



ANCHOR WATCH

JANUARY
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2011

The Journal of the Historic Naval Ships Association

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THE OLYMPIA CRISIS: TEMPORARY REPRIEVE



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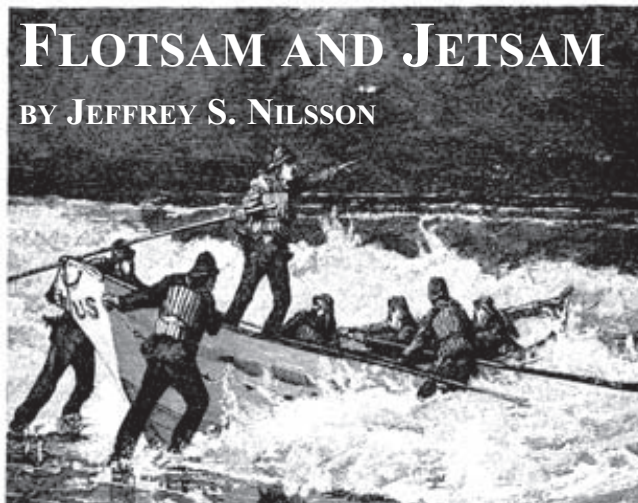
The Anchor Watch in COLOR!

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

THE COVER

*Right: The cruiser
 Olympia at her berth in
 Philadelphia, PA as part
 of the Independence
 Seaport Museum.*





FLOTSAM AND JETSAM

BY JEFFREY S. NILSSON

We have gone by Thanksgiving and are speeding toward Christmas as I write this column and again, I am wondering where the year has all too quickly gone. It seems like yesterday, however, back in September, from the 15th through the 19th, we had the 45th Annual Conference which was held in conjunction with the 9th Maritime Heritage Conference. The conference this year was held in Baltimore, MD with the Historic Ships of Baltimore graciously hosting the joint conference. Not only did we see the *Taney*, *Torsk*, *Constellation* and the Lightship *Chesapeake*, but we were also treated to an evening cruise of Baltimore Harbor on the SS *John W. Brown*. In addition, the USCGC *Eagle* arrived in the Inner Harbor on Friday the 17th and was open for tours. On the morning of September 15th HNSA utilized the *Constellation* for the Executive Directors' Seminar and the Board Meeting while in the afternoon, the Annual Business Meeting was conducted on the SS *John W. Brown*. Both venues provided a bit of historic flavor as there was no air conditioning in either ship.

To say that there was something for everyone would be an understatement. There was a wealth of topic matter dealing with our rich maritime history. HNSA-specific papers covered a very broad range of topics. Among the mix were sessions that represented the core of the organization, ship preservation, educational initiatives, and collections management. Also included were sessions addressing emerging issues such as the use of the various social media services now available on the internet, use of resources such as the National Archives and Records Administration, fund raising, and maximizing the use of volunteers in the workforce. The fate of the USS *Olympia*, the iconic ship from the Spanish-American War, the flagship of Admiral George Dewey, USN, during the Battle of Manila Bay, was an ever present topic of conversation during the conference. Over all, the conference was a huge success. The gala Awards Banquet was held the evening of September 16th and the following awards were presented:

Casper J. Knight Award was presented to Dr. John Faken, President of the USS *Cod* Submarine Memorial.

Henry A. Vadnais, Jr. Award was presented to Ms. Britta Arendt of the Intrepid Sea-Air-Space Museum and to Robert Kiihne of the USS *Constitution* Museum.

Russell Booth Award was presented to Dr. Thomas Banit, of the Battleship *New Jersey* Museum & Memorial.

Educator Award was presented to the Overnight Encampment Crew of the Battleship *New Jersey* Museum & Memorial.

Bosun Marvin Curry Award was presented to Mr. Jess Majewski, of the Buffalo & Erie County Naval and Military Park.

Ship Preservation Awards were given to Mr. William D. Tanner of the USS *Slater*, Ms. Lesley Waters of the USS *Drum*, and Mr. Anthony Fernandez of the Intrepid Sea-Air-Space Museum.

William J. Diffley Awards were later presented to Captain Jack Casey, formerly the Executive Director of Battleship *Massachusetts* Memorial and Mr. Brad King, formerly the Executive Director of HMS *Belfast*.

Planning is already underway for HNSA 2011 which will be hosted by the USS *Bowfin* Submarine Museum and Park, the USS *Missouri* Memorial Association and the World War II Valor in the Pacific National Monument (USS *Arizona* and USS *Utah*), and we have been assured it will be a great conference. Mark your calendar for September 14th through the 17th with the 18th being a "play day". ALOHA!

On November 11th, 2010, the Bell from HMS *Queen Elizabeth*, a *Dreadnought*-class battleship commissioned in 1915, and which served her country in both WWI and WWII, was handed over from Chatham Dockyard Historical Society to the Royal Navy. The bell, which had been on display in the historic dockyard, will be proudly displayed in the Ward Room on board the new aircraft carrier, HMS *Queen Elizabeth*. During National Warship Week in 1942, the Baltic Exchange, which participated in the national savings campaign, adopted HMS *Queen Elizabeth*. When the ship was scrapped, the Exchange was presented with a plaque and the ships bell, on the condition it may be re-called to service at a later date. The bell was used on the floor of the exchange where it was rung daily to indicate the end of trading. In 1992 the Baltic Exchange suffered a bomb attack and the bell was later put on display in the Museum of the Royal Dockyard in Chatham.

Jeffrey S. Nilsson

NEWS FROM THE FLEET

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

Philadelphia, Pennsylvania, U.S.A.

MUSEUM ANNOUNCES EXTENSION OF TOURS

by Hope Koseff Corse
Director of Marketing and Communications

The Independence Seaport Museum (ISM) announces that public tours of the National Historic Landmark ship, the cruiser *Olympia*, will continue after November 22, 2010 on a reduced schedule and not fully cease as previously planned. In keeping with its desire to be a good steward of the ship, the museum re-evaluated the decision to close the ship to the public after funds were made available to make interim repairs as needed. Although this maintenance will allow the ship to remain open to the public, these short-term measures do not resolve the ship's need for more extensive repairs.

"I am thrilled that we are able to keep the ship open to the public," said Captain John J. Gazzola, the museum's President. "The museum, its board and our partners are working together in exploring options for the *Olympia*."

