



ANCHOR WATCH

JANUARY
FEBRUARY
MARCH
APRIL
2012

The Journal of the Historic Naval Ships Association

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

NEW ADDITIONS TO TURKEY'S RAHMI M KOÇ MUSEUM



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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)
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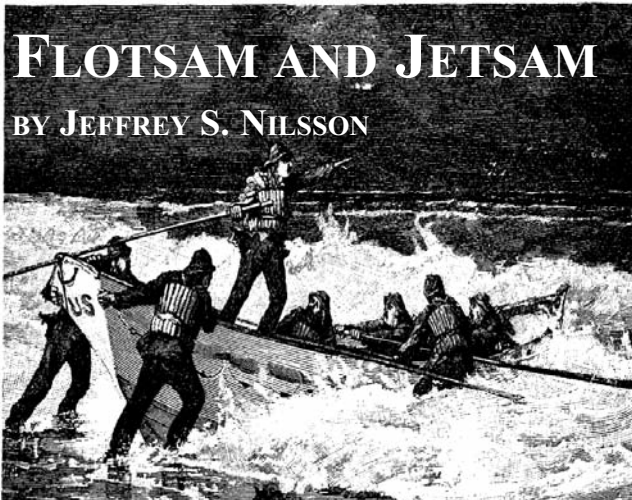
The Anchor Watch in COLOR!

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 submarine TCG Uluçalireis and ferry Fenerbahçe rest in the waters of the Golden Horn in Istanbul as part of the Koç Museum.
 Photo by Bruno Cianci.





FLOTSAM AND JETSAM

BY JEFFREY S. NILSSON

A Happy New Year to all of you. As I write this Flotsam and Jetsam, 2011 is nearly in the books, and as I said last year, I do not know where the time goes. The HNSA 2011 Annual Conference, held at the Pacific Beach Hotel in Honolulu, Hawaii, was a great success. We heard some very interesting papers, and I must give a big BRAVO ZULU to the staff of the USS *Bowfin* Submarine Memorial and Park for all their hard work! Mr. Brad King, the Executive Director of the *Massachusetts* Memorial was elected President of HNSA; Ms. Patty Rogers, the Manager of the USS *Requin* at Carnegie was elected Vice President; Colonel Pat Cunningham of the Buffalo & Erie County Naval and Military Park continues as the Treasurer. and LCDR Sherry Richardson, of the HMCS *Sackville*, continues as Secretary. Congratulations to all who assumed new positions within HNSA.

During the HNSA Awards Banquet, which was held the evening of September 17th, the recipients of the following awards were announced:

Casper J. Knight Award was presented to Mr. Matt Woods, Vice President for Operations at the *Intrepid* Sea-Air-Space Museum.

Henry A. Vadnais, Jr. Awards were presented to: Mr. Gerald Hanley of the Mariners' Museum, Mr. Dennis Levitt of the Battleship *New Jersey* Museum, and Mr. Michael Weidenbach of the USS *Missouri* Memorial.

Russell Booth Awards were presented to: Mr. Richard Angelini of the USS *Joseph P. Kennedy, Jr.*, and Mr. Scott McGaugh of the USS *Midway* Museum.

Educator Awards were presented to: Ms. Miranda Appelbaum of the *Intrepid* Sea-Air-Space Museum, Ms. Sara Hanscom of USS *Midway* Museum, and Mr. Dan Parsons of the USS *Missouri* Memorial.

Ship Maintenance, Preservation and Exhibition Awards were presented to the following: Mr. Mark W. Allen of the

Muskogee War Memorial, Mr. John Anderson of the USS *Bowfin* Museum and Park, the Battleship *New Jersey* Restoration Volunteers, Mr. Andy Curran of HMS *Belfast*, Mr. Charles Gordon of the USS *Midway* Museum, Ms. Dina Ingersole of the *Intrepid* Sea-Air-Space Museum, and Mr. William Reader of the Lightship *Overfalls*.

Bosun Marvin Curry Award was presented to Mr. Chuck Oakes of the Lightship *Overfalls*.

Also during the banquet, Captain Jerry Hofwolt surprised everyone in attendance with the presentation of a Proclamation from The Hawaii State Legislature, which, in summary states "The Twenty-sixth Legislature of the State of Hawaii hereby honors and commends the HISTORIC NAVAL SHIPS ASSOCIATION for its extraordinary efforts, and extends it warmest aloha and best wishes for continued success in all future endeavors." The document was signed by leading members of the State Legislature. It was an honor for me to receive this on behalf of the Historic Naval Ships Association. Our thanks to the State of Hawaii.

Plans are already underway for HNSA 2012 which will be held in Key West, Florida. A call for papers/topic ideas will be made shortly. Bill Verge, the Director at the Miami-Dade Maritime Museum, Inc., D/B/A/ USCGC Ingham Memorial Museum in Key West, is negotiating with the local hotels to get the best deal.

Early in October, I learned that the Battleship *North Carolina* had been selected as the "Attraction of the Year" for 2011 by the North Carolina Travel Industry Association. To everyone at the North Carolina we say "BRAVO ZULU".

We are pleased to announce that The Jacksonville Historic Naval Ship Association has joined HNSA as an Associate Member. This group is endeavoring to acquire ex-*Charles F. Adams* (DDG-2), which is currently tied up at the Naval Sea Systems Command Inactive Ships On-Site Maintenance Office in Philadelphia, PA awaiting further disposition.

Mr. Bruce Smith, the Executive Director of Port Columbus National Civil War Naval Museum, and a member of the Historic Naval Ships Association Board of Directors, has announced his retirement. Mr. Ken Johnson, who is currently the Director of Education and Programs at the museum, will take Bruce's place at the helm. Bruce indicates that following his retirement he will be found in The Villages, about 45 minutes north of Disney World. Bruce, thank you for your years of service to the Historic Naval Ships Association and "May you have fair winds and following seas".

-Jeffrey S. Nilsson

NEWS FROM THE FLEET

RAHMI M KOÇ MUSEUM
Istanbul, Turkey

MASSIVE COLLECTION CONTINUES TO GROW

by Bruno Cianci
International Press Adviser

The Koç Museum recently acquired two new vessels to add to its impressive collection. The new arrivals are the gaff cutter *Vilia*, built in Belfast, Northern Ireland in 1910, and the ketch *Kismet*, the yacht that was sailed around the world in the 1960s by Sadun Boro. The first is on loan from its owner and will be displayed in wintertime, while *Kismet* is going to be a permanent exhibit.

Named after its founder, an automotive Turkish tycoon, the Rahmi M. Koç Museum is a private museum located in Istanbul. The exhibits cover a wide range of subjects including engineering, maritime, aviation and more. The museum possess over 10,000 items, the biggest of which are the submarine TCG *Uluçalireis* and the ferry M/V *Fenerbahçe*.

The *Uluçalireis* was originally built in in Portsmouth, New Hampshire in 1944 as the Tench-class submarine USS *Thornback*.

Below: The M/V Fenerbahçe's port bow seen from the deck of the submarine TCG Uluçalireis. Photo by Bruno Cianci.



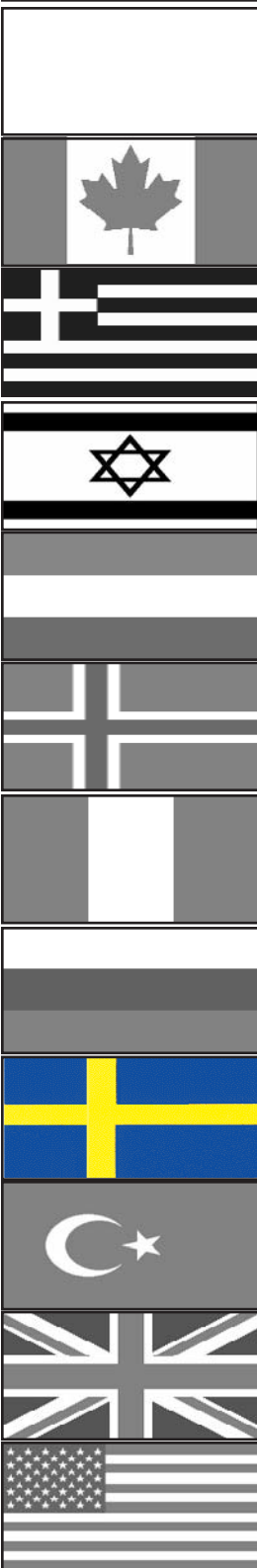
She saw service in the Pacific Theater during WWII and was converted in 1953 to the Guppy IIA specification, and served for an additional twenty years. Later transferred to the Turkish Navy, she was re-christened *Uluçalireis*, named after an Italian-born Ottoman admiral of the late 16th century. The *Uluçalireis* saw service for three more decades, and after being decommissioned she became part of the Koç Museum.

The ferry *Fenerbahçe* was built in Glasgow, Scotland in 1952 and saw service among the ferries of the Turkish Maritime Lines Fleet, on the waters of the Bosphorus and the Sea of Marmara, for 55 years. The TCG *Uluçalireis*, just like the tugboat *Vernicos Irini*, is a member of the Historic Naval Ships Association.

