

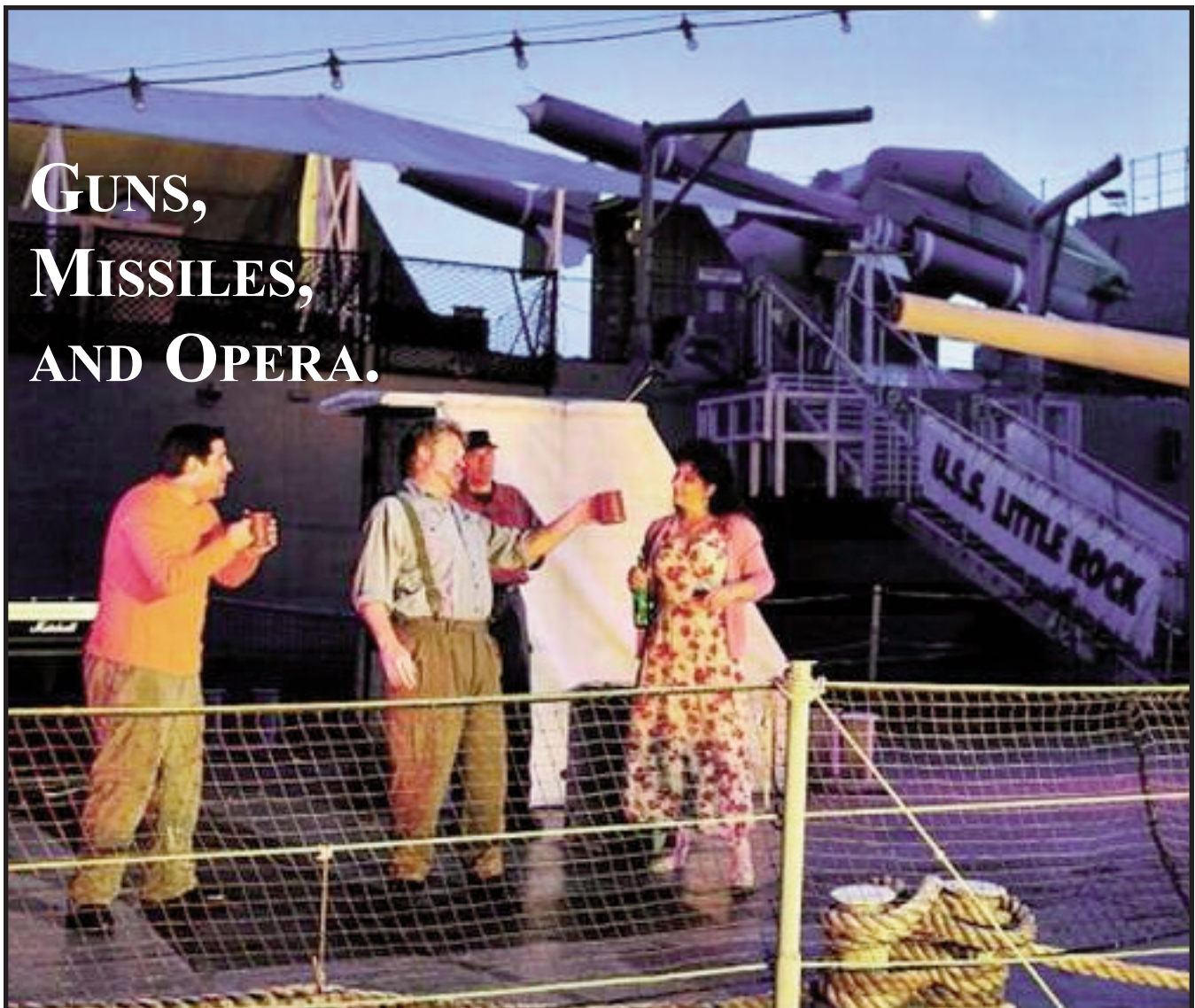


ANCHOR WATCH

SEPTEMBER
OCTOBER
NOVEMBER
DECEMBER
2011

The Journal of the Historic Naval Ships Association

To Support the Preservation of Historic Naval Vessels
To Honor Those Who Serve at Sea



www.hnsa.org

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Right: Jeremy Blossey, Valerian Ruminski, Adam Klein and Elizabeth Blancke-Biggs rehearse onboard the USS *The Sullivans*. Photo by Robert Kirkham.



FLOTSAM AND JETSAM

BY JEFFREY S. NILSSON



As this issue prepares to go to press, we are again, so quickly it seems, getting ready for our Annual Conference. This year it will be held in Honolulu, Hawaii with *Bowfin*, *Missouri* and the World War II Valor in the Pacific National Monument hosting. It should be a fun meeting. There will be some very interesting papers given.

We are moving forward with a very important project that has been in the works for some time called “Daily Life On Board Ship, In A Sailor’s Voice”. It will be a very important addition to our all encompassing storehouse of knowledge that Rich Pekelney and too many others to name, have worked hard to bring together. Dr. Aldona Sendzikas, an Associate Professor in the History Department at the University of Western Ontario, has graciously accepted the role of editor for this far ranging project. We are asking each museum to submit first person accounts from their collections, written by sailors, who served aboard those museum ships. The goal is to have at least one story from each historic vessel in the Historic Naval Ships Association fleet. A Call for Submissions can be found on page 12 of this issue of *Anchor Watch*.

Congratulations go out to the folks of the Submarine *Cincinnati* Museum foundation. Though they were not able to acquire the whole boat that was to be the centerpiece of their museum, they have been awarded the conning tower sail structure of the ex-*Cincinnati* (SSN-693). The sail will serve as the focal point in a veteran’s museum at Smale Riverfront Park near The Banks development in Cincinnati, OH. All costs associated with bringing the sail and other parts of the submarine to Cincinnati will be paid for by private donations. Our hats are off to Mr. Joseph Jaap, a Cincinnati attorney and a retired Navy officer from Anderson Township, who has been at the forefront of the effort to have this donation become a reality.

On July 26, 2011, the U.S. Naval Institute announced that

their Board had appointed Vice Admiral Peter H. Daly, USN (Ret) as the professional society’s Chief Executive officer. Admiral Daly is a Life Member of USNI, a former member of the Institute’s Board of Directors/Editorial Board, a participant in the Institute’s seminars, and a contributor to *Proceedings* magazine. Admiral Daly succeeds Major General Thomas L. Wilkerson, U.S. Marine Corps (Ret) who served as Institute CEO from 2003 – 2011.

On April 12, 2011, the National Aeronautics and Space Administration announced the selection of New York City and specifically the Intrepid Sea-Air-Space Museum as one of only four sites nationwide to display a space shuttle orbiter. *Intrepid* will receive the shuttle *Enterprise* which was the prototype and test shuttle. The shuttle *Atlantis* will be displayed at the Kennedy Space Center in Florida; the shuttle *Endeavour* will be going to the California Science Center in Los Angeles, and the *Discovery* goes to Smithsonian’s National Air and Space Museum, Steven F. Udvar-Hazy Center in Virginia where it will replace the *Enterprise* which is going to New York City. Congratulations go to the Intrepid Sea-Air-Space Museum in their successful effort to obtain a shuttle.

Below: Shuttle Enterprise. Photo by Lisa Nipp.