The Museum, along with partners representing the U.S. Navy, Naval Sea Systems Command (NAVSEA), National Park Service (NPS) and the Pennsylvania Historical Museum Commission (PHMC), is planning a summit to explore transfer options for the *Olympia*. The summit will bring together leaders from historic preservation agencies, maritime museums, government, economic development, tourism as well as representatives from the Friends of the Cruiser *Olympia*, and potential funders. The summit will be held at the museum in early 2011.

Tours of the *Olympia* and the WWII submarine *Becuna* will continue daily until December 31, 2010. From January through March 31, 2011, the historic ships will close to the public Monday through Thursday (except on Monday

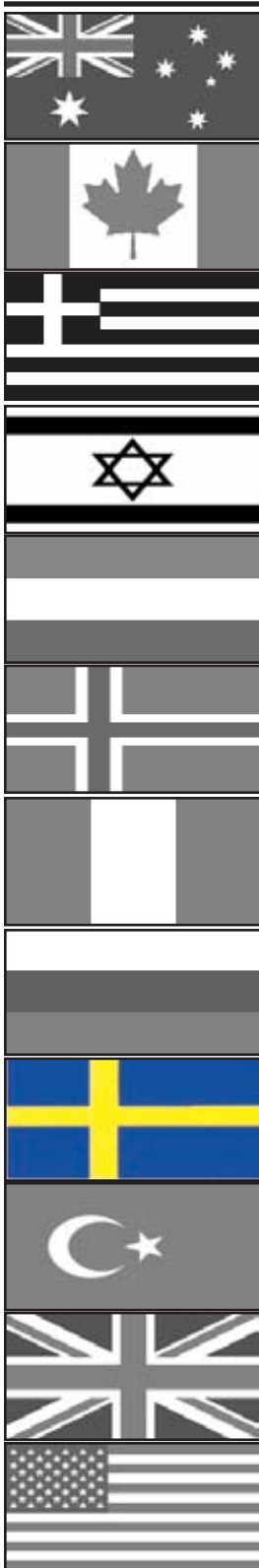


Above: Currently the collection of the Independence Seaport Museum includes the Spanish-American War cruiser *Olympia* and the WWII submarine *Becuna*.

Holidays) so that the museum's staff can perform short-term preservation projects and routine maintenance. The ships will be open for tours on Fridays, Saturdays and Sundays, as well as holiday Mondays (Martin Luther King, Jr. Day and Presidents Day). Starting April 1, 2011, public tours will resume their regular daily schedule from 10:00 a.m. to 5:00 p.m.

Founded in 1960 by J. Welles Henderson, the Independence Seaport Museum (ISM) celebrated its 50th Anniversary in 2010. ISM maintains one of the largest maritime collections in North America, combining more than 25,000 artifacts with hands-on exhibits, large-scale models, and audiovisuals. Visitors can enjoy permanent exhibits such as *Home Port Philadelphia*, *What Floats Your Boat?*, and *Divers of the Deep*, as well as rotating original exhibits like *It Sprang from the River—Everyday Objects with Maritime Secrets*.

Continued on page 6



FLAGS OF THE HNSA FLEET

(Top to bottom,
in alphabetical order)

Australia, Canada, Greece,
Israel, the Netherlands, Norway,
Peru, Russia, Sweden, Turkey,
the United Kingdom, and
the United States of America.

In addition to exhibits, the Museum has a working wooden boat shop, the J. Welles Henderson Archives and Library and a concert hall with sound stage quality acoustics. The Museum also includes two National Historic Landmark ships—the Spanish-American War Cruiser, *Olympia*, and the World War II Submarine *Becuna*. Located at Philadelphia’s Penn’s Landing Waterfront, the museum is open year round. Visit www.phillyseaport.org for more information or contact Hope Koseff Corse at 215-413-8631 or hcorse@phillyseaport.org.

Below: In the future, the possible departure of the Olympia and Becuna could leave just the main building as the only attraction for the museum.



**USS *OLYMPIA* (C-6)
Russian Cruiser *AURORA***

A TALE OF TWO CRUISERS

*by Michael R. Webber
HNSA Individual member*

“IT WAS THE BEST OF TIMES...”

The American cruiser *Olympia* (Cruiser No. 6) was commissioned in 1895, part of “The New Steel Navy” designed to bring a Civil War fleet into the “modern” era. A scarce three years later the “New Navy”, the *Olympia* and America herself, would be put to the test in the crucible of war, a conflict fought partly to avenge the loss of *Olympia*’s cousin, *Maine*, in Havana. America, a former colony, was pitted against a European empire, Spain. The New World was challenging the old.

It was a war fought on a global scale, at least in terms of distance, and *Olympia* found herself in battle half a world away from *Maine*’s shattered hulk. As flagship of Commodore George Dewey’s Asiatic Squadron, *Olympia* and her sister cruisers engaged the Spanish in the Battle of Manila Bay. It was from her decks went the historic battlecry, “You may fire when ready, Gridley.” The result was a decisive victory in a crucial battle in a pivotal war.



Above: The Imperial Russian Cruiser Aurora at her moorings in St. Petersburg, Russia.

America had stepped onto the world stage as a major player.

Postwar, *Olympia*, her reputation preceding her, served as America’s ambassador to the world, showing the flag from the Caribbean to the Aegean. Time passed and *Olympia*, now no longer the cutting edge, was withdrawn from front line service, and chosen to be the training vessel for the U.S. Naval Academy. Future leaders of the Navy would cut their teeth on her historic decks.

War came again, “the war to end all wars”, and *Olympia* answered the call. Serving in what would now be called “Homeland Security”, coastal patrol off America’s largest city. Later, she participated in the little known Allied actions in support of the “White Russians” near Murmansk. *Olympia*’s greatest mission, however, came at the end of the conflict when she had the honor of returning the remains of America’s Unknown Soldier.

Decommissioned in 1922, *Olympia* joined America’s “Ghost Fleet” of the surplus and obsolete. She endured somehow and was eventually given naval relic status in 1931. Even this was no guarantee of survival, as her Spanish-American War contemporary, *Oregon*, found in metal-hungry World War II. *Olympia* continued, always one step away from and one step ahead of the breakers. Finally, fortunately she was awarded to the Cruiser *Olympia* Association in 1957. *Olympia*, now the oldest American steel hulled vessel afloat, was to be restored and maintained as a “naval shrine” and museum. Now on the Register of National Historic Landmarks, she had found a home in Philadelphia, Pennsylvania. *Olympia*’s fate was secure, her future bright.

“IT WAS THE WORST OF TIMES ...”

The Russian cruiser *Aurora* was commissioned in 1903 and

a mere two years later found herself at war. As part of the Russian fleet at Tsushima she was involved in the first naval conflict between a European and Asian power, the Japanese. *Aurora* survived, lucky to do so as the Russian fleet was devastated at Tsushima.