The diesel tugboat *Vernicos Irini* was built by Continental Shipbuilding in Brooklyn, New York in 1944 for the U.S. Army to assist with the port handling of the Allied merchant fleet during WW II. Its original designation of U.S. Army ST-755 is still visible under the green paint at the bow. After the war, ST-755 was one of approximately 100 surplus tugs donated to the Greek government. They, in turn, offered the tugs to the Greek shipping community on generous financial terms to help restart activities after the wartime devastation.

ST-755 was acquired by the Nicolas E. Vernicos Shipping Co., Ltd and re-christened *Vernicos Irini*, giving more than 50 years of service before being laid up and offered to the Koç Museum in 2002.

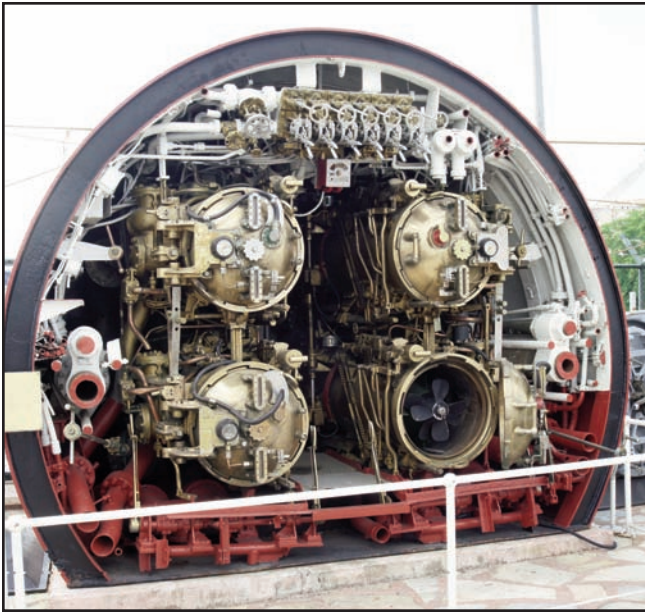
(Continued on page 6)



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.



Above: The aft section of the submarine TCG Çanakkale (Balao-Class) is located on the pier alongside the TCG Uluçalireis. The torpedo tube doors and controls are all well visible: note the very thin steel of the pressure hull (3/4 inches). Photo by Bruno Cianci.

Many other ships and pleasure crafts are part of this huge maritime collection. Among them are steam, sailing, and rowing boats and an astonishing exhibit of outboard engines, spanning 80 years of the 20th century. For further info on the Koç Museum, please visit our website at www.rmk-museum.org.tr.

Below: An aerial view of the Rahmi M. Koç Museum, located along the shores of the Golden Horn. The two biggest items on display, out of 10,000, are the TCG Uluçalireis and the ferry M/V Fenerbahçe, both in the picture at lower right. Photo by Bruni Cianci.



POST-WWII LIFE OF LANDING SHIPS

by Tyler Turpin

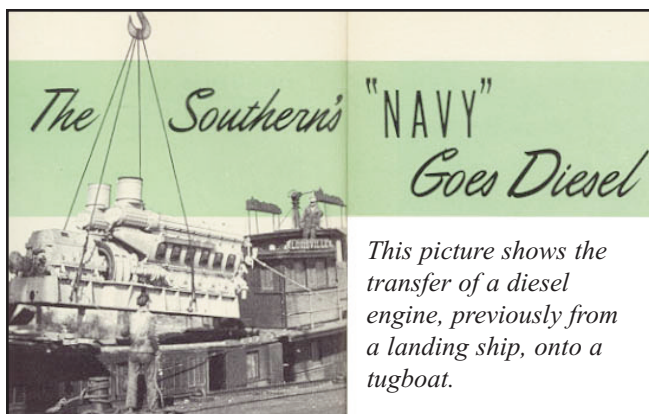
“FROM FERRIES AND FISHING BOATS TO MUSEUM SHIPS”

The year 2012 marks the 70th anniversary of the start of construction of the ocean-going landing ships used by the U.S. armed services throughout the world during the war. Purpose-built to put ashore large quantities of men and materiel, they included the LST (Landing Ship Tank), LSM (Landing Ship Medium), LCT (Landing Craft Tank), and LCI (Landing Craft Infantry).

Most of these ships were sold for scrap within a few years of the end of World War II. Some were retained for use or sold to other nations, while others were sold to private firms and government agencies at all levels for reuse as freighters, ferries or barges. Conversions to ferry boats were a common reuse of LSTs and LSMs. One of the two U.S. Navy LSTs on display as a museum ship was a ferry for decades. The only LCT to become a museum is a former U.K. Royal Navy vessel that was briefly an Italian owned merchant ship. The currently preserved landing ships and craft remain in existence because post-war sale to private firms that used them for commercial purposes kept them from being recycled in the decades following World War II.

Af Al Pi Chen, of the Israeli Navy, was completed as a tank landing craft *LCT-147* for the Royal Navy of the United Kingdom in December 1942. She was paid off from British service in May of 1945. In March of 1946, *LCT-147* was transferred to the Italian Navy. Sometime after this she was purchased by an Italian shipping company and renamed *Michael Parma*. She was used to haul agricultural products.

In 1946 the ship landed up in the hands of the 'Mosad le Aliyah Bet', one of the primary forces resisting the strict British immigration quotas from 1934-1948. On September 17, 1947 *Af Al Pi Chen* departed Formia, Italy with 434 holocaust survivors crowded on board. She was heading toward the southern part of Palestine when she was detected by a British plane and intercepted by four British destroyers. There was a short struggle during which the ship rammed one of the destroyers. In the end, the British boarding teams took over *Af Al Pi Chen* and she was towed to Haifa. The immigrants were taken to internment camps in Cyprus, and most eventually made their way to Israel in 1948. In June, 1948 the British mandate expired and the newly created Israeli Navy was scrounging for any available ship in the junk yard. *Af Al Pi Chen* was one of the ships they found and she participated in the 1948 Israeli independence war as a training ship. *Af Al Pi Chen* was



The Southern's "NAVY" Goes Diesel

This picture shows the transfer of a diesel engine, previously from a landing ship, onto a tugboat.

decommissioned in 1958, and in 1968 she was moved ashore and became the centerpiece of the Clandestine Immigration and Navy Museum in Haifa, Israel.

The former USS *LST-393* was converted to a ferry "Highway 16" in 1948 for the Wisconsin-Michigan Steamship Company, a Division of the Detroit-based Sand Products Company. The ship carried travelers on U.S. Highway 16 between Milwaukee, Wisconsin and Muskegon, Michigan. It was in service until 1974, after which it sat idle for over 20 years until it opened to the public as museum ship in Muskegon in 2001.

There are two LCIs of WWII that became museum ships because they had long post-World WWII civilian uses. *LCI-713* is part of the Amphibious Forces Memorial Museum in Portland, Oregon. *LCI-1091* was built in 1945 and is on display at Humboldt Bay Naval Sea/Air Museum Eureka, California. It was used in the commercial fishing industry from 1961-2003.

Even the ships never completed, due to the end of World War II, had their engines and, in some cases, other parts re-used. This allowed steam powered ships of government agencies and private firms that were built prior to World War II to continue in service for many more decades after being re-powered with salvaged diesel engines rather than be replaced with war surplus or post-war built ships. This was done by placing the new or low-hours of use diesel engine(s) into the engine compartments of the boats or ships after their steam or gasoline powered engine(s) had been removed. Several ships built in the 1st quarter of the 20th century are museum ships today because of being re-powered, with a few of them still operational.

The 1901-built tugboat *Urger* was re-powered in the late 1940s with a military surplus diesel engine. It remained in service for the New York State Canal Corporation, an agency of the state of New York, until the late 1980s. It was brought back into use as an operational museum and educational ship of the Corporation in 1991. The 1910-built fireboat *Duwamish* of Seattle, Washington was overhauled and converted from steam to diesel in 1948 with engines

and other parts removed from a surplus navy landing ship that was to be scrapped. The boat remained in service until 1985 and is now a museum ship in the Seattle area.

The tugboat *John Purves* remained in use until the early 21st century to become a museum ship because it had been re-powered with the diesel engines of *LST-1006* in 1957. It is the only tugboat of the Federal government's World War I era shipbuilding programs to be preserved as of the time of publication of this article.

The tugboat *Jupiter*, built in 1902, is now an operational museum ship in Philadelphia, PA. She was re-powered from steam to diesel in 1948 with an engine removed from an LST that had only a few years of service before it had been decommissioned. The *Jupiter* was one of the tugboats that guided the battleship USS *New Jersey* to the fitting out pier after it was launched in 1942. Find the websites for the landing ships that are currently museums by searching "Landing Craft and Amphibious" at www.hnsa.org.

USS *CHICAGO* (SSN-721)

PRITZKER MILITARY LIBRARY
Chicago, Illinois, U.S.A.

