



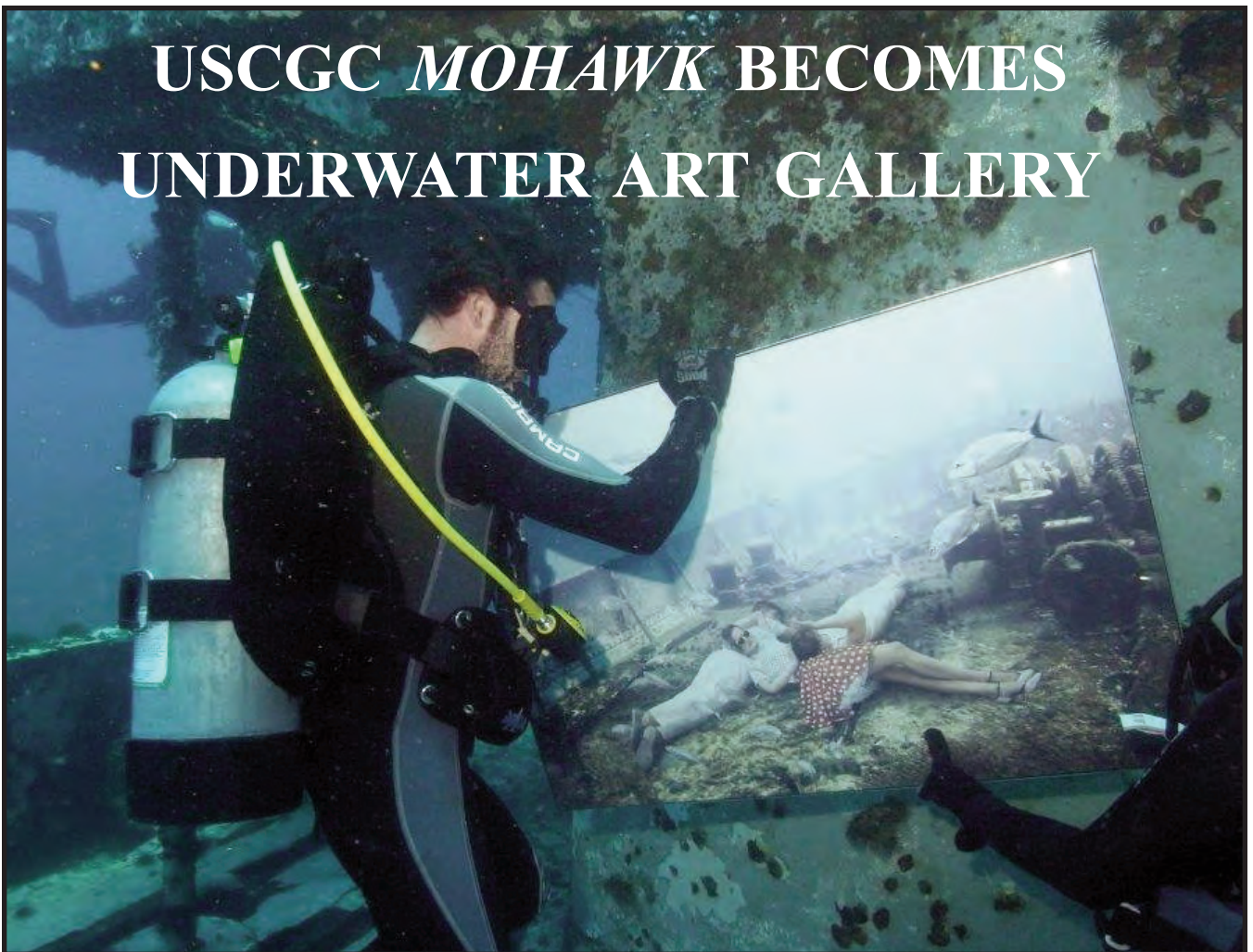
# ANCHOR WATCH

SEPTEMBER  
OCTOBER  
NOVEMBER  
DECEMBER  
2013

The Journal of the Historic Naval Ships Association

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

## USCGC *MOHAWK* BECOMES UNDERWATER ART GALLERY



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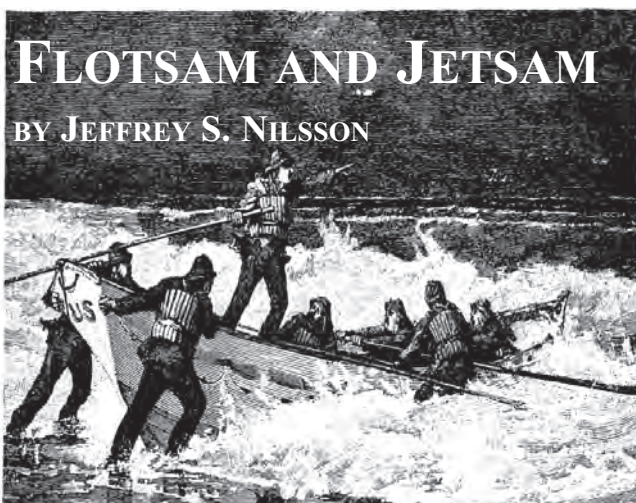
**The Anchor Watch in COLOR!**

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

**THE COVER**

*Right: Divers position art onboard the sunken USCGC Mohawk which is now an artificial reef off the coast of Florida.*





## FLOTSAM AND JETSAM

BY JEFFREY S. NILSSON

Hi once again from the ham capitol of the world, Smithfield, VA. And also the world headquarters of HNSA. This issue is going to press after the HNSA Conference due to the large amount of time Jason Hall, our editor, had to devote to co-chairing the conference itself.

From September 17-20, the Historic Naval Ships Association held its 48th annual conference. This year the USS *New Jersey* in Camden, NJ, and the Independence Seaport Museum, home to the USS *Olympia* and USS *Becuna* across the Delaware River in Philadelphia were our gracious hosts. It was a success in spite of the fact that, because of the sequestration, the Naval Sea Systems Command and the Naval History and Heritage Command were not able to attend. A number of very good papers were delivered and the networking between museums was wonderful. A BRAVO ZULU to both of the museums for doing such a fine job and in particular our thanks to Toby Oothoudt, of the USS *Cod* for preparing the program and to Jason Hall, of the USS *New Jersey*, and Hope Corse and Jesse Lebovics of Independence Seaport Museum, for handling the logistical portion of the conference.

At HNSA 2013, we welcomed a new president, and for the first time in its history, the Historic Naval Ships Association will be led by a female. Ms. Patricia Rogers, the Executive Director/Manager of the USS *Requin* which is at the Carnegie Science Center in Pittsburgh, PA. Please join me in wishing Patty well during her "reign" as she takes the reins from Brad King. In the next issue of *Anchor Watch* we will list all those who received awards at this year's conference.

One of the things I need to mention is that the *Anchor Watch* is the vehicle by which you can "toot your own horn" and let the rest of the organization know what is happening at your museum. Don't be bashful. Let's see those articles flow in!

On May 14, 2013, after nearly three years, the USS *Cassin Young* was refloated and removed from the dry-dock that

had become her home. She had been in dry-dock for much needed repairs in the historic Charlestown Navy Yard in Boston, MA. There is speculation that the National Park Service, the caretakers of *Cassin Young*, would like to return her to the dry-dock for permanent display once repairs have been made to the USS *Constitution*.

Effective June 1, 2013, Mr. Russell Kuykendall retired as the Complex Superintendent at the San Jacinto Battleground State Historic Site for the Texas Parks and Wildlife Department (TPWD). Russ had been the Complex Superintendent for a little over eight years and had been with TPWD for eighteen years. We wish Russ well in his retirement.