Built for the Czar, she fought his enemies in the Baltic during World War I. Then in 1917 she turned on her master and mutinied. In St. Petersburg, from her deck was fired the opening shot of the October Revolution, another shot heard 'round the world.' Now, under the red banner, she fought against the "foreign interventionists" aiding the "White Russians".

Postwar, *Aurora* served as a training ship until the advent of "The Great Patriotic War". Here she served in the defense of Leningrad against the Germans, serving primarily as a floating anti-aircraft battery where she was attacked repeatedly and finally sunk. But *Aurora's* story does not end here. In 1944 she was raised and repaired, once again training Soviet sailors, until finally being turned into a museum ship in St. Petersburg, in the 1950s. In 2010 *Aurora* celebrated the 110th anniversary of her launching.

"IT IS A FAR, FAR BETTER REST I GO TO (?)"

Today, while *Aurora* rests on her laurels in St. Petersburg, *Olympia* rusts at her moorings in Philadelphia. A victim of corruption as well as corrosion, she is reported to be in danger of sinking pier-side. The Independence Seaport Museum, responsible for her maintenance, has indicated

Below: Admiral Dewey onboard USS Olympia during the Battle of Manila Bay.



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.

they can no longer afford her. Plans have been discussed to turn *Olympia* into an artificial reef if a new home for her cannot be found, i.e. sink her!

There is bitter irony here. The Russians revere their legacy cruiser enough to refloat, repair and retain her. While in America, some seem all too ready to turn a national treasure into a fish farm.

Others are desperately trying to save this valiant ship from an ignoble end. Friends of the Cruiser *Olympia* (www.cruiserolympia.org) are currently engaged in trying to raise the emergency funds that are so urgently needed to repair her. Theirs is a daunting task, but an educated and impassioned public has saved naval icons before. The USS *Constitution* comes to mind.

Let us hope the Friends of the Cruiser *Olympia* are successful. For a repaired and refurbished *Olympia*, resplendent in white and buff, national shield gleaming on her prow, with her towering masts and stacks and bristling muzzles, would continue to awe and educate.

Olympia is no mere antique, no quaint naval anachronism. She is floating history alive in ferrous flesh. *Olympia* is a 5,800 ton time capsule to an era of steel and steam, of a nation and a navy come of age. As such she remains a fitting tribute to America's past and an inspiration to her future. If, on the other hand, plans to "reef" this naval legend come to pass, *Olympia*, rotting on the bottom somewhere off the New Jersey coast, can elicit only one emotion ... shame, everlasting shame.

Editor's Note: If you have an article you would like to submit for publication in Anchor Watch, send to Jason Hall at j.hall@battleshipnewjersey.org.

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JOIN US!

46th HNSA ANNUAL CONFERENCE
SEPTEMBER 14-17, 2011
held in
Honolulu, Hawaii



This year's annual HNSA conference will be hosted by the USS *Bowfin* Submarine Museum and Park, the USS *Missouri* Memorial Association, and the World War II Valor in the Pacific National Monument (USS *Arizona* and USS *Utah*). More information on the conference will be forthcoming at www.hnsa.org.



Questions About Your Membership?

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POGO (YFL-104)
NAVY LEAGUE OF CANADA-
OUTAOUAIS BRANCH

Gatineau, Quebec, Canada

By Marc Laplaine

“A TOUGH LITTLE BOAT”

Of Canada’s four historic Navy ships in the HNSA collection, *Pogo* (YFL 104) cannot match her sisters for size or firepower. However, her all-welded aluminum hull (a first for the Canadian Navy in 1954) and her versatility has given her the opportunity to extend her working life far beyond the others.

This 36-foot hydrographic survey craft is the oldest functioning ex-Canadian Navy motor boat in its original configuration. She was built to accompany the four voyages of HMCS *Labrador* (Canada’s first and last Navy ice-breaker). As *Labrador*’s trailblazer, *Pogo* was the first Canadian Navy vessel to enter the uncharted waters of the Canadian Arctic. The charts that she produced allowed for the building of the Distant Early Warning (DEW) line.

Pogo enjoyed a long and varied career within the Canadian armed forces until 1995 when an unfortunate accident resulted in her transfer to the Canadian War Museum. In 2005, she was offered to the Outaouais Branch of the Navy League of Canada (www.navyleague.ca) whose volunteers accepted the challenge to restore her and put her back in service for Navy Sea Cadets and other youth organisations.

Below: (Top) The Pogo as she appeared in 1955. (Bottom) Pogo photographed in 2009.



Above: Pogo underway as part of the Montreal Classic Boat Festival. This journey required the Pogo to sail 200 miles to and from Montreal, returning back to her home in Gatineau.

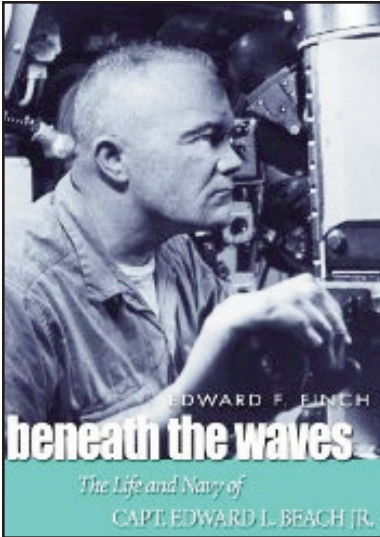
Over the next four years, mechanical, electrical, and structural restorations were completed with the active support of various community organisations and, in September 2009, *Pogo* finally sailed up the Ottawa River on a trial basis. She proved to be completely water-tight and in good mechanical condition despite her many years of inactivity. Patience and hard work had paid off!

Success breeds success. In the Summer of 2010, *Pogo* was invited to take part in the prestigious Montreal Classic Boat Festival, a 200 mile return trek from Gatineau. Obviously this posed a formidable challenge for this 56 year old boat with bare-bone equipment and five hours of trial time. To make matters even more difficult, she had to tow a 9,000 lb safety boat. Despite the odds, she lived up to her reputation and brought everyone back without incident.

At this time, *Pogo* has attracted the interest of several Sea Cadet Corps in the National Capital area, and the Naval Reserve has expressed an interest in her training potential for their personnel. She has also become well-known to Gatineau city officials through our organizing a very successful Canadian Naval Centennial ceremony at city hall in November.