By Mark Heiden
Public Information Manager

"DONATION OF BROW BANNER"

The crew of the USS *Chicago* (SSN-721) recently donated their ship's brow banner to the Pritzker Military Library. Brow banners were created to make it easy for sailors to find their ship in a wharf crowded with vessels. The current USS *Chicago* is a Los Angeles-class submarine, and is the fourth vessel in the United States Navy to be named for the city of Chicago. The previous three were all surface ships of various Cruiser classes: CA-14 (1889-1923), CA-29 (1931-1943) and CA-136 (1945-1980). The current ship was commissioned in 1986 and is still in service, operating out of Pearl Harbor, HI. The ship's current Captain, Commander Tillbrook, grew up in Chicago.



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SAVE THE DATE!

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



JOIN or RENEW TODAY!



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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

**USS *CAIRO*
VICKSBURG NATIONAL MILITARY PARK**

Vicksburg, Mississippi, U.S.A.

*By Elizabeth H. Joyner
Museum Curator*

**“VICKSBURG AMERICA THE BEAUTIFUL
QUARTERS® PROGRAM RELEASE”**

Freshly washed with her cannon gleaming in the bright sunlight, the U.S.S. *Cairo* provided the venue for the recent Vicksburg America the Beautiful Quarters® Program Release which features the *Cairo*. The ceremony was held August 30, 2011 within Vicksburg National Military Park.

This program is a multi-year initiative authorized by the America’s Beautiful National Parks Quarter Dollar Coin Act of 2008 (Public Law 110-456). According to a statement from the U.S. Mint, “The Act directs the United States Mint to mint and issue 56 circulating quarter-dollar coins with reverse designs emblematic of a national park or other national site in each state, the district of Columbia, and the five U.S. territories – the Commonwealth of Puerto Rico, Guam, American Samoa, the United States Virgin Islands, and the Commonwealth of Northern Mariana Islands. The quarters are being released in the order in which the featured site was first established as a national park or site. The designs will rotate five times each year through 2020, with the final coin being released in 2021.”

Local celebrity, Walt Grayson, of television station WLBT and Mississippi Public Broadcasting, was the emcee for the ceremony which hosted an estimated 2,500 school children, visitors and coin collectors who were on hand to witness the historic event. Remarks were provided by Vicksburg National Military Park Superintendent, Michael Madell and Sarah McCullough, Cultural Heritage Program Manager Mississippi Development Authority Division of Tourism.

Since the Vicksburg Quarter features the U.S.S. *Cairo*, the ceremony included a portrayal of First Class Boy, George Yost, by Sam Andrews, a local 16-year-old. Yost, the youngest *Cairo* crewman at just 15 years of age, kept a journal of his time aboard the Civil War ironclad. During the ceremony, Andrews read a quote from the Yost journal relating the events that occurred on that fateful day when the *Cairo* was sunk.

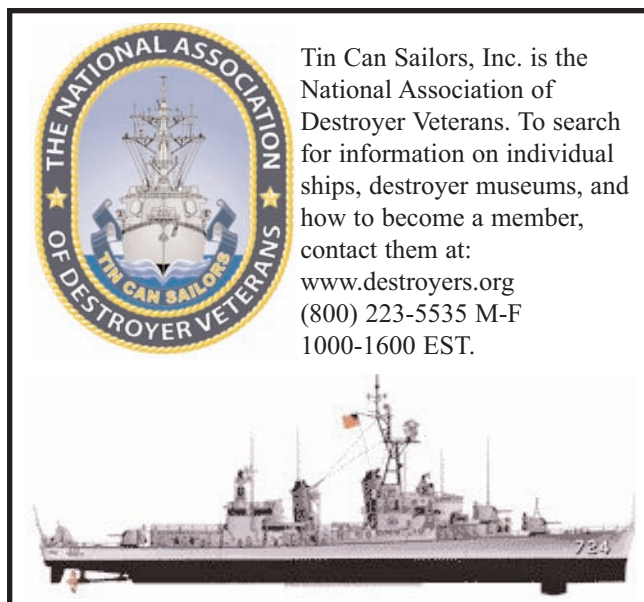
In the same year she was commissioned, USS *Cairo* had the dubious distinction of being the first armored vessel in the history of warfare to be sunk by an electrically detonated torpedo, today called a mine. On December 12,



Above: Fred A. (Al) Runnels, Chief of Staff, United States Mint and Vicksburg National Military Park Superintendent, Michael Madell look on as emcee Walt Grayson provides commentary for the event.

1862, in the Yazoo River approximately 10 miles north of Vicksburg, *Cairo* was struck by two torpedoes, sinking in less than 12 minutes with no loss of life. After 102 years beneath the muddy waters of the Yazoo River, *Cairo* was raised in 1964 and is the only surviving vessel of her class.

The presentation of the Vicksburg Quarter was made by Fred A. (Al) Runnels, Chief of Staff, United States Mint followed by a special coin presentation to all children in attendance. At the conclusion of the ceremony, rolls of the Vicksburg Quarter were made available to those interested in purchasing the newly released coin.



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.

**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 ONE

Slightly listing to starboard at a dilapidated dock on the east side of the Foss Waterway in downtown Tacoma, WA during the spring of 2006 sat the old Navy-built 143 foot ocean-going tug *ATA-202*, a.k.a. the Coast Guard Cutter WMEC-202 *Comanche*. She had been in the same spot for nearly five years, often sitting in mud at low tide. She looked forlorn in her patina of bleeding rust and crumbling gray paint, decks covered with junk, garbage and deposits of countless sea birds.

Built by the U.S. Navy as one of 89 ATAs (Auxiliary Tug, Auxiliary), towards the end of World War II at the Gulf Boiler and Welding Works of Port Arthur, TX, the sturdy 600-ton tug had served the country well. She was awarded a Battle Star for her part in the invasion of Okinawa in April of 1945 as *ATA-202*. After the war she was placed in the Atlantic reserve fleet in Texas and re-named USS *Wampanoag*, but she didn't move for another 13 years.

In 1959, the U. S. Coast Guard selected two ATAs to serve as cutters. USS *Bagaduce* (ATA-194), and the USS *Wampanoag*, (ATA-202). USS *Bagaduce* was renamed Cutter *Modoc* (see note below) and USS *Wampanoag* was renamed Cutter *Comanche*. They were first designated WATA and then, in 1968 a WMEC for Medium Endurance Cutter. *Comanche* served the Coast Guard in Texas, chasing real pirates in the Caribbean well before Johnny Depp was born, and then patrolled the Pacific Coast where she gave the first notice of violation to a foreign fishing ship. In 1980 she retired from the Coast Guard in San Francisco and was sold.

Sometime in the early 1990s, she was brought to Tacoma from San Francisco to begin a third career as a commercial ocean going tug with the same name, towing a variety of floating objects from Alaska to South America and around the Puget Sound. That career ended in the early 2000s, and *Comanche* was tied to a dilapidated dock near downtown Tacoma.

Those of us who had served on *Comanche* or her sister Cutter *Modoc*, would gaze at her across the waterway, anticipating the day she would be towed to the scrap yard.

Then it happened. In March, 2006, she disappeared from the collapsing dock on the Foss. I notified the Coast Guard Tug Association and the National Association of Fleet Tugs, both of whom had been keeping track of her, that she was gone and her whereabouts were unknown. They asked me to find out where she had gone and what her fate might be.

It didn't take much of an imagination to guess where she was. My sailing buddy Scott Larsen and I took my sail boat up the Hylebos Waterway, the eastern most commercial waterway on the vast expanse of the Tacoma Tide Flats, and there *Comanche* was, moored at the scrap yard's large dock piled with shredded steel bound for Asia. It seemed apparent what the fate was going to be: more Hondas, Hyundais and cheap power tools at Harbor Freight.

Roger Dana, President of the NAFTS wasn't satisfied with that information. "Can you go and ask them if it is for sale?", he requested. Much to my amazement *Comanche* was not going to be scrapped and she was for sale! Thus, the journey to save the *Comanche* as the last unaltered ATA began, without any expectations in my mind to be part of the scheme that would attempt such a thing!

Over the summer of 2006, *Comanche* was shuttled around the waters of Tacoma by tug boats while a museum group in San Francisco attempted to acquire her. By the end of the summer, things had changed and the owner of the almost now orphaned *Comanche* approached those of us who had been drifting around watching the drama unfold. "If you form a non-profit to keep her here in the Puget Sound, I'll give her to you," *Comanche's* owner said. A shiver of dread raced through my body. I shook my head "No, no thanks, that's a big job and I'm not interested but I'll ask around for you." I was hoping to see her cruise off into the sunset for ports far south of us and my "duty" with *Comanche* would be over.

Below: Comanche as a commercial tug on the upper Foss Waterway, Tacoma, Washington. The picture is c 1998 and shows the Washington State Historical Museum in the background.





Above: During the Summer of 2006 Comanche was anchored as a 'derelict ship' near the Foss Waterway.

