthed in Quincy, MA. The *Salem* is the last surviving “big gun” cruiser and she was at the top of my “To Do” list of ships I wanted to visit.

I had previously arranged with Catie Salvaggi, executive assistant, for a guided tour. However, when I arrived at the appointed time, there was no one at the ship. Over the previous few days, several members of Catie’s family, including her young daughter, had suffered medical emergencies. When she called me and explained the situation I immediately stated that families come first and I would obviously re-schedule. But being a tough New

Below: The Salem almost looks like a small battleship. She is comparable in size to some of the famous dreadnoughts of World War I. Photo by Jason Hall



Above: One of the twin 3”/50 caliber gun mounts onboard the Salem. It is believed that she is the only historic ship museum to have twin 3”/50s. Photo by Jason Hall

Englander, she said there was no need and that she would be at the ship in a couple of hours. I cannot express enough my sincere appreciation for Catie that under all the stress of her week she came in to give some pesky museum curator a tour. This is my public THANK YOU to her!

After she arrived, I was amazed when Catie told me that the *Salem* only has two paid staff members, and the rest of her crew are volunteers. With that knowledge, I was impressed with the condition of the ship. Though there was no interpretive signage, this did not turn out to be a problem in the end. Catie’s daughter was with her and she needed to take care of a few things so I was shocked when she gave me permission to walk around the ship freely, on my own. This perfectly illustrates the sense of family among the member ship museums of HNSA. As I always say, pun intended, we are all in the same boat and should always lend a helping hand to one another in the historic fleet. Anyways, I was flattered that she trusted me with her ship and I began roaming around and seeing what trouble I could get into...err...I mean, I followed the tour routes and all arrows, yeah, really I did.

As I was perusing the many displays in the shipbuilding exhibit area, I was approached by a man who introduced himself as Patrick Scanlon. Patrick is a volunteer onboard the *Salem* and he was “hunting me down” as Catie told him I was onboard. He asked me, “So, where do you want to go, Mr. Hall?” After explaining that my name was Jason, Mr. Hall is my father, we headed for the engine rooms. After wandering through engineering, Patrick took me into a radio room. OK, let’s all admit that it is pretty rare to walk into a space onboard a ship and have it so historically accurate that you feel like you just stepped back in time. Well, walking into the radio room I felt like sixty years had just melted away.

The highlight, though, was when Patrick took me throughout an entire 8" gun turret. We climbed down several ladders and came to the bottom of the turret. It appeared similar to the turrets of the *New Jersey*, but was very different because the main guns of the *Salem* were loaded automatically, whereas the *New Jersey's* ammunition was manually loaded. So, loading mechanisms were completely different on the *Salem* from what I was used to. With only the light of a flashlight to guide us through the several decks inside the turret, I felt like I was exploring King Tut's tomb, I was in heaven!

As Patrick brought me from compartment to compartment, we were joined by another volunteer, Joe Vaccariello. Between Patrick and Joe, I felt like I had the human version of an encyclopedia of cruiser history and facts. My head was swimming from the information they imparted to me. Though the *Salem* never saw combat, she still has an impressive history and story to tell.

Salem is the third and last ship of the *Des Moines* class of heavy cruisers. The main battery of nine 8-inch guns was loaded automatically from the ammunition handling rooms to the gun muzzles. They were capable of firing at a rate nearly four times faster than any others of the same or larger caliber.

Salem was built at the Fore River Shipyard, within sight of where she is berthed today. Though designed to serve during World War II, she wasn't commissioned until May 14, 1949, four years after the end of the war. For eight years she served as Flagship of the Sixth Fleet in the Mediterranean. In 1953, she was the first ship to arrive at the earthquake-devastated Ionian Islands of Greece, where her crew worked for days caring for the injured and

Below: One of the unique exhibits onboard was the bulkhead displaying the pages of a past HNSA Visitor's Guide book. I have never seen an historic ship museum, including my own, showing support for the other historic ships in such a way. Photo by Jason Hall



distributing supplies to the homeless. For her efforts, *Salem* earned the praise of the King and Queen of Greece.