It is our firm intention to preserve the rich heritage of *Pogo* and to render her fully operational in the medium term. This is no small undertaking for a small group of volunteers who do not receive regular funding from any source. If you wish to contribute to our project please visit our website at www.affairesmaritimes.org. If you wish to book a visit next summer, you can contact us at info@affairesmaritimes.org.

BOOK REVIEWS



*Beneath the Waves,
The Life and Navy of
Capt. Edward L.
Beach Jr.*, by Edward
F. Finch

Review by Peter
Nunan

Edward L. Beach Jr. shot to world-wide fame in the mid-twentieth century with his submarine best-seller books and his 1960 submerged circumnavigation of the world in command of the nuclear submarine, *Triton*. But there was much more to Beach's life as this book relates.

Born in New York City in 1918 to Captain Edward L. Beach Sr. USN and Alice (Fouche) Beach, Ned, as he was known to family and friends, achieved the first of his ambitions when he entered the United States Naval Academy in 1935. Finch covers this part of his subject's life, his academy career and early service up to his unwilling acceptance of orders to submarine school in 1941 followed by graduation from there just days before Pearl Harbor in the book's first 19 pages. In subsequent seven parts the author narrates Beach's life and career until his death in 2002. In another section, Part V, Finch writes at length on his subject's most popular novel, *Run Silent, Run Deep*.

Aspects of Beach's career mirror his father's. Both became successful authors while still on active duty. Both achieved well in difficult assignments at sea and ashore. And both failed to attain their highest ambition—flag rank.

In his style, Finch leads the reader through Ned Beach's twenty-seven years of service from Annapolis graduation, second in his class, in 1939 to retirement in December 1966. Appointments at sea included service on a cruiser, a destroyer, diesel and nuclear submarines, and a fleet oiler. Ashore he served in the offices of the Chief of Naval Operations, the Chairman of the Joint Chiefs, and as naval aide to President Dwight D. Eisenhower. After retirement Beach taught at the naval War College, was director of the

Senate Republican Committee, and, finally, administrative assistant to U.S. Senator, J. A. Denton.

In a fascinating nine pages the author analyzes possible reasons why Captain Beach was twice passed over for promotion to flag rank. His appendices of a chronology of his subject's life and bibliography of his publications (from 1946 to the posthumous appearance in 2003 of his father's biography the works number 34 articles and 3 fiction and 9 non-fiction books) are also most useful.

The third appendix, "Brief Biographies of Beach Family Members," while of some interest, takes up almost one-sixth of the book. It seems some of these pages would have been better allocated to fleshing out the scant 24 devoted to Beach's war patrols. This aside, Edward Finch's *Beneath the Waves* gives us valuable insights into the life of the man whose exploits and writing made his arguably the most well known name of all submariners.



*Warspite: From
Jutland Hero to Cold
War Warrior*, by Iain
Ballantyne

Review by Peter
Nunan

There are nine battleships in HNSA's fleet—all in the United States. Britain, the builder of the first modern battleship, preserved none. This book, a paperback reprint of a 2001 hardback, inspires its readers as it honors that country's most famous battleship, *Warspite*.

Revolutionary for its oil-fired boilers and 15 inch guns, *Warspite* was commissioned in 1915. In the First World War it fought well at Jutland and was badly damaged. In World War II the modernized battleship ranged over the Mediterranean Sea, Atlantic, Arctic, Pacific, and Indian Oceans, triumphing at Matapan, firing the first shot in the D-Day bombardments, and again sustaining severe damage on three occasions. Ballantyne, editor of *Warship International*, quotes extensively from the men who sailed in *Warspite* to comprehensively tell the super-dreadnought's story. Many black and white photos complement the narrative.

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

Evansville, Indiana, U.S.A.

*By Bob Jornlin
Capt., LST-325*

“A BUSY AND SUCCESSFUL SUMMER”

LST-325 left the port of Evansville on August 21st after first loading Tom Price’s LVT (used in the movie “Flags of our Fathers”) on the ship through the bow doors for probably the first time in 60 years. Kenny Adams followed with his DUKW. They made a very impressive sight in the tank deck as the visitors used this great photo opportunity to shoot lots of pictures! We had a crew of forty-three crew on board, including the pilots when we steamed towards our first stop, Wheeling, WV.

We sailed up the beautiful Ohio River maintaining 10 mph much of the time and were given priority through several locks under construction. Once past Cincinnati, we entered territory we had not visited before. All along the way, people greeted the ship from the shore and bridges, and the lock viewing areas were filled with folks waving flags and asking us to blow the whistle. For large groups, Perry Ballinger played Anchors Aweigh through the loud speaker. With a few firings of the 40s and the siren blown occasionally, we made a lasting impression. If they didn’t know we were going by, they sure did then! At one location, the lockmaster asked if we knew we had a parade of cars following. It certainly makes us feel proud and honored.

Below: Tied up in Pittsburgh, PA, 791 miles from Evansville, IN. Temporarily berthed between the football and baseball stadium, visitors to the ship in Pittsburgh waited up to two hours in line to tour the ship.



Above: LST-325 underway leaving Wheeling, WV, on her way to Pittsburgh, PA. The sight of a WWII LST steaming by provided many photo ops for those along the shore.

We arrived at Wheeling, WV, at midnight, almost a day early. The dock looked like a postage stamp from the CONN but turned out to be an ideal spot for our entrance through the bow doors. At daybreak, we soon found Wheeling ready for our visit. We opened a day early and the crowds exceeded 4,000 on a weekend day. Almost 10,000 people toured the ship and were very receptive, patriotic and most appreciative of our bringing the ship to their city. We had a visit from the Corps of Engineers inviting us to stop for lunch at the Pike Island Lock after leaving Wheeling. That was a real treat for our crew (and cooks).

The next stop was Pittsburgh, PA where we saluted the USS *Requin* (SS-481). Many small boats escorted us to our dock site which was surrounded by stadiums – the Steelers’ Heinz Field on the left and the Pirates’ Three Rivers on our right. The Amphib Reunion was held at the Sheraton and the U.S. LST Association reunion was held at the Marriott – all at close proximity to the ship. The Captain’s reception was held on Thursday, the Memorial Service on Sunday and huge crowds over the Labor Day weekend (over 17,000 total) came to see our “Iron Marvel.” We took reunion attendees on a short cruise on Sept. 7th then left for Marietta.

Marietta proved to be another great stop with fans of the Sternwheel Festival coming to see the ship over the weekend with the locals and school children coming Friday, Monday and Tuesday. We had over 14,000 visitors. The trip back to Evansville was similar to the trip upriver – people calling to see when we would pass by and many towns asking if we could come to their city some day. We arrived ‘home’ on September 9, a bit earlier than planned. I want to particularly thank our great crew – they worked long hours, kept their spirits high, and particularly enjoyed fans shouting from the shore as we passed. All in all, it was a great cruise.