Comanche got shuttled around Tacoma's waters over the fall and winter of 2006, anchored here and there, as much out of the way as possible. Complaints were now coming in to various officials. Tacoma already had some unpleasant encounters with other derelict vessels and wanted no more of them! The State Department of Natural Resources added *Comanche* to the Derelict Vessels Watch List. People were afraid she would get dumped someplace and create a problem both environmentally and aesthetically. It was a stigma that would take some time and hard work to overcome.

Near the end of January 2007, I got a call from the owner. He was going to move *Comanche* to Olympia, WA under her own power and would I like to come along? In the 1960s, I had been a crewman on her twin ATA, the USCG Cutter *Modoc* for over three years. I had cruised the Pacific coast 30 or 40 times on *Modoc*, much of that as the special sea-detail helmsman. I knew something about these old ATA's. Therefore, out of nostalgia, I joined the crew on a clear sunny chilly January day and took the helm. I dragged along a friend, Tom Payne, a railroad man with a lot of experience in vintage diesels and steam engines... but not a lover of boats! Much to my amazement, *Comanche* made the slow 8 hour, 45 mile cruise to Olympia without any incidents!

Rolling around in Tom Payne's mind, however, was an idea, "Let's go for it!" It was the kind of push I needed from someone who might know how to pull it together legally, the "I'll do it, if you'll do it" compromise. I wouldn't be doing it alone, that's for sure!

By May of 2007, Tom and I had assembled three more individuals who might be interested in the project: Scott Larsen from Tacoma Historical Society, Randy Corrigan, Captain USCG (Ret) who had been Executive Officer (XO) on *Comanche* in the 1970s, and Rear Admiral Alan Steinman, USCG (ret), the Coast Guard's Surgeon General and an expert on sea sickness, something the ATAs were well known for!

On our first exploration of *Comanche* at the dock in Olympia in May, 2007, Captain Corrigan found papers in the file cabinets on board with his signature on them from 30 years before! It wasn't just an empty ship. On board were many records and manuals going back to 1944. "Let's give it a go, it's a floating museum!" was the consensus of our founding group and the *Comanche* 202 Foundation was begun in earnest.

On September 11, 2007, the *Comanche* 202 Foundation received its approval from IRS for exempt status. Some weeks before that, we had organized volunteers and had already begun cleaning her up. *Comanche* was donated to the Foundation on Oct 10, 2007, which also coincided with the 63rd anniversary of her launching in 1944.

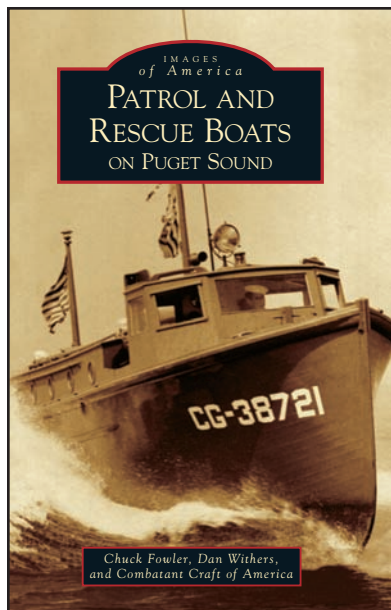
So, we had ourselves a tug boat, now what? Now the real work to restore her was about to begin. *Comanche* had been neglected for the most part since she was laid up in Tacoma in 2001, and as we all know, time takes its toll on old ships. Her new crew of volunteers were ready to write the next chapter in the tugboat's long history.

Part Two will appear in next issue of the Anchor Watch.

Below: Comanche as she appeared at the scrap yard up in March 2006.



BOOK RELEASE



Patrol and Rescue Boats on Puget Sound by Chuck Fowler and Dan Withers

Press release by
Chuck Fowler

A new book, *Patrol and Rescue Boats on Puget Sound*, chronicles more than a century of military patrol craft history in the Pacific Northwest. Featuring more than 200 photos from sources ranging from the National Archives to military veterans' personal collections, it was published in early December.

Part of the "Images of America" series produced by Arcadia Publishing Company, the book covers the period of time from the construction and operation of the Navy torpedo boat U.S.S. *Rowan* built by Seattle's Moran Brothers shipyard in 1898 to modern Coast Guard homeland security boats produced by SAFE Boats International of Port Orchard and Kvichak Marine Industries of Seattle.

Co-authored by Chuck Fowler and Dan Withers, the new volume is the third in the "on Puget Sound" maritime history series which includes *Tall Ships* published in 2007 and *Tugboats* published in 2010. Fowler is past president of the Puget Sound Maritime Historical Society in Seattle and an Air Force veteran, and Withers is a Navy Vietnam War destroyer veteran and president of the Combatant Craft of America, a nonprofit patrol boat historical and preservation group.

Among the little-known stories and rare images featured in the new book are PT (patrol torpedo) boats operating in Puget Sound during World War II, production of the third largest number of WWII Coast Guard picket boats in the nation by a Kirkland boat builder, and the development of Bellingham-built Navy river patrol boats and hydrofoil patrol boats by Boeing during Vietnam War era of the

1960s and 1970s. A special chapter features the discovery, return, restoration and operation in the Sound of the WWII-era 83-foot Coast Guard cutter, *CG-83527* (See separate story in the article below). Finally, the book includes production and operation of regionally-built Coast Guard fast response boats, the RB-S and RB-M, following the September 11, 2001 United States homeland terrorist attacks. The book's many previously unpublished photos reveal that Puget Sound-based boat builders and military maritime units have been important parts of the nation's patrol and rescue boat history.

For more information about *Patrol and Rescue Boats on Puget Sound* book visit www.arcadiapublishing.com. The book is also available from Amazon.com and other on-line retailers, as well as Barnes and Noble stores and many museums, independent book stores and other retail outlets in the Puget Sound area.

**USS CG-83527
COMBATANT CRAFT OF AMERICA**

Everett, Washington, U.S.A.

By Chuck Fowler

"THE RETURN AND RESTORATION OF CG-83527"

Among the countless projects to restore military boats, those involving wooden boats of the World War II and earlier eras can be the most challenging. Resurrecting, sustaining and especially underway operation of these often termed "expendable" craft requires a dedicated, passionate, and costly effort. Such is the case of the *CG-83527*, an on-going labor of warboat love owned by the nonprofit Combatant Craft of America (CCA). The World War II era 83-foot Coast Guard cutter, built by Wheeler Shipyard in Brooklyn, New York in 1944, was sent to the Pacific Coast and based in Tacoma, Washington beginning a year later. She provided security, search and rescue, marine safety and aids to navigation and support in the south Puget Sound region until she was decommissioned in 1962 and sold to new civilian owners.

Among the cutter's more widely-known rescue operations was her swift response to the April 2, 1956 ditching of a Northwest Airlines Boeing Stratocruiser in the Sound after takeoff from Seattle-Tacoma International Airport. The *CG-83527* and her crew helped rescue 33 passengers and flight crew members from the ill-fated airliner. The rescue of the *CG-83527* herself, almost 50 years later and 1000 miles south in northern California, is an equally impressive story. Dan Withers, a Vietnam War-era Navy destroyer veteran, had always admired the speedy, powerful PTFs (patrol boat fast) while in the war zone. He thought of one day possibly owning, restoring and operating one of these



Above: As part of a fleet of historic Coast Guard vessels, the restored 83-foot World War II-era patrol boat CG-83527 proudly welcomed and escorted the USCGC barque Eagle into Seattle during a stopover in June, 2008. Both vessels were on their way to participate in the Tacoma Tall Ships event that attracted more than 400,000 visitors.

80-foot boats. But by the early 2000s, both the non-availability of such wooden boats and the cost of restoring one of the few deteriorating survivors, made this dream impossible.

By chance however, Dan and his wife Roxane discovered part of their own Puget Sound maritime history at the American Patrol Boat Museum (APBM) on the Sacramento River in Rio Vista, California. The once Puget Sound-based historic cutter had been maintained for more than three decades as a live-aboard yacht on San Francisco Bay at Alameda, had been donated to the APBM and was in relatively good condition. Purchased by the CCA, the CG-83527 began an often challenging restoration process, starting with her 1,000 mile return voyage to Puget Sound. But the subsequent journey has also been extremely rewarding from a living history preservation perspective.

During the past eight years, the CG-83527 has been on public exhibit and participated in many maritime festivals and other events throughout Puget Sound. Of special note were her appearances in three memorable, very personal military sea history re-creation events:

- Reunion in 2004 of a passenger from the April, 1958 Boeing Stratocruiser crash and a CG-83527 crewman who helped rescuing him.
- Discovery in Seattle during 2005 of a sister 83-foot cutter (former CG-83366) that served as part of Coast Guard Rescue Flotilla No. 1 at Normandy on D-Day, and subsequent reunion of


two of its original crew members with their historic boat.

- Escort in 2008 of the USCGC barque *Eagle* into Seattle as part of a three vessel Coast Guard Heritage Fleet and participation of both vessels in the Tall Ships Tacoma event.

