



ANCHOR WATCH

SEPTEMBER
OCTOBER
NOVEMBER
DECEMBER
2012

The Journal of the Historic Naval Ships Association

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

USS *OREGON*

THE FIRST SHIP OF THE
HISTORIC NAVAL SHIPS ASSOCIATION?



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The Anchor Watch in COLOR!

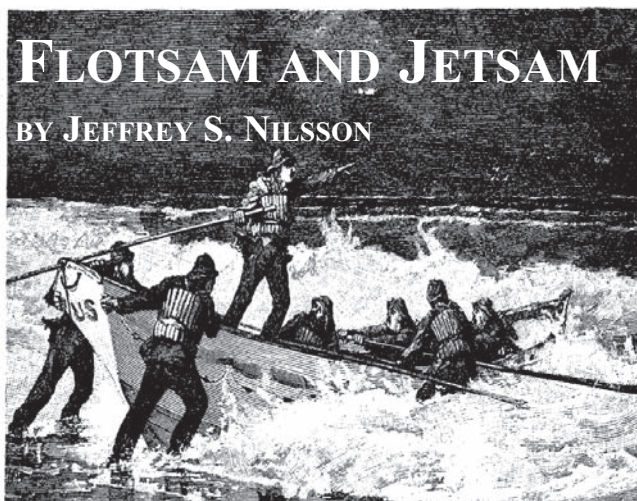
The *Anchor Watch* is now available in color on the HNSA website. To see this issue, and past issues, [in full color](http://www.hnsa.org/anchorwatch/index.htm), visit:

www.hnsa.org/anchorwatch/index.htm

THE COVER

Right: The USS Oregon shown in March 1898. Though no longer with us, the ship may represent the first vessel of what would become the Historic Naval Ships Association.





Open my Flotsam and Jetsam column in this issue on a note of sadness. On July 5th, 2012, Dr. John C. (Dr. John) Fakan passed away after a long battle with cancer. Dr. John was the President of the USS *Cod* Submarine Memorial in Cleveland, Ohio. John had also been the Chairman of the Communications Committee for the Historic Naval Ships Association. John is survived by Helene, his wife of 53 years, and their children Stephen G. Fakan, Debra A. (nee Fakan) Shattuck, and Sandra A. Fakan, and a number of grandchildren. Also, John was a recipient of the HNSA Casper J. Knight Award. We will miss his wise council.



IN MEMORIUM

John C. Fakan

“Dr. John”

May 10, 1934

July 5, 2012

Late in April, RADM Jay Deloach, USN (Ret) announced his resignation as the Director of the Naval History and Heritage Command. Captain Jerry Hendrix, who is the Director of the Navy Secretary’s historical advisory panel, has been assigned as the command’s interim director.

On a brighter note, at the time of this writing, two ships were underway (being towed) to their new homes. Late in July the ex-*Hoga* (YT-146) was towed out of Suisun Bay and after some maintenance work in a local shipyard she

will be towed through the Panama Canal and up to Little Rock, AR to her new berth at the Arkansas Inland Maritime Museum. At 11:30 AM on Wednesday, July 18, 2012 the ex-*Edson* (DD-946) was towed out of the Inactive Ships Maintenance, Philadelphia, PA on her way to Bay City, MI to be the prime artifact of the Saginaw Valley Naval Ship Museum. Our good wishes and congratulations go to both museums in anticipation of the arrival of their ships.

We extend our congratulations to the Pacific Battleship Center for getting ex-*Iowa* open for visitors in record time. On Saturday, May 26, 2012 at 2:30 pm, *Iowa* passed under the Golden Gate Bridge, for what will probably be the last time in her career, on her way to San Pedro, CA. San Pedro is in the Port of Los Angeles. She arrived on schedule the 30th of May. During the week of July 4th, she was opened for visitors. Again, congratulations to Robert Kent and his staff. We wish them every success and bid them welcome to Fleet Membership in HNSA.

Also joining HNSA as a Fleet Member is HMAS *Castlemaine*. She is a primary artifact for The Maritime Trust of Australia, Inc. in Williamstown, Victoria, Australia. *Castlemaine* was one of sixty minesweeper/corvettes of the *Bathurst*-class built during World War II in Australian shipyards as part of the Commonwealth Government’s wartime shipbuilding program of which fifty-six were for the Royal Australian Navy. She was built at the Williamstown Dockyard during 1941-1942 and her operational service during World War II consisted of convoy escort duties, mine clearance duties, survey duties, ferrying duties and supplying of troops; all in the Pacific war zone. She was gifted to the Maritime Trust of Australia in 1973 as nothing more than a stripped hulk. She has been restored to her 1945 configuration and she is an important part of Australia’s maritime heritage.

I received late word that the Battleship New Jersey Museum was named the Best Historic Attraction in Philadelphia Magazine’s “Best of Philly” 2012 edition which was released in August. The magazine explained the selection by describing the Battleship as “Forty-five thousand tons of meticulously preserved American-made fighting steel that saw combat in World War II, the Korean War, Vietnam and the Lebanese civil war, now docked on the Camden waterfront. The awe-inspiring tours, which take you into the bowels of the massive ship, are definitely not for the claustrophobic.” To the staff and volunteers of the Battleship New Jersey Museum, BRAVO ZULU!

The program agenda for HNSA 2012 in Key West, Florida has been firmed and it has all the makings of a great conference! To view the updated program visit our website at www.hnsa.org/conf2012prog.pdf. I look forward to seeing you all in Key West!

-Jeffrey S. Nilsson

NEWS FROM THE FLEET

USS OREGON (BB-3) The First HNSA Ship?

by Taylor Hitt

(Taylor Hitt is a rising senior history major at the University of the Pacific in Stockton, California.)

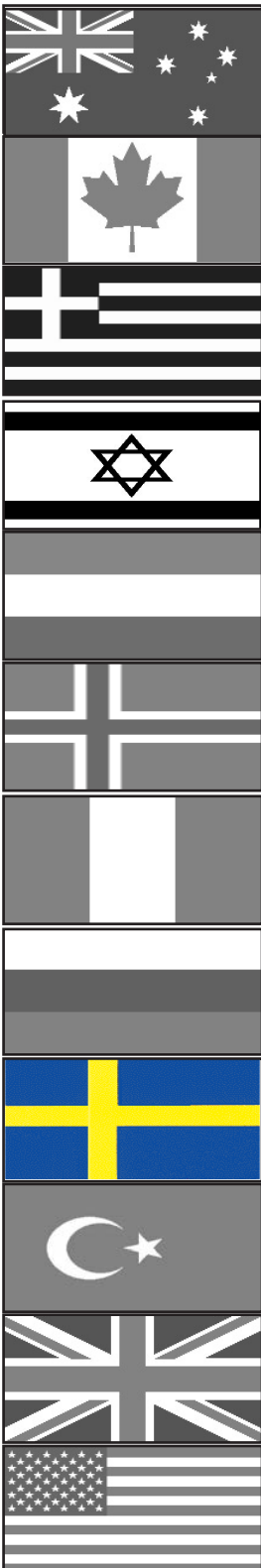
The *Indiana*-class battleship USS *Oregon*, built at Union Iron Works in San Francisco – the same yard that produced *Olympia* – was commissioned in July 1896. *Oregon* achieved notoriety during the Spanish-American War, when she steamed around South America to join up with the Atlantic forces and on July 3, 1898 played a pivotal role at the Battle of Santiago. Subsequently, *Oregon* had two tours in the Far East between 1898 and 1906, and during World War I she was used to guard the Pacific coast.

