



ANCHOR WATCH

MAY
JUNE
JULY
AUGUST
2012

The Journal of the Historic Naval Ships Association

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

CHATHAM CELEBRATES OVER 400 YEARS OF SHIPBUILDING HISTORY



www.hnsa.org

HNSA STAFF

Executive Director

CDR Jeffrey S. Nilsson, USN (Ret)

Executive Director Emeritus

CAPT Channing M. Zucker, USN (Ret)

Executive Secretary

James W. Cheevers

Individual Member Program Manager

CDR Jeffrey S. Nilsson, USN (Ret)

Anchor Watch Editor

Jason W. Hall

USS *New Jersey*

Webmaster

Richard S. Pekelney

International Coordinator

Wyn Davies

Maritime Heritage Consultant, UK

HNSA COMMITTEE CHAIRPERSONS

Annual Conference Co-Chairs

Bill Verge, USCGC *Ingham*

Toby Oothoudt, USS *Cod*

Awards

James W. Cheevers

United States Naval Academy Museum

Communications

Dr. John C. Fakan, USS *Cod*

Curatorial

Andy Smith

USS *Texas*

Education

Ms. Karin Hill, *The Navy Museum*

Insurance

COL Patrick J. Cunningham

Buffalo & Erie County Naval & Military Park

Marketing

Toby Oothoudt

USS *Cod* Submarine Memorial

Membership

CDR Jeffrey S. Nilsson, USN (Ret)

Preservation

Joseph W. Lombardi

Ocean Technical Services

Submarines

William N. Tunnell, Jr.

USS *Alabama*/USS *Drum*

HNSA BOARD OF DIRECTORS

OFFICERS

President

Brad King, USS *Massachusetts*

Vice President

Patricia Rogers, USS *Requin*

Secretary

LCDR Sherry Richardson (Ret), HMCS *Sackville*

Treasurer

COL Patrick J. Cunningham (Ret)

Buffalo & Erie County Naval & Military Park

Immediate Past President

RADM John P. McLaughlin (Ret), USS *Midway*

HONORARY DIRECTORS

ADM Robert J. Papp, U.S. Coast Guard

Larry Ostola, Parks Canada

VADM Drew Robertson, Royal Canadian Navy

ADM Sir Alan West, GCB, DCD, MP, Royal Navy

DIRECTORS AT LARGE

CAPT Terry Bragg, USN (Ret)

USS *North Carolina*

Dr. William B. Cogar
Mariners' Museum

Maury Drummond
USS *Kidd*

Alyce N. Guthrie
PT Boats, Inc.

CAPT Jerry Hofwolt, USN (Ret)
USS *Bowfin*

Terry Miller
Tin Can Sailors, Inc.
Associate Member Representative

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

Richard S. Pekelney
Individual Member Representative

Timothy C. Rizzuto
USS *Slater*

Patricia Rogers
Carnegie Science Center

Lindsey Shaw
Australian National Maritime Museum

Andy Smith
USS *Texas*

Matt Woods
Intrepid Sea, Air and Space Museum

THE ANCHOR WATCH TEAM

SUMMER 2012

Executive Editor

CDR Jeffrey S. Nilsson, USN (Ret)

Publisher

Robert D. Board

Editor

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

Anchor Watch Editors Emeritus

Robert A. Willson
 D. Douglas Buchanan, Jr.

Proofreaders

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

Contributing Writers

BETH BILDERBACK
 PAUL FARACE
 JASON HALL
 SACO VAN IDSINGA
 GAIL LOUISE JAMES
 BOB JORNLIN
 TYLER KRUSE
 JOHN MAKARA
 JEFFREY S. NILSSON
 JOE V. PETERSON
 IAN RAVEN
 LINDSEY SHAW
 LENNART TÖRNBERG

DISCLAIMER

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

CONTENTS

FLOTSAM AND JETSAM, Jeffrey S. Nilsson...	4
CHATHAM HISTORIC DOCKYARD TRUST, Gail Louise James...	5
FROM THE MEMBERSHIP, John Makara...	6
HR. MS. <i>MERCUUR</i> , Saco van Idsinga...	7
NEW & RENEWING HNSA MEMBERS...	8
HMS <i>GANNET</i> , Gail Louise James...	9
USS <i>WISCONSIN</i> , Beth Bilderback...	10
PEARL HARBOR HISTORIC SITES, Tyler Kruse...	11
USS <i>COD</i> , Paul Farace...	11
USCGC <i>COMANCHE</i> , Joe V. Peterson...	12
HMAS <i>ADVANCE</i> , Lindsey Shaw...	13
HNSA NEWS & VIEWS, Jeffrey S. Nilsson...	14
USS <i>LST-325</i> , Bob Jornlin...	15
HMCS <i>OJIBWA</i> , Ian Raven...	16
<i>T121 Spica, R142 Ystad, T26, T46, T56</i> , Lennart Törnberg...	17
EDITOR GONE A ROVING, Jason Hall...	18

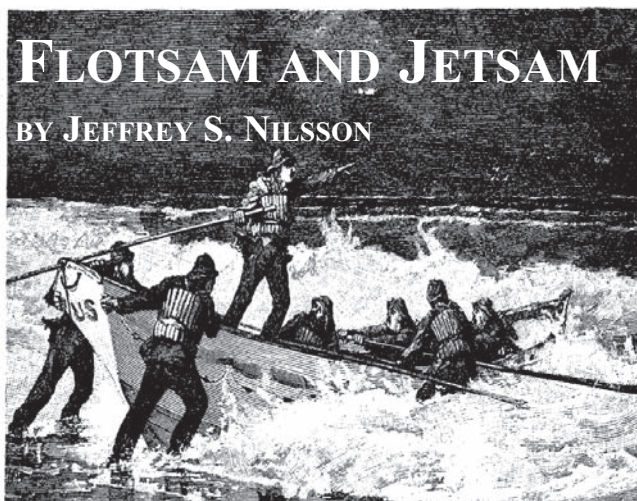
The Anchor Watch in COLOR!

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: HMS *Ocelot* celebrates 50th anniversary of launching, marking end of 400 years of shipbuilding history at the Historic Dockyard Chatham in England.





We held our March HNSA Board meeting in Annapolis, MD and were able to accomplish a number of things in spite of the fact that we got through the meeting in record time. We elected two new members to our Board, Ms. Lindsey Shaw, who is the Senior Curator of the USA Gallery at the Australian National Maritime Museum in Pyrmont, Australia; and Mr. Andy Smith who is the Executive Director of the USS Texas Museum in LaPorte, Texas. Please join me in welcoming Lindsey and Andy to the Board.

A very difficult decision was reached in that the Association will no longer publish the Historic Naval Ships Association Visitors' Guide. The guide has been a part of the Historic Naval Ships Association since 1978, which is the earliest edition of the guide that I can find in the office records. Financial constraints were a part of the decision, but the real inducement to cease publication of the guide is the fact that the guide is the cornerstone of our website, and so many people today can carry it around with them electronically. Smart phones, iPads, iPhones, and the many forms of electronic media are available, and it is noticed in the lack of guide sales. What guides remain in stock are being sold as "collector's editions".

Plans are well underway for HNSA 2012, thanks to Bill Verge in Key West, and Toby Oothoudt in Toledo, OH. This year's conference will be held in Key West, Florida from September 19 – 22, 2012. A preliminary schedule has been posted on the HNSA web site, and you will note that it covers a broad spectrum of maritime interests. Very shortly, a web link will be made available for making room reservations; however, in the meantime, you may make reservations via telephone. A Historic Naval Ships Association group block has been set up and is ready for reservations to be made. When calling, the group code is HNS. Referencing this code and the group name, the Historic Naval Ships Association, will ensure that you will receive the group discount. To make reservations, simply call 1-866-679-5490 and reference the mini hotel code HNS. The contracted dates the rate is available are from

Sunday September 16, 2012 through Wednesday September 26, 2012. Key West is a great spot to vacation. The standard room rate is \$139.00 per night and will include such amenities as complimentary downtown shuttle, complimentary airport shuttle, wifi in public areas, private beach, Rees Jones design golf course behind hotel, jet ski rental on property and more.

The USS *Olympia* continues to be a topic of discussion. Recently, the Independence Seaport Museum did grant an extension to the remaining four applicants who wish to assume stewardship of this great iconic ship. However, they will be required to present Section A of Phase II by May 1st. This portion provides the museum with an update of the status of each group's mooring plan, financial plan, and business plan. We trust that all applicants will come through this phase with flying colors.

