



# ANCHOR WATCH

JANUARY  
FEBRUARY  
MARCH  
APRIL  
2010

The Quarterly Journal of the Historic Naval Ships Association

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**CSS NEUSE: IRONCLAD  
SLATED TO GET A NEW HOME**

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#### Editor

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

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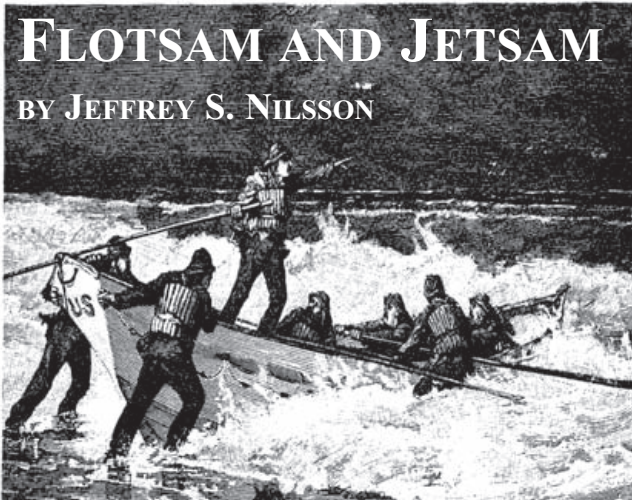
#### The Anchor Watch in COLOR!

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: The hull fragment remains of the CSS *Neuse* as they appear today.





## FLOTSAM AND JETSAM

BY JEFFREY S. NILSSON

The 44th Annual conference of the Historic Naval Ships Association is now in the books. Bill Tunnell and his fine staff at USS *Alabama* Memorial Park were our hosts for this conference. The annual conference had not been held there in 25 years. Battleship *Alabama* was one of the five Founding Members of our Association, which was then known as the Historic Naval Ships Association of North America. In 1966, *Alabama* joined forces with *Massachusetts*, *North Carolina*, *Olympia*, and *Texas* to create what we know today as the world's third largest fleet with more than 180 ships worldwide.

Our theme for this conference was *Back to Basics*, and it encompassed a great number of topical areas of interest. The program stepped off to a great start with a panel entitled *What to do with an Aging National Landmark Ship* which was chaired by Joe Lombardi. This panel included Glen Clark from the Naval Sea Systems Command, Barbara Voulgaris from the Maritime Administration, Laura Casey and Ken Feely from the Environmental Protection Agency, and Paul Loether from the National Park Service.

Included in the conference was a bus tour to the National Aviation Museum in Pensacola that included lunch and additional conference sessions using their classrooms. The conference included sessions such as *Collaborations for International Commemorations*, *Cathodic Protection*, *Disaster Management: Planning and Recovery*, *Ship as Artifact*, *Weathering the Economic Storm*, *Custodianship of an Historic Vessel in 2009*, and a session that addressed the value and benefits of a strong volunteer program. The conference concluded with a wonderful seafood dinner on the fantail of the *Alabama*.

During the conference the following awards were presented:

### The Casper J. Knight Award:

Richard S. Pekelney, HNSA Web Master (presented at the

Annual Business Meeting)  
Daniel J. DelMonte, USS *Bowfin* (delivered in Honolulu, HI)

### Henry A. Vadnais Award:

Jennifer Heinzelman, Naval Undersea Museum (delivered in Keyport, WA)  
Tom Helvig, Battleship *New Jersey* (delivered in Camden, NJ)

### Bos'n Marvin Curry Award:

Michael Angelini, Battleship Cove (delivered in Fall River, MA)

### Education Award:

John Peters, Hampton Roads Naval Museum (delivered in Norfolk, VA)

### Russell Booth Award:

Tom Robinson, *Zuni* Maritime Foundation (delivered in Little Creek, VA)

### Ship Maintenance/Preservation/Exhibition Award:

Baltimore Crew, *Zuni* Maritime Foundation (delivered in Little Creek, VA)  
Brass Team, Battleship *New Jersey* (delivered in Camden, NJ)  
Al Lundgren, Battleship Cove (delivered in Fall River, MA)  
Pawel Mankowski, National Vietnam War Memorial (delivered in Orlando, FL)  
Bob Perlewitz, Door County Maritime Museum (delivered in Sturgeon Bay, WI)

During the Annual Conference, it was announced that Ms. Angela McCleaf had been selected as the new Conference Program Chairman for the HNSA Annual Conferences. We recognize Ms. McCleaf's background, experience, her demonstrated skills and her continuing dedication to the mission of preserving, restoring and exhibiting historic ships. As Conference Program Chairperson, Ms. McCleaf will have responsibility for all presentations at HNSA Conferences. Please join me in congratulating Angela in her acceptance of this very significant responsibility.

We welcome aboard as an Associate Member, Smart MultiMedia, Inc. of Houston, Texas. This company specializes in high definition 3D digital laser scanning and related services. They have done quite a bit of work on the USS Texas.

Jeffrey S. Nilsson

# NEWS FROM THE FLEET

*A MYSTERY IS SOLVED*

## CSS NEUSE CSS NEUSE & GOV. CASWELL MEMORIAL

Kinston, North Carolina, U.S.A.

*by John Palmer  
CSS Neuse-Ph Group*

The CSS *Neuse* is an ironclad based on John Porter's famous CSS *Albemarle* design. The wooden remains of the *Neuse* are currently housed in the open air under a roof structure and after 150 years the wood is deteriorating. This is similar to the housing of the CSS *Jackson*, prior to a move to her new hermetically protected home at the Civil War Naval Museum in Port Columbus, Georgia. I was lucky enough to be the design-builder at Port Columbus. This experience taught me a lot about super large artifacts. This knowledge can now be applied in Kinston, North Carolina where the CSS *Neuse* resides.

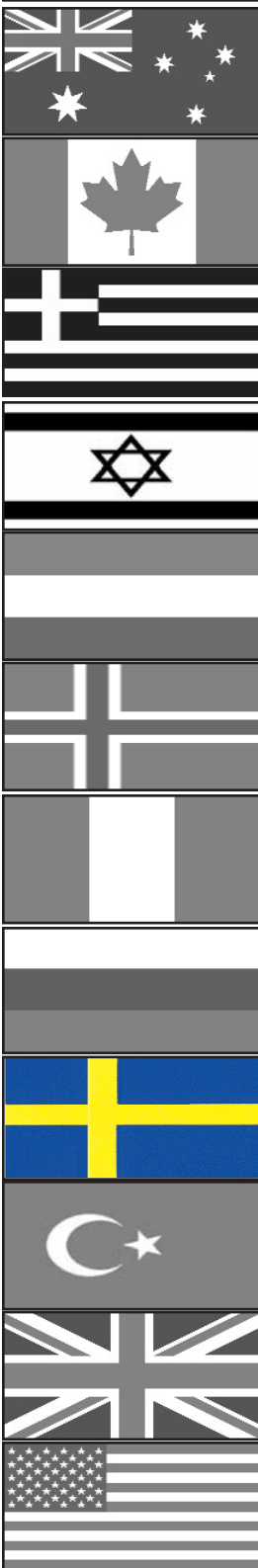
The City of Kinston, with the financial support of the State Historical Sites and the State of North Carolina, are building a structure right in downtown to showcase this naval treasure. Unlike the *Jackson*, the *Neuse* was completed and functional at the end of her life. She got underway and sailed twice on the Neuse River. The Confederate forces finally gave up their positions in and around Kinston and retreated through the town toward Goldsboro on March 10th, 1865. On March 12th Captain Price ordered the crew to set the *Neuse* afire. They appear to have moved powder and shells into the forward crew's quarters, because an explosion occurred there, blowing 20' of the bow off, dislodging the ram and causing the ship to sink.

After the war she became the property of the U.S. Government. A Notice of Sale of the gunboat was posted Oct 9, 1865 and she was sold in late 1865. The buyer stripped her of her iron armour, boiler, engines and cannon and left the remains in the river. She lay at that location until October 27, 1961, when recovery efforts started. The ship was finally raised in

late 1963, cut into three pieces and moved to Caswell Park. In 1966, an additional search of the ship's resting place in the river discovered other artifacts. The museum is fortunate that one of the original volunteers in the recovery effort, Mr. William H. Rowland, took numerous pictures and kept a chronicle of the events, which now include GPS references. It is the opinion of Guy Smith (Museum's Manager), Morris Bass (Senior Guide), Mr. Rowland and others that a wealth of artifacts still remain in the river. They hope to be able to conduct an underwater survey with modern equipment to identify locations and then recover the pieces before they are lost forever.