HNSA NEWS & VIEWS

Compiled by Jeffrey S. Nilsson, Anchor Watch Executive Editor

HMS *Cavalier*, the World War II destroyer which is at The Historic Dockyard Chatham in England, has been declared “Best Education Project” in the 2010 National Lottery Awards. The award was announced at a special awards event, The National Lottery’s Big Night, which was broadcast live on BBC on the evening of September 4th, 2010. The Awards are an annual search to find the UK’s favorite Lottery-funded projects. It recognizes the difference that those projects make to people, places, and communities across the UK. Now restored and dedicated as the National Destroyer Memorial commemorating the 143 British destroyers and 11,000 sailors lost at sea during World War II, HMS *Cavalier* is also a major heritage attraction at The Historic Dockyard Chatham. Our collective congratulations go to the folks restoring and preserving *Cavalier*.

The *Cutty Sark* Trust is planning to re-open the ship to the public early in 2012 at the latest. The extended police investigation after the fire in May 2007 is one of the causes for the delay. The Trust intends to raise her by three meters from the floor of the dry berth and install an internal frame to take most of the weight of the ship off the original ironwork.

The *Mary Rose* Project (in Portsmouth, England) is going to try to re-unite the iconic hull of *Mary Rose* with thousands of the original Tudor objects that were found on board during her excavation in the 1970s and early 1980s. The ship, launched in 1511, was the favorite of King Henry VIII. The *Mary Rose* is the only 16th century warship on display anywhere in the world. She was one of the first ships to fire a broadside. To his dismay, King Henry watched while she sank as she was putting to sea, having departed Portsmouth, to fight the French on July 19th, 1545.

Five Naval vessels have been named for Albany, the capital of New York State. On September 2nd, 2010, members of the USS *Albany* Association met on the deck of the USS *Slater*, which is docked in Albany, NY to honor those who’ve served aboard those ships named *Albany*. This was their 21st reunion, and it was their fourth to be held in Albany. The first USS *Albany* sailed in 1846 and saw action in the war against Mexico. Subsequent *Albanys* escorted convoys as a cruiser in WWII, as a guided missile cruiser during the Cold War, and currently as a Los Angeles-class nuclear powered attack submarine which was commissioned in 1987 and is still in service.

The James River Reserve Fleet which is known as the James River “Ghost Fleet” continues to dwindle. At last

count there were 23 ships remaining, its smallest size ever. At one time, there were over 700 ships lining the river, almost into Norfolk. More than 80 ships have been removed and recycled since 2001.

The Wisconsin Naval Ship Association, which is trying to bring the ex-*Canon* (PG-90) to Sheboygan, WI has reached a dock space agreement with the city. The agreement is that the Association will pay the city \$2,500 during its second year of operation with this figure being adjusted annually based on the Consumer Price Index. The Association still has to raise a significant amount of money, said to be in the low seven-figure range, to cover the cost of bringing the ship to the river port. The Association must also have in place a bond that would cover the cost of removing the ship from the river if it becomes necessary.

The Pacific Battleship Center (PBC), a non-profit group located in Los Angeles, is moving ahead with plans to bring ex-USS *Iowa*, to the San Pedro area in the port of Los Angeles. Robert Kent, who is one of the organizers of PBC, has stated that the group has raised funds totaling in the high seven-figures, to pay for setting up an *Iowa* museum, and the port officials have announced that the best site for permanent mooring would be what is known as the Main Channel which is just north of the downtown shopping area. The site would give the ship high visibility to all of the channel’s cruise ship traffic as well as being the centerpiece in the waterfront area. Formal application to the Naval Sea Systems was due on November 24, 2010. This project is not supposed to cost the port anything.

Below: Dalia Rabin-Pelosoff, behind, and former President Bill Clinton throw a wreath from the Intrepid into the Hudson River to remember her father; former Israeli Prime Minister Yitzhak Rabin. AP Photo by Beбето Matthews.



HNSA NEWS & VIEWS

Continued

On Thursday, November 4th, 2010, former President Bill Clinton attended the *yahrzeit* (which means the anniversary of a person's death) to remember the life of Israeli Prime Minister Yitzhak Rabin at the Intrepid Sea, Air, Space Museum in New York City, NY. President Clinton, Dalia Rabin-Pelosoff, and Executive Director Ms. Susan Maranoff delivered remarks on the legacy of the Prime Minister and his enduring hope for peace in the Middle East. President Clinton and Ms. Pelosoff also participated in a wreath tossing ceremony.

The RI Aviation Hall of Fame's USS *John F. Kennedy* Aircraft Carrier Project, has applied for and was granted status as a public charity and is thus exempt from Federal Income tax under section 501 (c) (3) of the Internal Revenue Code. The project has had a financial feasibility study performed which concluded that the project makes economic sense and can succeed if properly implemented.

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

La Porte, Texas, U.S.A.

by Mike Cox

“DRY BERTH DESIGN CONTRACT SIGNED”

In a major step toward long-term preservation of the Battleship *Texas*, the Texas Parks and Wildlife Department has signed a contract with AECOM USA Group, Inc. – a globally recognized architectural and engineering firm – to design a permanent dry berth for the historic vessel before time and the elements scuttle the ship.

The 1914-vintage battleship, a veteran of both world wars, is the last of its kind. She's been moored at the San Jacinto Battleground since 1948. Her hull was last repaired in the late 1980s and has since become dangerously weakened from years of exposure to the brackish water of the Houston Ship Channel.

“The dry berthing of the *Texas* is the most complex project ever undertaken by this department,” said TPWD project manager Neil Thomas. “The design and construction will be a very large civil engineering project. And the age and condition of the ship, which is a National Historic Landmark, adds a challenging naval architectural component as well. All these factors combine to make the project absolutely unique.” In 2007, as part of Proposition 4, voters approved a bond package that included \$25



Above: The USS Texas at her berth in the San Jacinto Battleground Park in La Porte, Texas.

million to dry-berth the battleship. After TPWD conducted engineering studies and developed a project plan as directed by the 80th Legislature, the Legislative Budget Board approved sale of bonds “contingent on the ship being dry berthed in its current location.” Funding for the project includes a \$4 million contribution from the Battleship Texas Foundation.

Earlier this year, TPWD selected AECOM – a company with 40,000 employees world-wide – as the most qualified architectural-engineering firm to design the dry berth. Since that time the department has been in negotiations with the firm, a process which included developing the scope of work to be done and the products to be delivered. The contract was signed Oct. 26.