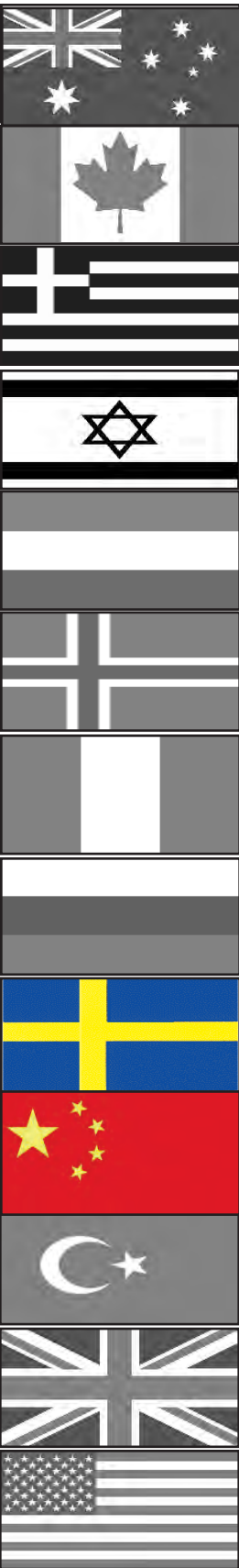
The ex-*Ticonderoga* was removed from donation hold by the Naval Sea Systems Command effective May 16, 2013. The ship had been on donation hold for almost nine years. The Navy is preparing her for dismantlement, including further equipment removals to support Navy requirements.

On June 7, 2013, Vice Admiral William H. Hilarides relieved Vice Admiral Kevin M. McKoy as Commander, Naval Sea Systems Command. Following the ceremony, Admiral McKoy retired from the Navy after serving 35 years, including five of those years as the NAVSEA Commander. Admiral McKoy has been selected to be the president of Irving Shipbuilding Company, a Canadian firm located in Halifax, N.S. He will help oversee the modernization of the Canadian Navy under the country's new 30-year shipbuilding program awarded in 2011.

Scott McGaugh, who is the Marketing Director for the USS Midway Museum, has published his latest book and it is one that is getting some attention on a national scale. The book is entitled *Soldier in Blue* and is published by Arcade. It is the biography of a surgeon in the Civil War who could not tolerate the thousands of wounded men who found themselves abandoned for days on the battlefields while the lucky few who could walk wandered city streets, searching for a vacant hospital bed. It is the biography of Jonathan Letterman, the medical director of the 100,000-man Army of the Potomac. It is his story of how he pioneered battlefield evacuation, as well as triaged hospital care, soldier diet and military hygiene. He accomplished these things in 10 months during three of the Civil War's bloodiest battles before his life came to a tragic and premature end. The soldiers of today have him to thank for the things he accomplished.

I have been told that one of the things our FaceBook and Twitter fans are really into, is the "can you name this" items. If you have items at your museum that you think would be fun for the folks to test their skills and knowledge, please get them to me at [hnsa01@aol.com](mailto:hnsa01@aol.com).

-Jeffrey S. Nilsson



**FLAGS OF THE HNSA FLEET**  
 Australia, Canada, Greece, Israel, The Netherlands, Norway, The Peoples Republic of China, Peru, Russia, Sweden, Turkey, The United Kingdom, and The United States of America.

# NEWS FROM THE FLEET

**USCGC *Mohawk* (WPG-78)  
 Sanibel, Florida, U.S.A.**

***USCGC Mohawk becomes  
 Underwater Art Gallery***

*by Joe Weatherby  
 Reefmakers*

The HNSA member vessel USCGC *Mohawk* (WPG-78) was deployed as an artificial reef last summer in 90 feet of water 28 miles off Sanibel, Florida. The first-of-its-kind, Mohawk Veterans Memorial Reef instantly became the hit of the recreational fishing and scuba diving world. On June 1st, 2013 twelve fine art photographs were deployed on the deckhouse of the Mohawk Veterans Memorial Reef by a huge team of 65 divers in a flotilla of 13 boats led by world renowned artist Andreas Franke. Included in the team were writers from eight magazines, three TV news networks, and two television shows. The beautiful old ship has truly become an international media darling. Bill Verge, the Executive Director of the former USCGC Mohawk Memorial Museum and current Executive Director of the USCGC Ingham Museum, both of Key West, Florida, will tell you, “She is more famous now than she ever was while she floated”.

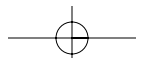
*The Sinking World: Mohawk Project* is Franke’s third (you can see all of the art projects at [www.thesinkingworld.com](http://www.thesinkingworld.com)) in a series of underwater exhibits garnering rave reviews worldwide. His process involves photographing shipwrecks he finds special in some way. He then returns to his studio in Vienna, Austria where he photographs models costumed and posed to express his vision. He then uses CGI technology to insert the models onto the shipwreck photos and in between the fish! The completed images are sandwiched between Plexiglas sheets and framed in stainless steel. They are then shipped to the site of the shipwreck, loaded onto boats, taken down by divers and stuck to the shipwreck by very strong magnets.

The images spend approximately four months in this underwater art gallery and are seen by thousands of divers. Many of the divers come from all over the world just to “attend” this unique exhibit. While underwater, the ocean’s magic transforms the already ghostly images, each in a different way, with seawater penetrating the frames in places and small marine organisms colonizing the surfaces. This transformation is in process this summer on the Mohawk Veterans Memorial Reef.

In mid-September the images were returned to the surface and carefully dried. What will remain are the skeletons of the creatures which had begun to grow, a patina of living ocean, now dried, as on a piece of driftwood. The patina will be stabilized with a clear, urethane-type material. The art will then be exhibited, on land, for all to appreciate at the Alliance for the Arts in Ft. Myers, Florida beginning October 4th.

*Continued on Page 6*

*Below: A diver poses with the newly installed artwork onboard the sunken Mohawk. Magnets hold the frame to the metal bulkhead.*



This land based exhibit will on display there until the beginning of November.

The decision to reef the ex-USCGC *Mohawk* was made due to economic reasons. “She needed a lot of expensive repairs and there was just no funding available for it anywhere”, said Verge “I approached REEFMAKERS for the job because of what they did with *Vandenberg*”. Jeff Dey, CEO of REEFMAKERS says, “Too many proud historic ships are scrapped, or if they are reefed, they are reefed by scrappers, who don’t know or care about them. The *Mohawk* went out with guns, lifeboat, rails and stantions intact, flags flying like she was going into battle.”

Local fishermen, led by a large group from the Coastal Conservation Association and scuba divers, came out in droves to watch her sink. The economic benefits began before she was even on the bottom. The environmental benefit began immediately when she settled. “I have never seen an artificial reef be colonized so quickly!” raves Lee County Artificial Reef Coordinator, Mike Campbell, “and then the whale sharks. It has just been unbelievable.” He is referring to the fact that there have been so many whale shark sightings on the *Mohawk* in one year that the scuba diving media has dubbed it “The Whale Shark Capital of North America.”

The Mohawk Veterans Memorial Reef experience is being extended to non-fishers or scuba divers at the Ft. Myers Imaginarium Science Center. A *Mohawk* replica in a special tank is being created to educate students about artificial reefs. Actual artifacts from the Mohawk Museum are to be included in the permanent display.

The Mohawk Veterans Memorial Reef has become the world’s prototype of how much possible benefit can be enjoyed by a community from a ship on “final duty”. She provides permanent jobs and tourist dollars. She has become a complex habitat attracting thousands of fish including rare whale sharks. As an underwater art gallery she is attracting ever more attention. She is educating students of science and history. Should historic ships go to the scrap yard? Ask the people of Lee County.

*Below: A truly unique idea for artifical reefs...turn them into underwater art galleries!*



### SUBMARINE FORCE LIBRARY AND MUSEUM ASSOCIATION

Groton, Connecticut, U.S.A.

by Capt. John Paulson (Ret.)  
Education Coordinator  
Naval Historical Foundation

#### “2013 STEM-H TEACHER FELLOWS SELECTED”

The Submarine Force Library and Museum Association, Historic Ship *Nautilus*, and the Naval Historical Foundation are pleased to announce the selectees for the 2013 Science, Technology, Engineering, Mathematics, and History (STEM-H) Teacher Fellowships. From July 22 to August 2, selectees used the exhibits of the Submarine Force Museum and Historic Ship *Nautilus* to develop standards-based lesson plans, based on the technology, engineering, science, and mathematics inherent in the museum exhibits. Since the history of the Navy is the history of technology, a dual-certified STEM and history teacher was again included in this year’s fellowship team.

The selectees are:

- Ted Allen, Eighth Grade Science Teacher at Ledyard Middle School, from Groton, CT.
- Larry Chapman, Technology Education Teacher at Old Saybrook High School (Engineering Project Lead the Way courses), from Old Lyme, CT.
- Stacy Haines, Mathematics Teacher at New London High School, from Mystic, CT.
- Greg Felber, Mathematics Teacher at Ledyard Middle School, also certified in History and Social Studies 7-12, from New London, CT.