Formulating architectural designs for the new facility building are currently underway by Dunn & Dalton Architects, with breaking of the ground anticipated for later this year. The local support group, the CSS *Neuse* Gunboat Association, Inc., lead by John Marston, has been working diligently for years to protect the ship and improve it's educational interpretation. As part of our design, a steel framework will be constructed based on the

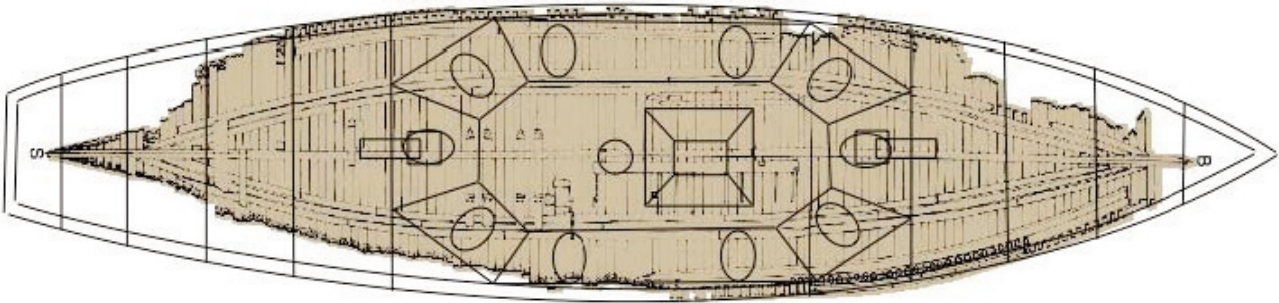
*Below: CSS Neuse underway steaming down the Neuse River near the end of the Civil War.*



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: An artist's rendering showing the hull remnant illustrating the proposed steel framework to be placed over it outlining the original features of the CSS Neuse.*

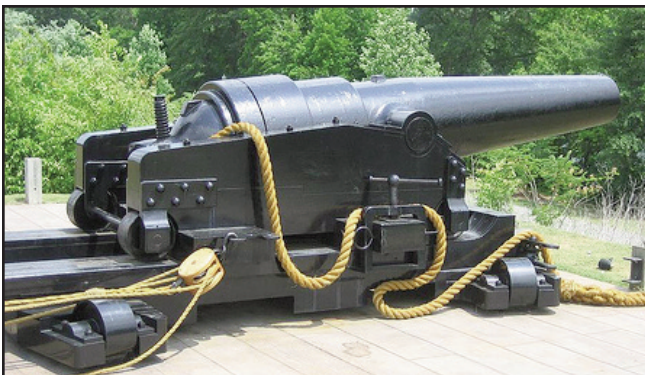
ship's plans and hung over the ship to outline what she looked like back in 1865.

### **“THE MYSTERY”**

In all the books I've read about the *Neuse*, the universal opinion is that she never went to war and never fired a shot in anger, an unfortunate situation for a ship whose sole purpose in life is to fight. While on site, walking through the storage area for ordinance and talking to the museum folks, one of them happened to say that they had recovered a piece of a Brooke Rifle shell on a battlefield outside of Kinston. The Brooke Rifle is a rifled naval cannon, produced by the South during the Civil War and found on many Confederate ships including the *Neuse*. A day or so later we passed the “battlefield”, about 5 miles outside of town, and other points of interest. Late that night the light bulb went on! A Brooke can fire a shell about 1.5 miles, so how did that fragment get on the battle field?

The next day I asked Guy, Morris and Mr. Rowland about other ordinance and they all confirmed that, yes, a shell fragment from a 6.5” Brooke Rifle (the size of the cannons on the *Neuse*) was found on the battlefield. And, by the way, naval canister shot was found in the riverbank about 5 miles down the river. This is also interesting because

*Below: A Confederate Brooke Rifle cannon similar to that carried by the Neuse.*



canister from infantry artillery is about the size of “mini balls” where as canister fired from a Brooke can be an inch in diameter. And whereas the canister is made and packed aboard ship, it has the nasty habit of containing nails, nuts, washers and broken bolts as well.

So we got out a map of the river and marked where the shell and canister were found. We triangulated the locations, and considering how far a *Neuse* cannon could throw canister, we realized where the ship had to have been when she fired the shell. It was about five miles down river near a railroad bridge where Union cavalry were massed and trying to cross the river. In addition, the ship would have been pointed down river anticipating moving to engage Union forces. Yet when she was blown up, her bow was pointing up river.

When General Bragg ordered the evacuation of Confederate forces from Kinston, he stated “Captain Price, C.S. Navy, commanding the CSS *Neuse*, is desired to cover Major General Hoke’s movement, and if practical, before sacrificing his vessel, to move down river by diversion, and make the loss of his vessel as costly to the enemy as possible.” Until recently it was believed that Captain Price was unable to execute those orders. Now, it appears we have proof that on the morning of March 12, 1865 the *Neuse* got up steam and made her way down river to a point where they encountered Union forces. Encountering those forces, she fired both canister and exploding shells in a delaying tactic, turned around and steamed back up to Kinston where Captain Price had her sunk to block the river. A great ending to the final chapter to the Civil War life of this old ironclad that can now be spoken of as a “fighting ship”.

The hull of the ship is now part of the CSS *Neuse* & Gov. Caswell Memorial in Kinston, North Carolina. The museum houses a collection of artifacts relating to the *Neuse*, one of the largest such collections for a Confederate naval vessel. For more information, please visit [www.nchistoricsites.org/neuse/neuse.htm](http://www.nchistoricsites.org/neuse/neuse.htm).

**USS Kidd (DD-661)****Baton Rouge, Louisiana, U.S.A.***by Tim NesSmith  
Administrative Assistant***“A UNIQUE WAY TO PAINT A DESTROYER”**

The USS *Kidd* (DD-661) is blessed with a unique mooring system and location. She can normally be found afloat between February and May when the Mississippi River swells with floodwaters caused by increased rainfall and snowmelt in the Appalachians, the Rockies, and all points in between. When the spring floods pass and rainfall slackens in the Midwest and Great Plains, she settles into a special docking cradle that allows visitors to examine her underwater hull. When afloat, she is immersed in fresh water and thus does not suffer as much corrosion or barnacle growth as she would in a saltwater environment. Even so, corrosion is a constant enemy.

In the fall of 2008, a volunteer was in the lower level of the *Kidd's* aft fire room bringing aged, flaking paint on a bulkhead down to bare metal with a needle-gun in preparation for painting. A particularly rusted area developed a damp spot during the work, the result of a needle-point hole in the wall of a ballast tank. After some exploratory excavation, the staff decided to allow the tank to drain so that permanent repairs could be made. After enduring a five-degree list to port for several weeks this spring—something no good destroyer sailor would tolerate for long—the tank was patched and refilled. The list, however, promptly returned. Further investigation revealed a faulty feed valve in the line being used to refill the tank which allowed the tank to dump its contents into the forward engine room. After the valve was repaired, the engine room bilges were pumped, the tank was refilled, and the *Kidd* was back on an even keel.

The task of painting the ship's sides is always a race against time. To reach the upper areas of the hull without renting expensive scaffolding and securing it on the uneven footing of the muddy riverbed, the staff uses a small raft. The rise and fall of the river dictates when the painting can be done. Thus, if the job isn't done by the time that the window of opportunity begins to close, you are left with a half-painted ship and no water under your raft. After twenty-six years of use and several rebuilds, the old paint raft was disposed of and a new one was donated by Delaware Marine and Mr. Z. David DeLoach

The painting process conducted this past June was a major undertaking: assembling and replenishing supplies on the raft, chemically treating and pressure washing the hull, scraping any rust spots, and priming. As the freeboard



*Above: Staff and volunteers of the USS Kidd painting the hull of their ship in June 2009 from their recently donated new paint raft. Photo by Bob Holt.*

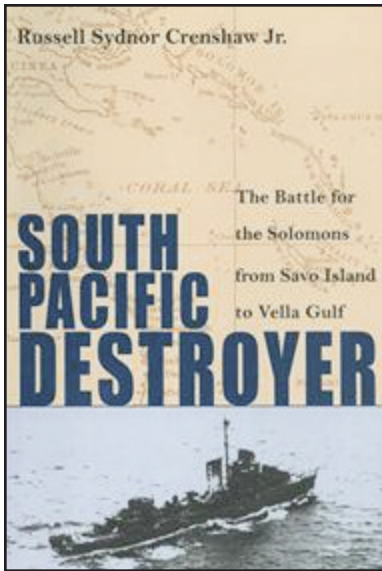
increased toward the bow, the staff also had to erect a small set of scaffolding on the raft. The constant river traffic spawned wakes that caused a wild and rocky ride for anyone atop the third tier of scaffolding. Once a particular section was painted, the lines on the raft had to be moved, dragging it upstream against the current for priming and letting it float downstream later to apply the top coat.

The museum held its Fall Field Day at the end of October '09. Thirty-eight volunteers from across the country came aboard ship to assist in the *Kidd's* restoration. Prior to their arrival, Scaffolding Rental & Erection Service (SRES) of Baton Rouge donated scaffolding and the skilled labor to assemble it so that the Field Day crew could assist in painting the smokestacks and mast. SRES did this at no charge to the museum; a service valued at approximately \$30,000! Unfortunately, rain threatened for two of the three days of the event. Even so, the crew managed one good day of painting on the stacks before heading home.

Other maintenance included repair of the air raid siren; line repairs to the snaking, canvas, and halyards; painting of the port and starboard bulkheads on the lower levels of the aft fireroom; plumbing work in the Officer's Head and Chief's Head; and housekeeping in the Barber Shop, the Scullery, the Wardroom, the Wardroom Pantry, and the Emergency Diesel Generator Compartment.

With the Field Day completed, the shipboard staff is focusing now on completing the paintwork on the smokestacks and the mast. It is hoped that by February, the river will rise enough to enable the painting of the port side.