We have received word that the Great Lakes Naval Memorial and Museum has a new Executive Director. Dr. Frank Marczak has been selected to replace the late Bryan Hughes who passed away unexpectedly last September at the age of 59. Dr. Marczak retired in 2005 as President of Muskegon Community College after leading the institution for 10 years. Please join me in welcoming Dr. Marczak to the world of Historic Naval Ship museums and wish him well in his new endeavor.

Please join me in welcoming the following new Fleet member to the Historic Naval Ships Association, MLV *Castor*. The *Castor*, armed with a 3"/76mm cannon, was built in 1950 by order of the Dutch Ministry of Defense and spent most of her active life as a pilot boat. The *Castor* is currently moored off the Wilhelmina Pier at the Rijnhaven in the center of Rotterdam.

Also joining are two new Associate members. The first, Taylor Marine Construction, Inc., located in Beaufort, NC., constructed the cofferdam on USS *North Carolina* during the repair of the starboard bow of the ship. The second new Associate member is the Pacific Battleship Center which was awarded the ex-*Iowa*. The ship has been moved to Port Richmond where she is being prepared for towing to San Pedro in the Port of Los Angeles where she will be a permanent museum.

We note with regret the passing of Ms. Lynn Mallet Jackson on March 6, 2012. Known to most as Lynn Mallet, she was the Executive Secretary for the World Ship Trust headquartered in London. We also announce, with regret, the passing of Bob Englert on April 3, 2012. Bob, a retired Navy Commander, was the President of Hi-Tech Engineering,, the company that produces our annual award plaques. Please join me in expressing sympathy to both the Jackson and Englert families.

-Jeffrey S. Nilsson

NEWS FROM THE FLEET

CHATHAM HISTORIC DOCKYARD TRUST
Chatham, England, United Kingdom

50th ANNIVERSARY OF THE LAUNCH OF HMS *OCELOT*

by Gail Louise James
Communications Manager

HM Submarine *Ocelot* (S17) was the last submarine built for the Royal Navy at Chatham. *Ocelot* was laid down at Chatham Dockyard on November 17, 1960. She was launched two years later on May 12, 1962 from No. 7 Slip. *Ocelot* was not only the last submarine to be built in Chatham, but was the last warship of any kind to be built there, ending a 400 year legacy

Ocelot was one of the thirteen *Oberon*-class submarines built for the Royal Navy between 1959 and 1964 with a further fourteen for the navies of Australia, Canada, Brazil and Chile. The *Oberon*-class were all diesel electric boats which were capable of high underwater speeds of up to 17 knots (20 mph) when submerged.

Ocelot remained in service until 1991. As a unit of both the 1st and 3rd Submarine Squadrons, she undertook patrols in the Mediterranean and Baltic Seas, the waters of northern Norway and a transatlantic crossing to the eastern seaboard of North America. *Ocelot* was decommissioned in August of 1991 and returned to The Historic Dockyard

Below: The Royal Marine Band leads the way in a parade celebrating the 50th Anniversary of the launch of HMS Ocelot.



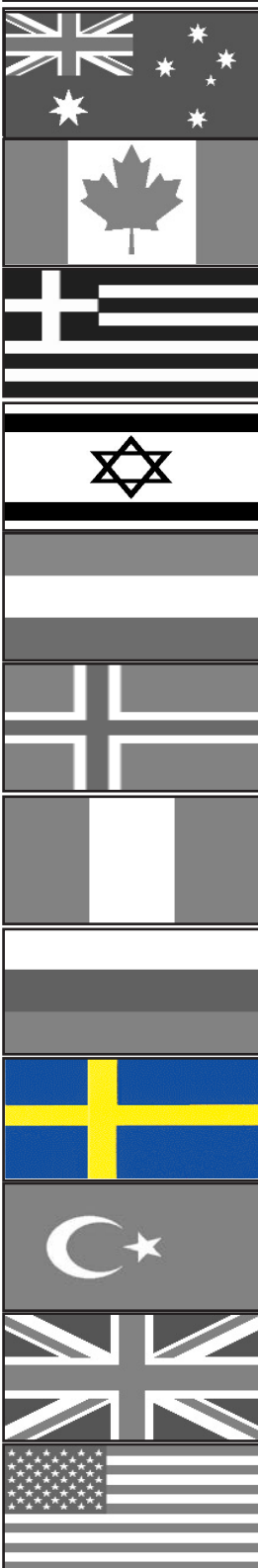
Chatham in 1992 for restoration and preservation.

To celebrate the 50th Anniversary of the launch of *Ocelot*, which also marked the end of over 400 years of shipbuilding at the Royal Dockyard, a special Submariners' Day, OCELOT 50, was held at The Historic Dockyard Chatham on Saturday, May 12, 2012.

All submariners (past and present), together with ex-Chatham dockyard workers involved with the construction or refit of submarines were invited to enjoy free admission to The Historic Dockyard for the day with special discounted tickets available for accompanying family and friends.

The day's events included a special service in the Royal Dockyard Church to celebrate and commemorate the last warship built for the Royal Navy at Chatham and those who served in *Ocelot* and the wider submarine force. The service was followed by a parade led by the Band of Her Majesty's Royal Marines CTCRM, Lympstone with the salute being taken at the head of HMS *Ocelot*, now in dry dock at The Historic Dockyard. The parade included a contingent of veterans of the *Ocelot*, and all submariners, past and present, of any other boat were welcomed to participate in the parade as well.

After the parade a grand opening was held for a new submarine exhibition located on the dockside adjacent to *Ocelot*. The festivities culminated with an evening Beat Retreat and Ceremonial Sunset featuring the Band of HM Royal Marines and other bands.



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.

FROM THE MEMBERSHIP

By John Makara

“A TOUR OF SILENT SERVICE MUSEUMS”

I have had the good fortune to have been able to visit several submarine museums in the past two years and thought I'd provide some insight from the eyes of a HNSA member and volunteer Docent aboard the *USS New Jersey*. I was able to tour seven subs spanning five classes if you include the *Becuna's* conversion as a new class.

USS *Becuna* (SS-319)

The *Becuna* is berthed next to the *USS Olympia* at Penn's Landing in Philadelphia, on the other side of the Delaware River from the *USS New Jersey*. She was built as a *Balao*-class sub that was converted to a Guppy-type after the war. As a result she has an odd shaped sail and no longer has her WWII-era deck gun. She served into the late '60s thanks to her post-war modernization. Once inside it was difficult for me to notice much difference from the other subs I have visited, other than a few pieces of post-WWII equipment. There was a docent in the torpedo room who provided wonderful insight into the Silent Service. He was a former crew member of a nuclear submarine and his insight really added a lot to the visit.

USS *Cobia* (SS-245)

The shipyard in Manitowoc, WI. built 28 Gato-class subs during the war and sent them down the Mississippi upon commissioning. Four of the shipyard's boats are on eternal patrol and they were memorialized individually in the museum. *Cobia* is a Gato-class sub and, though not built here, is part of the Wisconsin Maritime Museum. The exhibits focus on Great Lakes fishing, local ship building and the *Cobia*. Oddly, there was no mention of the state's namesake battleship *USS Wisconsin* (BB-64).

The guided tour of the sub lasted approximately 45 minutes and was led by a paid summer employee (she is a nursing major in college). She did a great job and was very personable, but she struggled noticeably with questions that veered off her script, as I would if I were asked a medical question. Still, this was a nice, worthwhile experience. The museum has a gift shop about the size of a large living room with a good variety of quality books and shirts.

USS *Cod* (SS-224)

Located in Cleveland, OH is the Gato-class submarine *USS Cod*. There were two men working at the sub (one in ticket booth and one floater), and we swapped museum stories for a bit. One of the men had been there 24 years



Above: One of the best preserved historic naval ships, *USS Cod*. Photo by John Makara.

and literally restored the engine room bolt by bolt. The area where the boat is moored was a major disappointment as she is behind a chain link fence and a weed filled parking lot. The ticket booth doubles as the gift shop and is the size of a garden shed. Once on-board, however, things dramatically changed as the ship is in absolute pristine condition! She is impressive – I have never seen a ship in such good shape top to bottom.

Unlike other subs that have been cut through the hull to add stairs, you enter the *Cod* by climbing straight down a ladder through a hatch. I even got to go into the conning tower and it is amazing how cramped it was with only one person in it! On the pier there is a sub's screw and a working periscope. Seeing the periscope without a sub is very bizarre, but it also makes you appreciate the engineering of these vessels.