The fellowship teachers were immersed in submarine history, from the USS *Nautilus* to the technological history of our increasingly complex modern submarines. STEM features included: nuclear propulsion, electronics, computing, inertial guidance, missiles, chemistry, metallurgy, underwater physics, torpedoes, fire control, sonar systems, communications, and world-wide navigation systems. Navy technology led to many non-military applications that are commonplace in today’s world. Connecting the museum exhibits to student learning objectives brings to life the science and mathematics involved. The completed work of STEM Teacher Fellows from 2011 and 2012 is found at: [www.usnavymuseum.org/Education.asp](http://www.usnavymuseum.org/Education.asp) . Similar lesson plans have been produced by the Naval Recruiting

Command for non-museum Navy settings at [www.navystemfortheclassroom.com](http://www.navystemfortheclassroom.com).

**USS Hazard (AM-240)**

**Omaha, Nebraska, U.S.A.**

*by Craig Hooper*

*NEXTNAVY.com*

*Posted July 22, 2013*

**“SAVE A MINESWEEPER—SAVE OMAHA’S  
FREEDOM MEMORIAL PARK!”**

Let’s take a moment to pity Omaha’s poor Freedom Memorial Park—the final resting place of the World War II-era *Admirable*-class minesweeper USS *Hazard* (AM-240). When I visited the Navy memorial a few times in the 2008-10 timeframe it was a delightful little hideaway—a lovingly preserved ship in an idyllic little “all-hands-on-all-the-exhibits” waterfront military park. The ship was turned over complete—with all her spares and everything. I mean, they still had ship’s stationary and china. The park also has a mini mine-warfare/training sub on display—the USS *Marlin* (SST-2) as well (which, I must confess, was my primary cause for my first visit).

I was struck by how those staunch Midwestern stewards had done everything right—grounding the ships, preserving the vessels, and keeping everything accessible. They were slowly building up a collection and infrastructure—even a funky little waterfront restaurant/bar. It was on the verge of becoming a neat corner of the world where once and future minemen could think about gathering to celebrate their peculiar craft.

*Below: USS Hazard as she appeared before the flood waters of 2011 ravaged her berth.*



*Above: USS Hazard as she appears now, after the flood waters receded. Photo by Craig Hooper.*

Far from the sea, it was also a unique and touching means to introduce Midwestern sailors to the Navy and to the strange and distant oceans our Navy patrols. It was a perfect place to spark a youngster’s imagination about his or her future.

Each time I left thinking that the future of the little park was secure. And then the 2011 floods happened. Today, Freedom Park is a disaster. Apparently Omaha has pretty much abandoned the memorial, and this month the local news reported metal-recycling fiends have found the vessel. Unless somebody moves quickly, there won’t be much left worth saving.

There is an opportunity to point this situation out to local civic leaders and urge them to do some good. SECDEF Chuck Hagel hails from Nebraska, so the locals are likely more attuned to defense matters than most. The city is also interested in its naval history—the old ex-USS *Omaha* (SSN-692) is getting a million-dollar memorial (fundraising started with a 250K grant from the city no less). The Navy will commission a new city namesake vessel as well, so various high-level naval folk will be shuttling in and out over the coming months. And while those dignitaries rightly celebrate Omaha’s new ventures, I hope their speechwriters take a moment from the festivities to urge the Nebraskan city leaders to get this old piece of Mine Warfare History put right. It would be a real shame to loose such a unique time-capsule to neglect.

*Editor’s Note: USS Hazard is the only surviving Admirable-class minesweeper, the largest and most successful American minesweepers. Hazard was fitted for both wire and acoustic sweeping and could double as an antisubmarine warfare platform. Hazard first served in this capacity, escorting a convoy from San Francisco to Pearl Harbor. In March 1945, the sweeper was sent to Okinawa, where she first performed anti-submarine patrols before sweeping the waters off Kerama Retto in keeping with the minesweeper’s slogan, “No Sweep, No Invasion.”*

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\*THIS IS TO CORRECT THE SPELLING OF DAREN BEICHLER IN OUR LAST ISSUE.

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(800) 223-5535 M-F  
1000-1600 EST.





**HMAS *Diamantina* (K377, F377, A266, GOR266)  
QUEENSLAND MARITIME MUSEUM**

**Brisbane, Australia**

*by Ian Jempson  
Chief Executive Officer*

**“LONG DESIRED RADAR FINDS NEW HOME”**

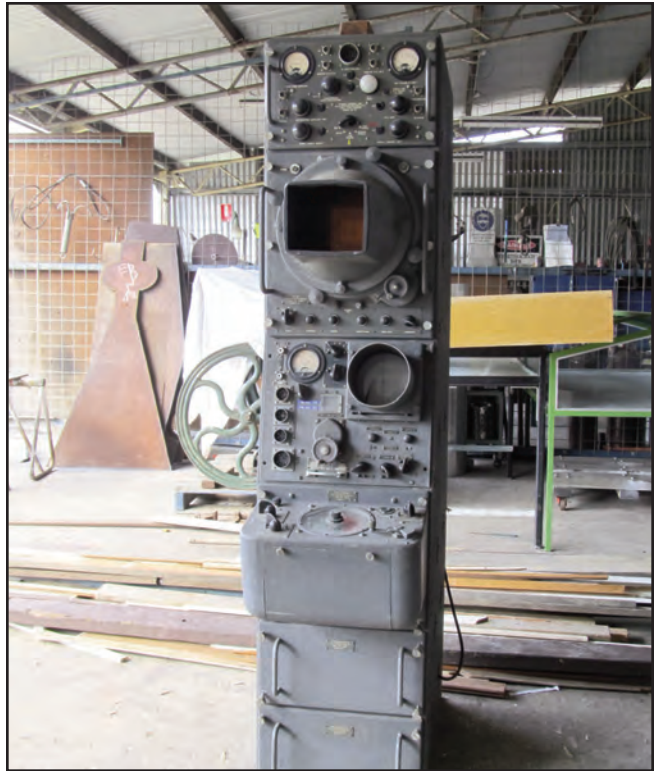
The retired WWII *River*-class frigate ex-HMAS *Diamantina* is the centerpiece of the Queensland Maritime Museum in Brisbane. She was commissioned in April 1945 and saw active service in the Pacific Theatre. *Diamantina* is the sole survivor worldwide of those *River*-class frigates which were the fore-runners of all modern frigates.

During the period 1959-80, *Diamantina*'s primary task was supporting oceanographic research in the Indian and Pacific Oceans as an RAN warship. Upon her decommissioning in 1980 she was gifted to the Museum. Over the past 33 years our volunteers have gradually restored the ship to her 1945 configuration, however, until 2012, one important piece of equipment eluded our grasp.

Many readers would be familiar with the importance of radar which some historians describe as the most important technological development of WWII. One of the major breakthroughs in early 1940 was the development of the cavity (resonant) magnetron which produced a 10cm wavelength signal at a stable frequency and continuous power output. This 10cm wavelength provided much higher resolution and the smaller size of the radar equipment meant it could be easily installed in smaller warships. The Admiralty Type 271 radar was the first operational 10cm radar and the *River*-class frigates, including *Diamantina*, were fitted with these radar sets.

The Queensland Maritime Museum had long been searching for a Type 271 radar to re-install in *Diamantina* when, completely out-of-the-blue, a museum in Perth, Australia was looking for a new home for an old naval radar in 2012. It only took one look at the photo of the operator's console to confirm it was what we were looking for. We are now in the process of re-establishing the radar office aboard the ship.

With reference to the above right image, the Planed Position Indicator scope is in the panel second from the top and the smaller A-scope is located below. The A-scope was essentially an oscilloscope screen which showed the transmission signal as a horizontal line across the screen and any reflected signals appear as a vertical spike. Range was obtained from a basic scale on the screen. Bearing was



*Above: The operator's console for the Type 271 Radar prior to being placed onboard *Diamantina*.*

determined by the operator reading the relative bearing of the aerial and converting to a true bearing.

The *River*-class frigates were designed as anti-submarine convoy escorts primarily for operations in the North Atlantic. The 10cm radar set was capable of detecting a surfaced submarine in moderate sea conditions at approximately 5 miles and was a vital sensor at night when the submarines preferred to attack. The Type 271 has been described as the most important British naval development of the Battle of the Atlantic.