## BOOK REVIEWS



**South Pacific Destroyer**, by Russell Sydnor Crenshaw, Jr.

Review by Terry Miller

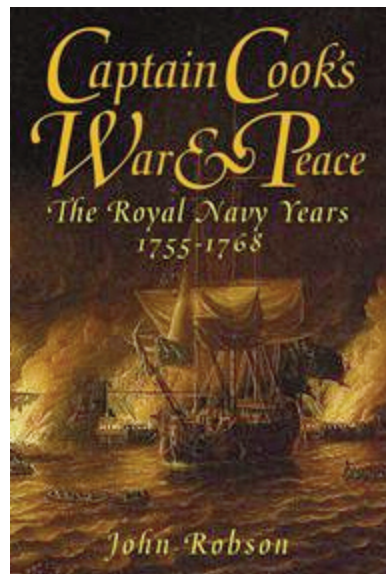
### “THE BATTLE FOR THE SOLOMONS FROM SAVO ISLAND TO VELLA GULF”

Much has been written about the United States Navy’s operations during the WWII battles for the Solomon Islands but none surpass the in-depth analysis that Captain Crenshaw, who was executive officer in one of the destroyers that took part in many if not most of these battles. Crenshaw, then a 22-year old gunnery officer-turned XO, was in a position to oversee every aspect of the operation of USS *Maury* (DD-401) from his battle station in the newly created Combat Information Center. He uses those experiences to tell the stories of destroyer operations in 1943, whether the routine or the extreme stress of battle.

More importantly, Crenshaw exposes some major flaws in U.S. naval thinking of the time, pointing out the arrogance which allowed us to naively believe anything we made was inherently superior to that made by an enemy. This was most especially true of torpedoes and five- and six-inch naval artillery where the lack of funding and testing could not be overcome in the fleet by training and maintenance. He shows us the immediate effects of the new destroyer doctrine written and implemented by then Commander Arleigh Burke and put into action by his replacement as ComDesDiv 12, Commander Frederick Moosbrugger.

The success of utilizing destroyers independent of larger warships can’t be taken lightly. It had never been done before and destroyers had previously been limited to a role as adjuncts to cruiser warfare, then thought to be the major

surface-engagement fighting force. Crenshaw reviews for the reader how thinking changed. He also discusses the creation of the notion of the Combat Information Center or CIC during the Solomons Campaign and how it related to this new destroyer doctrine. Whether read for its historical significance or for pleasure, *South Pacific Destroyer* is sure to please everyone interested in destroyers, the Pacific War, or naval history.



**Captain Cook’s War & Peace**, by John Robson

Review by Peter Nunan

### “THE ROYAL NAVY YEARS 1755-1768”

Many of us know of James Cook’s three great voyages of discovery from 1768 to his death in Hawaii in 1779. Some know details of the progress of the poor farm boy from his birth in 1728 to when he passed up the possibility of command in the merchant service to join the Royal Navy as an able seaman in 1755. But few know much of Cook’s career in the Royal Navy for the thirteen years between 1755 and 1768. In this book John Robson most ably fills that gap.

Using such primary sources as charts, maps, manuscripts, logs and letters from locations ranging from Newfoundland to New South Wales, as well as books, the author builds up not only a vivid picture of his subject’s career in the Navy, but also sets it in the events of that time. Robson builds on previous authors’ work and his own extensive research, some of which is into newly uncovered material, to give a fascinating, detailed account of this least known quarter of Cook’s life. He notes that his subject’s Royal Navy pre-exploration service years divide neatly into seven years in the Seven Years War and six years of peacetime surveying of Newfoundland. The war service in which the able seaman rose to master in two years covered patrols, blockading, battle action at sea, and roles in the taking of Louisbourg and Quebec. At Louisbourg, Cook met army



engineer Samuel Holland who furthered the budding cartographer's surveying education. The detailed account of the Newfoundland years shows the painstaking on and off season work of the survey.

The two great questions of Cook's Navy years: why he joined and why he was chosen for the *Endeavour* voyage are fully treated. The story unfolds in an easy writing style and is well illustrated in colour and black and white pictures, large and small scale maps, and track charts. The lack of a scale on some maps detracts from their value and the large number of pen pictures of people and places at time interrupts the flow. But these are small blemishes. On page 62, Robson quotes Cook, "The world will hardly admit of an excuse for a man leaving a coast unexplored he has once discovered." This book is a fascinating exploration of a less known part of the life of one of the world's greatest explorers.

**USS BOWFIN (SS-287)**

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

*By Nancy Richards  
Curator*

**"NEWLY ACQUIRED ARTIFACTS HELP TELL  
SUBMARINERS LEGACY"**

USS *Bowfin* Submarine Museum & Park is located adjacent to the new World War II Valor in the Pacific National Monument Visitor Center, formerly known as the USS *Arizona* Memorial. We are in the process of giving our website a complete makeover, and hope to have it up and running soon. We have received some new artifacts for our collection.

The *Bowfin* has a remarkable collection of over one hundred submarine battle flags and other historical flags and pennants. The original collection was obtained when the Pacific Submarine Museum relocated and transferred its submarine artifacts to the Pacific Fleet Submarine Memorial Association. Over sixty battle flags were part of that original transfer. In the years following the transfer, USS *Bowfin* Submarine Museum & Park has received many additional flags.

This past year we accepted three new flags into our collections. The first was the USS *Pintado* (SS-387) battle flag formerly held by Admiral Bernard "Chick" Clarey. This flag was donated by his son, Admiral Steve Clarey, USN (Ret.), upon the recent death of his mother, Mrs. Jean Clarey. We are exceedingly grateful for the donation.

On March 25, 1915, the Navy's first underwater disaster occurred when the submarine *F-4* exploded and sank off Honolulu Harbor with the loss of her 21 crewmembers. In

the spring we accepted a 13 star memorial flag dating from 1912. This was from the *F-4* memorial service held at Arlington Cemetery in September 1915 and given to each family at the service. This flag had been passed down from mother to son to daughter and finally donated to *Bowfin* Park by Mrs. Mary Braund. This is the oldest flag in our collection.

Most recently, we accepted the USS *Bluegill* battle flag previously owned by Captain "Bud" Cooper, Commanding Officer of the *Bluegill*, and donated by his son to *Bowfin* Park. All of these flag donations come at a time when we are fortunate to have funding available to properly conserve and stabilize them. The plans are to conserve the most historically significant flags for the future and to display them in the museum.

In addition to these projects, we are dedicated to telling the current submarine story. Our state's own Hawaii Underwater Research Laboratory (HURL) located a Japanese midget submarine in 2002 that had attempted to penetrate Pearl Harbor on the morning of December 7th, 1941. *Pisces IV* and it's sister, *Pisces V* are deep submergence submarines that take operations director and chief pilot Terry Kirby, his crews, and scientists to depths of over 2,500 feet. Finding this midget submarine brought satisfaction of the crew of the USS *Ward*, who were responsible for sinking the submarine hours before the first bomb dropped on Pearl Harbor. Terry's team also recently discovered two advanced Japanese submarines captured after the war and scuttled in Hawaiian waters. Master model maker Brad Sakagawa is building a model for *Bowfin* Submarine Museum to help interpret the work being done at HURL. For more information on the *Bowfin* please visit [www.bowfin.org](http://www.bowfin.org) and to learn more about HURL visit [www.soest.hawaii.edu/HURL](http://www.soest.hawaii.edu/HURL).

*Below: A thirteen star memorial flag given to a family member of a sailor killed onboard the U.S. submarine F-5 in 1915.*



## THE HISTORIC NAVAL SHIPS ASSOCIATION

WELCOME ABOARD NEW AND  
RENEWING MEMBERS

WINTER 2010

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## 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](http://www.hnsa.org), as the date gets closer. For more information on the Maritime Heritage Conference, please visit [www.seahistory.org](http://www.seahistory.org).



### Questions About Your Membership?

Please contact Jeffrey S. Nilsson at:

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

**T121 SPICA, R142 YSTAD, T26, T46, T56**

**Gålö, Sweden**

*By Lennart Törnberg  
Information Manager  
T121 Spica Foundation*

### “GÅLÖ – AKA THE PARADISE”

**A** Day In Paradise – ADIP – is an annual arrangement for members of the Swedish Veteran Flotilla, their families and friends. In Paradise? Yes, our home base at the former Torpedo Boat Base on the Gålö Peninsula is our Paradise. ADIP 2009 was held on September 26 and as all years a paradisaal day with sunshine and nice September warmth, but quite windy with the so common southwest breeze.

ADIP 2009 marked a new attendance record with close to 800 visitors. We had calculated on only receiving about 300, so it turned out to be quite a busy day. Though the event was not scheduled to begin until 9:00 a.m., there were hundreds of visitors waiting outside the gates as early as 7:30 a.m. The line for tickets to go on a Torpedo Boat cruise on the Mysingen Fjord was gigantic, with patient visitors waiting up to two hours for a ticket. To keep them in a good mood, visitors were offered hot dogs, coffee, lemonade, Danish pastries and doughnuts. The hot dogs were so popular that two trips to the local country shop were required to replenish the supply.

The souvenir shops offered all that a Torpedo Boat enthusiast could wish for and a little bit more. Paintings, photographs, decals, whiskey glasses, T-shirts and even books about the Swedish Army Artillery sold like hot cakes. The Radio Museum, also a part of the Veteran Flotilla, presented their fully operative radio stations from early 1930s to the modern stations of today. Many of our members drove their vintage cars and motorcycles to Gålö this day. A separate parking area was arranged and many of us got a nostalgic flashback remembering our own first car. A 1956 Chevy Bel Air side-by-side with a 1958 SAAB with its three cylinder two stroke engine brought back countless memories.