USS *Drum* (SS-228)

Also a Gato-class boat, the *Drum* is in a most impressive setting: she is with the *USS Alabama* (BB-60) and dozens of military aircraft and armored vehicles. As you walk toward her, there is a beautiful replica of the *CSS Hunley* (the first sub to sink a surface ship – in 1864). *Drum* is in excellent condition with a few exceptions; they recently finished the outside repairs from Hurricane Katrina.

Her decking was clearly not original and everything topside had a fresh coat of paint. That said, she is not sitting in the water and you could see her outside hull has many visible rust holes in it. We were allowed up in the conning tower and there were two old salts in the control room answering questions. They saw my *USS New Jersey* shirt and hat and we had a nice long chat.

USS *Pampanito* (SS-383)

The *Pampanito* is a *Balao*-class sub berthed next to the *SS Jeremiah O'Brien* (a WWII Liberty Ship) at Fisherman's

Wharf in San Francisco, CA. It is a self guided tour, though I found two volunteers in the wardroom who loved to answer questions. They will talk as long as you will stand there listening. One served in diesels & nuclear subs, the other just diesels. Her gift shop is a bedroom-sized kiosk on the pier but it was closed when I visited. She was used as the USS *Stingray* in the 1996 film *Down Periscope*, though she was towed for the scenes at sea.

USS *Torsk* (SS-423)

A *Tench*-class boat, the *Torsk* is located in Baltimore's gorgeous Inner Harbor right next to the aquarium. She is in decent shape. Visitors board aft of the sail and enter thru the aft torpedo room and exit forward. The signs throughout are faded, but are very accurate and helpful. There are several other museum ships within a very short walk of each other. You simply walk up and buy an individual ticket or a combo pack. *Torsk* does not have a dedicated gift shop, but there is one for all the ships just a short walk away.

U-505

The captured German WWII sub *U-505* is located in Chicago, IL as part of the Museum of Science & Industry. Tours of the sub are ticketed and timed, and last about 15 minutes. My brief tour of the boat consisted of about 20 people jammed into a tight group, led by a paid museum guide. Our guide, as well as the others I saw, were basically young people doing a job, and that is how they treated it. Because the sub is in such a high traffic area of the museum, they rush you through with limited time to ask questions or even look closely at the sub. They have a no picture taking rule, which got me into trouble twice. There is a kiosk-type gift shop with books, DVDs, and shirts near the entrance.

The sub is located indoors and the presentation is nothing short of spectacular. *U-505* is situated in an enormous

Below: U-505 in her amazing new setting, complete with theatrical lighting. Photo by John Makara.



room designed to look like the sub bunkers the German Navy used. The volume and diversity of artifacts (including the Enigma Machine) around the sub are very interesting. I saw her many years ago when she was basically a hulk quickly deteriorating outdoors. This was my second visit since the restoration, which is nothing short of remarkable. Yet, my feeling hasn't changed because the tour hasn't changed: it was a very cold and impersonal experience.

Each sub I visited was unique in her own way and yet nearly identical for obvious reasons (especially once inside). If you ever get to travel near any of these places, make time to visit the subs – you won't be disappointed.

HR. MS. *MERCUUR* (A-856) NEETHERLANDS MARITIME TRUST

Schokkerweg , The Hague, Netherlands

By Saco van Idsinga
President/Chairman

“NAVY COMMANDER IN CHIEF VISITS *MERCUUR*”

In early November 2011, the Commander-in Chief Royal Netherlands Navy, Vice Admiral M.J.M. Borsboom, paid a visit to our museum ship *Mercuur*. The ship is located in the port of The Hague in the Netherlands, and is the only remaining U.S.-built ocean-going minesweeper in the world.

The Admiral's visit was a great motivation for our 35-man crew, as well as for the Board of the Netherlands Maritime Trust. The ship was saved from being scrapped in 1992, and was brought back to living conditions under the leadership of the Commanding Officer, Lt. Van Kakerken.

The ship also proudly houses a collection of 1,702 miniature ships of many 20th century navies in the world. They were made by one person, of wood - scale 1:10.00, and the collection was awarded a mention in the highly esteemed Guinness Book of World Records.

The Admiral was briefed on the day-to-day practice on board, the concerns we have, the special roles we perform for schools and as a training vessel for the Firebrigade. We also pride ourselves on the ship being a center for explaining the Marshall Plan of the post-WWII years.

The Admiral awarded the CO his "Commanders Coin", for over 20 years of relentless efforts to bring the ship to her present museum condition; the only person outside the Netherlands Navy team ever awarded with this coin was General USA D.H. Petraeus; they both served in Afghanistan.

THE HISTORIC NAVAL SHIPS ASSOCIATION

WELCOME ABOARD NEW AND
RENEWING MEMBERS

SUMMER 2012

LIFE MEMBERS

LCDR PAUL FLETCHER
SGTMAJ ROBERT SINGER

PATRON MEMBERS

CAPTAIN SHAYNE C. GAD
TODD M. PYLYPIW

FRIEND MEMBERS

ELMER ENGMAN
CAPTAIN JIM HARRIS
RICHARD A. HORVITZ
C. MARLIN ICENOGLU
JOHN M. MAKARA
HERBERT F. MANN
LEE DAVID SHICKEL
PAUL C. SMITH

REGULAR MEMBERS

RONALD W. ALLEY
R. BRANSOM BEAN
BRIAN BECKER
DONALD P. DILLON
CDR JOHN F. HAMMA, USN (RET)
THOMAS H. HELVIG
DANIEL R. HOUSEHOLDER
DON HUGHES
ROBERT D. KANE
CDR S.P. KILLIAN
ORION KLINE
BRENT LANE
CHARLES A. LEADER

REGULAR MEMBERS CONT.

SPIVIE REESE MOORE
PATRICK R. PEARSON
HARRY R. ROSMAN
HENRY STERNER
JERRY W. STEWART
JERRY K. STOUT
ALICIA M. VASILOW
DAVID P. WAALKES

47th HNSA ANNUAL CONFERENCE
SEPTEMBER 19-22, 2012
USCGC *INGHAM* (WHEC-35)
Key West, Florida

A preliminary conference program and registration forms for both the conference and host hotel are now available on the HNSA website at www.hnsa.org/conf2012.htm.



**JOIN or RENEW
TODAY!**



Questions About Your Membership?

Please contact Jeffrey S. Nilsson at:

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

**HMS GANNET
CHATHAM HISTORIC DOCKYARD TRUST**

Chatham, England, United Kingdom

*By Gail Louise James
Communications Director*

“A NEW MAST FOR GANNET”

Visitors to The Historic Dockyard Chatham were given a pleasant surprise the first week of November, 2011, as they witnessed the stepping of a new foremast on HMS *Gannet* (1878), Britain's last sloop of Queen Victoria's Royal Navy. The new 70ft lower foremast, in two sections and made up of some 200 pieces of kiln dried Douglas Fir, was rigged up and fitted between HMS *Gannet* and HM Submarine *Ocelot* before a huge 300 ton crane hoisted it up from where it lay. The mast was then lifted across to the ship by another large crane and dropped down through the deck and slotted into the keel. In keeping with Naval tradition a coin was placed under the base of the mast. A special £5 coin commemorating the Queen's Coronation proved a more than appropriate choice. The magnificent 70ft mast was masterfully constructed in No. 3 Covered Slip within The Historic Dockyard Chatham by shipwright Ben Jefferies and assisted by Dave Appleton.

The 70ft (21.3m) mast, made up of some 200 pieces of Douglas fir was glued with 10/1 scarphs. The choice to laminate rather than using a grown tree was made as all the problems associated with seasoning a stick 2ft (60cm) in diameter don't occur. Tristan Stone supplied the excellent quality kiln dried timber and the mast was dressed, rigged and stepped by Ian Bell. HMS *Gannet* is a sloop of the Victorian Royal Navy. She was built on the River Medway at Sheerness in 1878 and designed to patrol the world's oceans flying the flag and protecting British interests and trade. Powered by both sail and steam and with a hull constructed from stout teak planking on a strong iron frame she is historically highly significant and is listed as part of the United Kingdom's core national collection of historic ships.

HMS *Gannet* had two very different lives-as an operational warship and drill ship. Between 1878 and 1895 she served as an operational sloop of the Royal Navy until being converted into a drill ship in 1902. From then until 1911 she served as HMS *President*, the Headquarters' ship of the Royal Naval Volunteer Reserve, and from 1914 to 1968 as the dormitory ship for a boy's pre-sea training school, TS *Mercury*, moored on the River Hamble. With the closure of the TS *Mercury* in July 1968, *Gannet's* role as a school accommodation ship ended and responsibility for her reverted back to the Royal Navy, from whom she had been



Above: A large crane is used in stepping the new mast on HMS Gannet, the sole surviving sloop of Queen Victoria's Royal Navy.

on loan for nearly sixty years. In 1971 the Royal Navy transferred the ownership and the responsibility for the restoration and preservation of *Gannet* to The Maritime Trust.