HMAS *Diamantina* was ordered as part of Australia's shipbuilding program during WWII. Twelve of these Australian built frigates were to enter service with the Royal Australian Navy. A further ten were ordered but cancelled as the war drew to a close.

In July 1945 *Diamantina* carried out a bombardment of Sohana Island, and provided supporting fire for the Australian troops ashore on Bougainville. During August she shelled positions on the Bonis Peninsula and points along the south side of Buka Passage. On completion of what proved to be her last operational bombardment of the war she proceeded to Choiseul Bay and then to Lae, Langemak, and on VJ Day (15 August), Madang.

For more information on the *Diamantina*, please visit: [www.maritimemuseum.com.au](http://www.maritimemuseum.com.au).

**USS *Silversides* (SS-236)  
USS *LST-393***

**Muskegon, Michigan, U.S.A.**

by Kurt Troutman & George Maniates

**“A GRAND PARTNERSHIP”**

**M**uskegon Community College faculty members George Maniates and Kurt Troutman teamed up with Dr. Frank Marczak, director of the USS *Silversides* Submarine Museum to present a World War II experiential learning course during the winter of 2013. The submarine museum was used as a floating laboratory, providing students and community members an opportunity to learn, explore and experience a pivotal period of our country's history. USS *LST-393* Museum President John Stephenson and Curator Dan Weikel joined the team adding content expertise and artifacts to share with the students and participants.

The lecture series was offered as History 297-WW II through Muskegon Community College. Twenty-one enrolled students and upward of 150-200 community members in weekly attendance created a unique learning environment. The community event started on January 7, 2013 and continued through the end of the semester in late April. Each talk began at 6:00 pm and continued until approximately 7:30 pm, followed by group discussions, artifact immersion and museum investigation. Weekly topics followed a war chronology outlined in John Keegan's book, *The Second World War*, a required reading for the course.

January 7: "*From Versailles to Munich*", special guest speaker Dave DeJonge

January 14: *German Blitzkrieg-Crushing Poland and bringing France to Capitulation*, Kurt Troutman

January 21: *England stands alone!*, Kurt Troutman

January 28: *Hitler's Dilemma-Consolidate gains or expand opportunities?*, George Maniates and guest lecturer Mr. Nicholas Budimir, Muskegon Community College faculty.

February 4: *Operation Barbarossa-Russia be damned!*, George Maniates and Special Guest speaker, Mr. George Hartman, WWII Veteran, B-29 bomber crew.

February 11: *Pearl Harbor-Awaking a Sleeping Giant*, Kurt Troutman

February 18: *Pacific Theater: A struggle for the Initiative*, George Maniates

March 4: *Defeating the Desert Fox and up the Boot: Northern Africa & Italy*. Guest speaker, Dan Weikel, Curator, USS *LST-393* Museum

March 11: *Muskegon-The Arsenal of Democracy*, guest lecturer Dr. Dan Yakes, Muskegon Community College professor emeritus.

*Betty the Riveter-Women's in the WW II Workforce*, Ms. McKenzie Brandle, Whitehall High School student.

March 18: *Operation Overlord-The Invasion of Europe*, George Maniates, Guest speaker, Mr. John Stephenson, President, USS *LST-393* Museum. Harold Flickema, D-Day soldier provided his first-hand account of the battle events.

March 25: *Battle of the Bulge*, Kurt Troutman, Guest speaker, Dr. Steve Demos, *Museum-quality exhibits from newsprint to museum walls*.

April 1: *The Siege of Berlin-A Russian Peace and New World Order*, George Maniates, guest speaker Bill Leszinske-WWII era hand grenades.

April 8: *President Truman's Atomic Decision*, Kurt Troutman, The USS *Flier*, Dr. Frank Marczak, Executive Director USS *Silversides* Submarine Museum.

April 15: *Those who did not come Home*, Guest speaker, Richard Mullally

*Below: Kurt Troutman interviewing retired submariner Mr. Paul Kidd regarding the actions of his deceased brother, Walter Kidd, during the Italian Campaign of WW II. Photo by Dr. Steve Demos.*





Above: A large crowd listens to George Maniates discuss the war in the Balkans. Photo by Dr. Steve Demos.

*Inch by Inch-Fighting in Okinawa*, Ms. Emily Kroll, student, Muskegon Community College.

*The Legacy of World War II*, Guest lecturers Kathy Tosa, Nicholas Budimir and Papa N'Jai, Muskegon Community College faculty.

At the conclusion of each presentation, the public was invited to participate in group discussions and examine museum artifacts, including uniforms, equipment and films. Students conducted multiple interviews with veterans from all eras, facilitating an enriching and very personal educational experience. All attendees were invited to experience a guided tour of the submarine, hosted by Paul Kidd. The entire lecture series was filmed, edited and presented by Mr. Kimon Kotos, serving the community through Channel 96 Public Access DSE TV. These programs continue to air on cable well after the conclusion of the course.

Experiential learning classes provide students an opportunity to immerse themselves through lecture, discussion, and examination of artifacts. "Incorporating members of the public positively affected the classroom dynamic", said Maniates and Troutman. "We feel that there's much more engagement in an intergenerational learning environment," Maniates said. "The younger people learn from the older people and the older people learn from the younger people."

The professors took advantage of the *Silversides* museum's collection to make the history of WWII more engaging and to bring it to life. "We can talk about the wolf pack tactics of submarines or we can walk down to the submarine and have students see exactly how it worked," said Troutman.

"Our two WWII-era museums serve as a unique classroom and we are grateful for access to all available artifacts and teaching tools." Conversations with students and community members reaffirmed that the most valuable experiences of the entire program were the numerous presentations, discussions and comments from the many veterans who were in attendance. WWII, Korean, Vietnam, Iraq and Afghanistan veterans shared their common experiences across the generations.

The most endearing legacy of the Muskegon WWII class is that this experience provided veterans a venue to share their story, many of them for the very first time. Emotional tributes and scarred experiences imprinted a message on all who attended. Positive community feedback has led to a series of summer book discussions at the USS *Silversides* Submarine and USS *LST-393* Museums featuring *Europe's Last Summer: Who Started the Great War in 1914*, by David Fromkin and *A Rumor of War*, by Philip Caputo. Kurt Troutman and George Maniates have also scheduled a mini-lecture series for fall of 2013 at both museums featuring the U.S. experience in Vietnam and great characters in American military history. The WWII class will be offered again during winter of 2014, continuing a grand partnership between Muskegon Community College, the USS *Silversides* Submarine Museum and the USS *LST-393* Museum.

For more information about either the USS *Silversides* or USS *LST-393*, visit [www.silversidesmuseum.org](http://www.silversidesmuseum.org) and [www.lst393.org](http://www.lst393.org).

Below: Don Morell, WWII Veteran and Vice Chairman of the USS *Silversides* Naval Museum, discussing his contributions to war in the Pacific. Photo by Dr. Steve Demos.



## HNSA NEWS & VIEWS

*Compiled by Jeffrey S. Nilsson,  
Anchor Watch Executive Editor*

In June, at the H. Lee White Museum in Oswego, NY, they celebrated the 70th anniversary of the launch of the U.S. Army tug *LT-5* which is now part of the museum's collection. The tug was built on Long Island, New York. This ocean-going tug participated in the 1944 invasion of Normandy. At the end of the war, the tug was acquired by the U.S. Army Corps of Engineers and she was a common sight on Lakes Erie and Ontario. After 40 years of service, she was decommissioned in 1988 and acquired by the museum in 1991.

As part of the Experimental Aircraft Association's AirVenture 2013, held recently in Oshkosh, WI, the National Naval Aviation Museum of Pensacola, FL displayed the remains of a WWII fighter plane that was recovered from the floor of Lake Michigan. Also, there was a presentation of the Navy's wartime carrier pilot training in the waters off Chicago. Training was conducted on board two side-wheel, excursion steamers that had been converted into auxiliary carriers at the outbreak of the war, the *USS Sable* and the *USS Wolverine*. By the end of the war, the two ships had trained 17,820 pilots who made about 116,000 landings on them.