### “THE SWEDISH VETERAN FLOTILLA AT SEA”

During the day all five of the veteran ships, namely T121 *Spica*, R142 *Ystad* and the Motor Torpedo Boats *T26*, *T46* and *T56*, went to sea carrying enthusiastic passengers. Due to the unexpected number of visitors the ships had to double the scheduled cruises. T121 *Spica* is in sort of a Sea Acceptance phase after being mothballed and left without preventive maintenance since 1987. Therefore there are many reliability problems both with the propulsion system

and all electronics from the 1970s. Suffering from an earlier incident with a leakage in the hydraulic system for the KaMeWa propellers on the amidships engine, only port and starboard Gas Turbine could be used. Still able to attain a speed of 30 knots with two out of three engines in operation is not bad.

The *Spica*-class successor, missile boat R142 *Ystad* of the *Norrköping*-class, let her 13,000hp gas turbines loose and let the veterans and their guests smell the nice aroma of diesel exhausts and enjoy the music from her powerful machinery. It has been many years since the last time five ships of the “Grey Funnel Line” could be seen in formation on the fjords in the vicinity of Gålö. The Motor Torpedo Boats went zigzagging at speeds close to 50 knots. T121 *Spica* and her younger sister R142 *Ystad* cruised at 30 to 35 knots.

The 2009 ADIP provided us with many lessons learned. The organizers realized that the arrangement has grown well over expectations and a project group for the upcoming ADIP has been established. We are all looking forward to the 2010 event and we hereby invite colleagues from the other HNSA ships to take part. Reserve the weekends during late September to mid October 2010 for a trip to Sweden and Gålö and I will let you all know what the exact day for ADIP 2010 will be.

### “THE MOTOR TORPEDO BOAT VETERANS”

The Motor Torpedo Boat Veterans Association was founded 25 years ago by a group of enthusiasts with a great interest in torpedo boat development, their construction, engines and the Mtb-squadrons tactics. The goal of the association is to research and document the torpedo boats history and save torpedo boat materiel in working order so that their legacy may be shared with the general public.

*Below: Big and small, side by side. The R142 Ystad along with motor torpedo boat T56 race along in the Mysingen Fjord during ADIP 2009.*



## HNSA NEWS & VIEWS

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

In October 2009 the Coast Guard *Secretary*-class cutter USCGC *Ingham* was drydocked and repaired at Detyens Shipyard in Charleston, South Carolina. The shipyard crew did a great job repairing her hull bottom and the new paint job is flawless. She has been launched and for a 1935 hull, she looks like she could go back to work today. The cutter *Ingham* is now owned by a 501(c)3 Non Profit organization in Key West, Florida, and is the Coast Guard's national exhibit commemorating the sacrifices made by Coast Guardsmen in World War II. She will shortly join another Coast Guard cutter USCGC *Mohawk* in Key West.

Also from Charleston, USS *Laffey* was refloated at the Detyens Shipyard on December 1, 2009. During her time in drydock, the hull was completely replated with 3/8" steel. The machinery spaces B-1 and B-2, are now completed and signed off as being officially accepted. All wasted transverse and longitudinal frames, keel and bulkheads from the machinery spaces have been removed and new framing/bulkhead plating installed as needed. The spaces are now immaculate.

From London we are told that the *Cutty Sark*, which was ravaged by fire in May of 2007, will be reopened in the spring of 2011. New parts for the ship have been made at various locations around London and are being delivered to Greenwich and fixed to the hull of the ship. In the words of Richard Doughty, the ship's executive director, "it's a huge jigsaw puzzle that needs reassembling".

During the weekends of August 22-23 and 29-30, *PT-728*, a restored Vosper PT boat, home ported in New York State, visited Battleship Cove as part of an East Coast tour and sold rides to hundreds of eager onlookers. Launching from the boathouse at Heritage State Park, *PT-728* slowly rumbled away from the pier before opening up her twin diesel engines for a mock slash-and-dash attack on an unsuspecting sailboat cruising through Mount Hope Bay. After "sinking" her hapless foe, the boat settled into a comfortable cruising speed while her "crew" of some 40 men, women and children enjoyed a perfect summer afternoon listening to a medley of big band favorites broadcast by Tokyo Rose. The 90-minute ride concluded with a below-decks tour of the boat at pier-side, with the cramped quarters and noxious exhaust fumes giving riders a small taste of the Spartan conditions endured by the brave men of the Mosquito Fleet.

*Ex-Wisconsin* was officially transferred from the Navy to the City of Norfolk, Virginia on Monday, December 14,

2009. The ship is berthed at the National Maritime Center. Now that the ship has been turned over to the city, they will begin to restore open spaces to allow guests to visit areas of the ship never before open to the public. The only remaining *Iowa*-class battleship not a museum is the *Iowa*.

Speaking of battleships, during the month of October the USS *New Jersey* went from gray to pink at night by turning her lights pink to join other venues throughout the Philadelphia area for "Lights for a Cure" for Breast Cancer Awareness Month. The battleship worked with CBS3 and the Susan G. Komen Breast Cancer Foundation to turn the skyline pink for this annual breast cancer awareness campaign.

It is hoped that USS *Orleck* will shortly be moved to Lake Charles, LA. She will be allowed to dock on a temporary basis on the Calcasieu River, and while at that location visitors will not be permitted onboard. This site will be for mooring and maintenance only and it will only be for a period not to exceed one year. There are a number of conditions connected with this move, however, the *Orleck* group is confident that all conditions can be met. The big question remaining for *Orleck*, is just where she will be permanently moored.

In Manistee, Michigan, the 180 foot long U.S. Coast Guard Cutter *Acacia*, which has been retired, will be joining the S.S. *City of Milwaukee*. The *Acacia* was built in Duluth, Minn., and was launched September 1, 1944. It was named for the original *Acacia* that had been sunk by a German U-boat off the West Indies in March 1942. The *Acacia* was built for service in the Great Lakes and her main duties were maintaining buoys, lighthouses, navigational aids and ice breaking during the winter season. Since decommissioning in 2006, the ship has been at the American Academy of Industry in Burns Harbor being transformed into a maritime history museum and educational platform by volunteers.

The USS *Gage* (APA-168), which was a *Haskell*-class attack transport of the Victory Ship design, has finally seen her end. She languished in the James River Reserve Fleet (The Ghost Fleet) for over half a century, until she was recently towed to Brownsville, Texas for scrapping. There was a valiant attempt by dedicated volunteers to save her, but to no avail. Many parts of her will live on in many of our own historic ships as many items, many in near-pristine condition, were removed for re-use on other museum ships. She served well and continues to serve.

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

**Boston, Massachusetts, U.S.A.**

*By Steve Briand  
Volunteer Liaison*

**“A TIN CAN LIVES ON IN BOSTON”**

Since 1980, with a ten year sabbatical from 1990 to 2000, my wife Patricia (Patty) and I have been volunteers onboard the USS *Cassin Young*. Though I cannot recollect what first captivated me about the ship, but the ship has become an important part of our family's lives. When our son, Christopher, was two years old in 1981, he spent a day on my wife's back as she painted the ship's call signs on the bridge. Today I am the Volunteer Liaison: I interface with National Park Service maintenance division and am the go-between it and the volunteers. But this article is not about me, it is about all those who have given of themselves to preserve this proud ship, the volunteer crew of the *Cassin Young*.

*Cassin Young* was built by Bethlehem Steel in San Pedro, California and commissioned in 1943. She saw action in the Pacific Theater of WWII like many other Fletcher-class destroyers. She is rich in history and today is a living tribute to her gallant crew. She was decommissioned and sent to the mothball fleet in 1946. She was once again recommissioned in 1951 for service in the Korean War. During this time she served in Mediterranean and Atlantic waters and also made an around-the-world cruise. In 1952 she was brought to the Boston Naval Shipyard for a major overhaul. This would not be her only visit to Boston. *Cassin Young* was decommissioned for the second, and final time in 1960 and rested in the reserve fleet in Philadelphia, PA.

Though most of her *Fletcher*-class sisters met their end in scrap heaps, the *Cassin Young* would be given a second life as a museum ship. The National Park Service towed the ship, in 1980, from Philadelphia to her current berth at the Charlestown Naval Shipyard, part of Boston National Historical Park. She is moored across the pier from the oldest commissioned warship afloat in the world, “Old Ironsides”, USS *Constitution*.

Upon her arrival to Boston, *Cassin Young* was discovered by a small group of former crew members and word spread like wildfire that she was at the yard serving as a museum. These former crewmembers, along with National Park Service staff and forty-five dedicated volunteers, began the restoration process of the ship. Since 1980, the ship has been undergoing a challenging restoration, with the

volunteers making great strides in their restoration efforts.

Since the ship is a National Historic Landmark, and part of the National Park Service, the volunteers rely on the Park Service curatorial staff for guidance in all the decisions made in regards to preservation and interpretation. We are presently bringing the ship back to her 1950s configuration. How the ship appears today is a far cry from that of 1980.

Locating parts for the ship is a never-ending process. We participate in Open Houses (strip trips) to reserve fleets often, and those pieces we can't find we fabricate onboard in the machine shop on original equipment. In addition we use original typewriters to produce documents, actual tube testers for testing vacuum tubes, etc. Though some call this “living history”, we call it a necessity.