Salem was decommissioned in 1959. She returned to her Fore River Shipyard "home" in October 1994, and opened for tours in May 1995. *Salem* is home to the United States Naval Shipbuilding Museum, USN Cruiser Sailors Association Memorial, USS *Salem* Exhibit, USS *Newport News* Exhibit and the Military Archives and Research Center.

As Patrick and Joe continued filling my head with information, we picked up another volunteer when Chris Raymond joined us as we were heading to the bridge. I was very flattered that these three volunteers took the time to share their ship with me. As all four of us were standing on the bridge, the conversation jumped all over the place hitting upon Navy facts, ship's histories, and I, of course, expounded on the legacy of the *New Jersey*. I felt embarrassed that here I was on their ship and I was holding court yammering about the battleship. I apologized to them but they wanted me to keep going, as we were all having so much fun telling sea stories. We lost track of time to the point that I almost missed my ferry back to Boston. So, I sadly departed the *Salem*, after what was one of the best times I have ever had on another ship. For more information on the *Salem*, visit www.uss-salem.org.

SAVE THE DATE!

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 will be available on the HNSA website, www.hnsa.org, as the date gets closer.

**USS *LAFFEY* (DD-724)
PATRIOTS POINT NAVAL & MARITIME MUSEUM**

Charleston, South Carolina, U.S.A.

*By Joseph W. Lombardi, AMS
Marine Surveyor & Consultant
Ocean Technical Services, LLC*

**'FLEETING AND FLOATING OF HISTORIC
DESTROYER COMPLETED'**

On December 1, 2009 the *Sumner*-Class destroyer USS *Laffey* was fleeted and floated on her new hull bottom at Detyens Shipyard, Charleston, SC after a lengthy restoration. This marks a new beginning for this very important and historic vessel and an important restoration effort by Patriots Point Development Corporation. U.S. Coatings did a fine job in preparing the vessel for the follow-on work by the shipyard; this firm is now engaged with the interior lower space painting/preservation work.



Above: Resting in a floating dry-dock, Laffey awaits her new hull. Photo by Joe Lombardi

The Detyens Shipyard and MMIF steel fabrication crew, welders, riggers, cleaners, fire watches, painters, dock masters did a masterful job in removing the 1/4" steel doubler plate that covered 81% of her original shell plating, itself badly corroded. They then removed that original plating to bare frames and bulkheads from the 13' waterline down to and including the keelson, bow to stern. All rivet seams, sea chests and overboard discharges previously below the waterline were removed or plated over. The entire hull was sheathed in new 3/8" A-036 mild steel plate and welded. I might add that the shipyard superintendent for Detyens, Mr. Eric Williams, performed magic in keeping to the schedule. Well done!

The four machinery spaces required extensive repairs and wholesale replacement of the five transverse bulkheads,



Above: "Off with the old..." Workers remove the damaged hull plating from Laffey's starboard side.

Photo by Joe Lombardi

longitudinal and transverse frames. The keel was largely replaced from Frame #72 to Frame #148, a very difficult and dangerous endeavor. The reefer flats and other areas aboard were extensively restored with new plating.

The shaft packing glands and rudder posts were repacked with new flax packing and tightened into the stops. External covers were welded over the shaft tubes and shafts to prevent any additional water from entering the ship. Both anchor chains, 10 & 12 shots with both 4,000 lb. Baldt anchors were hydro-blasted, primed and painted and re-inserted into the chain lockers and hawse pipes. The hull was also hydro-blasted to SSPC-6 profile. The freeboard from the sheer to the waterline was coated with a single coat of International 300V primer and one coat of International Polysiloxane haze gray topcoat.

The boot-top (or waterline) was coated with two coats of 14 mil International 300V primer coats and a single coat of

Below: "On with the new..." Brand new steel plating is placed over the exposed frames of the Laffey.