The active duty as well as subsequent story of the CG-83527 is covered in a chapter of a new pictorial history book (see related story in article above), *Patrol and Rescue Boats on Puget Sound*, which was published on December 12, 2011. Co-authored by Chuck Fowler and Dan Withers, the book also chronicles the overall history of Navy, Coast Guard and also Army Air Force and U.S. Air Force patrol and rescue boats on the Sound from 1898 to 2010. But the original service, restoration, and now active historical interpretive role of the CG-83527, an unlikely wooden survivor, demonstrate her value as a true regional and national military maritime treasure.

The mission of Combatant Craft of America is to preserve, maintain and bring up to operational standards these historic machines. This is being done so that their true significance can be experienced by the general public through sound, smell, and wind in their faces. For more information on the CG-83527, and the other projects of Combatant Craft of America, visit their website at www.combatantcraft.org.


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STOP THE LEAKING PACKING GLAND

by Joseph Lombardi
Marine Surveyor & Consultant
HNSA Preservation Committee Chairman

“KEEP YOUR SHIP DRY!”

The past year has been one in a series of years with an at best, cloudy economic climate for ship preservation within the HNSA Fleet. Grants, donations and operational income are not keeping up with the degradation and age of the World War II Historic Fleet with many ships now exhibiting serious breaches of hull integrity. One just needs to attend an annual meeting or keep in touch with the ship preservation blogs to read the tea leaves.

It seems that many World War II steel vessels are becoming serious liabilities, all at the same time, whether a carrier, battleship or thin skinned destroyer/submarine. The targeting and marketing of our problems and needs is limited to a small naval, historic community, and this level of effort must be enlarged if we are to get the message out that historic icons will be jeopardized or lost outright.

Several developments in underwater ships' husbandry and the use of cofferdams (whether all encompassing or smaller waterline units) are making a difference for most immediate emergency repairs (witness battleships *Alabama* & *North Carolina*).

Typically, wind/waterline areas are most prone to serious corrosion after the paint system has failed allowing the use of small cofferdams. A cofferdam surrounding the entire vessel allows repairs down to the turn of the bilges. But a cofferdam is at best a band-aid as it does not allow the repair of bottom plating and through-hull fittings. Only a dry-dock setting can put these items to bed.

One recurrent problem is that many ships have leaking packing glands for both their propeller and rudder shafts; their time has come to have them repacked. But you're afloat and don't want a flooding event. Install LINK SEALS within the exterior shaft annulus to seal the shaft tube from water. This is usually enough to stop the flow of water so that the gland can be repacked while afloat. A trusted industrial dive team is needed to do this job as there is need for multiple hands to affect this repair.

LINK SEALS are a series of rubber arms, connected with dichromate steel (with two part zinc dichromate and proprietary corrosion inhibiting coatings) bolts holding them together. Ensure that there is nothing blocking the space between the shaft and shaft tube; a cutlass bearing is sometimes set at the very end of the shaft tube thereby



Above: An image of a set of LINK SEALS.

precluding the installation of LINK SEALS (the destroyer *Laffey* had such an arrangement). Once the spacing is confirmed, measure the outside diameter of the propeller shaft and inner diameter of the shaft tube. I would suggest the Model “C” or “L” Link-Seal Modular Seal as it is suitable for use in water, direct ground burial and atmospheric conditions. These seals provide electrical isolation where cathodic protection systems are in place. Once in place, tighten the bolts with the result that the rubber seals inflate into a large modular doughnut preventing water from entering your propeller shaft or rudder post tube.

USS *Alabama* (BB-60)

Mobile, Alabama, U.S.A.

By Bill Tunnell
Executive Director

“UH-1 HUEY JOINS BATTLESHIP PARK”

Our long-awaited UH-1 Huey made the trip from Birmingham to USS *Alabama* Battleship Memorial Park in Mobile on August 9, 2011. This new addition joins over thirty other large-scale artifacts including aircraft, tanks, the submarine USS *Drum* and of course, the battleship USS *Alabama*.



USS *Midway* (CV-41)**San Diego, California, U.S.A.***By Scott McGaugh
Marketing Director***“FILMING ON HISTORIC SHIPS”**

You might be surprised how easy it is for your vessel to become part of corporate videos, commercials and even movies. Onboard *Midway*, we’ve learned how to make our presence known to location scouts, the key to generating exposure. Here is what we have found to be the most effective:

- 1) Develop a brief description of filming options aboard the ship. Are night shots an option? Daytime? Power availability? Nearby parking? Assistance with loading in equipment? Willingness to close the ship to the public (for a price!) for a major shoot?
- 2) In larger cities, take that info to the local film commission. It’s their job to promote local location shoots and you want to be on their list. They want every option possible.
- 3) In larger and smaller cities, contact the state film commission with the same information (including some representative photography). You’re doing them a favor by providing a unique location for a production company when there is a fit.
- 4) Some state film commissions allow you to rent a list to send information to their directory of location scouts.
- 5) We have also sent our general description to local advertising and production agencies.
- 6) We make sure the local TV stations know we’re potentially available. It was through local network affiliates that *Midway* got onto the “shot list” for the NFL’s Sunday Night and Monday Night Football crews when they come to town.
- 7) There also are some online location directory sites that can be very useful. Some are free and some charge a small fee. You might want to investigate such sites as GoForLocations.com, LocationScout.com, LocationTalk.org, and Reel Locations.com.
- 8) We’ve passed on location service companies that want to “represent” our property for a fee. Onboard *Midway*, our priority is film shoots that will identify us as a museum, not simply as a generically

historic aircraft carrier. Our goal always is museum promotion, not to serve as a sound lot. So the cost to shoot on *Midway* depends largely on how much exposure *Midway*, as a museum, is going to get.

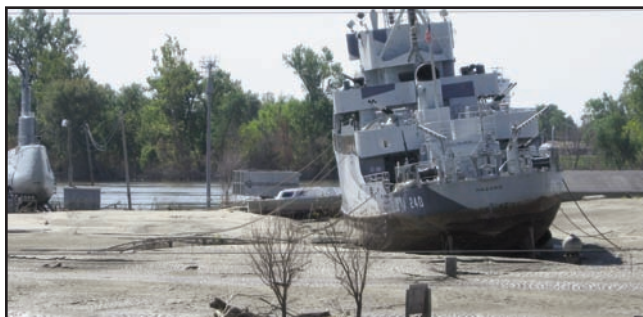
When the series “24” wanted to shoot an episode for an entire week on *Midway* as a generic carrier, we passed because our museum guests’ experience comes first. We also passed on a request from Playboy. But when “American Idol” wanted to film two episodes aboard the USS *Midway* Museum and agreed to identify the shows’ location continually as “aboard the USS *Midway* Museum in San Diego,” we made sure that opportunity was realized. Ditto for NFL Sunday Night Football last December.

Of course, there’s nothing wrong in generating some revenue if a local production house wants to film on your ship as a generic component of a corporate video or local television commercial. For us and most ship museums, it’s a matter of balancing our obligations to our guests with generating income and exposure on the screen, both large and small.

Best of all, you have a unique venue. Even with inevitable limitations, there will be film crews that are interested, once they know you are available.

**USS *HAZARD* (AM-240)
USS *MARLIN* (SST-2)
FREEDOM PARK****Omaha, Nebraska, U.S.A.***By Dennis E. Bryers
Park Planner***“FLOODWATERS LEAVE
BEHIND NEW PROBLEM”**

In early September the river had receded leaving behind in some places over five feet of silt. We are currently developing a plan on how best to remove the silt and also debris that was left behind. Once that is accomplished we can then assess the damage to the *Hazard* and *Marlin*, and the other artifacts at the park. At this time we are investigating the feasibility of moving Freedom Park to a new location in Miller’s Landing Park.



HNSA NEWS & VIEWS

Compiled by Jeffrey S. Nilsson, Anchor Watch Executive Editor

Some notable happenings over the last year: the *Orleck* was opened for visitors in Lake Charles, LA; *ex-Forrest Sherman* was taken off donation hold and will be scrapped; *ex-Arthur W. Radford* was sunk on August 10, 2011 off the New Jersey/Delaware coast to become part of an artificial reef; *ex-Charles F. Adams* remains in donation hold at this time.

On Tuesday, September 6th, 2011, the Secretary of the Navy, Ray Mabus, announced that the United States Navy had awarded donation of the lead ship in the Iowa-class battleships, the *ex-Iowa* (BB-61) to the Pacific Battleship Center (PBC), which is a Los Angeles based non-profit organization. The *Iowa* has been in the Navy's Reserve Fleet located in Suisun Bay, California. The *Iowa* is the last remaining Iowa-class battleship left to be donated as well as the last remaining battleship to be donated. The ship was towed on Thursday, October 27 and Friday October 28 to Pier 3, in Richmond, California for preparations prior to towing her to San Pedro, California where she will become a museum ship. The PBC is anticipating a July 4th, 2012 opening date for visitors to come aboard the ship. The battleship *New Jersey* (BB-62) is in Camden, New Jersey, battleship *Missouri* (BB-63) is in Honolulu, Hawaii and battleship *Wisconsin* (BB-64) is in Norfolk, Virginia.