In 1987 The Historic Dockyard at Chatham chartered *Gannet* from The Maritime Trust and started a restoration program. The objective of which was to return *Gannet* to her 1886 appearance - when she saw action for the only time in her naval career at the defense of the port of Suakin. In 1994 ownership of the vessel was passed to the Chatham Historic Dockyard Trust. The restoration, completed by late 2003, has seen the ship's largely original hull fully conserved and re-coppered, as well as the re-fitting of the original decks, cabins, masts and spars.



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 *WISCONSIN* (BB-64)
NAUTICUS**

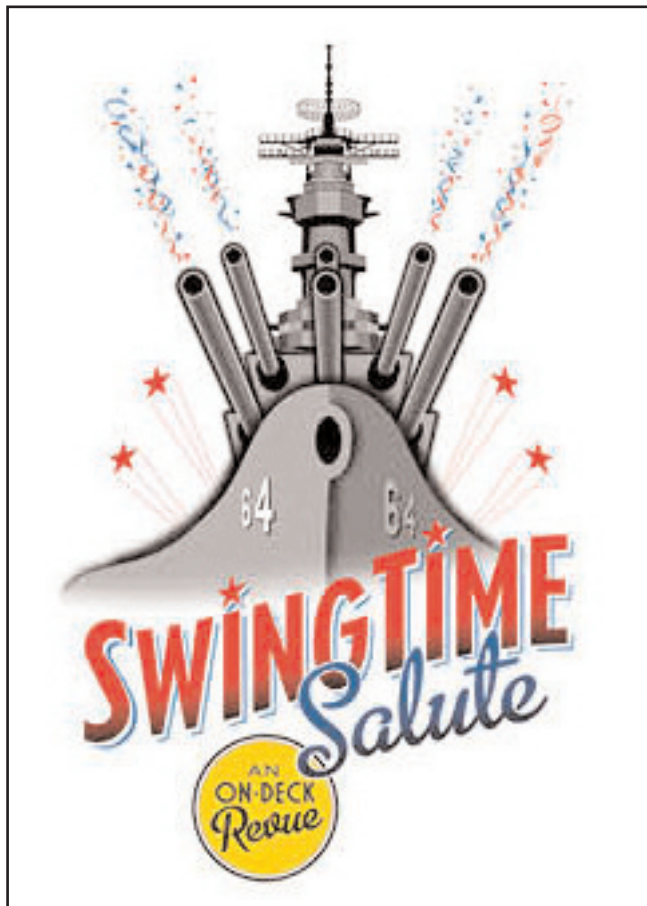
Norfolk, Virginia, U.S.A.

*by Beth Bilderback
Public Relations Specialist*

**“EXCITING NEW PROGRAM TO
KICK OFF THE SUMMER”**

Norfolk, 1944- The Battleship *Wisconsin*, just commissioned, is heading for a tour in the Pacific as families at home gather around their radios for news from abroad and to hear the music that keeps their spirits up. To brighten the days of our homesick GIs, touring shows featuring the likes of Bob Hope bring popular singers and dancers aboard ship and on bases around the world.

For six weeks this summer, *Swingtime Salute*, An On-Deck Revue will re-create a touring variety show on deck of the Battleship *Wisconsin* in an evening of star-lit entertainment. Produced by Nauticus and Virginia Stage Company (VSC), the show will “entertain the troops” with singers, dancers and a side helping of all the excitement and adventure you’d expect aboard a warship at sea. Dashing sailors and



dishy dames, accompanied by a live, on-stage band, expertly belt out the era’s popular tunes from the Andrews Sisters, Bing Crosby, Glenn Miller, Jimmy Dorsey and more. This retro celebration of the Swing Era is one for the boys, the gals, and the whole family!

“Everyone at Nauticus is very excited to bring this long-dreamed of project to life, especially in partnership with Virginia Stage Company,” said Harry P. Lynch, Executive Director of Nauticus. “This will be a professional production, from top to bottom, and one that we hope will become a recurring summer event for Norfolk.”

The show’s stage, the USS *Wisconsin*, began her career in the middle of World War II reporting for duty with the Pacific Fleet in October 1944. The powerful new warship joined Admiral William F. Halsey’s 3rd Fleet when the liberation of the Philippines was underway.

Swingtime Salute performances will be held Thursday through Sunday evenings at 8:00 pm from May 31 through July 8. A special Wednesday, July 4th performance will take place also at 8:00 pm. General admission tickets are \$30 for Thursday performances, \$40 for Friday through Sunday performances; children ages 4 – 12 are \$20 to any performance. A VIP ticket is available for an additional \$10 per person, including preferred seating and a commemorative souvenir. Military tickets will be discounted \$3 in advance, with day-of-show tickets for military priced at \$20. Tickets will be available beginning March 16 by calling 1-800-982-2787, at www.vastage.com and at VSC’s Box Office at 110 Tazewell Street in downtown Norfolk. Tickets will also be available day of show at Nauticus beginning at 5:00pm. For more information, visit www.nauticus.org or www.vastage.com

Nauticus is a maritime science museum, located on the downtown Norfolk waterfront, that features hands-on exhibits, interactive theaters and exciting, educational films as well as Navy exhibits and The Hampton Roads Naval Museum; the awe-inspiring Battleship *Wisconsin*; a NOAA environmental resource center; The Half Moone Cruise and Celebration Center, and the *Victory Rover*, which offers cruises of the seaport. For more information on Nauticus, visit our website at www.nauticus.org.

Now in its 33rd season, Virginia Stage Company is the region’s only fully professional resident theater company, serving an annual audience close to 80,000. Since its founding, Virginia Stage Company has made significant contributions to the quality of life in Hampton Roads presenting more than 190 plays through more than 4,200 performances; revitalizing and renovating the historic Wells Theatre; providing educational programs for students of all ages; and preserving the legacy of live theatre for future generations.

PEARL HARBOR HISTORIC SITES

Pearl Harbor, Honolulu, Hawaii

By Tyler Kruse

“LAUNCH OF NEW JOINT WEBSITE”

The Pearl Harbor Historic Sites has launched its new website, PearlHarborHistoricSites.org. The website features descriptions containing historical information, tour operation and other facts on all four Pearl Harbor historic sites and also includes a calendar of events, map and tips on how to plan your visit.

The partnership between the USS *Arizona* Memorial, Battleship *Missouri* Memorial, USS *Bowfin* Submarine Museum and Park, and the Pacific Aviation Museum Pearl Harbor allows the website to serve as a portal for package deals and exclusive specials, saving guests time and money. For those interested in the whole Pearl Harbor experience the website features the new “Passport to Pearl Harbor” ticket options. The one day Passport to Pearl Harbor provides access to all primary Pearl Harbor historic sites for just \$55 per adult and \$30 per child. A two day Passport to Pearl Harbor is available for \$65 per adult and \$35 per child and is valid for seven days.

“No longer will guests have to visit four or more websites to get information about Pearl Harbor. PearlHarborHistoricSites.org creates a central hub for those who want to learn more about the sites and plan their Pearl Harbor experience. With all the information in one place, it takes a lot of the guess work out of planning a visit,” said Michael A. Carr, President and Chief Operating Officer of the Battleship *Missouri* Memorial. “With four historical sites for guests to explore, visitors can easily spend a full day or even two exploring the historic sites at Pearl Harbor. The Passport to Pearl Harbor gives people more flexibility to experience all the sites and offers a better value than if each site was purchased separately.”

About the Pearl Harbor Historic Sites:

WWII Valor in the Pacific National Monument

(USS *Arizona*, USS *Oklahoma* and USS *Utah* Memorials)
The USS *Arizona*, USS *Oklahoma* and USS *Utah* Memorials are operated and maintained by the National Park Service as part of the recently designed WWII Valor in the Pacific National Monument.

USS *Bowfin* Submarine Museum and Park

Adjacent to the Pearl Harbor Visitors Center, the USS *Bowfin* Submarine Museum and Park, operated as a private, non-profit organization, is dedicated to the

sacrifice of more than 3,500 submarine personnel lost in World War II.

Battleship *Missouri* Memorial

The battleship USS *Missouri* (BB-63) completed an astounding career spanning five decades and three wars — World War II, Korea and Operation Desert Storm — and is best known as the site of Japan’s WWII surrender, which brought history’s most devastating war to a close.