“AECOM is a highly qualified internationally recognized firm with offices in the Houston area and was the winning designer among a number of exceptional entries,” said Andy Smith, manager of the Battleship Texas State Historic Site. “TPWD looks forward to working with AECOM over the coming years to devise a long-term solution that combines preservation and proper stewardship with a world class display of this historic ship.” Smith said the goal is to save the historic ship, save the taxpayers money and provide a first class experience for the visiting public that is fitting of *Texas* and her namesake state.

Last June, a rag and a backup pump kept the storied battleship *Texas* from sinking in its mooring. When park staff noticed the ship resting more than two feet lower in the water than normal, a leak was discovered on the starboard side of the ship near the waterline. A rag was stuffed into the leak until the water could be pumped out.

The just-signed contract calls for AECOM to have its preliminary design completed by spring 2011. Following a federally mandated environmental assessment expected to take about two years, the bidding process for construction of the dry berth and temporary mooring of the *Texas* is expected to begin in mid-2014 with construction complete by the summer of 2017.

**USS *LING* (SS-297)
SUBMARINE MEMORIAL ASSOCIATION**

Hackensack, New Jersey, U.S.A.

*By Evonne Coutros
The Record
October 24, 2010*

**“USS *LING* IN HACKENSACK IS SETTING FOR
MOVIE ABOUT DOOMED SOVIET SUB ”**

It was “lights, camera, action!” as cast and crew of a Russian-language movie styled on “Taxi Driver” boarded the World War II-era submarine USS *Ling* the weekend of October 22 to shoot flashback scenes about a real Soviet sub that sank off Hawaii 42 years ago.

The independent film “Katya”, about a middle-aged cab driver and former Soviet submarine navigator who meets a young Russian prostitute, is inspired by the Cold War sinking of the Soviet *K-129* diesel-electric powered submarine on March 8, 1968 northwest of Oahu. Mystery still surrounds the demise of the sub, said to carry nuclear warheads.

“The Soviet submarine sank in the middle of the Pacific Ocean very close to Hawaii where it shouldn’t have been,” said filmmaker Mako Kamitsuna, 42, who wrote the 15-minute-long “Katya” as an original feature a few years ago. Kamitsuna managed to enlist actress Chulpan Khamatova — described by one of the film’s producers as the Angelina Jolie of Russia — for the title role of Katya.

“Something about the K-129 incident really captured my imagination,” said Kamitsuna, who was born in Houston, Texas, and raised in Hiroshima, Japan, the site of the drop of the first atomic bomb in 1945.

The daughter of a physician, Kamitsuna graduated Beverly Hills High School in California and earned a degree in philosophy from Columbia University in 1992. She attended the New York University Graduate Film program before deciding to make “Katya” with a budget of \$60,000 funded through private equity. The cast of 30 are mostly Russian Americans — the dialogue is entirely in Russian with English subtitles — and the plan is to market it in Russia with hopes of going global.

The film is likened by Kamitsuna to the 1976 film “Taxi Driver,” directed by Martin Scorsese and starring Robert De Niro and a teenaged Jodie Foster.

“Through years of research, I’ve been exposed to enough clues that suggest that the K-129 had in fact attempted to launch one of the three nuclear warheads against Hawaii,”



Above: The Soviet submarine K-129 underway in the Pacific before her mysterious sinking off Hawaii.

Kamitsuna wrote on a website promoting the film. “I was compelled to recreate the incident to highlight not so much the political implication but the very meaning of the deaths of ninety-eight men aboard — what each and every loss meant to their loved ones left behind, and to the generations to come.”

Filming aboard the USS *Ling*, which is on display at the New Jersey Naval Museum at Borg Park on River Street, was a local decision, Kamitsuna said.

“On our way to the city, we always pass it,” she said of drive-bys with her husband Roman Flom, whose parents live in Bergenfield.

Actor Vitaliy Shtabnoy, 23, of Hillsboro, is one of the leads, playing a Russian submariner, Mikhail (Katya’s father), aboard the ill-fated vessel, which was part of the Soviet Pacific Fleet.

Shtabnoy, who earned an undergraduate degree in biomedical engineering from Rutgers University in New Brunswick before turning to acting, lived in St. Petersburg with his parents until 1997.

“I came over when I was 10,” he said. “As an actor, this opens a new door for me ... I have a different opportunity that other actors may not have because they don’t speak Russian.”

Kamitsuna hopes the small film — which wrapped up on October 25, with scenes shot in Brooklyn — will get big notices at film festivals worldwide.

“This story has never been embraced, and I feel with the right spirit and attitude, it will speak to interested Russian people,” she said. “I’d like the message to be personal. My intention is that this film will be a bridge for discourse between two generations.”

**AHS *CENTAUR*
QUEENSLAND MARITIME MUSEUM**

South Brisbane, Queensland, Australia

By Peter Nunan

“LAID TO REST”

The church pennant streamed from the mainmast of HMAS *Manoora* (L52) shortly before 1300 hours on September 24, 2010. At the same time Leading Seaman Troy Winter began tolling the ship’s bell 268 times—one for each of the men and women lost in the torpedoing of Australian Hospital Ship AHS *Centaur* on May 14, 1943.

The landing ship *Manoora*, formerly USS *Fairfax County*, was off Moreton Island at 26 degrees 16.98’S, 153 degrees 39.22’E over 2000m above *Centaur*. The wreck of the *Centaur* had been found last December and whose discovery was featured in an article published on page 20 on the Summer 2010 issue of *Anchor Watch*. The *Manoora* had brought 340 family members and friends of the *Centaur*’s company, and the embarked soldiers of the 2/14 Field Ambulance, for a memorial service. Some mourners had come from as far away as Atlanta, Georgia.

The story of the sinking of the *Centaur* is a tragic note in Australian history. A torpedo from the Japanese submarine *I-177* hit the Australian hospital ship on its port side fuel tank soon after 4 a.m. on May 14, 1943. Within three minutes the blazing ship was gone. There was no time for a distress signal, 268 of those onboard died—the greatest toll to a Japanese torpedoed ship in Australian waters. Worse still, the vessel sunk on this fine, clear night was a brightly lit and properly marked hospital ship.

Below: AHS Centaur prior to being sunk by a Japanese submarine, despite being painted white with giant red crosses emblazoned on the hull.