It has been more than a year since the repairs to *Laffey* were completed. At this time, she still sits at a remote dock on the Charleston Neck. However, plans are being made "as we speak" to move the ship back to Patriots Point where she will be next to the *Yorktown*, the space now occupied by the submarine *Clamagore*. *Clamagore* will then be moved astern of *Yorktown*. This move is anticipated to take place in January 2012. The museum is presently paying \$11,250.00 per month to moor the *Laffey* where she currently is.

If you are headed to London, England before February 28th, 2012, you may wish to avail yourself of the opportunity to go to the National Maritime Museum in Greenwich to see the free exhibition that marks the 70th anniversary of the first Allied Arctic convoys to Russia. The exhibition tells the story of this grueling campaign, said to have been described by Winston Churchill as "the worst journey in the world." *Arctic Convoys 1941 – 1945* includes contemporary photographs, paintings by war artists and clothing worn by sailors. Some of the striking images featured in the exhibition have never been on display before. The Arctic convoys made their way from Britain to northern Russia between 1941 and 1945. Their

vital cargoes included tanks, fighter planes, fuel, ammunition, raw materials, and food. In total the convoys transported over four million tons of supplies to the Soviet Union, but the human and material accosts were high. By May 1945, the treacherous Arctic route had claimed 104 merchant ships and sixteen military vessels. Thousands of Allied seamen lost their lives. *Arctic Convoys 1941 – 1945* looks at the contribution this unique operation made to the Allied war effort and the role it played in forging a working partnership between two ideologically unlikely allies.

The USS *Midway* Museum set a second consecutive annual attendance record in 2011 when more than 941,000 guests were welcomed aboard. Museum attendance was up seven percent over 2010's record and 17 percent above 2009's attendance. *Midway* finished the year at a sprint, setting several records between Christmas and New Year's Day. It recorded its second highest single-day attendance mark at 5,488 and posted its busiest single-week attendance mark ever with 32,314 guests. "It's a testament to the great support that San Diegans have for the USS *Midway* Museum," said *Midway* President and CEO John "Mac" McLaughlin.

Also from the *Midway*, Scott McGaugh, Marketing Director, has written two books that made their debut this year. The first is *Battlefield Angels, Saving Lives Under Enemy Fire from Valley Forge to Afghanistan* which profiles 14 remarkable courageous medics and corpsmen through the years. The second is *USS Midway: America's Shield* which includes a variety of first-person crew stories of service to America. It was written for adults and teens. Autographed copies of the books are available through the USS *Midway* Museum online gift shop. Proceeds of the sale of these books benefit the museum.

The 2011 Mississippi River Flood has come and gone, and the USS *Kidd* is safe and sound. She looked better than ever in the high waters flowing down the Mississippi River earlier this past spring. The river crested on May 17-18 at 45 feet in Baton Rouge, carrying past 1,500,000 cubic feet of water per second and rising to the third step from the top of the levee. The river also reached this height in 1997. The difference is that the Morganza Spillway north of Baton Rouge took away excess waters that would have caused the river to rise even higher in Baton Rouge. Fortunately, the *Kidd's* mooring collar system was designed so that flood waters would be pouring over the top of the levees and flooding downtown Baton Rouge, Port Allen, and beyond before the ship would be in any

HNSA NEWS & VIEWS

Continued

danger of capsizing. Essentially, the *Kidd* was the safest place to be along the river. The flooding caused the ship to be caught on camera quite a bit with local news affiliates broadcasting from the ship each day, along with the national coverage by the CBS Early Show and Fox Business News. A former staff member even spotted the ship on a BBC broadcast in Spain.

For more than a century, tens of thousands worked at the Brooklyn Navy Yard building some of the nation's most famous warships – from sailing frigates to battleships and submarines. The yard's huge hospital treated soldiers from the 1860s through World War II. Now, more than four decades after the largest BRAC shutdown of any military facility in U.S. history, the Navy Yard is coming to life again. Today, the 300 acre facility is humming as a significant industrial park, with the largest film and television studio outside of Hollywood and hundreds of other businesses. A \$25.5 million dollar museum and visitors center called the BLDG 92 Brooklyn Navy Yard Center opened November 10, 2011. This new center and museum highlights the shipyard's 210-year history with blueprints, maps, photos and vintage tools. There will be a comprehensive exhibit, public tours, educational programs, archival resources and workforce development services. BLDG 92 will reinforce its unique bonds with the community and inspire future generations to become industrial innovators and entrepreneurs. We welcome you all to visit there on your next trip to New York City.

Below: The newly opened BLDG 92 Brooklyn Navy Yard Center welcomes guests to immerse themselves in the history and legacy of the Brooklyn Navy Yard.



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

Evansville, Indiana, U.S.A.

By Bob Jornlin
Capt. LST-325

“LST-325 CONTINUES TO STEAM THROUGH HISTORY”

The *LST-325* left her dock in Evansville, IN on August 28 and headed for the Illinois River and several ports of call for the 2011 cruise. We arrived at our first stop, Havana, IL, to pick up \$20,000 of bio-diesel fuel donated by our sponsors, the Illinois Soybean Assoc., the Illinois Corn Growers, and GROWMARK. We are thankful for their support once again. We stayed in Havana for a few hours where we enjoyed some free watermelon. At midnight we headed to Peoria to pick up some 70 VIPs at the Peoria lock to transport them to the city of Henry. Henry was a great host city and we had record crowds with nearly 10,000 visiting us there.

On Wednesday, September 7th, we transported 149 LST veterans and families, who were in Henry for the Amphib Reunion, back to Peoria on the ship. Having been to Peoria before, they were ready for us in all aspects and everything worked out to a "T". We had almost 8,500 people visit the ship over just five days.

Meredosia was our next stop. Even though we stayed only a day and a half, we had an amazing crowd of 2,647 in this small town. From Meredosia we steamed down the Illinois River into the Mississippi, arriving in Chester, IL, home of the creator of "Popeye the Sailor Man". We slid into the berth and received a lot of help from the city who made a walkway for the visitors where heavy rains had left a sea of mud! We had a big military vehicle presence there along with James "Sarge" Goodall who was commanding as General George Patton and impressing all our guests. Sarge repeated the performance in Aurora, IN and Louisville, KY. We had 7,580 visitors in three days. We sailed back to Evansville to change some of the crew, then left for Aurora, IN where we had over 11,000 visitors come onboard.

After Aurora, we stopped in Louisville, KY during the Medal of Honor recipients' convention. We were honored by several MOH heroes touring the ship. We stayed three days before departing to our port in Evansville. I am proud of our great crew who withstood a long and busy 5 week trip. Proceeds from this trip add to our dry-docking fund. The Grey Lady has proved to be the champion we know her to be. We are still investigating the possibility about a trip to France in 2014 for the 70th Anniversary of D-Day.

USS ALBACORE (AGSS-569)**Portsmouth, New Hampshire, U.S.A.**

*By Jennifer Feals
seacoastonline.com
Posted August 21, 2011*

“HISTORIC OCCASION: USS ALBACORE OPENED TO PUBLIC 25 YEARS AGO”

Twenty-five years after it first opened to the public, Albacore Park drew a celebratory crowd Saturday that showcased the dedication and excitement that still surrounds the historic submarine. Former crew members, submarine enthusiasts, and even a couple about to be married on the gangway of *Albacore*, gathered at the park to celebrate its 25th birthday. "You spend a long time on something like this and you get attached to it," said Norm Bower, a 10-year crew member of USS *Albacore*. "You don't forget it. It lives with you."

Albacore was opened to the public on Aug. 30, 1986, via a permanent display along the Route 1 Bypass, promoting its historic contributions to the evolution of the U.S. Navy's modern-day submarine fleet. Saturday's celebration was a way to not only celebrate the park's 25 years, but to highlight what *Albacore* brings to the Seacoast, said the park's Executive Director John Maier. "We want people to have an awareness of what we have here and that we represent an exciting opportunity to get on a U.S. Navy sub, which is a chance you don't get every day," he said. "To celebrate 25 years is really important to me."

Michael and Kumiko Shortill, of Portsmouth, brought their

Below: The Albacore shown twenty-five years ago transitting a series of cofferdams to reach her new home.



Above: At home in her permanent dry-berth, Albacore was decked out in silver balloons for her 25th Anniversary. Photo by Gerry Sedor.

boys, John, 8, Leo, 7, and Michael, 2, to see inside the legendary submarine. "The fun of it is when you see inside," dad said. Leo "liked everything" about the submarine, especially its periscope. "Did you get to launch a torpedo," dad jokingly asked. "No, not today," Leo said.

Diane DeFlorio and Dick Kreisler stopped by Saturday to help celebrate the submarine where they will celebrate their wedding today. DeFlorio and Kreisler, from Massachusetts and New Mexico respectively, will get married on *Albacore's* gangway. The two stopped in Portsmouth Saturday on their drive up from New London, Conn., where they attended a reunion of Kreisler's fellow ex-submariners of the USS *Abraham Lincoln* (SSBN-602), which he served on in the 1960s.