Some of our many proud accomplishments include total restoration of all sound-powered phone circuits: 1MC and 21MC; all alarms: general quarters, collision, and chemical attack are functioning. In addition, the emergency lighting with all battle lanterns tied in, entertainment system, and all equipment in Radio Central have been restored to functioning status.

The future looks pretty good for *Cassin Young* as we are scheduled to go into drydock in April 2010 for much needed hull repair. We are very fortunate to be able to put her into a drydock that is less than one hundred feet away from our current berth. Location, location, location, as they say. I want to thank Jason Hall, Editor of the *Anchor Watch*, for urging me to write an article about our ship and her outstanding volunteer crew. Please visit our volunteer website, designed and maintained by volunteer Bob Harris, at [www.dd793.com](http://www.dd793.com) or the official NPS site: [www.nps.gov/bost/historyculture/usscassinyoung.htm](http://www.nps.gov/bost/historyculture/usscassinyoung.htm).

*Below: Volunteers of the Cassin Young dressing the ship for the 4th of July, 2009 celebrations.*



**USS WAYNE E. MEYER (DDG-108)**  
**USS OLYMPIA (C-6)**  
**USS NEW JERSEY (BB-62)**

**Philadelphia, Pennsylvania, U.S.A.**

*By Christopher P. Cavas  
 Navy Times, Staff Writer  
 Wednesday Oct. 14, 2009*

## “AEGIS PIONEER HONORED AT COMMISSIONING OF DDG”

It was 1983 when the Navy commissioned its first Aegis warship, the cruiser *Ticonderoga*. Twenty-six sister ships followed, and in 1991, the first Aegis destroyer, the *Arleigh Burke*, raised its commissioning pennant. The Navy is still building *Arleigh Burke*-class destroyers, with no end in sight. Every one of those 84 ships shared a singular, personal, common thread — in attendance at each commissioning ceremony was the man known throughout the service as the “father” of Aegis, the world’s most advanced naval combat system.

The father was always there to watch over his latest newborn children, and despite advancing years and declining health, Rear Adm. Wayne Meyer made it a point to be present at the birth of every Aegis ship. Every ship — until the one that bore his own name. “It is sad, but almost fitting in a way, that the first commissioning muster he misses is that of his namesake,” Adm. Mike Mullen, Chairman of the Joint Chiefs of Staff, told an audience gathered in Philadelphia on Saturday, October 10, 2009, to commission the USS *Wayne E. Meyer*, the Navy’s newest warship.

Like many in attendance, Mullen, the nation’s highest-ranking military officer, had once served on an Aegis warship, commanding the cruiser *Yorktown*, the second Aegis cruiser. Many in the crowd laughed in recognition when Mullen called Meyer “uniquely cantankerous” and nodded knowingly when he noted that “Wayne E. Meyer was never satisfied.”

“I lived with a legend,” said Anna Mae Meyer, the admiral’s widow and the ship’s sponsor, and few would argue. Meyer died Sept. 1 at age 83 of congestive heart failure, only five weeks before the ship bearing his name entered service. “He was fighting to be here today. He said that he just wanted to make it to the commissioning,” said Edward Seixas, Meyer’s stepson.

Meyer’s drive and determination were repeatedly cited as reasons why the Aegis system was successfully developed. He was “the chief visionary of our surface fleet,” Mullen, a

former Chief of Naval Operations, said. “He single handedly revolutionized war-fighting,” Mullen declared. “He saw the value of integrated war fighting systems,” combining radars, sonars, weapons systems and computers. Integrated systems “are prolific today in all services,” Mullen said, “but it started here.”

“Many of the speakers here had a long relationship with Admiral Meyer,” said Allison Stiller, the Navy’s chief shipbuilding executive, and nearly everyone had a personal anecdote. “I can still hear him say, ‘You can’t predict the future so you better be damned ready for it,’” said Fred Moosally, a retired Navy captain and head of Lockheed Martin’s Maritime Systems and Sensors division, which makes the Aegis system. Bath Iron Works president Jeff Geiger, whose shipyard built the new destroyer, recalled that when Meyer visited the ship during the christening ceremony in October 2008, he was having trouble getting around the ship and was offered the use of a wheelchair. Meyer gruffly declined, saying, “I’ll walk on, and I’ll walk off.”

Other speakers characterized Meyer as “stubborn” and a “giver of prolific advice.” “No naval officer in recent history displayed innovative leadership as Wayne Meyer,” said Adm. Gary Roughead, Chief of Naval Operations, who was the first commanding officer of the *Barry*, the second Aegis destroyer. “He has one powerful legacy.”

The audience at the ceremony, held at Penn’s Landing on the Philadelphia waterfront, included an impressive wealth of brass hats, among them Australia’s Chief of Navy, Vice Adm. Russ Crane. Australia’s first three Aegis warships now are under construction, and the addition of the combat system to the Australian Navy “is an enormous step into modern warfare applications,” Crane said. Rear Adm. Brad Hicks, head of the Navy’s Aegis ballistic missile defense

*Below: Crew members render honors during the commissioning ceremony of the Wayne E. Meyer. U.S. Navy photo by Mass Communication Specialist 1st Class Tiffini Jones Vanderwyst.*



(BMD) program, observed that “people thought Meyer was inflexible” in his views.

Aegis was developed, among other priorities, to deal with the complexities of massed attacks by Soviet aircraft and missiles. But over the past decade, a BMD capability has been added, and Aegis BMD ships now are operational, functioning in a realm no one envisioned when Meyer began overseeing the project in the 1970s. Meyer “wasn’t sure at first about adding BMD,” Hicks said, but he saw that the mission could evolve and “soon became enthusiastic.” Looking around at the plethora of Aegis officers, Hicks acknowledged that “this will be a fairly emotional day for a lot of people.”

“It’s really something when the people you mentored are the CNO and the Chairman and a host of three and four-star admirals,” said Rear Adm. Jim McManamon, Deputy Commander for Surface Warfare. “It’s a pretty amazing legacy.” The choice of Philadelphia as the setting for the commissioning ceremony was made personally by Meyer. Moorestown, N. J., about 14 miles away, is where Lockheed builds the Aegis system. “That’s where it started, that’s where it should be,” Seixas quoted his stepfather as saying. Meyer had hoped that a number of Lockheed employees would attend the ceremony.

David Rochlis, a video producer for Lockheed, said “Admiral Meyer is the reason I’m working here.” Rochlis was hired in 1978, he said, “because Meyer wanted the Aegis program well documented.” Meyer “fought hard to get Aegis built,” Rochlis recalled. “He used to go around everywhere selling Aegis. It was important to get support for the program. If it wasn’t for him, who knows if Aegis would ever have been built.” Earlier, Lockheed executive Chris Bova, who knew and worked with Meyer for more than 20 years, recalled him as a “bigger than life character” who “could be gruff with people, but he never made it personal. It was about encouraging engineering precepts. He would make people want to come back and show the old man they could do it. It was about doing the job the best they could, and if they weren’t he would embolden them to do so.”

Many veterans in attendance wore ball caps from the destroyer *Goodrich* and cruiser *Galveston*, ships that Meyer served on. There also were a number of veterans from the *Ticonderoga* Association, recalling the first Aegis warship. And while the choice of Philadelphia had much to do with the nearby Lockheed facility, the location was dripping with naval and maritime tradition. In sight of the *Wayne E. Meyer* was the cruiser *Olympia*, flagship of Commodore George Dewey at the Battle of Manila Bay in 1898. Directly across the Delaware River was the battleship *New Jersey*, a combat veteran of World War II, Korea and Vietnam. Volunteers, who man the battleship,

fired a gun salute to the new destroyer during the ceremony.

Just down river could be seen the huge funnels of the ocean liner *United States*, perhaps the greatest merchant ship ever built in the U.S., and around a bend in the river was the former Philadelphia Naval Shipyard, where the Navy keeps a number of decommissioned ships — including the *Ticonderoga* and Mullen’s *Yorktown*. And while the day’s tributes flowed to Wayne Meyer, son Robert Meyer said afterward that the family hoped the day “would really be for the crew of the ship.”

Cmdr. Nick Sarap, the *Wayne E. Meyer*’s commanding officer, and his crew “were there for him.” The ceremony included a poignant moment when son James was piped on board bearing one of his father’s Navy hats, to the announcement of, “Wayne E. Meyer spirit, arriving.” Sarap then took a salute from executive officer Lt. Cmdr. Robert Brooks, and turned to address the CNO. “Admiral Roughead, USS *Wayne E. Meyer* is in commission, and I am in command.”

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

**Philadelphia, Pennsylvania, U.S.A.**

*Navy Times, Staff Writer*  
Tuesday Nov. 24, 2009

### “NAVSEA: JFK AVAILABLE TO BECOME A MUSEUM”

The decommissioned aircraft carrier *John F. Kennedy* became available Monday, November 23, 2009, for donation to become a museum ship, the Navy announced, with the *JFK* becoming the latest and newest retired super-carrier looking for a home. If Naval Sea Systems Command (NavSea) doesn’t get any viable interest in turning the ship into a museum within two years, the Navy could decide to scrap it or sink it as a target.