The Navy decommissioned the *Oregon* on October 4, 1919. Following an effort to demilitarize the vessel, and as a result of determined citizens and officials of the State of Oregon, the Navy subsequently loaned the former warship to Oregon in July 1925. She remained as a loan and on the Naval Vessel

Register as a ships relic under an unclassified classification.

The extent the people of Oregon were willing to go to convert the display ship into a permanent “Battleship Oregon Marine Park” monument was incredible, despite the depression, and funds were raised by private subscription. In 1938, Oregon Governor Charles Martin asked the Secretary of the Navy to “bring to the attention of the officers and men of the Navy the opportunity to subscribe to a permanent monumentation of an historic ship of the Navy.” To make this more appealing to possible donors, those who donated a dollar or more were to be entered into “The Battleship Oregon Roll of Honor,” which was to be preserved upon *Oregon* herself.

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.

Right: A postcard from the 1930s advertising the USS Oregon as a tourist attraction.



Navy Secretary Claude Swanson condoned and praised the preservation efforts of Oregon by the people of the state in a letter to the Naval Service. Swanson thus established that preserving *Oregon* was something that should be done because of its historic significance and that it was a patriotic duty worthy of commendation.

In January 1942, following the Japanese attack on Pearl Harbor, the State of Oregon offered to return *Oregon* to the Navy for “coastal or other defense.” After an initial rejection of the state’s offer, on December 7, 1942 *Oregon* was returned to the Navy. It was known that upon *Oregon*’s return to the Navy she was to be dismantled for scrap metal for war production. *Oregon* was moved to Kalama, Washington and stripped for junk beginning February 1943, before her hull was set aside for use as an ammunition barge, and in 1944 the hull was towed to Guam. In 1948, a typhoon caused *Oregon*’s hull to break from her mooring lines and drift about 500 miles away near the Philippines. She was recovered on December 8, 1948 after being found by naval aviators and returned to Guam with no damage reported.

By August 1955, the Chief of Naval Operations determined that she was no longer essential to the defense of the United States and in September the Secretary of the Navy authorized *Oregon*’s disposal. In March 1956, *Oregon* was sold by the U.S. Government for salvage purposes to the Massey Supply Corporation of Guam who turned around and sold her to the Iwai Sanggo Company. The Japanese company towed *Oregon*’s hull to Kawasaki for her eventual scrapping.

PT-617 & PT-796
WWII PT BOATS MUSEUM AND ARCHIVES

Germantown, Tennessee, U.S.A.

by Alyce N. Guthrie
Executive Vice President

**“GUN CRADLES SUPER FIVE-STAR FUND
 WAS A HUGE SUCCESS”**

Thanks to our outstanding members, the organization raised the needed \$15,000 to buy and ship from Greece the long hoped for gun cradles. As of April 2, The Gun Cradle Fund raised a total of \$18,465. The extra \$3,465 will go towards paying for the specialized bead blasting needed to remove the decades-old Cosmoline that had deeply adhered to the metal.

Until now we only had one twin .50 caliber gun mount on the starboard side of *PT-617*. We were in need of four setups to fit out *PT-617* and *PT-796*. To achieve this we have acquired the gun parts from Athens, Greece. We have also obtained eight aircraft-type gun barrels and cooling



Above: PT-796 on display at battleship Cove, Fall River, Massachusetts.

jackets that will be fitted out on our existing machine gun receivers. Upon obtaining the required permits from the Alcohol, Tobacco, & Firearms Agency, as well as the Department of State, for importation of our four original WWII Bell Aircraft PT-Boat .50 caliber gun cradles, trigger, and ammo belt feed ring assemblies from Athens, Greece, they were finally on their way back home.

Picking the parts up from Boston shipping was like an early Christmas morning for Don Shannon. Upon arriving at Battleship Cove the parts were treated with a combination of chemical agents then disassembled and delivered to Somerset, Massachusetts for additional treatments of silicon carbide aggregate media blasting to remove the Cosmoline (protective rust inhibitor wax coating) applied to the parts over 60 years ago. The parts were then stowed onboard the Battleship Massachusetts and received a few coats of primer and paint over the winter months.

We have also worked with staff members from the Mystic Seaport Museum of Connecticut on a joint venture project to enhance Mystic Seaport’s marine engine display by including the history of the Packard Marine engine in their museum. In return, Mystic Seaport constructed gun mount base platforms in their metal fabrication shop to be used on our PT-Boats. With a few more parts that we will fabricate at Battleship Cove, and some more painting, we will be ready to assemble and put in place all of the turret pieces. The final phase will be to make up and install gun depression rails around the twin .50 caliber gun turrets onboard *PT-796*.

**USS NEW JERSEY (BB-62)
BATTLESHIP NEW JERSEY
AMATEUR RADIO STATION**

Camden, New Jersey, U.S.A.

*by Dave Burgess
Volunteer*

“CANADA INVADES NEW JERSEY”

Just after morning colors on June 2, 2012, a team from our neighbors to the north boarded the Battleship New Jersey with what appeared to be suspicious intentions. One of the team members was observed moving about the Main Deck waiving a medium size aluminum structure towards the sky while talking to himself. But it turned out to be a test of the Battleship New Jersey’s communication systems.

Kevin Clements (Petty Officer, Second Class, Regulating Petty Officer (RPO), HMCS *Star*), and his wife Donna had driven from their home in Welland, Ontario to participate in the weekend long Amateur Radio Event known as Museum Ships Weekend. For the past 15 years, museum ships from around the world have activated the hobby of amateur radio from their decks in an effort to communicate with other museum ships and amateur radio operators far and near.

The aluminum that PO Clements (VE3RCN) was waiving was a portable antenna system used to make contacts via amateur radio earth orbiting satellites. He managed to talk with Hams in 15 states and the island country of Cuba. The

Below: PO Kevin Clements waiving a portable antenna system attempting to make contact with an orbiting satellite. Photo by Donna Clements.



Above: Phil Rowan, President & CEO (left), and Jason Hall, Vice President of Curatorial Affairs & Education (right), exchange gifts with PO Clements. Photo by Dave Burgess.

waiving motion was needed to keep the antenna aimed at the satellites that are traveling at speeds of 14,000 miles per hour.