The *Albacore*, Kreisler said, is probably "the most significant" submarine. "It defined modern submarines. This is absolutely important," he said of Albacore Park. "We have a lot of history that gets destroyed along the way. It's only because of people's efforts that this was preserved. This was a crew that got on there and loved it so much that they did everything they could not to get off."

Approximately 40 guests will join the couple for today's ceremony. They laugh now that their guest list began with immediate family, but when their friends heard they were getting married on a submarine, the list kept growing. Among those invited are those Kreisler served with on USS *Abraham Lincoln*. "They think it's great," he said. "The fact that this didn't get scrapped and become something else is really important."

For more information on the *Albacore*, please visit their website at www.ussalbacore.org.

**USS *WISCONSIN* (BB-64)
NAUTICUS**

Norfolk, Virginia, U.S.A.

*by John Elliker
Battleship Wisconsin Project Manager*

“BATTLESHIP *WISCONSIN*: HAUNTED?”

Anyone who has served on naval vessels remembers the vague feeling of uneasiness brought on by passing through spaces lit for night ops: the red glow just enough to see where you were going, but not enough to remove the shadows. Who’s there? Who’s not? What was that noise?

For Halloween 2011, staff and volunteers at Nauticus and the Battleship *Wisconsin* in Norfolk, Virginia, invited the public to join them in investigating mysterious sounds and lights that seemed to hint at paranormal activities on board. The tours were based on “leads” left by security logs and police reports, which told of flickering lights, percussive metal sounds and disappearing figures within the ship after hours.

Over the course of seven nights, over 270 “investigators” toured the second deck, going places on the ship not open to the public in over 20 years, including the main galley and crew’s mess. Down the darkened passageways and past empty shops and offices, the investigating tours encountered the unexplained and unexplainable. How could a phone ring when the IC systems were inoperative? What made that strange chair appear and reappear in different spaces? The noises! And the shadowy figures suddenly in the midst of the group – where did they come from?

The planners took inspiration from other historic ships’ activities of the season, including the successful Battleship *North Carolina* and Battleship *New Jersey* experiences. The Battleship *Wisconsin* experience, however, was certainly unique to the Hampton Roads area and the tours, planned and executed by a team of over 60 volunteers and staff, produced some very satisfying screams during the half hour spent below decks. Plans are already underway for a bigger and better Haunted Battleship next year.

One untapped source of spooky information: former *Wisconsin* crewmember. If any former crew has a strange story from his time onboard *Wisconsin*, contact John Elliker, the ship’s project manager, at john.elliker@norfolk.gov – he’s collected a few sea stories, including a real ghost story from Desert Storm (no fooling!), but he can always use more.



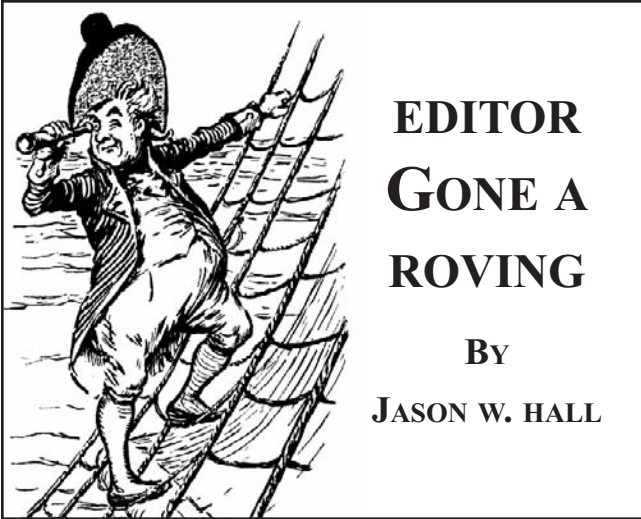
Above: Battleship Wisconsin resting at her moorings, but are there still restless souls aboard?

The Halloween “Paranormal Investigation” was the first use of second deck spaces by the public and helped Nauticus focus preparation efforts toward more accessible tours coming in the early spring of 2012. By March, a “Life at Sea” tour will guide visitors through more of the second and third deck living and working spaces, including highlights like the brig, laundry, barber shop, gedunk, and Chief’s Mess. By the summer, hopes are high that portions of Broadway, including Fire Room and Engine Room 1, will be available for tours.

**Contribute to
YOUR
Anchor Watch!**



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



Thanks to the generous donation of Dennis Levitt, member of the Board of Trustees for the Battleship *New Jersey* Museum & Memorial, I was fortunate enough to attend the HNSA Annual Conference in Honolulu, Hawaii in September, 2011.

Flying into Honolulu itself proved to be an event. As we approached the airport I looked out my window and could clearly see Pearl Harbor and Ford Island in the center with its famous control tower. It occurred to me that I was experiencing a similar view to that of the Japanese pilots almost 70 years earlier. I began talking out loud to myself at the different sites I recognized. Instead of being a bother to my fellow passengers, I quickly found myself the center of attention with many people peppering me with questions about the attack. Before I knew it I was in the middle of a full fledged lecture on the plane concerning the Pearl Harbor attack, typical history geek.

In addition to attending the superb sessions and workshops of the conference, I was able to visit several historic ships and military museums. It is with immense gratitude that I acknowledge the efforts of Nancy Richards, Curator of the USS *Bowfin* Submarine Museum & Park, who made the following experiences possible. Thank you Nancy, BRAVO ZULU!

“WORLD WAR II VALOR IN THE PACIFIC NATIONAL MONUMENT”

When I previously visited the museum and visitor center for the USS *Arizona* (BB-39) in 2005 I found it to be cramped and antiquated. In its place now is the new World War II Valor in the Pacific National Monument visitor center and museum complex, and I mean complex! Instead of just one building, the new facility resembles a small campus with multiple buildings containing two museums, a theater, gift shop, and more. What I liked most was the park setting between the buildings with an open expanse

overlooking Pearl Harbor. Along the several paths are text panels similar to other National Parks which drives the point home very well that you are indeed viewing a battlefield. In the center of the outdoor area is a memorial listing the names of all those who died categorized by ship, Army unit, and civilians, with the exception of those killed on the *Arizona* whose names are listed in its memorial.

The optional audio tour is a must as it contains valuable information and highly educational oral histories of both service members and civilians who lived that day of infamy. Narrated by the incomparable Jamie Lee Curtis, you are immediately drawn into the human connection as she recalls her own father’s military service during World War II.

After viewing the different exhibits and outdoor artifacts, including the *Arizona*’s bell, I made my way to the theater. The video presentation brought to life the sights and sounds of the Japanese attack on Pearl Harbor, with a focus on the destruction of the USS *Arizona*. When the presentation concluded, all guests were ushered out doors and onto a dock to wait for the next available Navy launch to take them to the USS *Arizona* Memorial. Though this was my second time there, the moment I was in the memorial peering down at the wreckage of the once proud ship that was a tomb to over 1,177 officers and crewmen, I began to cry. I looked around, and I was not the only one with tears streaming down their cheeks.

“USS *BOWFIN* SUBMARINE MUSEUM & PARK”

After returning landside, I made my way to the neighboring USS *Bowfin* Museum. The USS *Bowfin* (SS-

Below: The white columns of the USS Oklahoma Memorial symbolize her crew in dress white uniforms “manning the rails”. Photo by Jason Hall



287) was nicknamed the “Avenger of Pearl Harbor” since she was launched on December 7, 1942, a year to the day of the attack.

Squeezing through the tight compartments onboard offers a revealing tour of one of the top scoring U.S. submarines of World War II. *Bowfin* is credited with sinking 16 Japanese vessels with a total tonnage of 67,882 tons. In addition to the sub, the park also has a museum containing artifacts related not just to *Bowfin*, but also other submarines. Outside there is a memorial to the 52 U.S. submarines that were lost during World War II.

“PACIFIC AVIATION MUSEUM PEARL HARBOR”

The next two museums that I wanted to visit were located on historic Ford Island. Since Ford Island is still an active Navy base, the only way to visit as a tourist was by a special bus that left from the *Bowfin*. My first stop was the Pacific Aviation Museum which is located literally in the shadow of the famous red and white striped Ford Island Control Tower. This museum is comprised of two hangers containing a wide range of aircraft stretching from WWII to modern times.

One of the unique features of this museum is Hanger 79 which still bears scars from the Japanese attack of December 7, 1941. On a personal note, my favorite moment was when I was having lunch in the museum’s snack bar surrounded by period posters, toys and other items. Sitting at the table eating my sandwich, I was pleasantly surprised when I looked to my left and saw a WWII vintage Boston Red Sox pennant on the wall. Being originally from outside of Boston, my opinion of the museum increased dramatically!