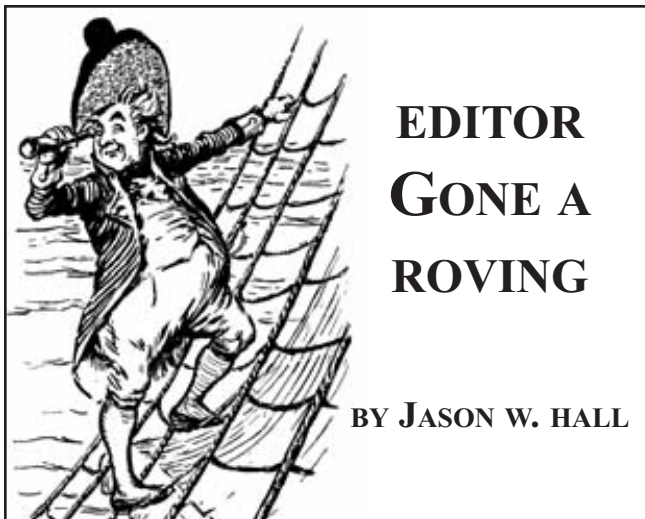


Above: The ensign at half staff aboard HMAS Manoora during the remembrance ceremony for AHS Centaur.

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

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

Discovery of the ship last year meant we had to correct the location of *Centaur* on our Graveyard of Ships map, moving it southeast from our assumed site. More importantly, the discovery meant the relatives of those lost were now able to properly honor the fallen. The ceremony on September 24 marked the end of a 67-year wait to fittingly bid farewell the men and women of *Centaur*. At the conclusion of Padre Jim Cosgrove’s moving service, *Centaur* relative Andy Aitchson played Last Post. Then the calm sea was covered with wreaths and flowers. One wreath was from Martin Pash, one of the 64 survivors plucked from the water by USS *Mugford* (DD-389) 36 hours after the sinking. Rest well, *Centaur*.



EDITOR GONE A ROVING

BY JASON W. HALL

Many historic naval ship museums are host to U.S. Naval Sea Cadet units. If your ship does not participate in this program, my question to you is ‘Why not?’ Partnering with the Sea Cadets is mutually beneficial to any ship and to the Sea Cadets themselves. Sponsored by the Navy league, the Sea Cadet program provides young people with the opportunity to engage in activities that foster discipline, teamwork, and help build self esteem and pride.

A ship that has a Sea Cadet unit onboard reaps the benefits of having young volunteers willing to do a variety of tasks. One of the great benefits of having Sea Cadets aboard the New Jersey is the opportunity for our guests to see the Cadets in their uniforms around the ship. The mere presence of youth in Navy uniforms helps to bring the ship to life and remind visitors that the battleship was more than just a fighting ship; it was home to thousands of Americans who lived and fought upon her decks. The good PR generated by having Sea Cadets as part of your ship’s

Below: A Sea Cadet watches as new volunteers train to become security forces. Photo by Jason Hall



Above: Two Sea Cadets standing on the deck of a Yard Patrol Boat gazing at the sunrise. Photo by Jason Hall.

company goes beyond the limitations of your ship. A perfect example of this was when I accompanied our BB-62 Sea Cadet Division on their trip to Annapolis, MD November 18-20. We left New Jersey late on Thursday evening and arrived at Annapolis at approximately 11:30 PM. We were staying onboard YPs (Yard Patrol Boats) that are used by Midshipman for training.

After waking up before dawn on the 19th, I was walking on the main deck of the YP and captured the above image. I have to admit, the sight of two uniformed BB-62 Sea Cadets staring at the sunrise from the deck of a YP conjured up all sorts of thoughts of Navy honor, heritage, and legacy. But, as you all know, I am a sentimental military historian.

The first day got off to a rocky start as our original plans of visiting the Pentagon and the White House were derailed. Acting quickly, the officers and instructors changed plans and we were off to Arlington National Cemetery. Having lived in Washington, DC from 2001-2007, I had spent a lot of time just wandering around Arlington. So, I was drafted into being the tour guide for the group. The truth is, of course, I love playing tour guide for the Sea Cadets. For two hours we traversed the many roads and paths of this National Cemetery seeing the graves of President John F. Kennedy, Audie Murphy, the mast of the USS *Maine*, and the former home of Gen. Robert E. Lee. The highlight of the day, though, was witnessing the changing of the guard at the Tomb of the Unknowns.

From Arlington we traveled to Union Station where we had a wonderful pizza party style dinner at UNO’s Pizzeria. Having sufficiently grazed, we then led the cadets on a walking tour of the monuments at night. Starting at Union Station, we walked to the Capitol building, down along the National Mall past the Smithsonian Air & Space Museum,

to the Washington Monument and on to the World War II Memorial. After a few photo ops we continued our trek to the Vietnam, Korean War, and Lincoln Memorials. Many people at the Lincoln Memorial, seeing the USS *New Jersey* rocker tabs on the Cadets uniforms, asked me, and the other officers, who we were. After explaining to people countless times what the mission of the program was, we were greeted by handshakes and “Thank yous”. I can’t think of a more grass roots way of advertising the Battleship *New Jersey* Museum.

As we boarded the bus in preparation of heading back to the YPs at Annapolis, and our welcoming racks, I reminded the Cadets that the *New Jersey* had been involved in all three wars that we saw memorials of that night. Though exhausted, it did seem to register on their faces the significance of that fact. Needless to say, the drive back to Annapolis was extremely quiet with everyone, including myself, sound asleep on the bus.

Our last day of the trip proved to be a jam packed day! It began with an incredible behind the scenes tour of the K-9 facilities at Andrews Air Force Base. We were treated to a life-like training scenario highlighting how dogs are used to protect their handlers and apprehend the “bad guys”. From the kennels we went to a hanger on the flight line. You can imagine the surprise when we walked into the building and were face-to-face with Air Force Two, the Vice-President’s aircraft. Not only did we get to see the exterior of the plane, but we were afforded a private tour of the interior spaces as well, including Vice President Joe Biden’s personal compartment.

Our final experience at Andrews Air Force Base, was being able to watch training exercises of new security forces recruits battering down doors and clearing rooms. Following a quick lunch we were on the road again back to Annapolis to watch the Navy vs. Arkansas football game.

Below: I think the sign says it all. Photo by Jason Hall



Above: The BB-62 Sea Cadets pose in front of Air Force Two. Photo by Jason Hall.

After the game, someone spotted the uniforms of the Cadets and the next thing I know we were invited to the post-game Naval Academy family dinner. What a way to end the trip!

Any historic ship museum that does not take advantage of the Sea Cadet program, no pun intended, is “missing the boat.”