*USS LST-393 (ex-Highway 16)* continues to receive structural and exhibit improvements. The *USS LST-393* Preservation Association recently did a repainting of the 14-foot bow doors which are now used as the main entrance to the museum ship. The improvements include additions to the "Hall of Uniforms" which contains more than 5,000 pieces of U.S. and foreign military uniforms. The Preservation Association is also installing 32-inch, high definition video monitors in several exhibits including displays on D-Day, World War I, the role of American Women in the military and the operation of landing ships during WWII. This past summer, the Association continued its popular "Movies on the Deck" Program.

The *USS Edson* is now in its permanent mooring near the Independence Bridge. After weeks of preparation, the Saginaw Valley Naval Ship Museum of Bay City, MI was able to open the ship for visitors. At this point she is only open for deck tours as the museum officials are giving the interior of the ship a good cleaning and some necessary painting. Great going gentlemen of the *Edson*.

Major repairs continue to be the big thing right now at the *USS Texas*. The first new steel plating has been installed inside the battleship as a part of the structural repair project. This steel plate was installed in the aft bulkhead of space D-12 which is a trimming tank in the after part of

the ship. It is felt that this was a great milestone, one which everyone associated with the project has been waiting to see. Taylor Marine Construction, the contractor on the job, continues to clean other spaces of the ship associated with the repair work – a slow but vital step in the repair process.

As was reported about ten years ago, the Navy disclosed to the Submarine Cincinnati Museum Foundation, a non-profit group in Cincinnati, OH, that they would not be able to donate the ex-*USS Cincinnati* to them for use as a museum ship. The reasons being the requirements to protect classified information, and considerations for safety and environmental issues. They did say, though, that they would be able to donate parts of the ship at an appropriate time, namely when the ship was being broken up. That day has finally arrived, and the Navy is beginning to transport portions of the boat. The conning tower, upper rudder, and emergency diesel-generator were, at the time of this writing, in transit to Cincinnati. The first pieces to arrive back in August, were given a welcome at the main entrance to the Great American Ball Park, home to the Cincinnati Reds, just before an evening ball game on August, 24. After the ceremony and the commencement of the ballgame, the artifacts headed off to storage for refurbishment and eventually going to the site of the *USS Cincinnati* – Cold War Memorial.

The Historic Dockyard Chatham, in Chatham, England was recently awarded to prestigious Sandford Award for Heritage Education for the second time in less than ten years. The Sandford Award is an independently judged, quality assured assessment of education programs at heritage sites, museums, archives, and collections across the British Isles. It focuses on formal, curriculum-linked opportunities offered to schools at heritage sites. The Lead Judge for the Sandford Awards sited; "The Historic Dockyard Chatham ably shows how science, technology engineering and math can be taught while exploring the site's heritage." Since the award began in 1978, more than 350 historic sites have received the Sandford Award.

Seventy years ago, on August 6, 1943, the *USS Intrepid*, was commissioned and sent into the Second World War. The ship continues to serve today – not as a commissioned naval vessel, but as a museum for visitors. The *USS Intrepid* is now the primary artifact for the Intrepid Sea-Air-Space Museum located at Pier 86, New York City, NY. During one weekend in August, she welcomed back more than 300 former crew members to her decks to help celebrate the 70th Anniversary of her commissioning.

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

**Tacoma, Washington, U.S.A.**

*Excerpt from the Comanche 202 Foundation newsletter  
September 2013*

**“COMANCHE IS BACK IN THE WATER”**

**C**omanche was launched back into the water on Monday, August 26th after 20 days of dry-dock work at Stabbert Yacht and Ship in Ballard/Seattle, WA. Our volunteers, including the Comanche Youth Crew, were able to do some work as well. After taking on fuel at Ballard Fuel, she cruised to Tacoma smoothly and quickly. What a difference getting that marine ‘Velcro’ off the bottom is! We hit speeds of 13 knots and averaged 12 knots running on just the port engine at 540 rpm. Amazingly smooth ride, too!

On August 29, *Comanche* cruised to Olympia for four days of their fun filled tug rendezvous called Harbor Days where we hosted over 3,500 visitors aboard, exploring the ship from top to bottom and stem to stern. *Comanche* didn’t race this year but intends to do so when we next cruise to Harbor Days in 2015. (Next year over Labor Day we will be at the Bremerton Blackberry Festival at our new home port the Bremerton Marina.)

*Comanche* is now moored at the very end of the public access walkway at the Port of Bremerton, downtown Bremerton, WA and is open for visitors to explore on Saturdays from 1000 to dusk and Sundays 1300 to 1700 thru the middle of December. Special tours are available for groups by prior arraignment Wednesday thru Friday. The ship will be closed on Monday and Tuesday.

Work parties for volunteers will continue every weekend through October and then every other weekend beginning November 2nd at the Bremerton Marina. Work party tasks include the rebuild of the starboard main Cleveland 278A. *Comanche* has been given four 278A engines for spare parts stored near Bremerton and there are many new parts already on the ship. This will be a great project for engineering types and those wanting to learn about these big vintage engines.

Also on the work agenda will be: painting the tripod or ‘A’ frame spar, finishing converting the big berth deck to a classroom, starting to restore the radio and chart room and various other interior works. This fall we hope to add to the bow the original Coast Guard designator “W” with the numbers 202.

*Comanche* may be free to visit and explore and even cruise

on but it is not free to keep her. There is still a sizeable bill coming for the dry-docking (we have already given them \$31K). And they did a great job! Operating costs are continual. But we are confident that our fund-raising efforts will be successful.

**USS *Cod* (SS-224)**

**Cleveland, Ohio, U.S.A.**

*by Paul Farace*

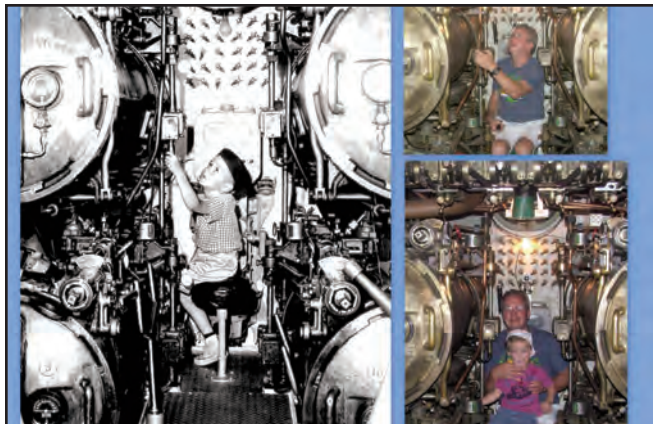
**“WHY USS *COD* MATTERS TO CLEVELANDERS”**

**W**e had a very interesting visitor recently aboard USS *Cod* Submarine Memorial. His name is Dave Evans and is a life-long Clevelander. He knows USS *Cod* well since he and his childhood friends were among the first Clevelanders to visit the USS *Cod* when she arrived in Cleveland in 1959!

Dave and his friends were taken by their mothers on a tour of the *Cod*; about 25 people in all. A Cleveland Press news photographer accompanied the group on the tour and took a number of great photos of the moms and kids on the *Cod*'s deck and conning tower. We've seen these photos in the Cleveland Press newspaper archives. But when Dave visited *Cod* last week he brought with him a print of himself sitting in the aft torpedo room. We were happy to restage the photo today 53 years later with him alone and with his grandson. *Cod* hasn't changed much, but people do.

That is a key element to why *Cod* matters. This boy was enthralled by the veteran submarine and took his children to visit her over the decades and now can take his grandson, who is about the age he was when he first toured *Cod*. And our mission is to ensure that future generations will be able to tour *Cod* as well. We also hope the same lessons can be passed along to these generations.

*Below: Dave Evans on Cod in 1959 (left), and in 2013 (right) alone and with grandson.*



**USS NEW JERSEY (BB-62)****Camden, New Jersey, U.S.A.***by Jason Hall  
VP of Curatorial Affairs & Education***“AN HISTORIC REUNION”**

I am writing this article mere minutes after the conclusion of one of the most amazing and emotional days I have had on the Battleship. There are many days that, due to constant budget woes and the never ending concerns related to the ship, I forget the immense honor it is to be the Curator of the Battleship New Jersey. Today reminded me of the importance of all the efforts that staff and volunteers put into preserving this ship, thereby preserving the memory of those who served onboard her. At about 1430 hours today an emotional, almost magical, moment occurred on the forecastle when Andy Tobias met Dr. John Denby for the first time since they both served onboard the New Jersey in Vietnam.