Pacific Aviation Museum Pearl Harbor

Pacific Aviation Museum Pearl Harbor, a private, non-profit organization, occupies the WWII hangars and control tower on Ford Island that still bear the scars as our nation’s first aviation battlefield. Giving visitors a front-row seat to the Pacific Theater and presenting 28 aircraft and their stories, the museum was named “one of the Top Ten Aviation Attractions” by TripAdvisor®.

USS *COD* (SS-224)

Cleveland, Ohio, U.S.A.

By Paul Farace
Curator

“WWII SUBMARINE BRINGS PEACE TO FOOTBALL RIVALRY”

On New Year’s Day of this year our beloved Browns played against the Pittsburgh Steelers. During the game the parking areas near *Cod* were filled with 60% Steelers fans and 40% Browns fans! Everyone behaved and that was good considering USS *Cod* represents the best of both Cleveland and Pittsburgh... yes *Cod* has Cleveland built diesels that drove her around the world, and her 312-foot hull was built using Pittsburgh Plate Steel! Talk about a great fusion of these two cities!

Below: Though we lost the game, it did provide the setting for a fun photo of Cleveland and Pittsburgh fans. Photo by Paul Farace



**USCGC *COMANCHE*
(ATA-202, WATA-202, WMEC-202)**

Tacoma, Washington, U.S.A.

*by Joe V. Peterson
Director of Operations*

**“HOW WE CAME TO OWN A HISTORIC NAVAL
SHIP WITHOUT REALLY TRYING!”**

PART TWO

On September 11, 2007, COMANCHE 202 FOUNDATION received its approval from the Internal Revenue Service for exempt status. Some weeks before that, we had organized volunteers and had already begun cleaning up the ship. *Comanche* was donated to the Foundation on Oct 10, 2007, her 63rd birthday (anniversary of her launch date in 1944.)

Comanche had been neglected for the most part since she was laid up in Tacoma in 2001. The owner had made an effort to keep the machinery in the engine room useable but was overwhelmed. Overall the ship was dirty and rusty, with parts and assorted ship-type devices, along with other material, scattered about the ship. And there were abundant signs of mice and the decks were a nesting ground for an assortment of aggressive large sea birds!

The good part of all the stuff on-board, however, meant *Comanche* came to us with over 15,000 usable spare parts, many of them still packaged in containers from World War II. Furthermore, there was a shipping container loaded with more items at the owner's property some 70 miles south of Tacoma that came with the ship. Very little of the mass amount of material was in any way organized. We immediately began to organize and catalog the vast quantity of material on-board. This inventory project still continues as we add additional parts and pieces from other ships at the MARAD 'ghost fleet' at Suisan Bay, CA and the Bremerton Naval Yard near Tacoma, as well as some things given by the Coast Guard and others. Just recently we rented a large storage unit next to where *Comanche* is moored to accommodate the increased inventory. Just about everything, no matter how old or in what condition, will serve a purpose in *Comanche's* restoration and operation... and that includes the volunteers!

Comanche's most important treasure has been the volunteers. Even before we took possession of the vessel, former crew from both *Comanche* and her twin *Modoc* were showing up to help get *Comanche* 'shipshape' again. It wasn't going to take money as much as it was going to take committed volunteers in the beginning. Besides, we had no money. In order to raise funds we began to sell

surplus items off the ship that served no historic or asthetic purpose to the restoration. Even today there are spaces on *Comanche* we have not fully explored!

Comanche remained in the Olympia area from 2007 to 2009, moving out to anchorage in June, 2008. It's not easy finding a home for a vessel that big and ugly! But perhaps "big and ugly" are not handicaps? "Beauty is in the eye of the beholder", they say.

Over Labor Day weekend, 2008, *Comanche* was invited to attend Olympia's popular Harbor Days, a major tug gathering and tug racing event on the Puget Sound. Rusty, nearly scary-looking *Comanche* came in under her own power and moored right in downtown Olympia among many smaller tugs and other attractions. People were lined up and down the dock to come aboard! The mystery of a 'derelict ship' right there to explore for free attracted over 2,000 people who loved their opportunity to come on-board. "Amazing!" was a common comment at *Comanche's* first public open house. "Amazing" wouldn't have been one of the superlatives we would have used to describe an ATA decades before as crew members! We were surprised, but pleased with the positive comments and crowds that weekend. It made us even more determined to 'save' *Comanche*.

That event garnered a lot of support for *Comanche* from the community and fellow tug enthusiasts, but not from the State of Washington Department of Natural Resources (Olympia is the capital of WA state.) *Comanche* rode out the winter at anchor off a private beach owned by some newfound friends. But over a mile away, residents around an exclusive country club had other ideas where *Comanche* should be and it wasn't in their view of Puget Sound's spectacular scenery! In spite of the popular support, we were forced to move *Comanche* in June, 2009. We hauled anchor and headed back to Tacoma where we had gained temporary permission to tie up at the maritime museum, Foss Waterway Seaport, the very same dock *Comanche* first moored at in early 1990s as a commercial tug.

Below: A forgotten rusting derelict ship, Comanche as she appeared in 1999.





Above: No longer a forgotten derelict ship, *Comanche* shown underway in June, 2009.

As I write this, the COMANCHE 202 Foundation is still not sure where the home port will be for *Comanche*. OLYMPIA was painted on the stern, but a port now far behind us. The Foss Waterway Seaport has been accommodating as long as we dutifully paid rent for moorage, but they still expect us to move *Comanche* if inclement weather or their need of the dock comes up. Not exactly a ‘home port’ feeling.

There is still a great wide range of support for *Comanche*, especially in Tacoma. However, not that many maritime museums are interested in large aging steel former military vessels, especially ones that are not ‘principle combat ships’. (Perhaps we should laminate her, run up sails and add some guns?) Never-the-less, the volunteers on *Comanche* today continue adding to the 30,000 volunteer hours already invested in the preservation and utilization of the only historic functional WMEC on the west coast and last intact World War II ATA in the United States.

Comanche still has a way to go before she’ll look like the Cutter she was 30+ years ago. That’s why the volunteer work parties meet regularly every other Saturday, year around, and most weekends in between. It’s not uncommon to have people come from miles away to work and spend the weekend on-board as they do. It is indeed amazing what they have done on a budget of less than twenty-five thousand dollars a year, and most of that going to insurance, moorage and fuel!

Plans are already in the making for the 2012 cruising schedule. In 2011, *Comanche* cruised over 600 miles on the Puget Sound, visiting seven ports and hosting many visitors, sometimes over 100 people an hour flowed on-board! Increasingly, Scouting and other youth programs ‘camp-out’ on *Comanche* and other adult non-profits donate their time and energy in keeping her ‘shipshape’. It’s a popular maritime attraction on the Puget Sound and we are proud to be a member of the Historic Naval Ships Association, Retired Tug Association, Coast Guard Tug Association, and the Tacoma Waterfront Association.

Comanche also regularly participates in local fund raising events for a number of organizations including Mary Bridge Children’s Hospital, Fisher House (military hospitality housing), Wounded Warrior programs, and Citizen’s For a Healthy Bay among them. for more information on our cruise schedule, and to learn more about *Comanche* herself, please visit our website at www.76fsa.org/cgta/comanchee.htm.

**HMAS ADVANCE (P83)
AUSTRALIAN NATIONAL MARITIME MUSEUM**

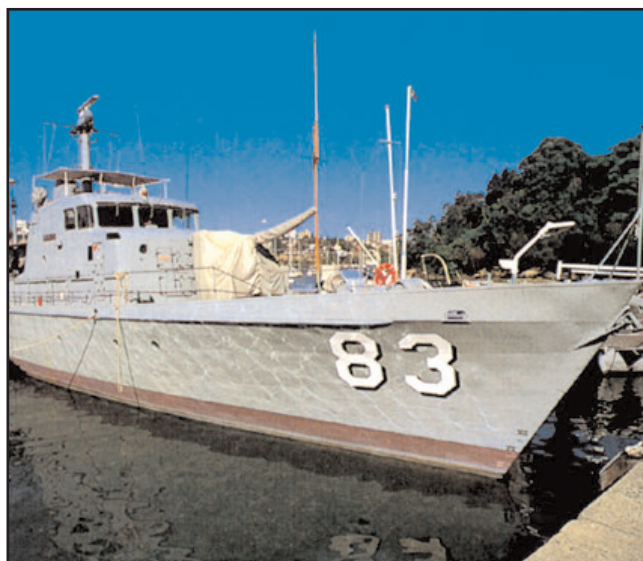
Sydney, Australia

by Lindsey Shaw
Senior Curator

**“MAJOR ASBESTOS REMOVAL PROJECT
DRAWS TO A CLOSE”**

The patrol boat *Advance* has recently gone through a major removal of asbestos which included the engine room and funnel works as well. We are still undergoing harbour trials to iron out the bugs and preparing to open the boat to the public in May/June. Tours will be led by volunteer guides and I’m busy writing up the notes for them at the moment. We are keeping groups to small numbers (5-8) at a time and since *Advance* is fully operational the guides will be keeping a close eye on wandering fingers. Acrylic covers have been made to prevent any damage or souveniring – bearing in mind that we also use the boat for maintenance runs and VIP tours on occasion. I’ll be giving a paper at the HNSA Conference in Key West about the asbestos removal and subsequent works.