It is with sadness that we report of the passing of Captain David S. Kidd, RCN. Captain Kidd passed away peacefully on Thursday, April 7, 2011 in his 86th year. Captain Kidd was the first “international” member of the Board of HNSA (the successor to HINAS), as well being President of the organization 1977-1979. Captain Kidd was one of five people who were instrumental in saving HMCS *Haida* from the ship breakers in 1964. Canadians, naval history buffs and HNSA members are grateful to David Kidd for his contribution to the preservation of naval heritage.

We are pleased to announce that we have as a new Associate Member the American Patch and Emblem Company of Wayne, PA and the Portsmouth Naval Shipyard Museum with the Light Vessel *Portsmouth* of Portsmouth, VA has joined as a Fleet Member.

Jeffrey S. Nilsson

NEWS FROM THE FLEET

BUFFALO AND ERIE COUNTY NAVAL & MILITARY PARK

Buffalo, New York, U.S.A.

SHIPSHAPE OPERA PERFORMANCES ON DECK
NAVAL PARK PROVIDES STAGE FOR 'IL TABARRO'

by Mark Sommer
Buffalo News
Published July 1, 2011

Last year, a French high-wire artist walked between the Liberty Building's twin Statue of Liberty replicas, 23 stories high. Now, another event taking advantage of one of Buffalo's landmarks will occur at dusk (around 8:45 p. m.) Saturday and Sunday when the Nickel City Opera stages Giacomo Puccini's "Il Tabarro" aboard a warship in Buffalo & Erie County Naval and Military Park.

The opera's libretto originally set the action in 1910 on a barge on the Seine in Paris. This version will be staged on the USS *The Sullivans* set in the early 1940s, when the *Fletcher*-class destroyer was launched into World War II. Much of the story takes place on the ship's deck, near the 5-inch Navy gun. "I was very inspired by seeing *The Sullivans*," said Valerian Ruminski, Nickel City Opera's founder and artistic director. "The minute I looked at it with the idea of doing the show, I knew it was perfect for a stage."

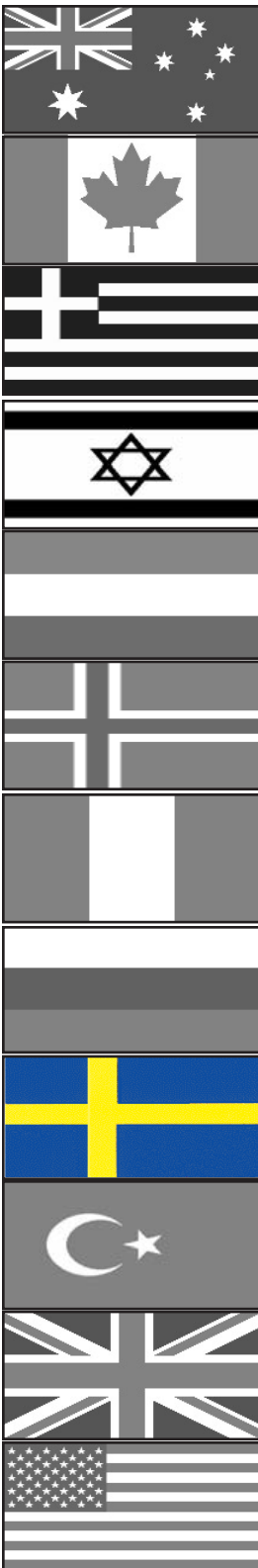
The larger USS *Little Rock*, behind *The Sullivans*, is also being used in the performance. "It makes it easier to do this opera by far than [last week's performance of] "Il Trovatore," because there is no set. The ship itself is an entity in this opera, and it's a thrill to be in three dimensions," Ruminski said. "The main challenge," he added, "is the weather." Meteorologist Aaron Reynolds of the National Weather Service said Saturday's forecast calls for a 30 percent chance of showers and thunderstorms, with highs in the upper 80s. No rain is expected Sunday.

Provisions have been made for a downpour. "If it rains, we are going to seat people under the

canopy on the *Little Rock*, and the performance will be a concert version. The orchestra has to be protected from rain," Ruminski said. The audience will sit in front of *The Sullivans*, several feet from the water, with cast members at times among them. Col. Pat Cunningham, the Naval Park's executive director, said he was looking forward to the opera. "The more we talked and discussed doing the opera, the more appealing it became," he said. "It's something different, and has the potential to bring people to the waterfront, and to the Naval Park, [who] haven't been down here before. I'm not an opera buff by any way, shape or form, but because of this unique attraction, I will be here to see it."

Marti Gorman, organizer of Citybration and a founder of Friends of the Buffalo Waterfront, is excited by the audacity of the staging. "I don't think something like this has ever been done on our waterfront before. We didn't have to build an opera house to put opera on the waterfront," she said. Puccini conceived of "Il Tabarro," which translates as "The Cloak," as one of three one-act operas done together. The story involves a love triangle that ends in murder.

Ruminski said he hopes the staging on the ship, plus the work's brevity — slightly less than an hour—will spark interest among those who otherwise might not think about attending opera. A screen will provide English subtitles for the production, which will be sung in Italian. Along with Ruminski, lead roles will be performed by Adam Klein, a veteran singer at the Metropolitan Opera, John Packard and Elizabeth Blancke-Biggs.



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.

USS *CONSTITUTION* MUSEUM

Boston, Massachusetts, U.S.A.

by Jodie McMenamin
Development Officer

“ANDREW JACKSON’S MOUTH RETURNS”

The USS *Constitution* Museum has got it! The mouth section of USS *Constitution*’s Andrew Jackson figurehead that was decapitated in 1834 now resides at the Museum in Boston. The rest of the head that was split in two when it was removed in the dark of night from ‘Old Ironsides,’ is at the Museum of the City of New York. But the location of the mouth was a mystery until now.

Andrew Jackson never won a popularity contest in Boston. Because of his anti-mercantile policies, the seventh president had more than his fair share of detractors among the Boston elite. In the spring of 1834, when *Constitution*’s Capt. Jesse Duncan Elliot had the gall to order a new figurehead for the ship featuring Jackson’s gaunt frame and visage, Bostonians were outraged. Calling it a “foul disgrace” bordering on vandalism of their favorite ship, they vowed revenge.

In the middle of a dark and stormy night in July, a young Boston sea captain named Samuel Dewey procured a small rowboat and pulled beneath *Constitution*’s looming bow. All the sentries had retreated to the shelter of their boxes, and Dewey gingerly scaled the ship’s slippery side, til he clung to the side, face to face with “Old Hickory” himself. Drawing a saw, he began to hack away at the figure’s head. After a few strokes, he hit an iron bolt. Undeterred, he began a new cut just below the nose. A few minutes of frantic sawing and the head came free.

In the days following, as word of the decapitation spread, Dewey and his trophy were celebrated at a number of local parties. The mutilation also caused excitement in the rest of the country: Jackson’s followers were outraged, his critics amused. Eventually, the clamor died down and the figurehead was repaired and then replaced. Descending down the family tree of the Secretary of the Navy, the head, removed by Dewey ended up at the Museum of the City of New York. But the question remained, what happened to the lower part of the head? Last year, a woman from New York approached the “History Detectives,” a PBS-produced television program, with a mystery. She had in her possession a piece of painted wood featuring well-modeled lips and a chin. Could this be the missing piece of the Jackson figurehead? After setting the stage with a visit to the USS *Constitution* and the Museum, the detectives compared the piece to the rest of the head at



Above: The newly found mouth of Andrew Jackson.

the Museum of the City of New York. They matched! Thanks to the generous donors to the USS *Constitution* Museum’s Commodore’s Fund, the Museum was able to acquire the missing mouth and it will soon be on display in our galleries.