Many of you may be unfamiliar with the story of Andy Tobias' injuries he suffered during an accident on the upper shell deck of Turret III on January 14, 1969 during the Battleship's Vietnam service. Days earlier, the ship had been released from the gun line and was on its way to be resupplied in Subic Bay. As the ship steamed away from Vietnam, sailors were busy moving projectiles from one deck to another inside the turret, one of these sailors was Andy Tobias. One of the projectiles had got hung up in the hoist due to the parbuckling line getting snagged.

Andy attempted to rectify the problem and had placed one of his feet on the inner ring of the shell deck, positioning his foot between the hoist and a couple of 1,900 lbs. projectiles. Unfortunately for Andy, he and his fellow shipmates dealing with the hung up projectile did not hear the command that the inner ring was about to rotate. As the inner ring moved it proceeded to push the projectiles into Andy's leg causing him to get sucked into the hoist. The pressure of the projectiles moving on the inner ring raised Andy off the ground, pinning him against the hoist and crushing his leg and lower body.

The inner ring was stopped, but Andy's outlook was bleak. Still trapped between the projectiles and the hoist, Andy was bleeding profusely, and had suffered compound fractures of both legs as well as a crushed pelvis. The first thing that had to be done was free Andy from between the projectiles and the hoist. One of Andy's bunkmates, a tall African-American sailor from Texas named Johnson, came down to where Andy was and "picked up" the two 1,900 lbs. projectiles and got them out of the way so Andy could be extracted.

Once freed from the projectiles, they then put him into a Stokes Basket, lowered him down vertically through the scuttles, usually used to move projectiles, to the bottom of the turret to where they could move him vertically through a water tight door to get him outside of the barbette. Being lowered vertically caused excruciating pain and by the time they reached the bottom of the turret Andy had lost consciousness. Once at the bottom of the turret they needed to lift him back up two decks to get him to 3rd Deck. Once on 3rd Deck the Stokes Basket carrying Andy was suspended from the yellow I-beam that went through Broadway and into Medical.

When Andy finally made it to the operating room, Dr. Denby realized he had a Herculean task ahead of him. To aid the Doctors in their operation, Captain J. Edward Snyder, CO of the Battleship at that time, reduced speed as much as he could in order to limit the motion of the ship. For nine hours Dr. Denby worked to stop the bleeding, and stabilize Andy as best he could. Many people, including myself, believe that what Dr. Denby was able to accomplish was nothing short of a miracle. Once at Subic Bay Dr. Denby accompanied Andy to the hospital at Clark Air Force Base in the Philippines. Not only was he able to save Andy's life, but Dr. Denby was able to save his legs. Andy himself states that without Dr. Denby he wouldn't be able to walk today and would actually probably have never survived the accident.

Fast forward to 1430 hours, Saturday, June 29, 2013 where Dr. Denby, and sixteen members of his family including his wife, children, grandchildren, are gathered on the forecastle of *New Jersey*. I had just finished up my talk about the teak deck when I noticed that our other VIP guests had arrived, Andy Tobias and his wife. Both Dr. Denby and Andy had

*Below: Andy Tobias (middle left in shorts) stands next to Dr. Denby, while surrounded by the Denby family. Photo by Rich Zimmermann.*



## ANCHOR WATCH

15

not seen each other since Vietnam. Even now, hours after it happened, I still get choked up a little recalling Andy walking up to Dr. Denby, embracing him and through tears saying, "Thank you for saving my life!" It was a beautiful moment, two old sailors with a bond that only they can truly understand, but that we all should respect and recognize.

Following the requisite photos of Dr. Denby and Andy, along with the entire Denby family, I led the group into the gun house of Turret I. As we were coming out of Turret I we were greeted by a very special unplanned surprise. It just so happened, by pure coincidence, a fellow sailor who served with Andy on the shell deck, and who was there the day he was injured, just happened to be touring the ship today.

That sailor, Norman "Frenchy" Frenchet walked over to Andy and said, "Hey shipmate, remember me, it's Frenchy." After a quick second Andy rushed towards the man and both were hugging each other and tears again flowed. Frenchy hadn't seen Andy since Vietnam and until today didn't even know if he had survived the accident on the shell deck. It was awe inspiring to watch all three men, Andy, Frenchy, and Dr. Denby reminiscing, they talked and acted as if forty years had just melted away.

The stories continued to flow as Dr. Denby and Andy went back down to the Medical spaces, including the operating room where Dr. Denby literally saved Andy's life. The highlight of our time in Medical was when I played the video which includes a segment of Andy talking about his injuries and thanking Dr. Denby for saving his life. Everyone in the group broke out in applause, as Andy again said "Thank You" to Dr. Denby who just smiled in modesty.

The group then proceeded on the new Turret II Experience tour route. On the shell deck of Turret II, Andy enthralled everyone with his harrowing story of what happened to him in Turret III. Dr. Denby's grandchildren enjoyed hoisting the projectile, loading the powder bags, but the best part of the day, from the grandchildren's perspective, was pulling the trigger to fire the guns!

Dr. Denby is 80 years old, a fact not lost on myself or anyone in the group. It went unsaid, but this was probably the last time he will be able to be onboard *New Jersey* again. I cannot thank Dr. Denby, his family, and Andy Tobias and his wife, for allowing me to be a part of a truly historic day. Also, I want to thank Jack Willard for planning the visit of both men, and Rich Zimmermann for volunteering to come in and take pictures of this amazing reunion.

The story of Andy's ordeal, and the heroic actions of Dr.

Denby, are part of the Battleship's new monthly adults only "Twilight Tour." This new Curator-led tour has truly taken off, and provided much needed free publicity from the local press. The local Philadelphia TV station, NBC10 News, was onboard for the first running of this tour on Thursday, July 25 and broadcast live from the ship for the 4:00pm and 6:00pm news.

We try to limit the tour to fifteen people, at \$34.95 per person. For the first tour (Thursday, July 25) we had seven guests, with one of them coming because he saw it on the 4:00pm NBC10 News. We had seventeen guests for the second tour (Thursday, August 15), along with two reporters and two photographers from the Courier-Post and the Philadelphia Inquirer. The third tour took place on Thursday, Sept 12, and we had eighteen guests registered. Thus, we have oversold two of the three tours, definitely a sign of success! We plan on holding Twilight Tours once a month for the foreseeable future.

Each monthly Twilight Tour begins at 6:00pm and runs till approximately 8:00pm. The original idea behind this tour was to conduct it in the evening as temperatures begin to cool down and to attract more adults to the ship. We developed the tour route incorporating areas of pre-existing tours, including the Turret II Experience, as well as areas off the tour routes. The tour includes parts of Broadway and Engineering that we hope to open in the future. By bringing guests to these areas as part of the Twilight Tour, we hope to possibly generate substantial financial donations for the restoration of these spaces.

The focus of the Twilight Tour is certain sailor art not appropriate for younger individuals, as well as some of the stories related to the ship that are only appropriate for more mature audiences. The tour ends with a cash bar where each participant will receive one beverage as part of their \$34.95 tour admission fee. We are looking at possibly offering it more frequently next year.

*Below: This image was broadcast on the local news, enticing people to participate in the tour in order to see the R-rated portions of the painting.*



**CHINESE GUNBOAT *Chung Shan*  
ZHONGSHAN WARSHIP MUSEUM**

**Wuhan, Hebei Province, China**

*by Christopher Eckardt*

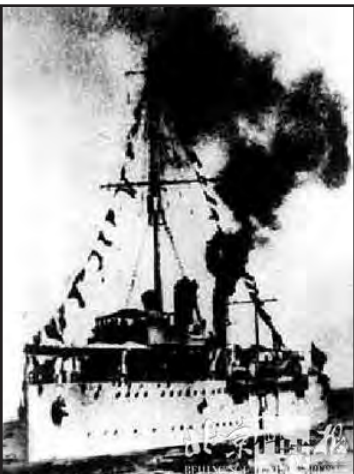
*(Christopher Eckardt is an intern with the Naval Historical Foundation. He is finishing his academic studies at St. Andrews College in Scotland.)*

**“CHINESE GUNBOAT JOINS HNSA”**

The Chinese gunboat *Chung Shan*, housed at the Zhongshan Warship Museum in Wuhan, Hebei Province has been accepted into the Historical Naval Ships Association (HNSA). Dr. David Winkler of the Naval Historical Foundation and Dr. Zhang Yuan of Wuhan University helped facilitate the application process as part of an on-going dialog about an academic research trip to Washington, DC.