Initial applications to take custody of the *JFK* are due by Jan. 22, 2010 NavSea spokeswoman Pat Dolan said in a written statement. The *Kennedy* joins the older retired carriers *Ranger* and *Saratoga* on NavSea’s donation-hold list. Organizers in Portland, Ore., are trying to get the *Ranger* for a museum, and a group in Rhode Island is trying to get the *Saratoga*, but it wasn’t clear if there are any formal groups set up to get the *JFK*. The first of those ships to become a museum would be the first Supercarrier so displayed. Although five carrier museums are active today in the U.S. — the *Intrepid* in New York; the *Yorktown* in Charleston, S.C.; the *Lexington* in Corpus Christi, Texas; the *Midway* in San Diego, California; and the *Hornet* in Alameda, California — they are all World War II flattops, with the exception of post-war *Midway*.

**USS MASSACHUSETTS (BB- 59)  
BATTLESHIP COVE**

**Fall River, Massachusetts, U.S.A.**

*By Marc Munroe Dion  
Herald News Staff Reporter  
Nov. 10, 2009*

**'VOLUNTEER SCAVENGERS WORKING TO  
SALVAGE HISTORY'**

A big battleship/museum/memorial like the city's own Battleship *Massachusetts* is as much living history as a monument to those who served on her and are now gone. And to be a piece of living history requires not props, but real equipment, World War II equipment no longer made but findable, though in decreasing quantities now that the last World War II-era ships have been scrapped.

Peter Papadakos heads the West Coast Strip Team for Battleship Cove. He and a team of volunteers recently brought a load of vintage equipment to the cove, including World War II-era salt and pepper shakers and even dish brushes used every day in the big ship's galley to clean thousands of plates and trays. "This is it," Papadakos said Tuesday. "We stripped the last World War II transport ships in the world." For 10 years, Papadakos, an aircraft company executive, has volunteered his time to ferret out items that would have been used aboard not just the *Massachusetts*, but also other ships at the cove.

"There are only three reserve fleets in America," Papadakos said. "One in Texas, one in Virginia and one in California. All of the World War II ships on the East Coast have already gone to scrap." Papadakos said as long as the structural integrity of old ships remained, the Navy didn't mind if he and his team stripped them of everyday items used by the crew.

*Below: Volunteers unload a fire indicator panel that was salvaged. The individual to the right, in sunglasses, is curator Christopher Nardi. Photo by Peter Papadakos.*



*Above: Among the retrieved items were vintage 1940s garbage cans, IMC Speakers, RCA speakers, Intercoms and even four medical sinks. Photo by Peter Papadakos.*

Not all the items went to the *Massachusetts*, either. The Destroyer *Joseph P. Kennedy, Jr.* was the recipient of Papadakos' bounty as well. The *Kennedy* was laid down April 2, 1945 by the Bethlehem Steel Co. at the Fore River Shipyard in Quincy. Launched on July 26, 1945 and commissioned on December 15, 1945, the ship was completed in only 8 months, reflective of the fast pace of shipbuilding during the last year of World War II. The ship was decommissioned in 1973 and is at anchor at Battleship Cove.

"Some of the things the *Kennedy* needed were pillows and mattresses," Papadakos said. He and his helpers found the bedding, which was used to create authentic bunks aboard the *Kennedy*, so visitors can see how the crew lived. Most recently, Papadakos and 10 volunteers were in Suisin Bay, Calif., stripping the *Gen. John Pope*, a 1943-vintage troop transport. "There was brand new scullery gear," Papadakos said.

There was plenty of other equipment as well. "We're talking speakers, fans, boxes of everything from soap to napkin holders," Papadakos said. "It's over for the ship stripping," Papadakos said. So, if all the old ships are gone, where will Battleship Cove get the authentic equipment it needs to continue a restoration process that never really ends? "I get random calls and e-mails," said Christopher Nardi, Battleship Cove's curator. He said there are people out there with things to donate. "The haul he brought was incredible," Nardi said of the last batch of gear brought in by Papadakos.

"These are guys in their 50s and 60s," Nardi said of Papadakos' crew. Nardi said that even the smallest touches are needed to make a fighting ship look the way it did when its guns were blazing. Take the beige regulation Navy blanket. "They're very rare," Nardi said. "The little things make it," Nardi said of historical authenticity.



**USS *REQUIN* (SS-481)  
CARNEGIE SCIENCE CENTER**

**Pittsburgh, Pennsylvania, U.S.A.**

*By Maria Renzelli*

**“A BANNER YEAR FOR USS *REQUIN*”**

Each year the submarine USS *Requin* (SS-481) educates thousands of visitors about life and science aboard a submarine from over 40 years ago. Preserved within her 312-foot-long hull is the technology of a bygone era. Fifty years after she was commissioned, the submarine is a far cry from the sleek nuclear-powered behemoths that now patrol our seas.

The year 2009 was record breaking for attendance onboard the *Requin*! By the beginning of August, visitation had already surpassed that of the entire year of 2008, and as we headed into winter, we were still going strong. All indicators point to 2009 being the most successful year since *Requin*'s arrival in Pittsburgh nineteen years ago.

In between presenting to our outstanding number of guests, *Requin*'s crew has managed to make quite a few enhancements to both the interior and exterior. The overhaul of *Requin*'s archives is 75% complete under the curatorship of Richard Smith. We hope to have the space finished by March 2010, along with an education plan inviting students, scholars, and researchers to take advantage of the vast amount of plans, records, books, and personal accounts uncovered over the years.

We were able to locate and hang friendship lights during the 2008 holiday season, and this spring we had received so many compliments that we kept them up in lieu of signal flags. They provide fantastic visibility from several vantage points in the city, even garnering us a few “close ups” during national broadcasts of Steeler football games!

In September, as a continuation of an educational cooperation project with our city's namesake submarine, *Requin* hosted Commander Andrew Jarrett, Commanding Officer of USS *Pittsburgh* (SSN-720) until June of this year and current battalion officer at the U.S. Naval Academy, and over 100 midshipmen who were in town for the annual University of Pittsburgh vs. USNA football game. Throughout the year we have been site to several reunions, re-enlistment ceremonies, and memorials, and plans are in the works for the 2010 *Requin* Reunion.

Perhaps the most exciting venture of 2009 was the premiere and astounding success of the first submarine summer camp offered by Carnegie Science Center's Camps and Classes program. Crewmember Sean P. Hannan put

his educational background to work, and with assistance from *Requin*'s crew and CSC teaching assistants, planned a five-day day camp for 11-13 year olds. All Hands On Deck was sold out within two weeks of being offered, and was held from August 10-14, 2009.

Submariners-in-training explored the boat from stem to stern, getting exclusive peeks into areas not accessible to the general public. Each of the five days was dedicated to either an aspect of seamanship such as knot tying, communications, and vocabulary, or submarine science such as navigation, buoyancy, propulsion, and hydraulics. Activities were held both inside the boat and on deck, allowing the general public to access the submarine while the event was taking place.

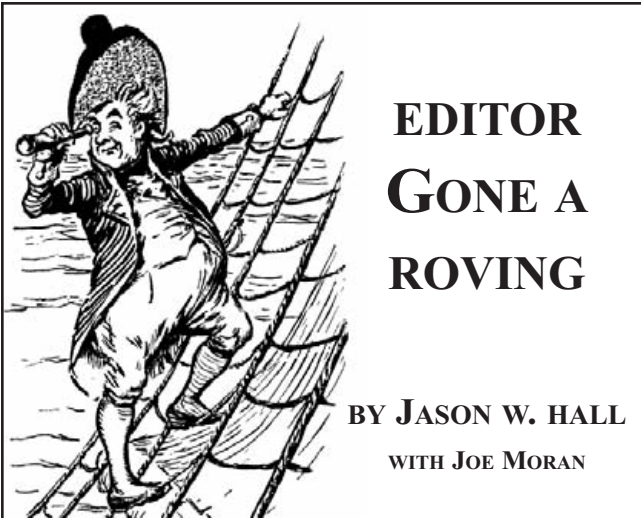
Our submariners took part in sending Morse Code messages across the river to a receiver high atop Pittsburgh's landmark Mt. Washington, buoyancy and density experiments with homemade miniature boats, and creating simple circuits to activate bells, whistles, and lights. All of the programming crossed over to include various exhibits and presentations at the science center such as the current Roboworld exhibition, the giant Van de Graaff generator in the Works Theater, and special Omnimax movies.

The highlight of the camp was a touching “Dolphin Ceremony” by members of Pittsburgh's *Requin* Base of the United States Submarine Veterans, Inc. where the “newly graduated submariners” received pins, certificates, and caps for their success.

It will be difficult to top the success, fun, and learning experiences of 2009, but *Requin*'s crew is ready to take on 2010 and all of its challenges, opportunities, and surprises full on, flank speed! For more information please visit: [www.carnegiesciencecenter.org/default.aspx?pageId=38](http://www.carnegiesciencecenter.org/default.aspx?pageId=38).

*Below: Staff, volunteers and the Summer Camp “submariners” shown onboard *Requin* after a week of fun and inspirational learning about the Silent Service.*





## EDITOR GONE A ROVING

BY JASON W. HALL  
WITH JOE MORAN

### USS CONSTITUTION UNDERWAY DEMONSTRATION



*Above: The Star Spangled Banner "catches the gleam of the morning's first beam". Photo by Jason W. Hall.*

The evening of October 20, 2009, found me in a car heading to Boston, MA, with Joe Moran, the Director of Overnight Encampments for the Battleship *New Jersey*. We were going north for an incredible opportunity, the chance to be onboard "Old Ironsides", the USS *Constitution*, for her 212th Birthday.