Photo by Joe Lombardi





Above: View of the stern with old hull plating removed. Photo by Joe Lombardi

black International Polysiloxane. All lettering and draft marks have been completed. The hull bottom below the 5' waterline was coated with two 14 mil coats of International 262 primer. Zinc sacrificial anodes will be hung over the sides to protect the hull from galvanic corrosion until a permanent impressed cathodic protection system can be installed later at her permanent berth at Patriots Point.

The interior was washed down and coated with two 14 mil coats of International 300V primer coats in the spaces fore and aft of the machinery flats. The new steel bulkheads, frames and foundations within the machinery spaces received two coats of Euronavy epoxy primer coats to preserve these interior scantlings.

I have enjoyed immensely the cooperation of all of the great crew at Patriots Point; they did such a masterful job in keeping *Laffey* afloat for the better part of eight months until a shipyard berth was possible; much is owed to them for their care of the ship.

Below: A proud Joe Lombardi standing beneath *Laffey's* newly painted hull.



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.

EXCLUSIVE NAVY GEAR
To Order Call Sky Retail Partners Toll Free:
1-877-456-3388
Sky Retail Partners is the official wholesaler to the HNSA.

NAVY TEXT SIX-PANEL CAP
NAVY text in 4 places on a sandwich brim hat. The text is also on the velcro closure. \$102071 - \$16.00

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

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



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



**AHS *CENTAUR*
QUEENSLAND MARITIME MUSEUM**

South Brisbane, Queensland, Australia

By Peter Nunan

**“A SIMPLE CORRECTION HOLDS A
HARROWING STORY OF PERSEVERANCE”**

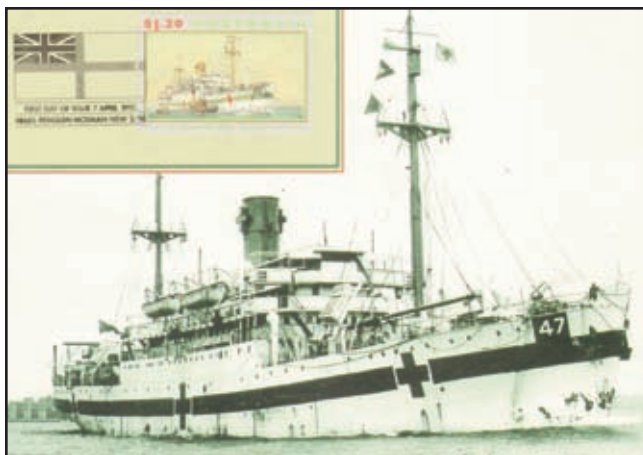
Why we corrected our Graveyard of Ships display in January 2010 is quite a story. A torpedo from the Japanese submarine *I-177* hit the Australian hospital ship *AHS Centaur*, on its port side fuel tank soon after 4 a.m. on May 14, 1943. Within three minutes the blazing ship was gone. There was no time for a distress signal, 268 of those on board died—the greatest toll to a Japanese torpedoed ship in Australian waters. Worse still, the vessel sunk on this fine, clear night was a brightly lit and properly marked hospital ship.

Centaur, Australia’s smallest hospital ship during WWII, was on the outward leg of only its second voyage to New Guinea. She had left Sydney on May 12 to bring back casualties of the Buna and Gona campaigns from Port Moresby. Onboard were 74 civilian crew, 192 members of the 2/12 Field Ambulance in transit to New Guinea, and the ship’s 65 medical staff, including 12 nurses. Most were below asleep when the attack occurred.

As dawn broke, knowing they were close to Brisbane, the survivors hoped for quick rescue. Many were burnt and injured. Lieutenant Ellen Savage, the only surviving nurse, ignored the pain from her own fractured ribs, nose, and palate to tend to the other casualties. She went further. With Second Officer R. G. Rippon, the senior surviving crew member, she issued the food and water rations, and, as the day dragged into night and another day, led the men in prayer. When Private John Walder died, Ellen conducted the burial service.