USS MISSOURI MEMORIAL

Hopping back on the bus, I was off to my final destination, the USS *Missouri* Memorial. Arriving there, the bus dropped me off in front of the USS *Oklahoma* Memorial. The USS *Oklahoma* (BB-37), which had capsized during the attack, was berthed that fateful morning where the *Missouri* is now located. The USS *Oklahoma* Memorial was erected on the site where many of her crew, wounded, burned and covered in oil, crawled ashore to escape the hell that had become their ship.

Walking from the USS *Oklahoma* Memorial, I was greeted by the superstructure of the USS *Missouri* (BB-63). Thanks to the Curator of the *Missouri*, Mike Weidenbach, I was allowed to roam freely over the ship’s historic decks. The focal point of any visit to the *Missouri* is, of course, the surrender deck on the starboard side 01 level. This is the exact spot where the Japanese formerly surrendered,

ending WWII. A slight wave of resentment quickly left me at the knowledge that the surrender ceremony should have taken place onboard the USS *New Jersey*...but I digress.

Truth be told, it is an awe inspiring sight to stand over the exact spot where the war ended and peer across the waters of the harbor and gaze upon the USS *Arizona* Memorial. To be within a couple hundred yards of where World War II began for America, and where it ended, is a memorable experience and a great way to end a day at Pearl Harbor.

“IN MEMORIUM”

On July 23, 2011 the Battleship *New Jersey*, and I, lost a very good friend, Joseph “Buff” Moran. Buff was the Director of Overnight Encampments for the ship, but he was so much more than his title suggests. Having taken over after the passing of Tom Jaskel, “Encampment 1”, in 2008, in addition to the nickname Buff, Joe was also affectionately known as “Encampment 2.0” by the staff and volunteers of the Encampment Crew.

In keeping with his final wish, Buff’s ashes were shot out of one of the 5”/38 guns of Mount 52 during a ceremony in his honor on October 2nd. Buff was my my mentor, my chauffeur (inside joke), but most importantly, he was my friend. I wish him fair winds and following seas.

Below: Paul Niessner uses the Joe “Buff” Moran Memorial Bell to bong its namesake “ashore” as Buff’s ashes are shot out of Mount 52. Over the 1MC the announcement was made: “Encampment 2.0 Departing”. Photo by Karen Kersch



FROM THE MEMBERSHIP

Excerpt from the USS *Benjamin Stoddert* Newsletter, author unknown. Submitted by CAPT. Robert G. Wasalaski, USN (Ret).

“I WAS A SAILOR ONCE”

I liked standing on the bridge wing at sunrise with salt spray in my face and clean ocean winds whipping in from the four quarters of the globe—the ship beneath me feeling like a living thing as her engines drove her swiftly through the sea.

I liked the sounds of the Navy—the piercing trill of the boatswain’s pipe, the syncopated clangor of the ship’s bell on the quarterdeck, the harsh squawk of the IMC, and the strong language and laughter of sailors at work.

I liked Navy vessels—nervous darting destroyers, plodding fleet auxiliaries and amphibs, sleek submarines and steady solid aircraft carriers.

I liked the proud names of Navy ships: Midway, Lexington, Saratoga, Coral Sea, Antietam, and Valley Force—memorials of great battles won and tribulations overcome.

I liked the lean angular names of Navy “tin cans” and escorts—Barney, Dahlgren, Mullinix, McCloy, Damato, Leftwich, Mills—mementos of heroes who went before us. And the others—San Jose, San Diego, Los Angeles, St. Paul, Chicago—named for our cities.

I liked the tempo of a Navy band blaring through the topside speakers as we pulled away from the oiler after refueling at sea.

I liked Liberty Call and the spicy scent of a foreign pot.

I even liked the never-ending paperwork and all-hands working parties as my ship filled herself with the multitude of supplies, both critical and mundane in order to cut ties to the land and carry out her mission anywhere on the globe where there was water to float her.

I liked sailors, officers and enlisted men from all parts of the land, farms of the Midwest, small towns of New England, from the cities, the mountains and the prairies, from all walks of life. I trusted and depended on them as they trusted and depended on me – for professional competence, for comradeship, for strength and courage. In a word, they were “shipmates”, then and forever.

I liked the surge of adventure in my heart, when the word

was passed: “Now set the special sea and anchor detail—all hands to quarters for leaving port.” And I liked the infectious thrill of sighting home again, with the waving hands of welcome from family and friends waiting pier side.

The work was hard and dangerous; the going rough at times; the parting from loved ones painful, but the companionship of robust Navy laughter, the “all for one and one for all” philosophy of the sea was ever present.

I liked the serenity of the sea after a day of hard ship’s work, as flying fish flitted across the wave tops and sunset gave wave to night.

I liked the feel of the Navy in darkness—the masthead and range lights, the red and green navigation lights and stern light, the pulsation phosphorescence of radar repeaters- the cut through the dusk and joined with the mirror of stars overhead. And I liked drifting off to sleep lulled by the myriad of noises large and small that told me that my ship was alive and well, and that my shipmates on watch would keep me safe.

I liked quiet mid watches with the aroma of strong coffee—the lifeblood of the Navy permeating everywhere.

And I liked hectic watches when the exacting minuet of haze-gray shapes racing at flank speed kept all hands on a razor edge of alertness.

I liked the sudden electricity of “General Quarters, general quarters, all hands man your battle stations,” followed by the hurried clamor of running feet on ladders and the resounding thump of watertight doors as the ship transformed herself in a few brief seconds from a peaceful workplace to a weapon of war—ready for anything.

And I liked the sight of space-age equipment manned by youngsters clad in dungarees and sound-powered phones that their grandfathers would still recognize.

I liked the traditions of the Navy and the men and women who made them. I liked the proud names of Navy heroes: Halsey, Nimitz, Perry, Farragut, John Paul Jones and Burke. A sailor could find much in the Navy: comrades-in-arms, pride in self and country, mastery of the seaman’s trade. An adolescent could find adulthood.

In years to come, when sailors are home from the sea, they will still remember with fondness and respect the ocean in all its moods. Gone ashore for good they will grow wistful about their Navy days, when the seas belonged to them and a new port of call was ever over the horizon. Remembering this, they will stand taller and say, “I was a SAILOR once, and I would do it AGAIN.”

TRIVIA CHALLENGE

By Jeff Cary with Paul Stillwell

Original quizmaster Jeff Cary returns for occasional contributions. This issue's quiz is a potpourri of naval and civilian ship history. The author can be contacted at MRTBYRD@COMCAST.NET.

QUESTIONS

1. Two vessels, veterans of the Pearl Harbor attack, are still afloat today. One is the USCGC *Taney* (WPG-37), currently on display in Baltimore's Inner Harbor. Can you name the other (pictured to the right), along with its current and proposed future location?
2. Early in the morning of September 1, 1939, before the Blitzkrieg began, a German battleship (pictured below) fired the first shots of WWII. Can you name that ship?
3. What Royal Navy ship launched the first carrier-based naval air strike and when?
4. The "Father of the American Navy", John Barry, had the distinction of capturing the first Royal Navy vessel to ever strike her colors to the Americans. Name that ship.
5. Updating a quiz question from a few years ago, now name the U.S. Navy's longest serving aircraft carrier.
6. This ship was the last Japanese battleship constructed outside of Japan. Can you name it?
7. Arguably the two most famous Civil War Confederate commerce raiders were the C.S.S. *Alabama* and the C.S.S. *Shenandoah*. They had one peculiar oddity in common: where they were built. Do you know where that was?
8. Name the only U.S. Navy battleship to sink twice and under what circumstances?
9. The ex-Soviet Navy aircraft carrier *Varyag* was bought years ago and is now about to be christened into the Chinese navy with what name?



ANSWERS

2. The ex-*Hoga* (YT-146), a harbor tug. The Arkansas Inland Maritime Museum, in North Little Rock, acquired her and as soon as funding is raised, she will be brought from the Defense Reserve Fleet in Suisan Bay, California.
2. Before dawn, on Gdansk, Poland's Westerplatte Peninsula, the old WWI battleship *Schleswig-Holstein* shelled a tiny Polish naval outpost, which was the opening salvo of WWII.
3. On July 19, 1918, H.M.S. *Furious* launched Sopwith Camels on a raid against the zeppelin hangers at Tondern, Germany.
4. As captain of the American warship *Lexington*, Barry captured the H.M.S. *Edward* off the Virginia coast on April 7, 1776.
5. The still active U.S.S. *Enterprise* (CVN-65) surpassed the U.S.S. *Lexington's* (CV-16) record of 48 years, 9 months in August, 2010. The "BIG E" became a 50-year "old lady" in November, 2011.
6. The *Kongo* ("Indestructible") was laid down in Britain in 1911.
7. Great Britain.
8. On Dec 7, 1941, the U.S.S. *Oklahoma* (BB-37) is sunk by the Japanese during the attack on Pearl Harbor. Later, she was raised and towed back to the mainland. During that tow, however, the lines parted and she sank...again. (Thanks to Anchor Watch reader Walter J. Kline, LTC AUS RET for this question idea.)
9. *Shi Lang*.

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