Joe took charge of our overnight encampment program following the passing of Tom Jaskel. Some of you may recall that I featured a trip with Tom to Battleship Cove, the *Constitution*, and the *Cassin Young* in my column for the Fall 2008 issue of *Anchor Watch*. So, the memories were flowing pretty hard during the trip.

during his visit down to the battleship in late 2008. In late September 2009, Steve had contacted me and offered me a spot onboard the *Constitution* for an "underway demonstration". I was flabbergasted, and gave Steve a boisterous "YES!", but only if my good friend and colleague, Joe Moran, could come as well. Steve worked his magic and there we were on I-95 heading to Boston. A lifelong dream of both Joe's and mine was about to be

The amazing day that awaited us on the 'morrow was thanks to Steve Briand, Volunteer Liaison for the *Cassin Young*. Steve and I had become very good friends from my visit in 2008, and he had met Joe

fulfilled. We got very little sleep in the hotel room that night, and the morning of October 21 felt like it was Christmas Day and we were about to open a HUGE gift!

Joe's admiration of the *Constitution* runs deep: "The *Constitution* holds a special place in my heart. In college I saw a Navy recruiting poster that pictured a sailor holding the hand of his small son as they both gazed at the graceful U.S.S *Constitution*. Seeing that poster inspired me to join the NROTC." Joe recalls that, "The 21st dawned clear, sunny, and warm, extremely uncharacteristic for Boston in October!" I know Joe by his beloved nickname of BUFF (Big Ugly Fat Fellow....don't yell at me, he picked it himself!). Prior to that day, Buff had never been onboard the *Constitution*.

Steve met us at our hotel at 6:30 AM, and we followed him to Charlestown Navy Yard, where Buff was able to park his car right next to the WWII destroyer, *Cassin Young*. After prying Buff, who had been a snipe on a tin can, from his gaze of the destroyer, we reported aboard the *Constitution* at 7:30. Buff stated that, "Crossing the quarterdeck was a trip back into time and the dream of my life!"

*Below: Guests were treated to a serving of grog in the Captain's cabin. The grog tub is faithfully guarded by an active duty member of the Marine Corps in 1812 regulation uniform. He will be quick to remind any unknowing guest that his uniform is NOT a costume! Photo by Jason W. Hall.*



*Above: Joe Moran (left) speaking with CDR Timothy M. Cooper, CO of the Constitution. Photo by Jason W. Hall.*





Above: A happy Snipe! Joe Moran carefully climbs down a vertical ladder on the Cassin Young leading to his favorite playground: the fire room! Photo by Jason W. Hall.

Buff came out of his delirium in time to observe morning colors on the ship:

*"I heard the pipe call 'SHIFT COLORS' and we were underway! The enormous battle ensign had the correct number of stars for 1812 and was flying from the mizzenmast. I was right below the ensign and as the breeze picked up the flag unfurled to its full glory in all its majesty. I was frozen in place at that moment and in my mind I could hear Capt. Isaac Hull order the battle ensign to be flown as he and his crew entered into battle onboard the Constitution."*

Though we were being towed by tugs, and not powered by her own sails, it did not matter. Nor did it matter that her masts, rigging, and several parts of the ship had been removed for repair in preparation for the upcoming bicentennial of the War of 1812. She may not have looked as beautiful as she normally did, but I agree with Buff's statement: "I cannot explain how I felt but it was and is one of the highlights of my life."

According to Buff, one of his most prized mementos of the trip is "a photograph of me and Commander Cooper standing together on his ship. This photo has a place of honor in my office on the *New Jersey* along with the certificate signed by Commander Cooper commemorating my voyage on the *USS Constitution*." As we came back to the pier, Mr. Burt Logan, President of the *Constitution* Museum, brought us below decks and allowed us the rare privilege and honor to stand on the keel of the oldest commissioned warship afloat in the world.

What follows is Buff's description of the rest of our day:

*After disembarking from the Constitution, the VIP treatment continued. Jason and I were escorted to the Constitution Museum by Burt where he gave us a private tour. He cleared his schedule to provide this insight into the museum and patiently put up with my endless questions. From the museum we made our way to the Cassin Young where Steve Briand, who had been onboard the Constitution with us, met us at the brow. Steve introduced us to every volunteer and Park Service member on board and proceeded to give us a personal tour.*

*During our exploration of the ship we took a break and stopped for coffee and a bull session in the Volunteer "lounge" which was a cluttered, dirty, somewhat smelly working compartment, I loved it! After coffee we were all over the ship, but the best was yet to come. As if my head wasn't spinning enough, Steve shocked me when he lead us to the main deck scuttle that went down to No. 1 Fire Room and told me to head on down! Prior to coming to the Battleship New Jersey, my career for the last 31 years has been selling pipe, valves and fitting with a special emphasis in MIL-SPEC material supplied to the Navy. So going down into a Fletcher-class destroyer's engine room was pure heaven for me.*

*After what seemed only moments, but was in fact over an hour later, I sadly made my way topside to depart the ship. As I made preparations to go home to Philadelphia, I looked over my shoulder to view both the Constitution and Cassin Young as the sun was setting over the two ships. It was truly one of those once in a lifetime events that I will never forget.*

I could not have said it better myself! -Jason W. Hall

*Below: Jason Hall posing beside the jeep owned by Bill Foley, National Park Service. Bill had been kind enough to take Jason and Buff on a ride around the Navy Yard. In the background can be seen the Cassin Young and faintly to the right can be seen the stunted masts of the Constitution. Photo by Bill Foley.*



**HMS VICTORY****Portsmouth, Hampshire, U.K.***By Lt. Cdr. D. J. 'Oscar' Whild  
Commanding Officer***“NEW MUSEUM AND NEW PRESERVATION EFFORTS HELP SUPPORT VICTORY”**

It's been a while since there has been an update on HMS *Victory* in *Anchor Watch*, and it is certainly the first time that I have put pen to paper since I took command back in September 2008. I joined the Royal Navy in October 1981 as an ordinary seaman and was promptly given the nickname “Oscar”, which has stuck ever since. After only a short time in the Navy I was in the thick of the action down in the Falkland Islands in the frigate HMS *Broadsword*, which was certainly an interesting start to my career! I have held several positions since then, and after promotion to Lieutenant Commander, in 2003, I was appointed as the Ships' Facilities Co-ordinator in Portsmouth, becoming responsible for the provision of non-engineering support to all ships alongside - both domestic and foreign. HMS *Victory* will be my final appointment before mandatory retirement at the grand old age of 50!

HMS *Victory* is obviously best known for her role in the Battle of Trafalgar as the flagship of Admiral Lord Nelson. She was laid down in the old single dock at Chatham Dockyard on July 23, 1759. She was floated out of the dock on Sunday May 7, 1765 and immediately placed into reserve (‘ordinary’) which resulted in her being laid up for the next thirteen years. In December 1776, the Board of Admiralty ordered *Victory* to be completed and commissioned for sea service, and by February 1778 the ship's fitting-out was finished. She was to be Admiral Keppel's flagship and her first captain was Sir John Lindsay. On Friday May 8, 1778, *Victory* finally slipped her moorings and “tasted” the sea for the first time, thirteen years and one day from the hour of her launch. Today *Victory* has dual roles as the flagship of the Commander-in-Chief Naval Home Command and as a living museum to the Georgian Navy. She generally receives some 350,000 visitors annually, and except for a couple of days around Christmas, is open to the public throughout the year.

**“NATIONAL MUSEUM OF THE ROYAL NAVY”**

The creation of the National Museum of the Royal Navy (NMRN) in September 2009 will have a major impact on the way that we have traditionally done our business. The NMRN is an initiative that is fully supported by the Navy Board and embraces the four existing Naval Service museums: the Royal Naval Museum (Portsmouth), the Royal Marines Museum (Southsea), the Royal Navy

Submarine Museum (Gosport) and the Fleet Air Arm Museum (Yeovilton). It is a core objective of UK Naval Heritage Strategy, the aim of which is to ensure that naval heritage as a whole is deployed to its full potential in promoting the Naval Service and that the full range of our heritage assets are appropriately resourced, managed and employed in a coherent manner.

I think that the establishment of the NMRN is a significant milestone in the Royal Navy's continuing efforts to make the most of its unique heritage holdings and The National Museum is now the body to which the Ministry of Defence and the Royal Navy will look for leadership on naval heritage matters. The formal launch of the new museum was marked on September 18, 2009 by the firing of an impressive simulated broadside from HMS *Victory*.

**“MOVEMENT MONITORING ONBOARD”**

One of the key elements of the ship's immediate and long-term safety and stability plan is to understand the current structural performance. The structure of the ship has been formerly monitored periodically by manual survey since 1974. These and more comprehensive surveys instigated in 2005 have clearly indicated significant downward movement of the structure as a whole, relative to the keel support. For example, the average movement indicated for the upper deck over this time is 70mm. This represents substantial movement over a 34 year period and although close examination of the data suggests there have been periods in which the rate has fallen and possibly temporarily been arrested, the overall trend is considered unsustainable in the context of long-term structural stability of the *Victory*.