Below: Patrol Boat *Advance*, now a major attraction of the Australian National Maritime Museum in Sydney.



HNSA NEWS & VIEWS

Compiled by Jeffrey S. Nilsson, Anchor Watch Executive Editor

In mid-September 2011, Historic Ships in Baltimore began a project on board USCGC *Taney* that will help them to preserve her fantail deck as well as some areas forward for many years. When *Taney* was decommissioned she had a wooden deck overlay made of Douglas Fir covering her structural steel deck. This overlay was, in turn, covered with a rubber, non-skid overlay intended to help the wood last through the vessel's operational life, but not meant to be a long-term preservation solution. Over the years, fresh water made its way through openings in the rubber coating causing the wood to rot and the steel to rust. The rubber coating and rotting was removed exposing the steel. General Ship Repair came aboard using special tools to remove a majority of the rust, scale and paint. Doubler-plates were placed over the most deteriorated areas. Small pin-holes and pits were filled with epoxy. The ship now has a deck that is watertight and sound.

On January 26, 2012, the ex-*Laffey* returned Patriots Point, Mount Pleasant, SC, and placed at her new berth. She is now docked where ex-USS *Clamagore* had been berthed. It was a long time coming and the folks at Patriots Point are very happy and relieved that she is now back home.

The Battleship *New Jersey* board of trustees named Mr. Philip Rowan to be the new President & CEO effective February 2, 2012 to replace Mr. Jim Schuck who resigned effective that date. Mr. Rowan, of Cherry Hill, NJ, is a financial and economic consultant and was one of the original incorporators of the board of the Home Port Alliance, the non-profit group that was awarded the retired battleship by the Navy in 2000 to operate as a museum on the Camden Waterfront. To Mr. Schuck's credit, he steered the museum through some very stressful economic times. The museum budget had to be adjusted and more paid employees had to be laid off, mainly because the state kept reducing its contribution to the state historic landmark. From a high of \$3.7 million toward operating expenses, the state appropriation fell to zero in fiscal 2012 except for a few thousand dollars from the state historic commission.

The Destroyer Escort Historical Museum – ex-USS *Slater* reports that they too are experiencing a temporary financial setback. Last fall, under the new State Consolidated funding application program, the *Slater* did not receive any funding. Two applications were submitted – one for restoration support and one to continue work on the permanent mooring. Both were rejected. As a result of that shortfall, they were forced to lay off the Education Coordinator and reduce the full time staff to four people. Somehow, Tim Rizzuto and his very capable staff were

recently told by a major donor, “No organization does more with less than the *Slater* does.” That's what they strive for, and it's that spirit that keeps *Slater* and her organization afloat while other not-for-profits fail. Tim Rizzuto and his staff thank everyone for their continued help and support.

The Intrepid Sea, Air & Space museum hosted its annual “Kids Week” from Saturday, February 18, 2012 to Sunday, February 26. During “Kids Week”, children had the opportunity to participate in dozens of fun, educational and interactive activities while they are on vacation during Presidents Week. This year “Kids Week” partnered with Ringling Brothers Circus, the New York Rangers, Central Park Zoo, the Bronx Zoo, the New York Aquarium, the United States Tennis Association, a number of Broadway productions, Puppetry Arts Theatre, and more. Each Day there was a different event and appearances. In addition to the special events and appearances, staff of the Intrepid Sea, Air & Space Museum Education Department led interactive, education demonstrations throughout each day. “Kids Week” was presented by Coca-cola, J&R Music World, Time Warner Cable and the Columbia Pictures and Sony Pictures Animation presentation of an Aardman production, *The Pirates! Band of Misfits*.

On Monday, May 14, 2012, ex-*Mohawk* (WPG-78) departed Key West, FL at 1:30 PM under tow to Fort Myers, FL where she is to be prepped for reefing. She arrived at Fort Myers Wednesday morning, May 16 where she was welcomed by the press and local residents of Lee County. Her departure ceremony from Key West was held at 12:00 PM on Monday the 14th, with the crew of the active USCGC *Mohawk* (WHEC-913) and citizens of Key West in attendance. Mr. Bill Verge, the Executive Director of the USCGC *Ingham* Memorial Museum, and the Commanding Officer of the EX-*Mohawk*, hauled down the colors for the last time. The flag was presented to the current *Mohawk* for display. Ex-*Mohawk* will remain in Fort Myers until the end of June or the beginning of July when the reefing operation will occur.

On May 19, 2012, the Battleship *Texas* celebrated the 100th Anniversary of her christening and launching. The keel of Battleship #35, known until the christening as “Hull #47,” had been laid on April 11, 1911 at the Newport News Shipbuilding and Drydock Company in Newport News, Virginia. Construction progressed quickly and on May 18, 1912, it was time for the massive ship to receive her formal name. In anticipation, the previous ship named U.S.S. *Texas* (a “Second Class” Battleship that fought in the

HNSA NEWS & VIEWS

Continued

Spanish-American War) had been renamed U.S.S. *San Marcos*. Following the launching ceremony and throughout 1912-13, *Texas* would be fitted with her engines, armor, turrets with 14" guns, 5" guns and superstructure. The ship's first sea trial would be in October 1913, followed by further refinements until her commissioning by the United States Navy on March 12, 1914, the next 100th anniversary that will be celebrated in 2014.

When Battleship Cove volunteer Maury Croteau mentioned to his wife's son-in-law, Daniel Costa, that the *Joseph P. Kennedy, Jr.* needed armored coaxial cable, Daniel's employer, Draka Engineered Specialties stepped up to the plate. *Kennedy's* "Saturday-Monday" volunteers had been restoring a radar repeater in her pilot house, but the trigger and video cable feed lines had been severed and needed replacement. Draka custom manufactured 500' of RG10 for the project, and volunteers Maury, Jim Mulvihill, Al Lundgren and Bob Ledoux travelled to Taunton, MA to pick up the order. Once there, they received a tour of the plant and presented a Kennedy-flown flag to Draka engineers in a gesture of gratitude for the donation.

With a mission of preserving, educating, and commemorating naval history, the Naval Historical Foundation frequently interacts with scholars and has performed a commendable job as a "network enabler" to connect those with common interests to collaborate on projects, panels, and research as well as setting up mentors for up and coming scholars. Included among the many initiatives that the NHF has taken to foster scholarship is support for the International Journal of Naval History www.ijnhonline.org.

The naval historian network has been rather informal. If a request comes in about thesis research support, a lecturer, or best book on a subject, an e-mail goes out to a select few asking "who is most knowledgeable on this topic." What has become apparent is the talent pool to draw from is actually quite extensive. First, there are many individuals who focused their academic scholarship on the study of naval history, but the job market has forced them to work in other historical fields.

Then there are individuals who have become students of naval history through non-traditional routes, but have published widely respected tomes and articles on the subject. Given the scope of knowledgeable individuals in the field, the Naval Historical Foundation seeks to assemble a useable database that can be shared on an "as-needed" basis.

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*"

The ship has not been idle since returning from our very successful five week cruise last fall. Work Week was held in November prior to Veterans Day and the ship was winterized. About 25 volunteers came to lend a hand. We held a Veterans' breakfast on Veterans Day at the ship serving some 450 veterans. That same week, the *LST-325* showed their appreciation to our volunteers and spouses with a dinner for a hundred attendees. The special guest of the evening was "Rosie the Riveter", who came aboard with her tool box all prepared to work! The WWII Evansville shipyards had many "Rosies" in their workforce so she was well received and knew her way around our LST like an old pro!

We now have new flooring in the galley of the ship. It has needed replacement for some time now. Our ongoing project continues - cleaning and painting the ballast tanks - and we now have 7 of the 13 completed.