SAVE YOUR SHIP!

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

“GALVANIC POTENTIAL”

Every ship in water (fresh or salt) will experience the effects of galvanic corrosion if not protected. The first line of protection would be the paint system on your underbody; ensure it is intact as any free metallic surface will be attacked by stray electronic current causing at first, small pitting turning larger, until a hole is formed; not a good thing when water is flooding your ship.

Another way of protecting your vessel is the installation of an impressed cathodic protection system (ICPS). The ICPS is designed to negate the effects of galvanic potential. This system consists of a power source, rectifier, sensors and anodes. The ICPS should be designed to form a protective shield around your vessel in her habitual berth. This system must be MAINTAINED on a systemic basis. That means you must allocate and SPEND funds on a systemic basis

to ensure the entire system in functioning properly. Anodes require cleaning several times per year; replacement of anodes should also be figured into your budgets.

There are many ways of installing a system; some ships like the *Iowa*'s have an integral system while most ships have the simple 'hang the anode over the side' system. Whatever system you have, have it inspected annually by a professional. Maintain the system and be aware of other contiguous systems that may be nearby. Some pierheads have their own system. Be sure yours is more powerful than the pier's or your vessel will become the anode for the pier!

An overview of corrosion as it relates to the millivolt scale follows. Steel has a base voltage in an electrolyte of around 500 mV; however, depending on the alloy and/or purity of the steel it can range from around 790 mV for mild steel with no coating or protection to well below 500 mV for stainless steel.

The lower the number the more noble the metal and hence the less corrosion. Gold for example is less than 0. To protect the hull the most common technique is to provide a "sacrificial" anode such as zinc or aluminum. This has the effect of driving the voltage well above the scale where it is eroding, hence protecting the metal. Steel is well protected if the readings are between 800 mV and 1,000 mV.

It is possible to damage metal by over protecting it. Steel is over protected at around 1,100 mV and a 1,200 mV damage to coatings and the metal is quite likely.

When measuring for corrosion, the survey also measures wide differences in voltages from one part of the vessel to another. When we see discrepancies in excess of 200 mV, there is possibly stray current effecting the vessel or widely dissimilar metals being used in close proximity to each other. Either case is the worst possible situation and requires immediate attention.

It should be recognized that other factors can influence the rate of plate corrosion, such as water current, salination and chemical contamination in the water or in the vessel's bilge.

How can you obtain readings for galvanic potential? The following list of gear (with corresponding websites) is what I use to determine galvanic potential on a ship:

Fluke Meter
SNAP ON 88V MULTI METER

http://directory.pten.com/product/10100019/Snap-on_Fluke_88V_Multimeter

Miller silver-silver chloride probe (for salt water/brackish)

<http://www.mcmiller.com/portable%20electrodes.aspx>

Model Ag / AgCl Sea Water Kit # 13100

The Sea Water Kit is used in conjunction with an M.C. Miller Co. submersible adapter to measure the cathodic protection potentials. The sea water in which the electrode is immersed is the electrolyte. Varying salinity causes a change in potentials.

Model Ag / AgCl Land Kit # 13150

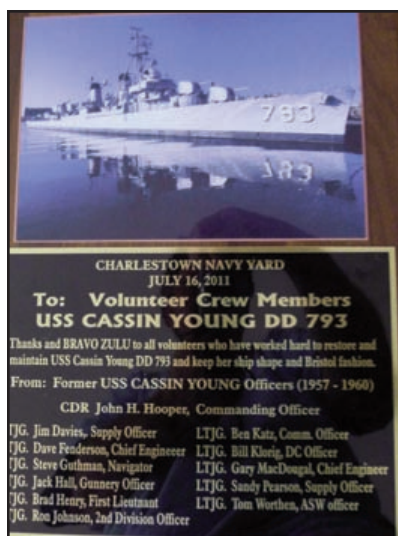
The Land Kit is supplied with a standard filling solution which acts as the electrolyte. This is a known electrolyte which can be used where the salinity of the sea water is unknown, as in brackish, fresh water/sea inlets. This is ideally suited for areas where chlorides would contaminate the standard copper sulphate electrode such as concrete bridge decks (de-icing salts), swamps and marsh lands.

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

Boston, Massachusetts, U.S.A.

*Submitted by Steve Briand
Volunteer Liaison*

"PLAQUE PRESENTED TO VOLUNTEERS"



Left: In July, the last Junior Officers of the Cassin Young presented the volunteers with a plaque showing their appreciation for the volunteer's work. Photo by Steve Briand.

THE HISTORIC NAVAL SHIPS ASSOCIATION

WELCOME ABOARD NEW AND
RENEWING MEMBERS

SUMMER 2011

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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:
www.destroyers.org
(800) 223-5535 M-F
1000-1600 EST.



**T121 SPICA
SWEDISH VETERAN FLOTILLA**

Gålö, Sweden

*By Lennart Törnberg
Information Manager
T121 Spica Foundation*

**“MOTOR TORPEDO BOAT VETERAN FLOTILLA
CONTINUES TO EXPAND”**

The Swedish Veteran Flotilla is growing and today comprises eleven ships and boats ranging from WWI to the Cold War. The newest members are the Missile Boat R138 *Västervik*, the barge *Moses*, and the Picket Boat *Sprängaren* which was built in 1917. In addition, the veterans of the former Naval Command East Equipage Company have also joined our ranks.

Recently the organization operating the T121 *Spica* has undergone some changes. While the Foundation T121 *Spica* still owns the ship, a Bare Boat Charter Agreement has been signed with the T121 *Spica* Friends Association giving the association the full responsibility of managing, maintaining, and manning the vessel.

The Flotilla is very active in attempting to build a Navy Cultural Center at a former torpedo boat base in Haninge. The work is being coordinated with the Swedish maritime Museum, the Haninge Garrison, and the local authorities of the City of Haninge. The goal is to open the new living maritime museum in 2015, complete with conference facilities, a hostel, and a restaurant. Once established, the museum will provide visitors with the opportunity to voyage on historic naval ships on the actual waters where the Royal Swedish Navy was born in 1522 AD.

The climax of every year for the Flotilla is the annual A.D.I.P. (A Day In Paradise) cruise. This year A.D.I.P. is scheduled for September 3rd where it is expected over six hundred visitors will come onboard the ships during a six hour period. This year, for the first time, A Day in Paradise will also include A Night In Paradise for the core members of the Flotilla. Before the start of A.N.I.P., following the British tradition, we will hoist the signal flags Alpha-Delta-Two-Eight.

The international cooperation the Flotilla has received includes not only the membership of HNSA, but also the German Torpedo Boat Museum (Schnellbootverein) with whom we share experiences which has helped build a strong bond between the two institutions. An exciting new development is the invitation given the Flotilla by the Finish Naval Museum to visit Turku in 2012 with the goal being to form a Baltic Naval Historical Network.

In 2010 a great honor was bestowed on the Flotilla when we were requested to provide a Naval Parade during the wedding of Crown Princess Victoria and Mr. Daniel Westling. Six of our ships escorted the Royal Sloop *Vasaorden* during the newly married couple's voyage from the island Djurgården to the Royal Palace.