*Chung Shan*, salvaged from the Yangtze River in 1997 and restored to her 1920s configuration, is currently the only ship from the warlord era preserved in China. The gunboat’s colorful history goes back long before her eventual sinking during the Second Sino-Japanese War, and she served as a player in the great events of the time, bearing witness to the division of China that continues to stand till today.

Ironically, *Chung Shan* was constructed by the very nation who would eventually sink her. Ordered in the final years of the Qing Dynasty—the last of the Imperial Chinese rulers—the *Chung Shan*, originally named *Yung Feng*, was constructed in Nagasaki, Japan for the new Qing Imperial Navy, as a large gunboat. By the time she was delivered, the Qing had fallen, and a new government was attempting



*Left: A rare image of Chung Shan at sea.*



*Above: Chung Shan in her permanent home at the Zhongshan Warship Museum in China.*

to assemble in its wake, and although money and financial resources were scarce, the revolt against the Qing, and the coming era of the warlords meant that she would have a busy career. She fought her way up the Pearl River, carrying both Dr. Sun Yat-sen and Chiang Kai-Shek, men who would go on to be major players in modern Chinese history.

In 1925, she was renamed *Chung Shan* in honor of Dr. Sun, and remained in service on the Yangtze River. Perhaps the most significant event of the ship’s history was the *Zhongshan Warship Incident* of 20 March, 1926, where her captain was accused of plotting to capture Chiang Kai-Shek. The incident led to a fall out between the Communist and Nationalist parties within the Chinese government and the eventual purge of Communists from the Kuomintang government. Alas, while the incident is important, details remain murky, with arguments raging about whether it was legitimate, a false flag operation by Chiang Kai-shek, or even if it was just the culmination of miscommunication and petty rivalries within the government. Nonetheless, the incident occurred and the split between the Nationalist and Communist parties in the Republic of China led to the eventual divide between the Republic of China and the People’s Republic of China. The *Chung Shan* continued in service, engaging in patrols in the South China Sea, and fighting at the Battle of Wuhan during the Second Sino-Japanese War, where she was sunk by Imperial Japanese aircraft in the Yangtze River on October, 24, 1938.

The *Chung Shan* remained at the bottom of the Yangtze River until 1997, when she was raised and restored, and put on display at the Zhongshan Warship Museum in



Wuhan. Restored to her 1920s configuration, with some of the damage that sank her still visible, the *Chung Shan*, along with many of the historical artifacts recovered with her, are on display. The recovered artifacts and the ship itself are a key piece of Chinese history, reflecting an era that divided the last days of the Emperors and the rise of the modern Chinese state.

The *Chung Shan* is the first historical ship museum in China to join the HNSA, a collection of nearly 200 historical ships around the world. HNSA Executive Director Jeff Nilsson is very excited with the Zhongshan Warship Museum's decision to join the Historic Naval Ships Association: "This represents a significant breakthrough that will permit a positive climate for cultural exchanges and perhaps innovative methods for ship preservation."

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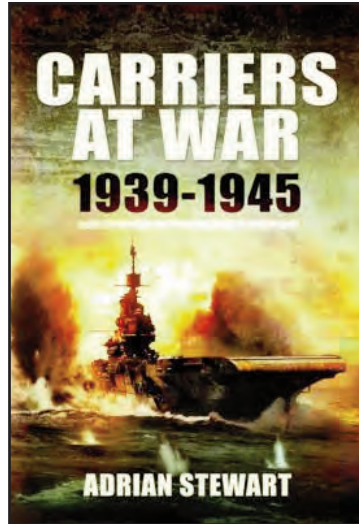
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## BOOK REVIEW



*Carriers at War 1939-1945*, by Adrian Stewart

Review by Peter Nunan

This is a good book. In 215 pages Stewart covers the role of aircraft carriers in the campaigns of World War Two. And he does it in an easy flowing writing style that combines attention to detail with touches of human interest. After a five page outline of the development of the carrier, Stewart analysis Britain's increasing facility in the use of its carriers during the war's first two years from early gropings to successes at Matapan, the *Bismarck* pursuit, and Taranto.

Succeeding chapters cover Pearl Harbor, Coral Sea, Midway, the Malta convoys, and the battles in the Pacific and Atlantic leading to his final assertion, "...it was naval air power that in the Mediterranean, the Atlantic, the Arctic and finally the Pacific had played the most important role in achieving victory at sea."

Details, many of which liven the story, are seamlessly integrated into the narrative. The possibly apocryphal story of Herr Oscar who used up the third of his nine lives surviving the sinking of HMS *Ark Royal* is just one. Stewart describes all aircraft carrying vessels ranging from CAM ships through escort and light to fleet carriers. He covers the carriers of all the combatants including the German on again off again *Graf Zeppelin*. As well he analysis the carriers' main weapons--their aircraft and the numbers each type carried.

The book's six maps, grouped in the front, enhance the text as do the well captioned photos of carriers, aircraft, and personalities. Apart from the addition of the English "u" to Pearl Harbor, and one typo, this is an excellently presented treatment of the rise of the aircraft carrier from its inception to the end of World War Two.

### FROM THE MEMBERSHIP

by John Makara

#### “A VISIT TO PATRIOTS POINT”

**P**atriots Point Naval & Maritime Museum, located in Mount Pleasant, SC, is home to USS *Yorktown*, USS *Laffey*, and USS *Clamagore*. Ironically, *Yorktown* & *Laffey* were both named after ships lost early in WWII. During my visit, I noticed that both ships had the South Carolina state flag on their jackstuffs, which was unusual as most ships I have visited had the Navy Jack flying from the bow.

My visit actually started a mile up the road at the Cold War Memorial. A to-scale replica *Ben Franklin* (SSBN-640) class sub (made of metal and landscaping brick) is the centerpiece with over two dozen granite benches donated by sub crews. The neat thing about it is the grass mound around the sail is carefully landscaped like the bow wave the water would make when she was underway.

USS *Yorktown* (CV-10) is an *Essex*-class carrier with extensive WWII experience. You enter her on the hanger deck and are immediately greeted by a friendly group of volunteers to help you get started. I started on the bridge and flight deck which had a dozen modern aircraft on it. The arresting cables were intact but the catapults were unfortunately covered. The hanger deck had all the key U.S. WWII carrier planes and they were in fabulous condition.

Down below, the flight ready rooms are accessible and there are far too many displays to absorb everything. A room each was dedicated to Taffy 3, Marianas Turkey Shoot, The Big E, U.S. Cruisers, African-Americans in the Navy, Women in the Navy, the Charleston Navy Yard,

*Below: A stern view of Yorktown towering over the water taxi in the foreground. Photo by John Makara.*



*Above: The exposed pressure hull of Clamagore, definitely a rare sight! Photo by John Makara.*

escort carriers, and more plus one dear to my heart – battleships!

They have a snack bar in the hangar and hot lunch in the CPO Mess – it was delicious! I was able to see the engine rooms, medical, berthing, mess, machine shop, laundry, and the brig. The Medal of Honor Museum on the hanger deck was my last stop; it is an elegant presentation and very somber feeling to walk through and read the stories of courage, sacrifice and selflessness. Top to bottom *Yorktown* was in very good condition and a full day tour all by herself.

The USS *Clamagore* (SS-343) was built as a *Balao*-class sub and later modified to become a GUPPY-III class sub and served until 1975. Part of her decking was removed so you had a clear view of her pressure hull which is a rare sight. Like most subs, you enter into the forward torpedo room and make your way aft.

The USS *Laffey* (DD-724) was devastated by Kamikaze attacks in WWII but survived, was rebuilt, and served until 1975. She is in positively pristine condition! She could easily pass inspection for an active duty ship. You walk onto the ship right by Mount 53 which suffered a direct hit from a Kamikaze. Six of the 14 man crew were killed; seeing the picture on the memorial plaque of the damage inflicted makes you wonder how anyone could have survived.

The main deck included a barber's shop, post office, ship's store, laundry, sick bay, wardroom and more! There was a video room and spaces dedicated to the war in the Pacific. I was surprised on a ship the size of a destroyer that the Captain had an at-sea and in-port cabin. You could look in both but not go in either. I was able to walk through the

bridge. The hanger was open and had a DASH drone in it with plenty of interesting reading material. The engine room was also open; it was pretty exciting in the span of a few hours to see the engine rooms of a carrier, diesel sub, and destroyer. You could see the upper handling room of Mount 52, but the only disappointment of the day was that *Laffey's 5"* mounts were not open. And if that is the only complaint, you know it was a great day!