At 2 pm on May 15 a Royal Australian Air Force Anson and the American destroyer *Mugford* (DD-389), Lt.Cdr. H.J. Corey in command, simultaneously sighted the survivors. Corey signaled the aircraft to continue their task of escorting the British freighter *Sussex* out of Brisbane while he began the rescue. He reported later it was done “...amidst the usual flurry of reported ‘periscopes,’ ‘disturbed water,’ and ‘torpedo wakes.’”

Young seaman Bill Records remembered all his life his admiration of the young woman on the raft calling a warning to the sailors of sharks around the raft. Later, on deck, ignoring her own injuries, this same young woman worked with *Mugford*’s doctor treating the survivors until he ordered her to go below and have her own wounds attended to. This young woman was Lt. Savage, the same



Above: Centaur on a 50th anniversary stamp postcard. Queensland Maritime Museum collection.

nurse who cared for her crewmembers while floating in the water waiting for rescue.

Mugford searched until dark and then landed the 64 survivors in Brisbane. The sailors of the *Mugford* emptied their pockets and lockers so that 239 pounds (over \$700 US), clothes, and cigarettes went ashore with the survivors. Next day six other ships combed the area and, a sad tribute to *Mugford*’s thoroughness, found nobody. The full extent of the tragedy became apparent—The 2/12 was almost wiped out with only 15 surviving. Sixty per cent of *Centaur*’s crew, including the captain, were lost. Of *Centaur*’s nineteen doctors only one was saved. And, most telling of all, eleven of the twelve nurses had been killed.

In Brisbane the survivors were separated—service personnel went to the new Army hospital at Greenslopes while the civilian crew members were admitted to the Brisbane General Hospital. Most army patients had a short hospital stay and were quickly reallocated. The crew fared differently. Like all other merchant seamen their pay stopped when they landed and on their discharge from hospital they were on their own. A letter in our Museum archives from the Mission to Seamen chaplain records he spent 64 pounds 18 shillings on “...food, woollens, toothbrushes, toothpaste, tobacco, and cigarettes...” for these crewmembers.

Four days after the sinking, the Australian Prime Minister announced the loss “...confident that this deed will shock the conscience of the whole civilized world.” And it did—especially in Australia where “Avenge the Nurses” became a rallying cry. Even General George Kenney, MacArthur’s air force chief, was caught up in the fury when a bombardier due to return to the States stormed into his office demanding to be allowed to stay and help settle the *Centaur* score.

There seems only a slim excuse for *I-177*’s Commander,

Nakagawa, sinking of a correctly designated and lit hospital ship. To preserve the bridge crew's night vision, the forward lights were not lit. But even from that angle the glow of the other lights would have been obvious on that fine, clear night. Nakagawa's later actions of killing survivors in the Indian Ocean earned him four years in prison as a war criminal following the end of the war. Yet he was never charged with *Centaur's* sinking and maintained silence on the subject until his death at age 84.

In contrast to the submarine commander's infamy, Ellen Savage, for her compassion and inspiring behavior, was awarded the George Medal. After a successful post-war career in nursing she retired. Her sudden death came after an Army nurses' reunion. Fittingly enough it was on Anzac Day, Australia's Memorial Day.

Centaur is burned into Australia's memory as much as another WWII loss, the cruiser *Sydney*, sunk with all hands after accounting for the German raider *Kormoran* off the West Australian coast in November 1941. For over 60 years the locations of both Australian ships on opposite sides of the continent were unknown. Then, in March 2008, David Mearns' Bluewater Recoveries' expedition discovered and photographed *Kormoran* and *Sydney*. The latter investigation and commemoration service laid to rest decades of theories and eased the pain of the crew's relatives. Subsequently the Queensland and Australian governments provided finance for Mearns to find *Centaur*. In early January this year he photographed the wreck 2059m. (c. 6800 ft.) below the surface at 27 degrees 16.98 minutes S, 153 degrees 59.22 minutes E—30 miles east of the southern tip of Moreton Island.