Seventy years ago, on September 17, 1941, the worst catastrophe of the modern Swedish Navy occurred when three destroyers exploded due to possible sabotage. Thirty-three officers and men lost their lives that day and T121 *Spica* has been asked to be the platform from which Navy veterans may pay their respects to their fallen comrades.

The coming years pose quite a bit of work for the Flotilla. Building a new Navy Cultural Center will take a large amount of time, money, and effort. But we of the Flotilla go into this project with great confidence for success. When visiting Sweden do not hesitate to contact us so you can experience just how fast a torpedo boat can go!

During the winter months *Spica* is at her winter home at the Swedish Navy torpedo boat base at Gålö. While she is moored at this restricted access military base she cannot be visited by the general public. She is open to the public Saturdays and Sundays during the summer months when moored at the *Vasa* Museum in Stockholm. For more information please visit our website:
<http://www.t121spica.se/uk/index.asp>

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

Lewes, Delaware, U.S.A.

*by Bob Gibson
Vice President/Director of Outreach*

“NATIONAL HISTORIC LANDMARK”

On June 14, 2011, the U.S. Secretary of the Interior, Ken Salazar, designated the Lightship *Overfalls* in Lewes a National Historic Landmark. With this designation, the *Overfalls* joins 12 other places or structures in Delaware which have been selected as “the most significant places in American history”. The selection of the *Overfalls* is unique as she is the only ship in Delaware so designated and the only National Historic Landmark in Sussex County.

With this designation, the National Park Service will provide a bronze plaque to identify the ship as a landmark. The Overfalls Foundation plans a public ceremony on September 26 at 2:00pm to unveil the plaque. More details related to the ceremony will be available on the foundation's web site: www.overfalls.org.

**USS *OLYMPIA* (C-6)
USS *BECUNA* (SS-319)
INDEPENDENCE SEAPORT MUSEUM**

Philadelphia, Pennsylvania, U.S.A.

*by Hope Koseff Corse
Dir. of Marketing & Communications*

“CHANGE IN SENIOR LEADERSHIP”

On May 5, Independence Seaport Museum (ISM) announced that John Brady had been named the interim CEO of the Museum, replacing John Gazzola who is no longer with the Museum. Brady previously had been in charge of the Museum’s wooden boat shop, the Workshop on the Water. Brady first came to the Museum in 1983 to work as a boat builder and instructor. Since that time he rose to the position of Workshop Director and has made the shop a leading force in the preservation of the region’s nautical skills and artifacts.

“John Brady has built the Workshop on the Water from the ground up, and has been a keystone of the Museum for many years,” said Board Chairman Bill McLaughlin, “the board felt that John’s deep experience and knowledge of the Museum were critical elements in its decision to ask him to accept the role of Interim CEO.

The Museum also announced John Hunter has been promoted to Executive Vice President. Hunter became the Museum’s Director of Institutional Advancement in January. He was formerly the Executive Director of the office for Development at the Archdiocese of Philadelphia for 4 years.

Both men bring energy and strategic vision to continue the Museum’s mission of connecting Delaware River region residents to their maritime past, present and future.”

**“NATIONAL TRUST FOR HISTORIC
PRESERVATION ESTABLISHES
USS *OLYMPIA* NATIONAL FUND”**

The National Trust for Historic Preservation recently announced its establishment of the USS *Olympia* National Fund, in support of efforts to preserve the embattled USS *Olympia*. Launched in 1892, *Olympia* is the oldest surviving steel warship in the world. Veteran of two wars, the *Olympia* brought home the Unknown Soldier from WWI in 1922. She remains a floating symbol of the United States' emergence as a global power and a world leader.

The USS *Olympia* National Fund has been established by the National Trust as a repository of funds raised through

the collective efforts of individuals and groups for the stabilization, repair, relocation, and restoration of the USS *Olympia*. The principal purpose of the Fund will be to help underwrite the costs of stabilization and/or repairs of the vessel; secondarily, the fund may be used for restoration costs for the *Olympia* and/or costs of relocating the vessel from its current berth at the Independence Seaport Museum (ISM) to a new location chosen as a result of a transfer application process (TAPP) being overseen by the ISM.

Because the National Trust is not in a position to directly oversee any of the work described above, it does not anticipate distributing funds until a responsible steward organization is chosen as a result of the TAPP process. However, in the event that emergency repairs are necessary before the TAPP process is completed, the National Trust may, at its discretion, make available funds for such work, in consultation with ISM, the National Park Service, and the Pennsylvania Historical and Museum Commission.

All contributions to the fund are tax-deductible. Distribution of amounts from the Fund will be made in a form and under terms and conditions as determined appropriate at the discretion of the National Trust.

“*OLYMPIA* TRANSFER STATUS UPDATE”

Olympia is currently one of two historic ships at Independence Seaport Museum (ISM) in Philadelphia, Pennsylvania, where she has been operated by the Seaport Museum since 1995. Last spring, ISM announced that the hull suffers from extensive corrosion and is in dire need of dry-docking and repairs, to the tune of \$10 Million. Unable to secure outside funding to cover these expenses, the Seaport Museum's Board of Port Wardens determined that

THE DEWEY COCKTAIL

2/3 DEWAR'S SCOTCH WHISKEY
1/3 BRANDY
DASH OF ORANGE BITTERS
SYRUP
HALF PONY OF BENEDICTINE

The New York Herald declared -
"One of these will make you feel like a true American;
Two will cause you to wonder why you are not fighting
for your country; Five or Six will make you believe
YOURSELF TO BE AS BIG A MAN AS DEWEY"

(Source: *The Correspondents War*, Charles H. Brown
New York, Scribners 1967)

because *Olympia* does not have strong enough ties to the Delaware River region--the museum's focus area--that they are seeking a new steward for the ship.

Since *Olympia*'s availability was publicized, more than a half dozen groups have indicated that they are interested in becoming the new steward of the vessel. In the interest of long-term preservation of the ship, strict requirements must be fulfilled before the ship is transferred to any group. In March, ISM issued a Transfer Application (TAPP), available on the museum's website at www.phillyseaport.org. The deadline for Phase One (letter of intent and executive summary application) is September 1, 2011. ISM is committed to seeing the Transfer process to its completion by the end of 2012. In the meantime, ISM will continue to stabilize the ship and keep her afloat, safe and dry. While under the Seaport Museum's care the *Olympia* will remain open to visitors daily. For more information: www.phillyseaport.org/ships_olympia.shtml.

**HMCS OJIBWA (S72)
ELGIN MILITARY MUSEUM**

St. Thomas, Ontario, Canada

*by Ian Raven
Executive Director*

“PROJECT OJIBWA”

To celebrate the 100th Anniversary of the Royal Canadian Navy, the Elgin Military Museum is proud to obtain, preserve, and operate HMCS *Ojibwa*, a cold war *Oberon*-class submarine, as a Museum - reflecting our naval heritage for the benefit of future generations. HMCS *Ojibwa* was the first submarine built expressly for the Royal Canadian Navy (although there were submarines in the Canadian navy since the Great War).

Moving a submarine from Halifax to Port Burwell in southwestern Ontario is a tremendous challenge but one we willingly accept. There are still negotiations to complete and funds to be raised to build-out the project over the next few years.