At our annual meeting on November 14th, three new board members were elected and Ken Frank is our new president for the board of directors. We are working on the 2012 cruise which will be down the Cumberland River in September, with visits to Nashville and Clarksville, TN. We also discussed possible locales for dry docking and items needed to be done using the money available to us. We are currently conducting a fundraising campaign for that purpose. No Amphib Reunion is scheduled for this year. Many things are being considered and planned for keeping the LST running smoothly and going forward.

The board has decided to open the ship on Mondays, from April through November for tours; so the ship will be open daily during three seasons of the year. It should be noted that we will be the only museum in Evansville open on Mondays which should attract additional visitors.

The Illinois LST Association has decided for various reasons to disband and *LST-325* will be the recipient of about \$20,000, or what is left in their treasury. At present, they have 250 members which we hope to transfer to our membership list when their IL memberships expire. We are also planning to continue their scholarship program as a valuable asset for helping qualified students with college expenses.

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

St. Thomas, Ontario, Canada

*By Ian Raven
Executive Director*

**“SUBMARINE SLATED TO ARRIVE AT
MUSEUM ON SEPTEMBER 8, 2012”**

At 3:00 PM on May 16, the Minister of National Defence announced the donation of decommissioned *Oberon*-class submarine *Ojibwa* to the Elgin Military Museum. In actual fact, our tug and floating dry-dock left Hamilton this morning for Halifax to pick up *Ojibwa* for transport back to Hamilton. Years of hard work have now turned our dream into a reality.

Saturday, September 8, 2012 should be a day to remember in Port Burwell. That is the day the *Ojibwa*, Canada’s first *Oberon*-class submarine, is set arrive at her new home to become the centerpiece of the Elgin Military Museum’s new naval museum. The decision to earmark September 8 as the day the sub will be brought ashore and placed on her new foundations was made at a meeting of the *Ojibwa* Project Team on January 30 of this year.

The schedule of work that determined the arrival date was one of the remaining pieces required to obtain the final release of *Ojibwa* from the National Defence so that it could be brought to the museum on September 8. “There is still much to do between now and then”, Raven said, “our team of engineers, technicians and others met to make sure that everyone is ready to do their part to guarantee all the bits will be in place for the arrival date.”

“We are proud of the team of experts that we have put together to carry out the move and mounting of *Ojibwa*” said Project Coordinator Rear Admiral Dan McNeil (Retired). “Many complex operations will need to occur simultaneously and we are confident that we have the best people for the job.”

In the plan, Heddle Marine Services will load the submarine onto a floating dry-dock in Halifax and tow her to their shipyard in Hamilton. There she will be transferred to a smaller barge and the task begins to mount her on her permanent cradles. As this is happening, the foundation work will be taking place at the site in Port Burwell, while Riggs Engineering organizes the dredging of the harbour to the required depth. Meanwhile, the heavy lift specialists from Mammoet will be booking and ensuring the availability of their Self Propelled Mobile Transporters and other ancillary equipment, all of which will arrive in Port

Burwell immediately before the transfer date.

Three years of planning and hard work will culminate on September 8, when *Ojibwa* arrives in Port Burwell harbor and is mounted on her final resting place. “This is sure to be a very busy summer for the Project Team”, said Deb Jarvis, Museum President. Once *Ojibwa* is secure on her new foundation, work will begin to prepare her for her new role as a museum exhibit as well as to build and fit out the new museum support building in time for a planned opening in the summer of 2013.

Ojibwa was the first of the *Oberon*-class to arrive new and shiny in 1965, and she will be the last to leave Halifax, where they have been a fixture since their decommissioning in 1996. *Onondaga* is a museum piece in Rimouski, Quebec while *Okanogan* and *Olympus* were towed to a salvage yard to be broken up last summer. *Ojibwa*’s trip from Halifax to Port Burwell will be the last opportunity to see a Canadian *Oberon* submarine outside a museum.

The Elgin Military Museum in St. Thomas, Ontario, was founded by a group of local veterans in 1978 and opened to the public in September of 1982. The museum was created to collect, record, preserve, exhibit and interpret military history, with an emphasis on Elgin County and its residents, and the role they have played in Canadian military history.

Project *Ojibwa* is the newest and largest endeavour of the museum. The project will see the former HMCS *Ojibwa* mounted on cradles as a museum artifact beside a state-of-the-art “green” interpretation centre. The museum will be located in Port Burwell, Ontario on the north shore of Lake Erie approximately 28 miles southeast of the Elgin Military Museum.

Below: HMCS Ojibwa underway when she was still in commission.



The museum has put together an exceptionally strong team to lead Project Ojibwa. Peter Mansbridge, Canada's pre-eminent journalist, and long-time museum member, chairs the project's Honourary Board. Project Manager, Rear-Admiral Dan McNeil (retired) served in the Canadian Navy for 36 years, becoming the first Commander Joint Task Force Atlantic prior to his retirement in 2006. Ian Raven, Executive Director and force behind Project Ojibwa, has been with the museum for 26 years. He is a recognized expert in museum management, firearms recognition and emergency preparedness.

T121 SPICA, R142 YSTAD, T26, T46, T56

Gålö, Sweden

*By Lennart Törnberg
Information Manager*

**“THE SWEDISH VETERAN
FLOTILLA GOES EAST”**

It is only a few months before August 24-27 when the Veteran Flotilla heads east towards our neighboring country of Finland and the city of Turku. How did we come up with such a financially risky idea?

It started when a member with family connections in the Turku area brought with him a message that the Forum Marinum Maritime Centre (<http://www.forum-marinum.fi/en/index.php>) was interested in cooperating with the Veteran Flotilla. Officials from Forum Marinum have visited the Veteran Flotilla ships during several occasions, including “A Day In Paradise”, the open-house event at our home base at Gålö.

From these past interactions, Forum Marinum sent us a formal invitation:

Dear Sirs

The Finnish Maritime Museum Forum Marinum in Turku is proud to invite the Swedish Veteran Flotilla for a joint Maritime Cultural Weekend August 24-27 2012.

The purpose with the visit is to familiarize as well as exchange experiences and found a corporation for the future. We do hope that you are able to realize this tour across the Aland Sea and the Archipelago Sea with all your ships.

We are looking forward to a successful Finnish-Swedish Maritime meeting in Turku.

Sincerely

Jaakko Tikka

*Managing Director
Forum Marinum*

The Veteran Flotilla has accepted this invitation. The Museum ships attending the visit are the former torpedo boat T121 *Spica*, missile boat R142 *Ystad*, motor torpedo boats T26 and T56 and the minesweeper M20. Old ships are sometimes a little frail so the rescue vessel Nordanö will act as support ship carrying spare parts.

The estimated budget for the visit is on such a level that the Veteran Flotilla doesn't have the resources on its own. Several contacts with trade and industry, foundations and organizations have been taken. Our hosts in Finland work very hard to support the flotilla with all the Euros that they can find through Finnish sponsors. The hunt for money continues and will be intensified. It takes approximately SEK 1 500 000 (\$220,000 USD) for fuel to and from Turku.

So, dear readers of the Anchor Watch, take the opportunity to cross the Baltic Sea on board a former Royal Swedish Navy WWII and cold war warrior. Of course we can't offer the same nice and comfortable facilities as the cruise ships since we don't know how to arrange a smorgasbord; we don't have a tax-free shop and there is no dancing floor. But we guarantee a true unique trip and a memory for life! Visit www.vtc2012.eu and book your once in a lifetime exciting sea cruise!

**Interested In
Ship History?**



JOIN The Steamship Historical
Society of America

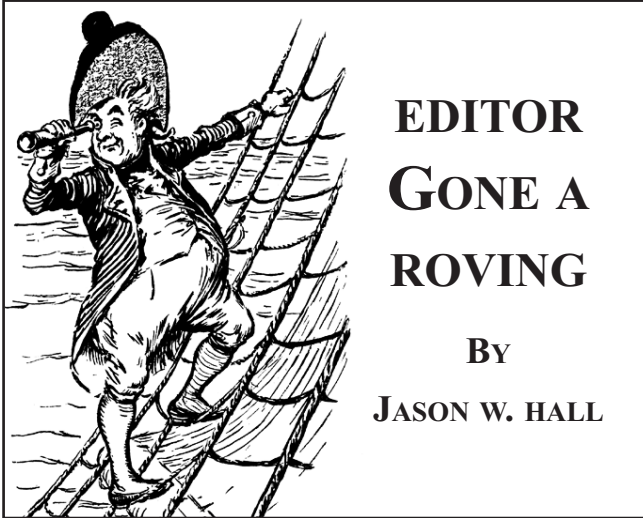
Member Benefits Include

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



Celebrating 75 Years in 2010

For information, or to join visit: [**www.sshsa.org**](http://www.sshsa.org)



EDITOR GONE A ROVING

BY
JASON W. HALL

“VISIT TO THE UNITED KINGDOM”

PART I

From April 19-26 I visited Scotland to celebrate my father’s 60th Birthday. His mother, my grand-mother, was born in Glasgow, Scotland, and it had been my father’s life-long dream to visit the country of his mother’s birth. Following my parents departure home on the 26th, I took a train and travelled south to spend a week in London with a day trip to Portsmouth. Over the course of the two weeks in the United Kingdom I was very fortunate to visit several historic ships and military museums and I wish to share my experiences with you.