Queensland Maritime Museum member, Captain John Foley, co-author of *Centaur—the Myth of Immunity*, was one of Mearns' team. There's also another connection. Before it was requisitioned, *Centaur* was a Blue Funnel passenger and cargo ship trading between Fremantle and

Below: Centaur's Red Cross still glows on the seabed almost 70 years later. Photo by David Mearns



Singapore. In November 1941, bound for Fremantle, *Centaur* sighted a lifeboat. It was from *Kormoran*, and its 61 occupants included Captain Theodor Detmars and many of his officers. Twice torpedoed, Captain Walter Dark was wary and took on board only the injured. The rest he fed and towed in their boat, posting armed men in his ship's stern to watch them. It was a link between the two Australian tragic losses of the war, *Centaur* and *Sydney*. And it was another link with our museum. One of the guards was the father of volunteer Jim Irwin whose family was travelling on holiday.

David Mearns' discovery, close to Second Officer Rippon's calculated position, meant we had to correct the location of *Centaur* on our Graveyard of Ships map, moving it southeast from our assumed site. More importantly, Bluewater Resources' achievement has meant the relatives of those lost will be able to honor them in services in Brisbane in March and over the wreck later in the year.

USS MISSOURI (BB-63)
USS MISSOURI MEMORIAL ASSOCIATION, INC.

Honolulu, Hawaii, U.S.A.

By Keith DeMello

“MISSOURI REOPENS TO THE PUBLIC”

On January 30, 2010, Hawaii Governor Linda Lingle and Pearl Harbor Naval Shipyard commander Capt. Gregory R. Thomas joined the Battleship *Missouri* Memorial in saluting its volunteers and supporters as the historic ship fully reopened to visitation following a multimillion-dollar dry-docking project.

“The outpouring of support to preserve this important part of our nation's history is a tribute to the American men and women who fought with courage and pride during World War II, as well as to those who continue to follow in their footsteps,” Governor Lingle said. “Hawaii is proud to be homeport for the Battleship *Missouri*, which serves as a source of great inspiration and education to future generations. The ‘Mighty Mo’ will always be a part of the rich history of our nation and the principles of freedom and democracy that will continue to guide us into the future.”

Memorial president Michael Carr added: “The Battleship *Missouri* is now in better shape than any other historic ship in the world. We are grateful to have the expertise and resources in Hawaii to dry-dock the *Missouri*, thanks to Pearl Harbor Naval Shipyard and BAE Systems and its subcontractors. Just as essential were the many local residents and Hawaii-based military volunteers who selflessly stepped forward to donate their time. The *Missouri's* return comes just in time to commemorate the 65th anniversary of the end of World War II this summer.”

**USS *OLYMPIA* (C-6)
INDEPENDENCE SEAPORT MUSEUM**

Philadelphia, Pennsylvania, U.S.A.

*By Edward Colimore, Staff Writer
Philadelphia Inquirer
Friday, February 26, 2010*

“USS *OLYMPIA* SEEKS A NEW CARETAKER”

During the Spanish-American War, Navy Commodore George Dewey stood on the bridge of the ship and uttered the words that became famous: "You may fire when you are ready, Gridley." The vessel's mighty guns fired the first shots of the Battle of Manila Bay on May 1, 1898, announcing the United States as an international power. The USS *Olympia* was the Navy's state-of-the-art flagship, a source of pride for a country flexing its muscles.

More than a century later, this last surviving vessel of the Spanish-American War fleet and longtime Penn's Landing attraction is looking for a new home and benefactor with deep pockets. Its owner, the Independence Seaport Museum, can no longer afford the upkeep and it told the Navy it "will relinquish its stewardship of this national naval treasure and its valuable artifact collections," said Peter McCausland, chairman of the museum's Board of Port Wardens.