The Museum is now trying to set a date for a meeting with the Canadian Department of National Defense (DND) to request the release of the submarine *Ojibwa* to the Museum. Her two sister boats, *Okanagan* and *Olympus*, are currently being moved from Halifax to Hamilton enroute to a scrap yard in Port Maitland. Just this activity alone has sparked much interest, as many people thought it was *Ojibwa* beginning her move, as DND is using the same firm to transport the two scrap boats as we are.

All of our engineering plans are done, and the agreement has been signed for the four acre site we are getting in Port

Burwell. *Ojibwa* will be sitting on a concrete foundation on pilings that will be set 120 feet into the soil, so she won't be moving again. Our plans for the museum have now changed based on the new Port Burwell location (which is the home to a wind farm) to make the museum a showcase of green technologies as they apply to museums. We are receiving a great deal of interest and support from our Provincial Ministry of Tourism and Culture, as well as other groups, like the Canadian Conservation Institute, who see the project as an opportunity to use the site as a 'test bed' for a number of new museum design ideas.

A planning study, recently completed for the Municipality of Bayham (our host municipality), estimates the economic impact of the new project at \$14.4 million annually when we are fully up and running. Those numbers were generated using a Provincial Ministry of Tourism and Culture economic modeling forecast software, and certainly exceed our projections, but that is a good thing for us.

As we are about to set forth to try to get the final approval for the release of the vessel, any and all support we can obtain would be greatly appreciated. So if any of you would like to help, please send us an email we might pass on to DND as part of our package. All the support we can get would be welcome. To obtain more information on Project *Ojibwa*, please visit our website: www.projectojibwa.ca.




Interested In Ship History?

JOIN The Steamship Historical Society of America

Member Benefits Include

- MEMBERS RECEIVE the official SSHSA newsletters and the quarterly magazine—*PowerShips*. This prestigious, full color publication isn't just another maritime history magazine...it is the ship history magazine.
- ACCESS to more than 60,000 historic digitized maritime photographs.
- DISCOUNTS on special cruises, conferences, research, photos, museum visits and memberships to affiliated organizations.
- MEMBERS ENJOY special nautical events and programs at the SSHSA conferences and meetings throughout the year.
- OPPORTUNITY to network with peers at local and regional chapter events.

 Celebrating 75 Years in 2010

For information, or to join visit: www.ssha.org

**DAILY LIFE ABOARD SHIP,
IN A SAILORS VOICE**

*by Rich Pekelney
HNSA Webmaster*

“CALL FOR SUBMISSIONS”

We need your help for a new HNSA project! Do you have first person accounts in your collection, written by sailors who served on your ship(s)? We are compiling an anthology of sailors’ stories describing various aspects of daily shipboard life. Tentatively titled “In a Sailor’s Voice,” this compilation will consist of oral histories and first person accounts by sailors representing various ships, navies, and eras. Ideally, we would like to have at least one story from each historic vessel in HNSA.

Each account should be representative of a specific aspect of naval or shipboard life that was commonly encountered or experienced by sailors during their careers. An account could be as short as a single paragraph, or as long as several pages. The important thing is that each account represents one particular aspect of navy life, either ordinary or extraordinary—and that they are told by sailors themselves, in their own voice. We are especially interested in the enlisted sailors as most stories are usually published by officers.

Together, they will comprise a sort of “diary” of the daily shipboard life of an average sailor. No matter what sort of ship one served on, in what navy, or in what time period, there are common experiences and aspects of navy life that all sailors have experienced.

We hope to gather enough stories for both a print version and an online collection of “In a Sailor’s Voice,” for posting on the HNSA website, www.hnsa.org.

TOPICS: Do you have an account by a sailor who served on your ship, describing one of the following aspects of navy life?

- how/why I enlisted
- how I was recruited
- training/boot camp
- getting my sea legs
- seasickness
- launching, commissioning ceremonies
- the shakedown cruise
- a good leader I served under
- a bad leader I served under
- sleeping on board a ship
- eating on board a ship
- showering on board a ship
- the sea bag

- clothes/uniforms/laundry
- the experience of being on watch
- bravery/fear on board
- promotions
- achievement/failure
- devotion to one’s shipmates
- the lucky break that saved my life
- a shipboard pet
- the chief who changed my life
- learning about/using shipboard technology/equipment; adjusting to changes in technology
- trash disposal while at sea
- discipline on board
- standing watch
- brightwork, deck swabbing, and other tasks
- women on board: from a male perspective
- women on board: from a female perspective
- being a gay sailor in the navy
- illness/injury/medical operations on board
- the binnacle list
- “sea state”
- the rogue wave
- jinxes/the “jinx ship”
- superstitions at sea
- mail call; letters to or from home
- receiving a “Dear John” letter while at sea
- geedunk
- the head
- liberty
- grog
- getting a tattoo
- shipboard scuttlebutt
- smoking on board
- fun/amusements/recreation
- sports
- shipboard practical jokes
- “crossing the line”
- coffee
- religion/religious services at sea
- funeral at sea
- going AWOL
- the brig
- man overboard
- leaving the navy

EXECUTIVE DIRECTORS: Please designate the appropriate staff member from your organization as POC for this project, and provide their name and contact information to Jeff Nilsson.

For submissions, questions, or further information, please contact: Dr. Aldona Sendzikas, Assoc. Professor, History Dept., The University of Western Ontario, asendzi2@uwo.ca or Rich Pekelney, HNSA Webmaster, pekelney@rspeng.com.

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

Evansville, Indiana, U.S.A.

*By Bob Jornlin
Capt. LST-325*

“BUSY TIMES FOR LST-325”

The *LST-325* received a grant to help restore the ballast tanks and voids – all of which are out of sight and mind most of the time but vital to the ship. The \$400,000 is a matching fund with our volunteers supplying the hours to qualify for the matching figures. We held Work Weeks in the spring with some 60+ volunteers from 18 states coming to work and have fun.

Work Week (actually three weeks) was over when the Ohio River began to rise. In the past we have taken a short trip after Work Week. The good Lord was watching out for us as we did not plan a trip this year. The Ohio reached a record flood stage and we were all concerned the barge would run out of room at the top of the pilings where we are moored. The engineers that designed the dock have proven to be very good at what they do. We had about 2 feet left at the crest! Water was so high it almost got in the restaurant area by the LST and did go over the parking lot in spots. The ship was closed for two weeks because the roads to it were under water and no one could get there. We sympathize with all who have been affected by these horrific floods this past season.

The board decided at the last meeting to hire at minimum wage some college history majors to give tours and work on the ship. This was meant to augment their cost of education, and in this way the LST can give back to the

Below: Although the engineering design kept the dock and gift shop afloat, the access highway & parking lots were flooded all around LST-325.



community. This is good for the LST, the students, and the community and we hope these young people will return as volunteers if they stay in the Evansville area. Chris Donahue was given the opportunity to train these young men and women and evidently has done a great job as the reports back are very positive.

We are still looking at the possibility of going to Normandy in 2014. Dean Armstrong, one of our very capable volunteers, is a pilot, flies overseas, and speaks French so he will be representing the *LST-325* at some meetings in France. He is sort of our “French Connection.” We really appreciate his efforts on our behalf and look forward to his reports.