While at the Battleship on Sunday, PO Clements, Battleship New Jersey Museum President & CEO Phil Rowan and Curator Jason Hall exchanged gifts to mark the occasion. From Canada and the “Friends of HMCS *Haida*”, came a plaque of the HMCS *Haida*, a museum ship moored in Hamilton, Ontario and part of the Museum Ships Weekend Event. Mr. Rowan presented an engraved crystal paperweight followed by Mr. Hall presenting a piece of the Jersey’s teak deck.

As for the Ham Radio event, sponsored by the Battleship New Jersey Amateur Radio Station (BNJARS) since 2005, a total of 99 ships registered, representing 14 countries. With help from the Clements family, BNJARS made contact with 1106 Hams in 44 states and 34 countries and 24 other Museum Ships.

The BNJARS is a separate, non-profit organization affiliated with, but independent of local Delaware Valley radio clubs and the Home Port Alliance for the Battleship New Jersey, the governing body for the museum. It is open to any interested individual, especially local veterans who served on the USS *New Jersey* or other battleships. An amateur radio license is not required to join.

For more information concerning Museum Ships Weekend 2012 or the Battleship New Jersey Amateur Radio Station, please visit www.NJ2BB.org. Questions and inquiries regarding BNJARS should be directed to Harry Bryant at aa2wn@arrl.net.

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FALL 2012

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**SEE YOU IN KEY WEST
SEPTEMBER 19-22**

**JOIN or RENEW
TODAY!**



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USS *COD* (SS-224)

Cleveland, Ohio, U.S.A.

by Paul Farace
Curator

“NEW STRATEGIES FOR FIGHTING BIRD DROPPINGS”

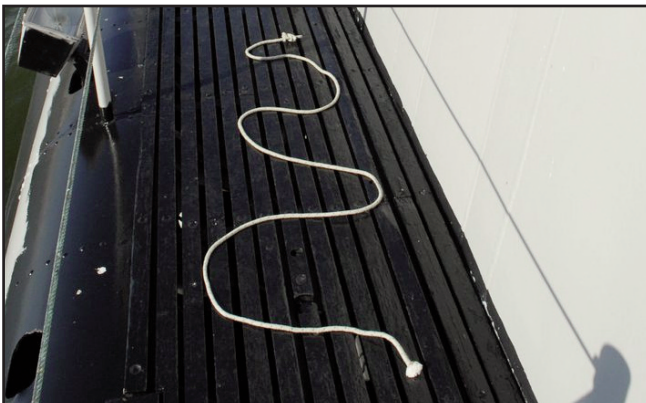
The USS *Cod* shipkeepers like to keep everything shipshape aboard Cleveland's lakefront submarine memorial but the lake gulls and other feathered residents aren't cooperating. A little gull droppings on the deck of the WW II sub are fine, but the well-fed birds were making a real mess while resting on the deck edge safety lines, especially along the starboard side of the conning tower of this *Gato*-class fleet submarine.

"I'd clean the droppings before we opened for tours in the morning and by midday, it looked like we hadn't cleaned anything," said Chuck Ristagno, a USAF veteran who has been a crewman aboard *Cod* for the last eight years. Ristagno also was worried about the bird mess fouling his summer-long project to paint the 312-foot submarine. The slow-drying paint doesn't mix well with bird droppings.

In talking about the "Poop Deck problem" with other *Cod* crewmen, Ristagno discovered that some trickery can help. Darrel Flint, *Cod's* operations manager, said that he found a length of clothesline, spread on the deck to look like a snake, had been helpful in keeping birds away. An 8-foot length of clothesline was quickly serpentine on the deck to mimic a snake. It seemed to have an effect on the birds, especially the smaller species. But the big lake gulls were not convinced.

Bill Henderson, another *Cod* shipkeeper, suggested I get a plastic owl, the kind gardeners use to keep birds out of

*Below: The "snake" slithering along on Cod's deck.
Photo by Paul Farace.*



Above: The recruited owl standing his watch on the bridge of the Cod. Photo by Paul Farace.

their vegetable patch," Ristagno added. So Ristagno recruited a plastic owl and began positioning the decoy around *Cod's* conningtower, changing its location every couple of days. The ruse worked! Birds don't linger on the deck wires anymore and their droppings have all but vanished, thanks to the owl and snake. Ristagno reports it takes some effort to keep the ruse going. The owl has to keep moving about the deck. Some days it can be seen perched on the after bell mount of the conning tower; another day it enjoys a commanding roost on the submarine's bridge.

Ristagno says that children are delighted to see the "Sea Owl" high above the deck and often think it's real. The doodoo decoy systems have had a marked effect on after-hours bird activity aboard *Cod*. Ristagno reports that far less effort is needed to keep the deck ready for visitor's inspection and the *Cod's* new paint job looks fantastic.



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.



USS MIDWAY (CV-41)**San Diego, California, U.S.A.***by Scott McGaugh
Marketing Director***“MUSEUM REACHES
1 MILLION VISITORS IN A YEAR”**

On May 31, the USS *Midway* Museum became the first of more than 100 historic naval ship museums throughout the country to host one million visitors in a year. Original projections developed in 2000 by the San Diego Taxpayers Association predicted museum attendance of 550,000 to 600,000 annually. “This marks an historic milestone in the nation’s fleet of historic naval ships,” noted *Midway* President & CEO Mac McLaughlin. “The extraordinary support shown by San Diegans has made this possible. Time and again we’ve seen San Diego take great pride in its military heritage as the birthplace of naval aviation.”

June 7 marks the eighth anniversary of *Midway* opening as a museum. Since opening the annual attendance has never dropped below 800,000. In addition, the museum is coming off two consecutive annual attendance records in 2010 and 2011. This year, *Midway* attendance is 14 percent ahead last year’s record pace.

Midway’s acclaimed education program also has exceeded projections. Approximately 40,000 K-12 students are hosted annually on math, science, social studies and history study trips. Demand is so great that for the second time the museum has begun construction to double its classroom space. In the next year, the museum also expects to have virtual field trips available online for classrooms across the country. “The partnerships *Midway* has formed throughout San Diego have been vital to our success,” noted Marketing Director Scott McGaugh. “The Girls Scouts, American Red Cross, Armed Services YMCA, Blood Bank, multiple emergency services agencies, and others all look to *Midway* as an event partner.”

Television shows and segments filmed aboard *Midway* have included American Idol, The Bachelor, Antiques Roadshow, Monday Night Football, Wheel of Fortune, Heidi Klum’s “Germany’s Next Top Model,” the Discovery Channel’s “Bone Yard” and the History Channel’s “Dogfights,” among others. The museum also hosts more than 250 private events a year and limits reservations to three years in advance. Overall, more than 2,000 private events have been held on *Midway* since opening in 2004.

During the day more than 300 active-duty military events

are held annually, including re-enlistments, retirements, changes of command, memorials, and the U.S. Navy’s annual Battle of Midway Commemoration. “Our guests have the unique opportunity to see ‘living history’ when a Navy ceremony is taking place on the flight deck,” said McGaugh.