The museum seeks an owner who can pay up to \$30 million to tow, restore, interpret, and endow the bedraggled-looking vessel. Small portions of the *Olympia's* half-inch steel hull along the water line have corroded to the point that only an eighth of an inch of thickness is left. The hull must be continually monitored and is often patched, even as water leaks through parts of the deck into the interior, causing further rust.

"We don't like to see the ship go, but you don't want to sink the entire museum because of the cost of maintaining the *Olympia*", said the Independence Seaport's interim president, James McLane. "The museum is very financially sound, but if you put a drag on it, that puts it at risk over the next several years." For more than 13 years, the museum has been "a good steward" of the *Olympia*, McCausland said. "We've spent \$5.3 million on her. We love her." But efforts to find funding from private donors and the city, state, and federal governments have failed, he said. The attraction will close in September. "She's not in imminent danger of sinking, but not far away from sinking," McCausland said. "We could have a situation develop and then proceed downhill quite rapidly."

Some sections of the hull "are exposed to air and water" as the tide rises and falls, speeding the rusting, said Jesse

Lebovics, the museum's manager of historic ships. "There is a concern for the future. Once deterioration starts, it goes faster and faster," he said. "The rubberized coating on the deck is eight years old. Water comes in, and that starts the rusting inside." The riverbed around ship must be dredged before the *Olympia* can be towed to dry-dock for new decking, hull repairs, and painting. Cost of those basic repairs? At least \$10 million.

An additional \$20 million would be needed for interpretation to turn it into a first-class tourist attraction and for an endowment to pay for its future needs, museum officials said. Unfortunately, a feasibility study showed that the museum would be unable to meet those funding needs in this economic climate, officials said. "If we don't have the resources to take care of the vessel, then someone who does will be better for her," Lebovics said.

Finding an owner "willing and able to preserve and repair" the *Olympia* is the museum's responsibility, said Glen Clark, deputy program manager for the Navy's Inactive Ships Program in Washington. "The Navy does not own the ship." But the military has been "concerned about the condition" of the *Olympia* and it sent a letter to the museum in May asking for plans for dry-docking, Clark said. "It's a national historic landmark."

The museum took over the one-of-a-kind ship Jan. 1, 1996, from the Cruiser *Olympia* Association, which had maintained the vessel with limited resources for 40 years. The *Olympia* is the world's oldest floating steel warship. It was used to carry the body of the unknown soldier of World War I from France to the United States in 1921, the museum said. It was docked at the Philadelphia Navy Yard from 1922 to 1959, and was on display at Pier 11 at the Benjamin Franklin Bridge through the 1960s until 1976, when it was moved to Penn's Landing.

The ship was authorized in 1888 and commissioned in 1895. It led five other U.S. warships into Manila Bay in late April 1898, and fired shots in the battle to wrest the Philippines from the Spanish. The U.S. fleet, under Dewey's command, destroyed 10 Spanish cruisers and gunboats in a few hours without losing an American life.

Today, the *Olympia* is a time capsule, filled with a collection of paintings, photographs, and artifacts. It has been in the water since 1945, though historic steel-hull ships should be dry-docked about every 20 years for maintenance. The deferred work makes restoration more costly. "We will be rolling out our new strategic plan, connecting people in the region to the water," McCausland said. "But we cannot take care of the *Olympia* and execute our plan." "We're very saddened by this, but it is what it is. We did our best." Added McLane: "It's not what the museum wants to do. It's what we have to do."