The Fall trip planned up the Mississippi and Illinois Rivers to four cities in Illinois is rapidly coming together. Excitement is building. Registrations for our convention in Peoria has shown good response, and the Hotel Pere Marquette has been very good to work with. We need to ask the powers that be to control the rivers and keep them at normal pool for this trip! After we visit the cities in Illinois, we have been asked to go to Aurora, IN to help in dedicating their new dock. From there we go to Louisville, KY to pay homage to the Medal of Honor recipients who are having their convention there and welcome them aboard the ship if they are able. I hope if any of you are near these cities we will be visiting that you will come to see *LST-325*. Tours will be from 9:00am-5:00pm daily. There is a charge for the tours but all the monies are used for the maintenance of this proud WWII ship.

**THE STEAMSHIP HISTORICAL
SOCIETY OF AMERICA**

*By Matthew Schulte
Executive Director*

“SSHSA ELECTS NEW PRESIDENT”

Commander John F. Hamma of La Mesa, California has been elected as president of the Steamship Historical Society of America (SSHSA). CDR. Hamma joined SSHSA in 1968 and was first elected to the SSHSA Board of Directors in 2009. While a commissioned officer in the Navy, CDR. Hamma served on three ships; USS *Dixie* (AD-14), USS *Columbus* (CG-12), and USS *Newport News* (CA-148). He is now challenged with continuing to move the 76 year-old venerable SSHSA into a sustainable position for the 21st century.

The Providence, Rhode Island based SSHSA is the largest and oldest organization of its kind in the country, dedicated to recording, preserving, and sharing information about the history of engine powered vessels, and is a recognized 501c3 tax-exempt non-profit organization.

HNSA NEWS & VIEWS

Compiled by Jeffrey S. Nilsson, Anchor Watch Executive Editor

Following the decommissioning of HMS *Caroline*, the last remaining Royal Navy warship of the 1916 Battle of Jutland, on 31 March 2011, the ship was taken over by the Portsmouth (England) - based National Museum of the Royal Navy. *Caroline* is currently in Belfast, Ireland, and moving her to Portsmouth is one of the options being considered for saving the vessel. Portsmouth Historic Dockyard already holds 400 of the ship's artifacts. The museum's Director, Dr. Dominic Tweddle said: "The emphasis is being placed on saving the ship rather than her location." In an attempt to find a 'long term and sustainable' option for the ship, the museum is developing a Heritage Lottery Fund (HLF) bid and will continue to examine any solution for her staying in Belfast. The light cruiser has been in the city's Alexandra Dock for more than 80 years and was a floating base for the Royal Navy Reserve.

As this article is being written, USS *Cassin Young* is in dry-dock in Boston, undergoing some much needed hull work. Once she was in dry-dock the workers found that she needed more work than was anticipated. She had not been out of the water in many years.

It was a very sad winter for the members of the USS *Radford* (DD-446) Association as Vane Scott, their founder and museum curator, passed away early this year. It was his vision and efforts that helped to establish their association and build a naval museum second to none. But, his passing left their organization without a driving force to promote the museum at its current location in Newcomerstown, OH. So, through joint efforts with the

Below: Cassin Young high and dry in Charlestown Navy Yard for much needed repairs.



Board of Directors from both the USS *Radford* and the USS *Orleck*, it was decided that the *Orleck* would be the new home of the USS *Radford* Naval Museum. The *Orleck* is currently preparing the "R" division compartment in the aft portion of the ship to house the majority of the *Radford*'s artifacts. The future plan is to eventually house the *Radford*'s museum in an adjacent building to the *Orleck*, once the ship is moved to the lake front. Current plans are to open the *Radford* museum aboard the *Orleck* on the anniversary of the *Radford*'s commissioning which is July 22. Official announcements will be made once the museum is closer to completion. Please check the *Orleck*'s web site for updates. For more information regarding the USS *Radford* DD/DDE 446 and the *Radford* Association, please visit their web site at www.ussradford446.org.

In this column I have tried to give perspective to all types of warships in the historic fleet. One type that I have not written about in a long time, if ever, are the PT boats. On the West Coast, we have Save the PT Boat, Inc. It is an organization devoted to the restoration and preservation of *PT-658*. The group has completely restored the boat to its original 1945 configuration. It is the only 100% authentically restored U.S. Navy PT boat that is operational today. *PT-658* is located in Portland, OR at the Swan Island Naval Reserve Center Pier. The boat has three working 1,850 hp Packard Model 5M-2500 V12 gasoline engines. She has four Mark 13 Torpedoes, two twin .50 caliber Browning M2 machine guns, a 40 mm Bofors cannon, two 20 mm Orlikon cannons, and two Mark 6 depth charges. The restoration is essentially complete and the boat is open to the public on Mondays and Thursdays most every week when the crew is there maintaining her. *PT-658* is a Higgins design PT boat, similar in function, but slightly different in design and layout from the Elco boats.

From the Battleship *New Jersey* Museum & Memorial we have learned of the passing of Joseph "Buff" Moran on Saturday, July 23. Joe was the Director of the battleship's Overnight Encampment program. Joe, affectionately known as Buff, accepted the 2011 HNSA Educator Award in Baltimore last year. He always loved explaining what "Buff" stood for: Big Ugly Fat Fellow. Buff's love for the battleship, everyone who worked on it, both volunteers and staff, along with caring for each and every guest that came aboard was a model for her entire crew. No job was too big for him to handle, "No Problem" and "I'll take care of it" were common expressions that we heard from Buff everyday. Always a smile or a joke, always time to make everyone feel special, he will be sorely missed.

USS *Hornet* (CV-12)**Alameda, California, U.S.A.***by Nancy Lopez
The Alameda Patch
Published June 30, 2011***“JOAQUIN PHOENIX ON BOARD!”**

The cameras were rolling at the USS *Hornet* on Monday. The restored World War II aircraft carrier was a backdrop for a movie being filmed about post-war life. Film industry websites suggest that the film is based on the life of L. Ron Hubbard, who served in the Navy in World War II and later founded the Church of Scientology.

The spokesperson for the USS *Hornet*, Madeline McEntyre, said Joaquin Phoenix was on the set and crews were filming scenes of someone jumping off the front of the ship. McEntyre said she could not give more details.

According to this article by the San Jose Mercury News, the production company has been tight-lipped about disclosing the filming locations. But two weeks ago, a Joaquin Phoenix fan website posted a reader's report of filming in Crockett. The movie is scheduled to open late next year.

**NAVAL HISTORICAL FOUNDATION
NAVY MUSEUM****Washington, D.C., U.S.A.***By Ashley Hart***“RIBBON CUTTING DRAWS RECORD CROWD”**

Fitting for an organization celebrating its 85th birthday, there was a standing room only turnout at the annual meeting of the Naval Historical Foundation that was held on Saturday 18 June at the Navy Museum's Cold War Gallery annex at the Washington Navy Yard. The reason for the strong turnout, of course, was the festivities that followed the annual meeting - a ribbon cutting ceremony for a new exhibit that tells the tale of the Navy's Silent Service during the Cold War.

Following welcoming remarks by NHF Chairman Admiral Bruce DeMars, Dr. Barbara Pilling discussed how the new Covert Submarine Operations exhibit would have classroom applications as the NHF had established a STEM Teacher Fellowship program and eight teachers were coming to Washington this summer to work with the technology inherent in the exhibit to package lesson plans

for use in the nation's schools.