McGaugh also noted that the museum still has at least eight years of ship and aircraft restoration and build-out plans on the drawing board, including a signature Battle of Midway Theater featuring “The Voices of Midway” that will open on the museum’s 10th anniversary in 2014. This fall, its self-guided audio tour narrated by *Midway* sailors now available in English, Spanish, and Japanese also will become available in French, German, and Chinese to accommodate increasing international visitors.

Overall, approximately 12 percent of the museum’s visitors are from abroad and the share of museum visitors under the age of 17 has increased steadily in recent years to nearly 25 percent.

USS CAIRO**VICKSBURG NATIONAL MILITARY PARK****Vicksburg, Mississippi, U.S.A.***by Elizabeth H. Joyner
Museum Curator***“BRINGING A CIVIL WAR SHIP
INTO THE DIGITAL AGE”**

Today’s scanning technology provided an invaluable “close-up” view of USS *Cairo* recently when the Civil War gunboat was digitally recorded using a high tech 3-D laser scanner. The scanning was conducted by National Park Service Historic American Engineering Record (HAER) architects. This was the second of a two-phased scanning project that was conducted in order to document *Cairo*’s overall condition.

The first phase of the project, conducted in May 2011, focused on the upper decks of the gunboat while the second phase, conducted in April 2012, focused on the *Cairo*’s hull. According to reports from HAER, the scanning of the hull bottom necessitated individual scans between each set of beams and each row of concrete supports making for a total of 71 separate stations linked by 32 separate targets. The scanner was then placed on a mini tripod and cart in order to facilitate movement in the confined space.

The scans provide an in-depth view of *Cairo*’s internal as well as external features and were combined to produce a 51 second video that can be viewed on YouTube entitled, HAER Fly-through of Historic USS *Cairo*, Vicksburg



Above: Paul Davidson (HABS), scanning Cairo's boiler deck. Photograph courtesy National Park Service.

National Military Park, Vicksburg, MS. The field documentation teams consisted of Todd Croteau (HAER), Paul Davidson, Historic American Engineering Survey (HABS), Ryan Pierce (HAER) and Ashley Walker (HAER). The fly-through video animation was produced by Paul Davidson.

Photographs gleaned from this project provide useful data that will be utilized to help preserve this historic vessel and will be included in *Cairo's* Historic Structure Report. This report is currently being updated by the Historic Preservation Training Center (HPTC) to ensure the long term preservation and conservation of this unique resource. The updated Historic Structure Report will serve as a tool for future caretakers of this historic national treasure.

**USS HOGA (YT-146)
ARKANSAS INLAND MARITIME MUSEUM**

Little Rock, Arkansas, U.S.A.

*by Greg Stitz
Director of Operations*

“HISTORIC TUG UNDERWAY”

After seven years of hard work and fundraising, the Arkansas Inland Maritime Museum (AIMM) is happy to announce that we were finally able to move the historic tugboat *Hoga*. The tug, a veteran of the Pearl Harbor attack on December 7th, 1941, was moved from the MARAD National Defense Reserve Fleet anchorage in Suisun Bay, California to the Allied Defense Recycling (ADR) shipyard, located about nine nautical miles away in Vallejo, California. The tow was performed on July 31st. Foss Maritime donated the towing service to

move *Hoga* from Suisun Bay to Vallejo. ADR is located at the site of the former Mare Island Naval Shipyard, and began operations last year. Despite the name, ADR is a full-service shipyard, and has performed repair work on several vessels already.

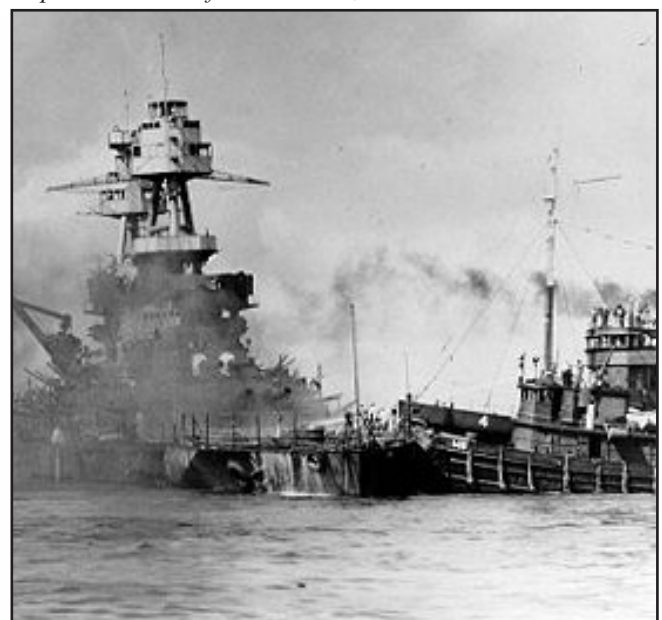
The current plan is for *Hoga* to enter the ADR drydock in late August for hull repairs and other work to ensure that she is seaworthy and to prepare her for her final trip – from California, through the Panama Canal, across the Gulf of Mexico and finally up the Mississippi and Arkansas Rivers to her permanent home in North Little Rock, Arkansas. The repairs are estimated to take about 30 days, so *Hoga* should depart California in late September or early October.

Because ADR is an industrial facility, public tours of *Hoga* will not be available. However, she can be seen from across the channel while she waits for her turn to be drydocked. The best viewing is probably from the area near the Vallejo Yacht Club.

Hoga, which spent a number of years as the fireboat *City of Oakland*, still bears a scar from the Pearl Harbor attack. While assisting the damaged battleship USS *Nevada* (BB-36), *Hoga's* hull was dented by the much larger vessel. That dent has been maintained to this day.

As soon as solid information is available about *Hoga's* schedule, it will be passed on to HNSA for publication. You can also keep up with her on AIMM's Facebook page www.facebook.com/ARMaritime.

Below: The USS *Nevada* is pushed by the USS *Hoga* onto the soft sand of Hospital Point, in Pearl Harbor during the Japanese attack of December 7, 1941.



HNSA NEWS & VIEWS

Compiled by Jeffrey S. Nilsson,
Anchor Watch Executive Editor

On Friday, May 25th, 2012, the final papers transferring ownership of HMCS *Ojibwa* to the Elgin Military Museum in St. Thomas, Ontario were signed in Halifax, NS. On Saturday, May 26th, 2012, *Ojibwa* began the first leg of her journey to Port Burwell, Ontario where she will become the main exhibit in the New Elgin Military Museum.

On June 5th, 2012, an article appeared in the San Diego Union-Tribune declaring the USS *Midway* Museum had hosted more than 1 million visitors over a twelve month period for the first time in its eight year existence. From June 1, 2011 to May 31, 2012 about 1, 002,000 tourists visited the museum. Our congratulations go out to everyone on the *Midway* that made this happen.