Royal Yacht *Britannia*

The very first thing that my parents and I did in Edinburgh on April 19, after checking into our hotel, was visit the Royal Yacht *Britannia*. Thanks to the kind generosity of Megan Blakemore, Sales & Marketing Assistant, my parents and I were treated to a complimentary self guided tour of the ship. To visit the *Britannia*, you first have to make your way through a shopping mall where on the second level the entrance to board the ship is located. The entrance to the ship includes a wonderful exhibit area that highlights the history of the ship as well as it’s immense impact on the lives of the Royal Family. Utilizing an audio device, the wonderful commentary guides you through the ship. The crew’s quarters are reminiscent of other naval ships I have been on, but once we came into the living areas for the Royal Family, it was like another world! In fact, I no longer felt like I was on a ship but rather some mansion in the English countryside. The best example of this was the formal dining room (pictured right).

Glenlee

In Glasgow, along the River Clyde, is the tall ship *Glenlee*.

Though not a naval ship, the reason for my visit to this historic barque was that my great-grandfather may have been one of the shipyard workers who helped construct the ship. The tour was enjoyable, with the exception of the audio tour which consisted of a very small hand-held device that you aimed at a pad at each number and pressed a button that shot a laser beam that started the commentary. This system was very difficult to use, and the volume was very low, which caused my parents and I to give up on it early on.

Riverside Museum

The *Glenlee* is berthed next to a separately ticketed attraction, the new Riverside Museum: Scotland’s Museum of Transport and Travel. This place was amazing! I have never seen such a collection of historic trains, automobiles, motorcycles, aircraft, models, and related artifacts under one roof. The exhibits also included an interactive exhibit showcasing a large model of HMS *Hood* that detailed her sinking by the *Bismarck*.

Churchill War Rooms

On Friday, April 27 at 8:00 AM, a full hour and a half before it opened, I arrived at the Churchill War Rooms. I was greeted by Phil Reed, Director of the Churchill War Rooms and HMS *Belfast*. Thanks goes to Brad King, former Director of HMS *Belfast* and current Director of Battleship Cove, for putting me in contact with Phil prior to my visit. It was quite a treat to be given a personal tour by Phil through the war rooms, especially since there were no other visitors there yet. The absolute highlight of the tour was when Phil directed me to sit in both Churchill’s chair in the main war room as well as the chair located in his living quarters. As a historian my head was swimming! I couldn’t believe I was sitting where Winston Churchill had himself once sat. On one of the chairs I could feel

Below: The formal dining room on-board Royal Yacht Britannia. Photo by Jason Hall.





Above: Jason trying to do his best Winston Churchill impersonation while sitting in Churchill's chair. Photo by Phil Reed.

where Churchill's fingernails had clawed into the wood during many tense meetings. As I walked around the war rooms the place was so well preserved that I felt Churchill himself was going to walk around the corner any minute. If you love history, especially that of WWII, this place is a must see!

Cutty Sark

Once I had left the Churchill War Rooms, I made my way to the Westminster Piers. If you ever visit London, I recommend you go on one of the bus tours as most of them provide you with free passage on a ferry that takes you down the River Thames from Westminster to Greenwich, which is rich in maritime history. On my way to Greenwich, the ferry passed within feet of HMS *Belfast*, providing a great viewpoint of this historic vessel which I will talk about in Part II. Upon my arrival in Greenwich, my first stop was clipper ship *Cutty Sark*.

Two days prior to my arrival in London, Queen Elizabeth II attended the official re-opening of the *Cutty Sark*, following nearly five years of restoration work after that terrible fire in 2007. The work that has been done on *Cutty Sark* has transformed her into something that is breathtaking to behold! I realize that there has been sharp criticism in the London press of how the ship is being presented but I could not disagree more with them.

The ship is suspended in air by a set of supports that allows visitors to not only walk beneath the hull and touch it, but also to sit and have a meal with a shiny hull looming overhead. This dramatic environment is perfect for events of all kinds. The interpretation inside the ship is superb...I took a lot of notes! Though I am sure he was still going crazy with only two days having passed since the re-

opening, the ship's Executive Director, Richard Doughty, met me at the entrance and gave me a brief overview of all that had been done to the ship and its new berth. The *Cutty Sark*'s new berth is an appropriate home for the "last of the extreme clipper ships built for the 19th century China/England tea trade."

National Maritime Museum

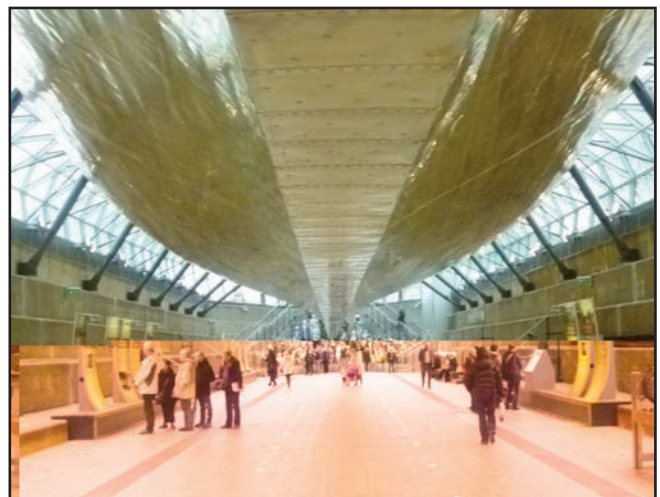
A short walk from *Cutty Sark* is the National Maritime Museum. This institution is crammed full with all sorts of nautical artifacts, from models to actual ships. However, I was here to see one thing, and one thing only, the uniform Admiral Lord Horatio Nelson was wearing when he was killed on-board HMS *Victory* during the Battle of Trafalgar. The collection related to Nelson is incredible. What I found disturbing was that most of the guests were spending all their time staring at a saber of relatively little significance and passing right by Nelson's uniform. I, on the other hand, spent quite a bit of time looking at the uniform in anticipation of my visit to *Victory* the next day.

Royal Observatory Greenwich

My very busy day ended with a hike up the hill to the Royal Observatory, home to the Prime Meridian and Greenwich Mean Time. The "Greenwich Meridian" was established in 1851 by Sir George Airy. Within thirty years of that time, over two-thirds of all ships of the world used it on their maps. In October of 1884, at the International Meridian Conference in Washington, DC, the "Greenwich Meridian" was chosen over the "Paris Meridian" to become the Prime Meridian. I spent £7 (\$10) to stand on the line, one foot in the Western hemisphere, the other in the Eastern Hemisphere. I felt like a total American tourist...but it was pretty cool!

Part II will continue in the Fall 2012 Issue

Below: The gleaming polished hull of Cutty Sark gracefully suspended over the heads of guests. Photo by Jason Hall



ANCHOR WATCH



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

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

Current Resident Or:



JOIN THE HISTORIC NAVAL SHIPS ASSOCIATION

Individual membership is open to all persons interested in the preservation of our proud naval heritage.
REGULAR MEMBER (U.S.D. \$35) benefits: Membership Certificate, Historic Naval Ships Visitors' Guide, *Anchor Watch* Journal, free or reduced admission and 10% gift shop discount at participating Fleet Member ships and parks.
FRIEND MEMBER (U.S.D. \$85) benefits same as **REGULAR** above plus H.N.S.A. patch and lapel pin.
PATRON MEMBER (U.S.D. \$160) benefits same as **FRIEND** above plus H.N.S.A. baseball cap.
LIFE MEMBER (U.S.D. \$500) benefits: same as **PATRON** above for a lifetime.

MEMBERSHIP APPLICATION

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

Name _____

Street _____

City _____ State / Province _____ ZIP / Postal Code _____

Country _____ Telephone _____ E-mail _____

Method of Payment Check Money Order Visa / MasterCard

Amount _____

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

Card Number _____ Expiration Date _____

Signature _____

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