Director of Naval History Rear Admiral Jay A. DeLoach thanked all who made the exhibit possible and then the Chairman of the Naval Submarine League, Admiral Richard W. Mies, discussed the history of the exhibit which appeared in 2000-2003 at the Smithsonian National Museum of the American History under the title of Fast Attacks and Boomers and thanked all who worked to revive the displays. Then, with Vice Chief of Naval Operations/CNO-select Admiral Jonathan Greenert looking on, Dr. Pilling cut the ribbon and the attendees had the opportunity to view the recently completed exhibit.

Plans call for the exhibit to be permanently opened to the public later this year. In the meantime, exclusive behind-the-scenes tours can be arranged for NHF members by contacting the NHF staff.

The Naval Historical Foundation's principal purpose is to educate Americans about the history and importance of United States sea power, and about the contribution and sacrifices United States Navy men and women have made while protecting our freedom and preserving democracy in peace and war. The Foundation, alone and in cooperation with the United States Navy, with civilian institutions and corporations, and with private citizens, shall commemorate important naval events in American history, thus ensuring that these remain in the American memory, that their importance is understood, and that those who served in them continue to be recognized.

For more information, please visit the Foundation's website at www.navyhistory.org.

Below: NHF Director Dr. Barbara Pilling cutting the ribbon with Director of Naval History RADM Jay DeLoach, NHF President VADM Robert Dunn, and NHF Chair ADM Bruce DeMars.



**TCG *ULUÇALIREIS* (S-338)
RAHMI M. KOÇ MUSEUM**

Istanbul, Turkey

By Bruno Cianci

“A GUPPY IN INSTANBUL”

The submarine TCG *Uluçalireis* was originally built as the Tench-class USS *Thornback* (SS-418) in Portsmouth, New Hampshire in 1944. The vessel saw service in the Pacific Ocean during World War II against the Japanese before being decommissioned and placed in the U.S. Naval Reserve fleet two years later.

In 1953 she was converted to the latest Guppy IIA specification and re-entered active service for nearly two decades. USS *Thornback* was then transferred to the Turkish Navy (Turkey is a NATO member since 1952) on July 2, 1971. Re-christened TCG *Uluçalireis*, after an Italian-born Ottoman admiral of the XVI century, this submarine received many awards for meritorious operations in the Mediterranean, Aegean, Marmara and Black Seas during the Turkish Navy service.

Powered by her diesel generators, the submarine's speed was 17.2 knots when surfaced and 14.8 when submerged, while the armament included 10 torpedo tubes. Eighty-four crewmembers handled this 93-metre long black war machine. With pennant number S-338 and flying the ensign with the Crescent, the vessel gave thirty years overall of valuable service to the Republic of Turkey before being finally transferred to the care of the Koç Museum in Istanbul in 2001. This private institution, founded in 1994 by Turkish automotive tycoon Rahmi M. Koç, is Turkey's first industrial museum. The museum is a must see destination, fully devoted to transports and science in the historical heart of the former Ottoman capital.

After some extensive restoration work, TCG *Uluçalireis* was finally opened to public on the Northern shore of Golden Horn, Istanbul's natural harbor, where the industrial Museum is located. For a period of almost nine years, cleaning and cosmetic work was conducted right at the mooring place, while some steel plates' replacement and other mechanical work was done at Haliç Dockyards, about a nautical mile away.

In October, 2010, the time had come to provide TCG *Uluçalireis* with a major maintenance overhaul. The submarine, which is still on loan from the Navy, was towed away to Bartın Navy Dockyards, on the Black Sea coast of Anatolia. The full operation of the overhaul took approximately nine months. In early July this year TCG *Uluçalireis* was delivered back to the Koç Museum and re-



Above: TCG Uluçalireis, proudly flying the Turkish ensign, welcomes visitors onboard for a unique experience.

opened to the public. The next maintenance session is scheduled for 2016. By that time, thousands of amazed visitors, including children, will have enjoyed a visit onboard. Currently, up to 182 visitors per day are allowed onboard, divided into 13 groups. Walking inside such a fully restored submarine, the last of its type to survive, is a worthwhile experience indeed. For further info please visit www.rmkmuseum.org.tr.

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

Omaha, Nebraska, U.S.A.

*By Dennis E. Bryers
Park Planner II - Landscape Architect*

“FLOODING CLOSSES FREEDOM PARK”

Major flooding has caused Omaha's Freedom Park to close until further notice. Normally the USS *Hazard* and USS *Marlin* would be high and dry in the berths on land. On June 20th, the water was four feet deep in the park, with the Missouri River itself at a height of 33.5 feet, which is 4.5 feet above flood stage.

The only surviving *Admirable*-class minesweeper, the largest and most successful American minesweepers, *Hazard* was fitted for both wire and acoustic sweeping and could double as an antisubmarine warfare platform. The *Admirable*-class vessels were also used for patrol and escort duties. *Hazard* first served in this capacity, escorting a convoy from San Francisco to Pearl Harbor, and then running with convoys to Eniwetok and Ulithi. In March 1945, the sweeper was sent to Okinawa, where she first performed anti-submarine patrols before sweeping the waters off Kerama Retto in keeping with the minesweeper's slogan, "No Sweep, No Invasion."

Homeported in Key West, Florida for her entire commissioned service lifetime, USS *Marlin* provided target and training ship services and helped to evaluate submarine and anti-submarine equipment and tactics. In 1955, she participated in mine warfare maneuvers with a task force under Commander, Mine Force. From 1956 to 1963, she deployed regularly to Guantanamo Bay, Cuba where she provided services to the Fleet Training Group. *Marlin* remained in her home waters off Key West from 1963 until her decommissioning in 1973. For more information please visit www.cityofmaha.org/parks.

Below: The minesweeper Hazard and submarine Marlin completely engulfed by the flooding waters.



USS MAINE

Oakland, California, U.S.A.

*by Sean Maher
Oakland Tribune
Published May 15, 2011*

“THIEVES STEAL NAVAL ARTIFACT”

A relic of America's naval history has been stolen. Somehow, a team of thieves broke and later made off with a giant metal ring weighing more than a ton from a public park Friday night, officials believe. The giant brass ring was once used to port torpedoes on the USS *Maine*, a battleship that sank in Havana harbor in 1898, helping draw the United States into the Spanish-American War. The ring was standing in concrete and had been broken off last week, according to Parks and Recreation employee Stephanie Benavidez.

"We lose enough history as it is "... when structures are torn down as the population grows, and we need to accommodate it," Benavidez said. "We may not be in

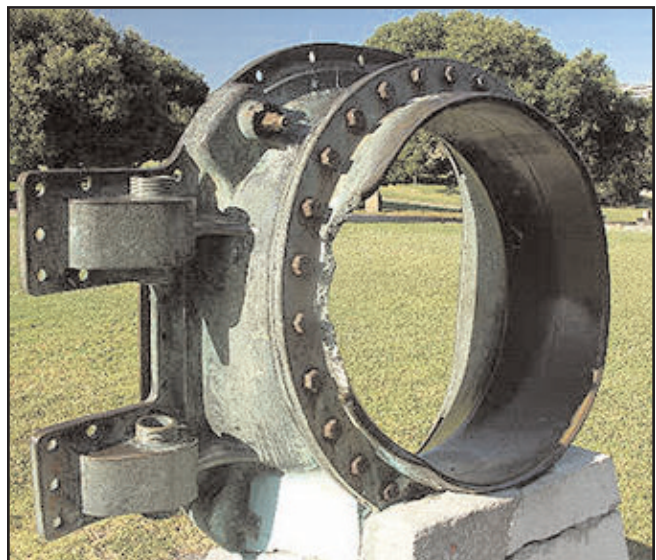
agreement with war, but people sacrificed their lives, and some things should be left untouched." She said she believes the colossal ring was stolen by desperate but calculating opportunists who will likely try to sell it to recyclers for the value of the metal. A few days before the theft, the porthole was broken off its concrete base. Some boards were found nearby along with truck tire marks Saturday.