On June 7th, 2012 another historic event took place in the HNSA Fleet. The Intrepid Sea-Air-Space Museum received, on their flight deck, the prototype space shuttle *Enterprise*. The shuttle exhibit was opened to visitors in early July 2012. Our congratulations are extended to everyone at the Intrepid Museum in this historic event. For more information on the Space Shuttle Pavillion at the Intrepid Sea-Air-Space Museum, visit their website at www.intrepidmuseum.org/Shuttle/Home.aspx.

On June 9th, 2012, the USS *Texas* began to experience some significant leaking and was causing the ship to list. The leaking problem became quite serious and finally in mid-July was just about under control. At the time of this writing the situation is being monitored by a dive and salvage team. Also, at this time, assessments are being made to determine the best course of action to be taken. I'm sure that Andy Smith, the Director of the *Texas* will have an interesting story to tell at the annual conference.

On this Veteran's Day, November 11, 2012, between 5 and 10 veterans of the landings on the beaches at Normandy will receive Combat Medical Badges and also the Bronze Star in the Veteran's Day Ceremony to be held on USS *Intrepid* for their selfless actions in that battle action. A total of 84 Navy Corpsmen were assigned to the Army units landing on the beaches at Normandy to provide medical help and attention. The information that led to the awarding of these Bronze Stars has just recently been discovered and acted upon. One of the Bronze Stars was awarded to Mr. Frank H. Walden on June 6th, 2012, at a change of command ceremony in Coronado, California. All of the awards will be presented either to the men themselves, or to them posthumously. These gentlemen helped secure the freedoms we enjoy today.

USS *RANGER* (CV-61)

Fairview, Oregon, U.S.A.

by Capt. Peter Ogle, USN (Ret)
President/CEO

“MUSEUM FOUNDATION MOVING FORWARD WITH PHASE II”

The USS *Ranger* Foundation is moving forward with the re-submission of our Navy Phase II donation application on July 30, 2012. Significant progress has been made over the past seventeen months to bring the decommissioned super-carrier to Fairview Oregon on the Columbia River.

We are pleased to announce a significant donation of real estate needed to support the *Ranger* complex. This donation comes from local developers Columbia Edgewater, LLC, a group dedicated to the *Ranger* project and improving livability of the area and includes over 20 acres of riverfront property on the Columbia and over 10 acres of submersible land leases.

The mooring site will move upriver 1,000 feet from our original site, Chinook Landing Marine Park. This will allow the Foundation to develop the property for our vehicle parking, utilities, mooring platforms and a pier for access to the ship. The donor will also grant easements to the Foundation in exchange for support for the developer's Master Plan. This will include a 120-room destination hotel, two riverfront restaurants, full service marina of 60 to 80 slips, and 120 condominiums on their property just east of the donated parcel.

The City of Fairview has had a long-term vision to redevelop the waterfront along the river and the USS *Ranger* project is exactly the type of riverfront attraction that can help spur such redevelopment. The site is 15 miles from the center of Portland, 20 minutes by Interstate 84. The Columbia River Gorge National Scenic Area is just east of our site. Multnomah Falls 15 miles east draws over a million visitors a year, many of which will stop to see *Ranger* which is just 2.3 miles from two exits on I-84.

The Columbia River Pilots Association has determined they can move *Ranger* from the Vancouver Turning Basin up river through the barge channel during spring runoff which will provide sufficient water under the keel. The Burlington Northern Santa Fe Railway bridge is an obstacle, however we are in discussions with them to obtain a Letter of Acceptability, a requirement of NAVSEA, to pass through their bridge. They have not said no to our request and we hope, and expect, further

discussions to be productive.

There will be a gaping hole in United States Naval History if we are unsuccessful to save at least one fossil-fuel supercarrier of the eight (*Forrestal/Kitty Hawk/John F. Kennedy*-class) built during the period 1952, when *Forrestal* was laid down, to 1968, when *Kennedy* was placed in commission. *Enterprise*, the first nuclear carrier, is scheduled to be decommissioned after 50 years of service in November 2012 and will not be available for donation. Nor will any other nuclear carrier be saved as the power plant will be recycled and the hull scrapped. Only *Ranger* and *Kennedy* are on donation hold. They can be a stand-in for the nuclear carriers as they are similar in size, hull, and flight deck profile.

Enterprise will be moved to Newport News to remove her reactors and then towed to Bremerton to be scrapped. *Enterprise* will not become a museum. Removing her nuclear spaces will involve so much destruction that the ship could not be repaired to museum quality.

So the pressure is on the *Ranger* Foundation to succeed to save her for future generations of Americans. We are now moving forward to major fundraising at the Northwest, National and International levels. We have a great start with the donation of 30 acres of land/water rights, plus location in the cold fresh water of the Columbia River will help protect the hull and top side spaces from salt water corrosion which would occur if she were located on the Pacific Coast. You can view our progress at www.ussranger.org and shop at our on-line store and support us at various levels.

Below: USS Ranger, shown underway, may find a home in Oregon.



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

Evansville, Indiana, U.S.A.

*by Bob Jornlin
Capt. LST-325*

**“FROM THE BRIDGE
OF LST-325”**

We have had a very busy spring on LST-325. Work Week brought some 60-70 hard working volunteers from all over the U.S. to the ship. They accomplished so much in only two week's time. The crew for the upcoming trip to Nashville and Clarksville, TN has been chosen and notified. We expect this to be an outstanding trip as both cities are planning major events associated with our visit. There will be bands, receptions, and vintage and/or modern military equipment located near where we will berth. Now all we need is some rain to get the rivers up to normal.

The LST-325 will be open in Nashville from September 18 -24, 2012. Following Nashville we sail to Clarksville and will be open there September 26th – 30th. We have some outstanding people in these cities working on this visit. Several of our crew members also contributed to making this happen.

Early in 2013 we are planning to put the ship in dry-dock in one of three cities located on the Gulf of Mexico. Four shipyards are being considered and all the bids are not in yet so no definitive decision has been made. More news on the dry-dock will be in our October issue of the USS LST Ship Memorial newsletter, *The Phoenix*. Our dry-dock fundraising effort is in progress and is going well with several companies being contacted for donations.

We have also made some progress on the possible 2014 trip to Normandy, France. Ms. Wanda Martin from the singing group, *Ladies of Liberty*, became an LST fan in Louisville when the ship was there where they performed in the Medal of Honor Ceremony. Wanda is full of enthusiasm and has numerous connections, both in the states and abroad, and offered to help. We of course took her up on that offer and very much appreciate her assistance. She has been instrumental in corresponding with our contacts in France and is also contacting possible donors to help in the United States. We are awaiting an official invitation from the French government.

Our web page has a new look and improvements are being made often. Check it out at www.lstmemorial.org. I hope you will watch the web page for additional progress including daily reports during our river cruises.