In order to better understand the way that the ship is affected by this, we have fitted accurate instrumentation to provide 'real time' movement data on three principal forward, mid-ships and aft sections, as well as the dock that we are sitting in. Monitoring includes vertical

*Below: Victory fires a broadside to mark the creation of the new National Museum of the Royal Navy.*



movement through the full height of the ship in relation to the keel support and athwart-ship hull-to-hull movement (spread/contraction), plus temperature and humidity variation recording. The instrumentation comprises 'electro-level' sensors to measure beam deflection and 'draw wires' to measure movement between decks. The electro-level sensors are very sensitive tilt-measuring devices (accurate to 0.1mm per metre). Vertical draw wires accurately measure any change in distance between the decks at the end of each beam train. This measurement continues through the hold and magazine to the keel support below.

In total, there are 59 individual electro-level sensors and 29 draw wires inboard. Outboard there are 4 electro-level sensors and 8 draw wires, plus two ground water pressure sensors called 'piezometers', which indicate whether the recorded movement is related to tidal effects on the dock. The system is programmed, interrogated, and data downloaded to safe storage via a secure website. The study of data from this system has already proved invaluable in understanding movement within the ship and it will greatly assist in the planning of measures to better protect the ship for future generations.

#### “CLIMBING FOR VICTORY”

On a lighter note, recent work to the masts has enabled us to gain better access to the rigging for safety inspections. I thought it would be a shame to miss this rare opportunity, so after a quick lesson on the equipment, I hauled myself up the rigging to take a look. Using rope access techniques normally used for caving activities, it took me about ten minutes to climb up the 205 feet to the top of the main mast. For the past few years, inspections have been carried out from the platform of a very large 'cherry picker' which didn't allow for complete access to the ropes or fittings. It also meant that large areas of the deck would need to be cordoned off during inspections and therefore not accessible to the general public. These regular checks of the rigging, blocks and masts are very important as it gives much greater confidence in what we have above our heads and the fitting of these new abseiling ropes will allow the ship to open much larger areas of the upper deck during routine maintenance, allowing the widest possible public access to the ship

Despite my enthusiasm, alas, all future inspections will be carried out by professional climbers! After just over a year in post, I can safely say that it is a great privilege to do my duty walking the decks of HMS *Victory*. She is a fine ship and with continued care, she will go on serving her country with pride.

For more information on HMS *Victory*, please visit [www.hms-victory.com](http://www.hms-victory.com).



To become a member of HNSA, you may do any of the following: complete the online application at [www.hnsa.org](http://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.

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**USS TEXAS (BB-35)  
BATTLESHIP TEXAS STATE HISTORICAL SITE**

**La Porte, Texas, U.S.A.**

*By Douglas H. Smith  
Smart MultiMedia, Inc.*

**“A WORLD WAR I DREADNAUGHT  
MEETS THE DIGITAL AGE”**

Some of the most interesting areas of historic naval vessels are often the most inaccessible. The general public cannot navigate the hatches, ladders and stairs that lead to the bowels of a ship, so those areas are often times off limits. Through the use of cutting edge technology, Battleship *Texas* is now showing off such areas of their ship. In the fall of 2008, Smart Multimedia approached the Texas Parks and Wildlife Department Battleship *Texas* Ship Manager, Andy Smith. They asked Smith if he would be interested in participating in a feasibility study to see how 3D laser scanning could be used to document and make available to the public off limits areas of the ship. He agreed and for the last year the two organizations have been working on a project that has proved to be quite the adventure.

3D laser scanning is a recent technology whose use has come into the forefront in the petrochemical, survey and engineering fields over the last ten years. A 3D scanner uses a laser to collect literally millions of individual data points that are then tied together to create a three-dimensional point cloud. These point clouds are then used to create models that are accurate up to two millimeters. High definition photographs are also taken from the scan locations to create panoramas from which virtual tours are created.

The first area of *Texas* to be scanned was the rudder room. This involved carrying the 30 pound scanner down three decks and through numerous compartments to reach the aft compartment. This area of the ship is dirty, dark and hot. Setting up the scanner was quite a challenge due to the size of the steering gear and number of void spaces. It required a team of four people to maneuver the equipment into location and to set up. The effort paid off because from the scans a 3D model of the rudder room and the steering gear has been created, along with several other multimedia tools to be used to share the space with the public.

The next area to be scanned was the steering room that is directly adjacent to the rudder room. This area was not at all as dirty and dark, but just as hot. And since the room was not so “tight” the scans were easier to set up. One of the aspects of the steering room that was most interesting to the Smart Multimedia’s team was the ship’s manual back-up for the steering motors: four wooden ship wheels

six feet in diameter. In the event the motors failed, 16 men would be used to steer the ship.

The ultimate goal is to scan the entire ship. Laser scanning is the perfect tool for historical digital preservation. Because of its accuracy and because all future scans can be compared to the first one, changes over time can be documented. “I am convinced the 3D imaging is the most valuable undertaking for the preservation and maintenance of the *Texas*. The applications for the use of the data collected seem endless, and we are already reaping benefits at this early stage in a better understanding of the compartments and systems Smart Multimedia have scanned,” says Andy Smith, Ship Manager. For more information and to see examples of scans of Battleship *Texas*, please visit the Smart MultiMedia, Inc. website: [www.smartgeometrics.com/portal/TXPW/index.html](http://www.smartgeometrics.com/portal/TXPW/index.html).

**HMCS FRASER**

**Bridgewater, Nova Scotia, Canada**

*Media Advisory from:  
National Defence and the Canadian Forces*

**“TITLE OF DECOMMISSIONED WARSHIP  
OFFICIALLY TRANSFERRED TO DND”**

The Minister of National Defense and Minister for the Atlantic Gateway, the Honorable Peter MacKay, announced on July 21, 2009 that the title of *Fraser* was officially transferred back to the Department of National Defense (DND) from the Artificial Reef Society of Nova Scotia (ARSNS). *Fraser* is a historically significant military artifact since it is one of the first warships to be completely designed and built in Canada. The ship has been in Bridgewater, Nova Scotia, as a floating museum since being doanted from DND in 1997. The title, custody, and liability of *Fraser* were transferred back to DND in July of this year immediately before the vessel left its berth in Bridgewater, Nova Scotia. *Fraser* is now secured in the Bedford Basin, in Halifax Harbor.

“I am pleased that we were able to take this opportunity to do the right thing. We remain committed to developing a longer term solution for *Fraser’s* future,” said Minister MacKay. “I would like to thank everyone involved for their hard work in getting the vessel to this stage in the process.” Since March 2009, preparatory work has been underway for *Fraser* to be towed to Halifax. Extensive work has been conducted to mitigate any immediate environmental, health and safety risks and to ensure *Fraser’s* successful return to a DND-owned berth in Halifax. DND is evaluating a number of disposal options, including preservation of the vessel for heritage purposes, sinking it to create an artificial reef, or disposal by dismantling. As of publication no decision has been made yet.

## TRIVIA CHALLENGE

By Terry Miller

This installment of the Trivia Challenge will test your knowledge of destroyers and destroyer escorts.



We thank Terry Miller, of the Tin Can Sailors Association, for providing this issue's trivia challenge. If you would like to submit a trivia challenge for a future issue of Anchor Watch, please contact the Editor, Jason Hall, at [j.hall@battleshipnewjersey.org](mailto:j.hall@battleshipnewjersey.org).

## QUESTIONS

1. Which U.S. Navy Destroyer had the shortest career?
2. Why were Destroyer Leaders called "Frigates" in the 1960s?
3. Some destroyers saw duty as fast minelayers, fast minesweepers, and some had specialty destroyer designations such as DDE, DDG, DDK, and DDR. Name three designations for destroyers that begin with "A".
4. Who is credited with the invention of which weapon that led to the development of the destroyer?
5. How many WWII destroyers are still in commission and where?
6. When did the modern system of hull numbers first appear on U.S. Navy destroyers?
7. What was the first class of destroyers to be designed to use oil rather than coal as fuel?
8. An early class of destroyers, the *Lawrence*-class (1903) was considered to be the least successful of the 1898 designs. What was the problem?
9. What was the last *Gearing*-class destroyer to be commissioned and why was it so late?
10. What missile was carried on the first DDG?

## ANSWERS

1. USS *Meredith* (DD-726) was commissioned March 14, 1944, and sunk June 9, 1944 – 2 months and 24 days.
2. CNO Arleigh Burke couldn't convince Congress to give him large destroyers so he called the ships frigates, correctly guessing that Congressmen would not know naval definitions.
3. APD (Fast Transport), AVD (Sea Plane Tender), and AVP (Small Sea Plane Tender), AG (Miscellaneous Auxiliary).
4. Robert Whitehead, an English engineer, invented the self-propelled torpedo.
5. One. The ex-USS *Steinaker* (DD-863) now ARM *Netzahuacoyotl* (D-102) still listed as in commission in Mexico as of November 2009.
6. July 17, 1920
7. USS *Fauling* class (1908) was the first to use fuel oil instead of coal.
8. They were unable to carry the 3-inch guns for which they had been designed and older 6-pounders had to be substituted.
9. USS *Timmerman* (DD-828) was laid down in 1945 but not commissioned until September 26, 1952. She was a test platform for engines and half her plant was 2,000PSI 1,050-degree steam (port side) while the starboard side was 875PSI, 1,050-degree steam. The ship was decommissioned and scrapped in 1956 after less than 4 years service.
10. She carried twin Terrier missiles.



## ANCHOR WATCH



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