"I would hope the recycling people will recognize that one, this isn't something somebody had in their attic or backyard or got at a yard sale. The hope is they'll contact us and say, we know where it's at, come get it." The theft was desperate, Benavidez said, as indicated by both the audacity of the act and the likelihood that at least one of the bandits was hurt trying to hoist around such a heavy object.

"That thing stood there for years, and not until now did somebody decide it was worth the effort to take it," she said. "This is a fairly major endeavor. They spent a lot of time on it, knocking it over first, and then coming back and figuring how to jury-rig it onto the boards and then onto the truck. Some people just see dollar signs instead of what it means to the community and the park and generations."

The *Maine* sank in 1898 after an unexplained explosion in the furnace room, killing more than two-thirds of the crew. Popular U.S. opinion at the time laid the blame on Spain, playing a key role in the start of the Spanish-American War and prompting the rallying cry, "Remember the *Maine*! To hell with Spain!" Parts of the ship were sent all over the country, and the Bay Area at the time was known as a patriotic military region, Benavidez said.

Below: This metal ring, once used to port torpedoes on the USS Maine, has been stolen by thieves.



USS CINCINNATI (SSN-693)**Cincinnati, Ohio, U.S.A.**

by Carrie Whitaker
Cincinnati.com
 July 11, 2011

“NAVY APPROVES SUBMARINE’S MOVE”

Seventeen years ago, Cincinnati City Council unanimously supported the idea to acquire the decommissioned USS *Cincinnati*, a Cold War nuclear-powered submarine - and finally the Navy has offered its blessing. The plan is to use the sub's conning tower sail structure - the T-shaped top section of a submarine that's last to disappear into the water - as the focal point in a veteran's memorial at Smale Riverfront Park near The Banks development.

"I'd hate to see (the submarine) fall into perpetual mothballs or worse - end up in the bottom of the Pacific somewhere," said Commissioner Todd Portune, who was on city council when it agreed to try and get the sub here in 1994 and turn it into a nonprofit naval museum.

The second part never panned out, because the Navy determined the design of the nuclear submarine must remain classified for national security and there was also concern about the safety of people touring a submarine with nuclear compartments, said Joseph Jaap, a Cincinnati attorney and retired Navy officer from Anderson Township who has pushed for the donation. Costs associated with bringing the sail and other parts to the Queen City - estimated to be around \$80,000 - will be paid for with private donations, Portune said.

The Navy said pieces of the sub - which was used by the military from 1978 to 1994 - will be ready for pick up from the Puget Sound Naval Shipyard in Bremerton, Wash., next fall. "The idea is that the memorial will be as small or big as the donations that are available," Jaap said. "Nine-tenths of it is getting it here." He said the conning tower - which alone weighs about 35 tons - will need to be transported on three flat-bed trucks.

The Navy has also offered to donate the topside rudder structure, the emergency diesel generator and the wardroom table but Jaap said he's not sure there's enough money for all of that. The Cincinnati Parks Department, which is designing the riverfront park, is on board as long as supporters of the project find private funds for design, construction and maintenance of memorial.

"Though the Park Board has not taken any formal action related to the location of the USS *Cincinnati* conning tower, the board has identified a site in a future phase of



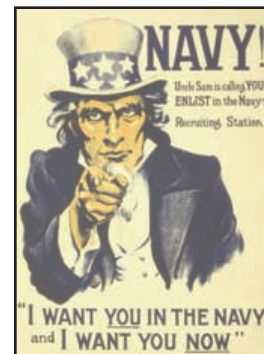
Above: The sail of the USS Cincinnati will become a permanent part of a veterans park in Cincinnati, Ohio.

Smale Riverfront Park which may be appropriate for the memorial, just south of Paul Brown Stadium," said Cincinnati Parks Director Willie F. Carden, Jr.

Jaap and Portune say enough supporters of the plan have been identified over the last 10 years, including the Cincinnati Navy League, to see the project through.

"There's more work to be done, (but) now we know the Navy will donate these important parts," Portune said. "It's setting into play additional activity, not the least of which determining where the money will come from."

Contribute to YOUR Anchor Watch!



Anchor Watch only survives if YOU send in articles and photographs concerning the current events of the historic fleet. Please send submissions to the Editor, Jason Hall at j.hall@battleshipnewjersey.org or at Battleship *New Jersey* Museum, 62 Battleship Place, Camden, New Jersey 08103 U.S.A. Tel: 856-966-1652 ext. 201.

TRIVIA CHALLENGE

By Terry Miller

This installment of the Trivia Challenge contains questions provided by Terry Miller of the Tin Can Sailors Association. (Surprisingly, no destroyer stuff!)

QUESTIONS

1. We know that USS *Constitution* is the oldest commissioned warship afloat in America, but what ship is the oldest commissioned warship in the world?
2. Although considered politically incorrect today, Admiral William Halsey had a large billboard erected at Tulagi that had a very emotional message. What did it say?
3. The Navy’s mascot is Bill the Goat XXXIII. His backup is named what?
4. The first Bill the Goat became the Naval Academy’s mascot in 1893 but was the fourth mascot. What was the first mascot and when?
5. Who said, "A good Navy is not a provocation to war. It is the surest guaranty of peace."?
6. Small white rope-work around stations, etc. is sometimes called Fancy Work but it has a name. What is it?
7. After 1949 when the Right Arm Rate was discontinued, all petty officer badges (Crows) show the eagle facing forward or to the left when looking at it. Why does the eagle face to the left?
8. There have been six presidents who served in the uniform of the United States Navy. Name them.
9. How did the term “fathom” come to mean six feet of depth?



ANSWERS

1. HMS *Victory*, though she is permanently dry-docked, unlike *Constitution* which remains afloat.
2. KILL JAPS! KILL JAPS! KILL MORE JAPS! You will help to kill the yellow bastards if you do your job well.
3. Bill the XXXIV, of course.
4. First was a gorilla called the Navy Monkey in 1847. He lasted 4 years.
5. President Theodore Roosevelt
6. It is called coxcombing. The practice was common before WWII but has not been as popular since then.
7. In 1941 the Navy adopted stand heraldry rules that call for an eagle or other animal to face the wearer’s sword arm so the USN eagle faces forward or across the body toward the wearer’s right arm.
8. In order, Kennedy, Johnson, Ford, Carter, and George H.W. Bush. FDR was Assistant Secretary of the Navy but never served in uniform.
9. Originally it was a land measure of length based on the distance a man could reach with his outstretched fingertips, or about six feet. It was based on the Anglo-Saxon word “faetm” which meant “embrace” in the sense of reaching out to embrace all that a man could embrace. The British Parliament adopted it officially and it became a standard measurement of exactly six feet. The U.S. Navy kept this aspect of its Royal Navy roots.

ANCHOR WATCH



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