**HMS WARRIOR
PORTSMOUTH HISTORIC DOCKYARD**

Portsmouth, Hampshire, U.K.

*by CDR Ken Jones, Royal Navy (Ret)
Chief Executive*

**“HMS WARRIOR 1860 - THE UK’S FIRST
AND LAST BATTLESHIP”**

Over the past few months it has been my pleasure to host a couple of visits by HNSA officers here in Portsmouth, UK. They seemed impressed by the *Warrior* so I thought I would remind more of you of our story.

INTRODUCTION - What a coincidence

Very recently, the UK Royal Navy’s newest warship entered Portsmouth Harbour for the first time. It was appropriate that as HMS *Daring*, described as the world’s most advanced destroyer, came out of the fog she passed the stern of HMS *Warrior* 1860. Appropriate, because nearly 150 years ago the *Warrior* was the newest, biggest, fastest and most heavily armed ship in the Royal Navy. In fact, *Warrior* was the world’s first iron-hulled, armoured, steam and sail driven warship; and like *Daring*, Portsmouth was *Warrior*’s home port.

A lot has happened to *Warrior* since she was commissioned in 1860. She never had to fire a shot in anger, but her innovative design was to change the face of maritime tactics forever. As the current Chief Executive of the Trust set up to preserve her, let me give you a taste of this iconic ship, its significance and how we have gone about our business of preserving her for future generations.

THE HISTORY – The challenge of the ‘Old Enemy’

After Waterloo there had been no open conflict between the English and the French. But by the late 1850s, Emperor Napoleon III seemed to be looking for war with England. The biggest challenge came with the building of the French iron-clad *La Gloire* in 1858. A steam-powered, wooden-hulled, iron-clad ship of 36 guns with a speed of 13 knots, she was superior to anything the Royal Navy had at the time. The Admiralty was forced to respond to this challenge and, once spurred into action, went for bigger and better things.

HMS WARRIOR – The pride of Queen Victoria’s Navy

The brainchild of Admiral Sir Baldwin Walker, the Controller of the Navy, *Warrior* was designed by the

Navy’s chief constructor, Isaac Watts.

The *Warrior* was built of iron with armour plating forming an impregnable citadel of two-thirds of the ship and she was designed to be powered by steam and sail. Against the weapons and ships of the day she was considered unsinkable; at a stroke, contemporary maritime warfare tactics were rendered obsolete. With ten 110 pounder breech-loading guns that had double the range of anything the French possessed, along with twenty-six 68 pounders and a top speed of 17.5 knots, under sail and steam, she could not only out-gun but also out-run *La Gloire*. When *Warrior* joined the Channel Squadron the threat of invasion evaporated. *Warrior* was huge as well as powerful: she was 132m long, 17m wide and displaced 9,500 tons. She had a crew to match; 705 in total including 42 officers, 120 Royal Marines and 400 ratings.

WHAT HAPPENED NEXT?

Warrior was taken out of active service in 1883 – only 23 years after first being commissioned. She had precipitated such a change in warship design that she made herself obsolete; it was more cost effective to use her as an accommodation ship in Portsmouth than to refit her. In 1929 she was stripped down to deck level and converted for use as a fuelling jetty at Pembroke Dock in West Wales, a function she fulfilled for over 50 years.

In 1979 she was rescued and, with funds from the Manifold Trust, magnificently restored over a period of 8 years in Hartlepool. The restoration was as true to the original as possible, using actual ship’s drawings held at the Science Museum and the National Maritime Museum in London.

Warrior was towed to Portsmouth in 1987. She is now an important part of the Portsmouth Historic Dockyard along

Below: Starboard side of gun deck inside the armoured citadel of Warrior showing the 68 pounder guns.



with the magnificent Georgian buildings, HMS *Victory*, the *Mary Rose* and the National Museum of the Royal Navy. This important heritage site attracts over 400,000 visitors a year. Still afloat, *Warrior* now has a crew of 30 (organized very much on naval lines as you might guess) assisted by 65 volunteers. The *Warrior* Preservation Trust relies solely on income from ticket-buying members of the public and the profit from our thriving functions business to maintain the ship as she would have looked in 1860. It's a challenge but great fun too! If you can, please come and visit us in Portsmouth. If you cannot make the journey, take a virtual tour on our website at www.hmswarrior.org.

USS BOWFIN (SS-287)

Honolulu, Hawaii, U.S.A.

by Nancy Richards
Curator

“USS BOWFIN CELEBRATES 70 YEARS”

USS *Bowfin* (SS-287) launched 70 years ago on December 7th, 1942 -- exactly one year to the day of the attack on Pearl Harbor. Accordingly, her nickname, Pearl Harbor Avenger has followed her ever since. She continues to be a beacon in Pearl Harbor as an example of the legacy of the submarine service's contribution not only to the Pacific Theater during World War II, but to the modern submarine fleet that sits within our view.

In 1972, Admiral "Chick" Clarey and RADM Paul Lacy requested *Bowfin* from the Navy as the centerpiece of a memorial in Pearl Harbor. *Bowfin* was towed to Pearl Harbor that same year, but her future was anything but certain. A dedicated team of volunteers began restoration work on her from early morning until late into the night, including Mrs. Kiddy DeCoster and her husband (who served on *Bowfin* at the end of the war) who dedicated all their free hours to getting the boat into presentable shape. *Bowfin* could not be the successful memorial she is today without the help of numerous volunteers over the years, some whose names have been lost to history..

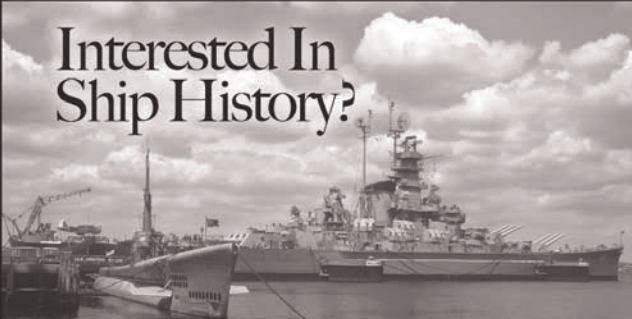
In 1979 the Navy approved a lease of land adjacent to the Pearl Harbor Visitor Center and *Bowfin* finally had a permanent home. What most people don't know is that *Bowfin* Park started with a vacant dirt field. Our first executive director, Warren Sessler, approached the Outdoor Circle to provide a Master Landscape Plan along with a fitting tribute to the 52 U.S. subs lost during WWII. *Bowfin's* home turned from a dirt lot, trailers, Quonset huts and tents, to lush green vistas and a peaceful memorial at Pearl Harbor. Thirty years after the first guest crossed the

brow, we will welcome our 7 millionth visitor this fall. Who would have imagined in 1972 that we would have come so far.