**NEW ASSOCIATE MEMBER
TRIPP LITE**

Chicago, Illinois, U.S.A.

*By Gloria Wong
Media/Public Relations Manager*

Tripp Lite's comprehensive product line and service network have evolved over a span of more than 85 years. Established in 1922, Tripp Lite originally manufactured automotive accessories, including a line of inverters. While inverters are still part of Tripp Lite's offering, the company, driven over the decades by the evolving needs of its customers, has shifted the focus of its offering onto power protection and connectivity products. As an early innovator in the power protection industry, Tripp Lite introduced the first UPS system designed for personal computers and the world's most trusted premium surge suppressor, the Isobar®.

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HMS INVINCIBLE (R05)**Barrow, Furness, U.K.***Published by North-West Evening Mail
November 30, 2010***“FOR SALE ONLINE:
ONE BRITISH AIRCRAFT CARRIER”**

Shoppers hoping to pick up a Christmas present with a difference could be in for a treat, after a Barrow-built aircraft carrier was listed on an online auction site. HMS *Invincible* has been listed on www.edisposals.com – the Ministry of Defence’s eBay-style auction site. Bids for the 210-metre aircraft carrier opened November 29 and will be considered until January 5. No price for the ship has been listed, though speculators believe the MoD is looking for around £2m for the vessel.

The ship took four years to build and was launched by the Queen in 1977. In 2005 it was placed on the Royal Navy Reserve list before being removed in September of this year. Lorraine Robinson, who spearheaded the Bring HMS *Invincible* Home Campaign, hoped to bring the carrier back to Barrow to use as a tourist attraction, but was told the MoD would not be able to donate the ship to her cause. She said without major backing the campaign would not be able to bring the ship home.

Miss Robinson said “There are a lot of people who are disappointed. It’s a shame because it is such a big piece of the town. “It would have been good to have it back in Barrow, but some things aren’t meant to be.”

Below: The once proud HMS Invincible, shown underway when still in commission, faces the ignoble fate of possibly being sold at auction on-line.



She said HMS *Invincible* could have formed an extension to Barrow’s marina development, and added “It’s going to cost more than £200m for the marina; *Invincible* will cost around £2m if they could have integrated it. The ship could have brought in a lot of money over a long time.”

Miss Robinson continued her argument by stating, “It is big enough to hold concerts and there is a lot of potential for family days. But without support from the council and interest it is a no go.”

In October, Lea McMeekin, managing director of Port Millom told the Evening Mail he hoped to bring the vessel to Millom to work as a helicopter landing pad and an operations base during construction of offshore windfarms in the Irish Sea. However, he did not wish to comment on whether or not he has yet put in a bid for the carrier. As of now, the fate of *Invincible* remains uncertain.



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

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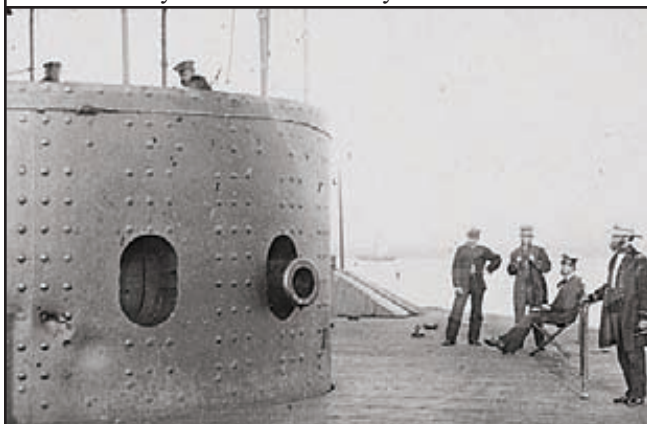
TRIVIA CHALLENGE

By Jeff Cary with Paul Stillwell and Terry Miller

This installment of the Trivia Challenge contains questions the Editor has culled from the past four years of Anchor Watch.

QUESTIONS

1. The only known incident of a destroyer sinking a battleship took place in 1944. Name the two ships involved.
2. What famous German cruiser was part of the post-war U.S. nuclear bomb tests at Bikini Atoll?
3. From the years 1967-1981, only two U.S. Navy carriers transited the Suez Canal. Can you name them?
4. Name the very last battleship ever sunk by enemy forces during wartime. *Bonus: Where and when?*
5. The story of the USS *Sculpin* (SS-191) and the USS *Squalus* (SS-192) is well documented. Do you know it? *Bonus: More than 4 years later, the 2 subs had another "tragic" meeting of sorts. What do you know about that?*
6. The aircraft carrier HMAS *Melbourne* has a checkered past that includes crashing into 2 ships causing many deaths. Name both the U.S. & Australian Navy destroyers involved.
7. How many destroyers were, or are, named for women and for whom were they named?
8. What was the last diesel submarine on active duty in the U.S. Navy?
9. What famed U.S. Navy vessel lays claim to having the first flush toilet ever installed on a ship?
10. What navy had the first destroyers and when?



ANSWERS

1. USS *Melvin* (DD-680) and the IJN battleship *Fuso*.
2. *Prinz Eugen*
3. USS *Intrepid* (CV-11) in 1967 and USS *America* (CVA-66) in 1981.
4. IJN *Haruna*, 28 July 1945, at her anchorage at the Kure Naval Base, Japan.
5. On May 23, 1939, the *Squalus* sank off the coast of New England and the *Sculpin* assisted in the rescue of survivors. *Squalus* was raised, renamed, and served again. In 1943, the *Sculpin* was sunk by the Japanese in the Pacific and while her survivors were being transported aboard the aircraft carrier IJN *Chuyo*, that ship was sunk by the USS *Sailfish* (SS-192), formerly the *Squalus*.
6. USS *Frank E. Evans* (DD-754) in the South China Sea, June 3, 1969, and HMAS *Royager* off the coast of Australia south of Sydney, February 10, 1964.
7. USS *Higbee* (DD-806) named for Lenah Higbee who was Superintendent of the Navy Nursing Corps during WWI and the USS *Hopper* (DDG-70) named for Rear Admiral Grace Hopper, a brilliant mathematician, who helped to devise the computer codes that became the basis of codes used today.
8. USS *Dolphin* (AGSS-555), a boat used for experiments and testing, was inactivated in September 2006, and finally decommissioned in January 2007.
9. USS *Monitor*
10. Argentina, 1896-98. They were the four ships of the *Corrientes*-class: *Corrientes*, *Entre Rios*, *Misiones*, and *Santa Fe*. (This may spark some discussion if not arguments.)

ANCHOR WATCH



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