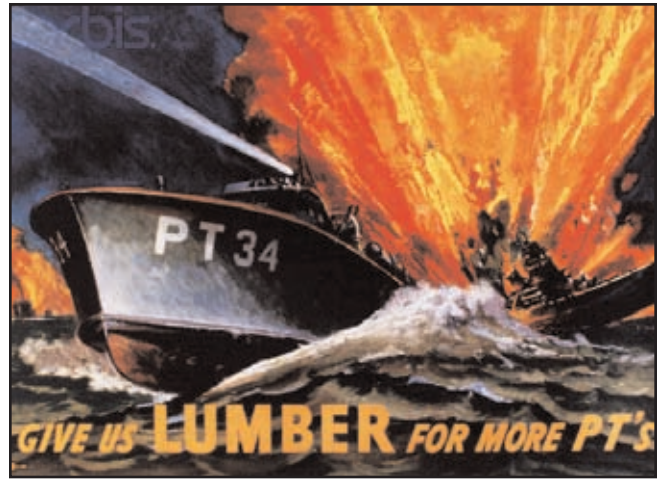
TRIVIA CHALLENGE

By Alyce N. Guthrie

This installment of the Trivia Challenge is a departure from challenges in the past. Alyce Guthrie, Executive Vice President of PT Boats, Inc., provided us with a wonderful array of information pertaining to well known PT Boat crewmembers and celebrities who were aboard PT Boats or otherwise have a connection to them in some way. Match the individual in Column A with the squadron (Ron) and/or PT Boat in Column B that they have a connection to.

COLUMN A

1. Lt. Torbert McDonald, U.S. House of Representatives Congressman (D-Mass.), chairman Subcommittee on Communications, JFK roommate at Harvard (deceased).
2. Lt. Paul Austin, chairman of the board Coca Cola (deceased).
3. Lt. Charles A. Black, husband of actress Shirley Temple Black.
4. Lt. John D. Bulkeley, USN Ret, president of the Navy's Board of Inspection and Survey (INSERV), recipient of the Medal of Honor for the breakout from Corregidor which took MacArthur and party out of the Philippines. Bulkeley cut the water line to the Guantanamo Naval Base when Castro accused the base of stealing water. Retired as Vice Admiral in 1988 after 57 years active duty (deceased).
5. Lt. Henry Loeb, mayor of Memphis (deceased).
6. Lt. John Mitchell, Attorney General of the United States, Nixon Administration, convicted in Watergate aftermath (deceased).
7. Capt. Robert Montgomery, first president of Screen Actors Guild, played the part of Lt. John D. Bulkeley (changed to Brickley in movie and book) in "They Were Expendable," (deceased).
8. S1/c Don Rickles, actor/comedian.
9. Lt. Byron White, Supreme Court Justice, retired 1993 (deceased).
10. Cdr. Henry Ringling North, Ringling Circus (deceased).
11. Lt. Jg John F. Kennedy, 35th President of the United States (deceased).



COLUMN B

- A. Ron 1, 2, 3, 7, & 34, *PT-41*
- B. Ron 37, *XO PT-356*
- C. Rons 5 and 4. *XO PT-107, PT-68* and *XO PT-114*. Division commander of PTs at Panama.
- D. Ron 25
- E. Ron 12
- F. *USS Cyrene (AGP-13)*, a PT tender
- G. Ron 29, *PT-553*
- H. Ron 21
- I. Ron 15
- J. Ron 2, & 4, *PT-59, PT-109, PT-101*
- K. Ron 10



ANSWERS

I, E, 2, D, 3, H, 4, A, 5, G, 6, B, 7, C, 8, F, 9, K, 10, I, 11, J

ANCHOR WATCH



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

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

Current Resident Or:



JOIN THE HISTORIC NAVAL SHIPS ASSOCIATION

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

REGULAR MEMBER (U.S.D. \$35) benefits: Membership Certificate, Historic Naval Ships Visitors' Guide, Anchor Watch Journal, free or reduced admission and 10% gift shop discount at participating Fleet Member ships and parks.

FRIEND MEMBER (U.S.D. \$85) benefits same as REGULAR above plus H.N.S.A. patch and lapel pin.

PATRON MEMBER (U.S.D. \$160) benefits same as FRIEND above plus H.N.S.A. baseball cap.

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

MEMBERSHIP APPLICATION

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

Name _____

Street _____

City _____ State / Province _____ ZIP / Postal Code _____

Country _____ Telephone _____ E-mail _____

Method of Payment __ Check __ Money Order __ Visa / MasterCard

Amount _____

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

Card Number _____ Expiration Date _____

Signature _____

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