To celebrate *Bowfin's* 70th birthday, we commissioned two replica .50 caliber machine guns to add to the deck, as original guns could not be found, and we will be hosting a rare December 7th dinner for the submarine community. Also, building up to the December 7th event, we will have speakers on submarine topics ranging from a study on submarine movies, to recent findings of lost submarines, as well as a variety of other submarine topics, all open to the public. Special events will take place on December 7th, and we are putting together an anniversary edition of our bi-annual newsletter. Soon our on-line store will be up and selling 70th anniversary gifts.

A special event next spring will bring our aging WWII veterans of *Bowfin* together. *Bowfin* Park staff and our veterans will have a short reunion in New Orleans while we visit the new submarine exhibit at the National WWII Museum. Walter Beyer, Wilber Jackson, and Alf Weidner are some of the WWII shipmates who will once again be together. Walter Beyer had this to say about the *Bowfin* as a museum ship, "Featuring wartime action of the USS *Bowfin* is most touching to one who was part of that history." Beyer had this message for the current crew of *Bowfin*, "We who had the honor of serving on the *Bowfin* salute you in the historic ship fleet!"


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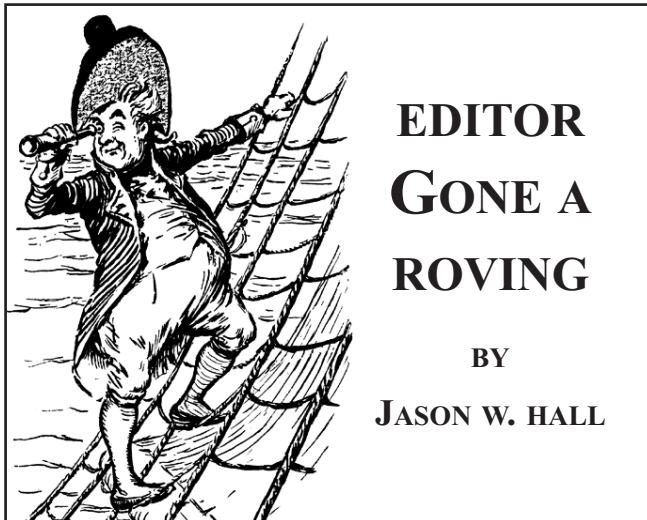
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“VISIT TO THE UNITED KINGDOM”

PART II

The morning of Saturday, April 28 saw me getting up early and racing to Waterloo Station to catch a train to Portsmouth. The irony of the situation was not lost on me as I had grown up close to Portsmouth, New Hampshire, and here I was on my way to Portsmouth, Hampshire. The trip from London was only about an hour and a half, though I arrived at the Portsmouth Historic Dockyard in the middle of a stereotypical English downpour.

HMS *Warrior* 1860

I will not go into the ship’s history as that was ably done by it’s Chief Executive, Ken Jones, on page 14 of this issue. In fact, it was Ken who was weathering the rainstorm waiting for me at the gate to the dockyard. You would have thought I was Prince William the way Ken treated me during my visit to his amazing ship! It just so happened that I was visiting on the day they were holding their spring lecture event which featured one of the premier historians of *Warrior*, author Andrew Lambert. Ken ushered me to a front row seat to listen to Mr. Lambert’s presentation, which dealt with why the *Warrior* was built. I actually really enjoyed his lecture because we often get so wrapped up in the physical nature of our ships, the “what”, that we forget the “why”.

The lecture was followed by a luncheon onboard the vessel during which I spent most of my time fielding questions from many people since Ken announced I was a “VIP” and the “expert from the Battleship *New Jersey*”. All the participants there were dressed as one would imagine how British ladies and gentlemen should look. I, on the other hand, looked like a soaking wet American tourist who shops at the Goodwill. Just before going on a tour of the

ship, Ken topped off my visit by giving me a copy of Andrew Lambert’s book, *HMS Warrior 1860, Victoria’s Ironclad Deterrent*, which made for a good read on the train ride home.

HMS *Victory*

Once departing *Warrior*, I walked across the historic dockyard to the world famous HMS *Victory*. Walking around the dockyard provides wonderful views of Georgian architecture seldom seen outside of the U.K. The *Victory* looked a tad sad with her masts removed for much needed restoration work. However, I was not disappointed as I knew in advance of the condition of the ship. Actually, it was kind of cool to realize that the masts of the *Victory* had not been removed since 1947.

Once inside *Victory* (I know I am going to catch Hell for this comment) she reminded me of the Walt Disney World Pirates of the Caribbean ride. It was dark, with only the glow coming from lights in Disney-esque nautical lamps guiding my way. The whole ship had a feel of what it would be like to walk through a plastic ship model. The highlight of the tour was to stand on the exact spot where Admiral Horatio Lord Nelson was mortally wounded onboard *Victory* during the Battle of Trafalgar. Having seen the day before the coat he was wearing at the time made the reality of what happened here that more relevant.

Royal Navy Museum

There is so much to see at the historic dockyard that it is almost impossible to do it all in one day. Due to this fact, I had to use my time wisely. One of the more interesting parts of the Royal Navy Museum is its multi-media Battle

Below: The spot where Nelson fell on Victory, (Inset: Close up of memorial plaque). Photos by Jason Hall





Above: The impressive looking forward main battery of HMS Belfast. Photo by Jason Hall

of Trafalgar presentation. Though it too was Disney-esque, it was very well done and seemed to hold the imagination, and attention span, of younger guests. After all the modern interpretation of the battle I was ready to see an actual witness to the battle. In a side room, which is actually easy to miss (I walked by it twice) is the remnant of one of the sails that was on *Victory* during the Battle of Trafalgar. It took all my Curator might not to touch it! To see something so fragile, bearing scars of the battle, was chilling. The projectiles that made the numerous holes in the sail were not just hitting cloth during the fight, they were also hitting sailors. This, above all else, drove home the savagery of fighting during the age of sail. After a long, but fun day, I headed back to the train station for the return ride to London.

HMS Belfast

Two days after my time in Portsmouth I was strapping on a life preserver to take a shuttle boat to board the HMS *Belfast*. Months before the brow leading to the ship had fallen into the River Thames, causing the ship to be closed for a long period of time. In fact, the ship was closed when I visited but I was allowed to go onboard thanks to the kindness of Kevin Price, Chief Yeoman of the *Belfast*. Brad King, current Executive Director of Battleship Cove and former Director of *Belfast*, had graciously arranged for me to meet Kevin.

It was a unique opportunity to board a small boat and be brought out to the *Belfast*. Thankfully I did not have to climb a Jacobs Ladder to get on the ship! Kevin was joined by Andy Curran, the ship's Conservation and facilities Manager. At first glance I thought Andy appeared to be a grumpy middle-aged Englishman...little did I realize that his crusty veneer hid John Cleese! Both Kevin and Andy

took me almost everywhere, and I mean EVERYWHERE, on the ship. The best part was when Andy manually turned one of the turrets and raised the barrels and then led me down a tight ladder to explore the whole turret. VERY COOL! My whole time onboard *Belfast* was incredibly informative, and thanks to Andy, very entertaining. As we walked around the ship it became clear to all three of us that we were kindred spirits...big kids who had big toys to play with. Three hours went very quick and I did not want to leave. I cannot thank Kevin and Andy enough for taking time out of their busy day for me; they were the epitome of military history experts and museum professionals.

Imperial War Museum

Once ashore from *Belfast*, I was off to the Grand-Daddy of all military museums; the Imperial War Museum (IWM). I had been dreaming of visiting this place since I first got interested in military history at the age of nine. Yes, I am a total nerd, and proud of it!

Upon entering IWM, I was surrounded with sights and sounds of England's military history spanning from WWI to now. There is no way to describe everything I saw, the proof of which is that five hours of my time disappeared very quickly in the museum. One of my favorite parts of the museum were the walk-through immersive exhibits. One of these was the WWI Trench Experience and the other made you feel as if you were in WWII England surviving the Blitz.

I had so much fun during my entire trip to the U.K. that I am already planning a possible return trip to London for my 40th Birthday in 2014!

Below: The immersive WWI Trench Experience at IWM truly makes you feel like you are following British soldiers into battle. Photo by Jason Hall



FROM THE MEMBERSHIP

by John Makara

“A TALE OF TWO CARRIERS”

I had the good fortune to visit the USS *Midway* (CV-41) in San Diego & the USS *Lexington* (CV-16) in Corpus Christi this spring. The *Midway* was of course the first carrier class after the *Essex*, the *Lexington* (CV-16) was renamed from *Cabot* before commissioning shortly after *Lexington* (CV-2) was sunk at Coral Sea. Both ships have undergone such extensive modernizations that neither is recognizable from their WWII configuration except for *Midway*'s angled deck. Both have become very impressive museums.

I saw *Lexington* at night before I toured her and could not believe how dark she was. The only light emanating from her was from a single open hatch. It was very disappointing - but only for a moment. It hit me rather suddenly: she truly was a *Blue Ghost* as the Japanese named her with the dark bay in the background. The next day I began my self-guided tour on the flight deck where she had a dozen aircraft on deck from various eras. She had two 5"/38 gun mounts on the flight deck, aft and fore of the island, which actually came from the USS *Des Moines* (CA-134) prior to her scrapping. I went inside one of the mounts and it was very well labeled with an interesting video as well. The tour of the island was good except that flight control was not open for safety reasons. On the navigation bridge I encountered my first of a few station docents who were very helpful and eager to answer questions.

As part of the foc'sle tour, she had a tasteful memorial to *Lexington* (CV-2). The tour included the Captain's (enormous) Cabin, an air group's ready room, a fascinating tribute to escort carriers and more memorabilia and artifacts than one could review in one day. The hanger included a flight simulator, an aircraft restoration area (a *Dauntless* was being given a new life) and a really good snack & sandwich bar. Below decks, we had access to medical, dental, machine shop and the engine rooms. Signage was plentiful and very descriptive throughout the tour.

The *Midway* is blessed with a seemingly endless supply of experienced volunteers and retirees, thanks to being berthed in a large Navy town. At night *Midway* was lit up simply with a red/white/blue line from stem to stern and the 41 on her stack in white lights. As a bonus to my visit, the new USS *San Diego* (LPD-22) was berthed next to her. I was able to see her future plank owners prepare for the commissioning ceremony, which sadly for me was the day

after I left. At least I got to walk around her on the pier up close.

The *Midway* is crawling with volunteers, and when they found out a docent from the USS *New Jersey* was onboard I was treated like a rock star. We started on the flight deck and met our first of several station docents who gave an extremely detailed presentation on how the catapults work with an A-7 Corsair II sitting in the launch position. Later there was a very similar presentation on the arresting gear and how they worked. Much like *Lexington* she had a variety of aircraft from different eras. The foc'sle was open, and despite being covered by the forward flight deck it felt roomy. Each capstan was beautifully painted, one with a U.S. Flag and the other with the ship's crest.

I went through the Captain's Cabin (again, like the *Lexington*, it is outrageously large and fancy compared to the *New Jersey*'s). It actually had a formal overhead like you'd see in a cruise ship. I can't recall any compartment on any Navy ship I've seen that didn't have exposed pipes and wires on the overhead. The flight ready rooms were next and they were restored by many former members of the flight crews. The engine rooms actually had several docents, and they provided a very thorough explanation. Her dental and medical spaces were in great shape and looked like it was still usable today. I also got to see the brig, post office, and laundry facilities. It truly is an all-day effort to see it all.

Below: John Makara on the flight deck, just in front of the island, of the *Lexington*.



TRIVIA CHALLENGE

by Jeff Cary

We thank Jeff Cary for this installment of the Trivia Challenge. If any of our members would like to submit a Trivia Challenge for a future issue of Anchor Watch, please contact the Editor, Jason Hall, at j.hall@battleshipnewjersey.org.

QUESTIONS

1. The first armored vessel in the history of warfare to be sunk by an electronically detonated torpedo (now known as a mine) went down in the Yazoo River on December 12, 1862. Can you name this ship?
2. On July 8, 1905, a U.S. Navy vessel departed Cherbourg, France carrying the body of John Paul Jones to America to be interred at Annapolis. Name this ship.
3. Can you name the first U.S. Navy vessel to circumnavigate the globe?
4. Can you name the world's first nuclear-powered merchant vessel? Where is she now?
5. The U.S. Navy's first attempt at a purpose-built flush-deck aircraft carrier (super-carrier) was authorized in 1948, and abruptly cancelled in 1949. Had it been built, what would've been the name and ship designation?
6. The last survivor of the Battle of Jutland, and still afloat today, is a Royal Navy cruiser. Can you name her?
7. Occurring in June of 1812, (the onset of the War of 1812), two enemy vessels were involved in the first encounter on the high seas. Can you name them?
8. In 1934, President Franklin D. Roosevelt made the first Presidential transit of the Panama Canal. Can you name the U.S. Navy ship to carry him through?
9. In December 1775, the 2nd Continental Congress authorized the first purpose-built naval vessel for the newly-formed Continental Navy. Can you name it?
10. The Commanding Officer of one of five midget subs at Pearl Harbor became the first Japanese Prisoner of War of WWII. Can you name him and which sub number was his?

ANSWERS

1. USS *Cairo*
2. USS *Brooklyn* (ACR-3)
3. The sloop of war USS *Vincennes*, 1826-1830
4. N.S. *Savannah* was launched 21 July/1959. She is currently on display as a museum and open for tours in Baltimore Harbor.
5. USS *United States* (CVA-58)
6. HMS *Caroline*
7. The USS *President* fired upon the British frigate *Belvidera*.
8. USS *Houston* (CA-30)
9. USS *Raleigh*
10. Capt. Kazuo Sakamaki piloted midget sub #3

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