*Below: The 5" guns of Laffey stand as a defiant reminder of the courageous efforts of her crew. Photo by John Makara.*



**USS *Batfish* (SS-310)  
MUSKOGEE WAR MEMORIAL**

**Muskogee, Oklahoma, U.S.A.**

*by Rick Dennis  
Park Manager*

**“2013 GOING WELL IN MUSKOGEE”**

The year continues to race on. We have reached the third quarter of 2013. Some projects continue while new ones start up. I encourage everyone to take some time and consider what has been happening and continue to pitch in and help out. Remember, many hands make for light work.

I want to open my report with a BRAVO ZULU to my grounds keeper. Mr. Scott Bryant has been working for us for 4 years now. He has kept the grounds looking wonderful and we receive numerous compliments on his hard work.

The flower beds on the north end of the building have been

rebuilt. Some exploration showed that the building foundation is in great condition and the erosion that we have been seeing was only cosmetic. All of the old dead bushes and rotting timbers have been removed and were replaced with new bushes and concrete block. Once the new bushes have grown to full height we will have a nice box hedge around the north and west ends of the building.

Jonah Bybee has completed his Eagle Scout project. He was able to organize the young men of Troop 638 from Fort Gibson to remove and replace 400 feet of overgrown fence line. The new fence is being carefully maintained by Scott Bryant to ensure that this fence line is not pulled down by brush again.

The flood light project has been completed. The entire port side of the submarine is now lit up by a series of 8 LED flood lights. These lights produce as much light as a halogen equivalent and all eight lights use less electricity than two 100w light bulbs.

Work on the mast cover was completed in July, with the shed-build begun at the end of that month. The entire construction project was completed by the end of July. For more good news we only have to look towards the City of Muskogee Foundation. They approved our grant request for 2013. This new grant will replace the existing Walk of Honor. The long neglected monument is missing several bricks and we have had several issues with acquiring new bricks and the quality of the current display. The final monument design has not been selected yet, but it will be a much grander and more appropriate than the current monument. The new monument will incorporate all of the purchased names on record and have room to add more. We look forward to the completed project. Final designs will be decided by the end of next quarter.

On the same grant we will be purchasing a series of video displays for the boat. One display will be placed in each compartment with a short 2-5 minute video about that section. We will be working with a vast team of historians and film experts to develop the video presentation. We are looking forward to this project as it will provide a whole new dimension to our guests visit.

As we look ahead, to the next year and next grant cycle, we would like to place some focus on the museum itself. We have exceeded the capacity of our current facilities and those facilities are looking dated. As always, I am looking for ideas as to how to improve the museum and make it more attractive, and functional. Feel free to forward any ideas or comments on the museum, boat or grounds that you may have to [ussbatfish@sbcglobal.net](mailto:ussbatfish@sbcglobal.net). Thank you all for your continued support. I look forward to another exciting quarter at the Muskogee War Memorial and USS *Batfish*.

**CSS *Hampton***  
**HARRISONBURG-ROCKINGHAM**  
**HISTORICAL SOCIETY**

**Dayton, Virginia, U.S.A.**

*by Mass Communication Specialist  
 1st Class (AW) Tim Comerford  
 Release Date: 7/31/2013*

**“CONFEDERATE NAVAL FLAG FALLS INTO  
 U.S. NAVY HANDS - AFTER NEARLY 150 YEARS”**

A Confederate flag finished a nearly 150-year journey as it traded hands from the Harrisonburg-Rockingham Historical Society (HRHS) to Naval History and Heritage Command (NHHHC) during a ceremony at the society's building in Dayton, Va., July 31. Capt. Henry Hendrix, NHHHC's director, accepted the flag which will be preserved and displayed in one of the U.S. Navy's museums.

The flag's journey to Washington, D.C. began during the Civil War in 1865. It was early morning as Lt. William Ladd rode his horse into a nearly deserted Richmond, Va. The siege of the Petersburg had come to an end after eight months, signifying an end to the war that had divided America. With the Confederate capital of Richmond captured, the last hopes of the rebel army vanished and the army and populace of the city had scattered. It was while investigating the city that Ladd observed a Confederate ship flying their colors.

"I was in the Capitol grounds as early as 5:30 am," wrote Ladd, in the History of the 13th New Hampshire Regiment. "I saw no flag on the Capitol at that time. After looking about the grounds and vicinity for a few minutes, and realizing I was alone in the city, I rode back towards Rocketts, and when near there met a white Union cavalryman - the first Union soldier I had seen in Richmond that morning. We tied our horses, took a skiff and rowed out to a rebel war ship in the James, and captured two Confederate flags then flying upon her. I pulled down the larger flag, the cavalryman the smaller one, and we rolled them up and tied them to our saddles."

Unknown to Ladd, the Confederates had previously rigged the ship, Confederate States Ship (CSS) *Hampton*, to explode, denying the Union Army its capture. Soon after he and the cavalryman left with their captured flags, the ship was rocked by an explosion and slowly sank into the waters of the James River. After the war, Ladd kept the flag in his residence, where it remained for years.

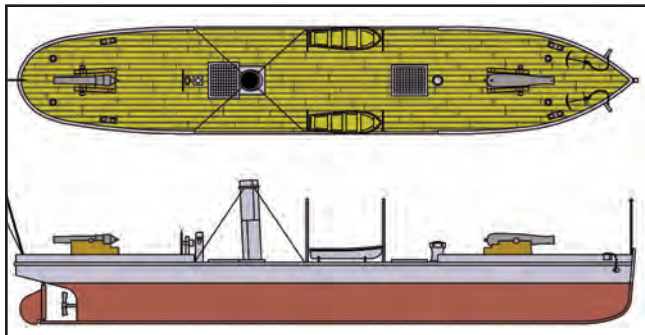
Fast forward to 2011. On a shelf in a Dayton, Va. building belonging to the Harrisonburg-Rockingham Historical Society, sat an archival collection box. The vice president of the society was working with volunteers to update their collection registry. As she went through the boxes she made an astounding discovery, a Confederate flag. A handwritten (note?) sewn onto it read, "That of Confed gun boat *Hampton* burnt in James River at the taking of Richmond. The flag was taken from the burning ship by Liet. Ladd (13th N. Hampshire), Gen. Devens staff."

"I was surprised and amazed when I saw that we had such a rare, unique article in our collections," said Nancy Hess, now former vice president of the society. Her unearthing of the flag started an 18-month hunt for both clues of its origin and, ultimately, a place where the society knew it would receive proper care.

After finding the flag, Hess was curious. She asked a former president of the society about it. She learned that the flag had been a part of their collection for decades but little was known about why the flag was part of their holdings. Hess found some handwritten notes that recorded the flag being added to their collections in the 1960s. The society, which had moved several times since the 1960s, did not have any administrative records of the flag. It was on some inventories from 1982 and there was a photo of the flag taken sometime between 1978 and 1988.

The flag remained a bit of a mystery through the years. According to Hess, she contacted previous members about it, and she learned that the flag was mailed to the society from a law firm settling the estate of a client. When a former society president went to a Massachusetts courthouse to look up the will in 2000, he found no mention of the flag or its disposition. Although the flag was researched by several members of the society, none were able to figure out why the society was given the unique artifact, and several attempts were made to get the flag out of storage and displayed. But the efforts were futile and the flag remained in storage. Finally Hess took action, first writing museums about the flag, asking for

*Below: Artist rendition of what the CSS Hampton looked like.*





*Above: The extremely rare Confederate Navy flag taken from the CSS Hampton before it was scuttled*

someone to take and conserve it. When she was unable to find a museum that would conserve and display it, she started calling.

Earlier this year, Hess contacted the U.S. Army Center of Military History. Retired Col. Robert Dalessandro, the director of the center, recommended she contact NHHC's director, Capt. Henry Hendrix. In March she received the long-awaited call from Hendrix, and an answer to her hopes to find a proper resting place for the flag.

"We were contacted by Mrs. Hess and told the amazing story about the Confederate flag. I couldn't let this incredible opportunity to recognize our naval heritage slip by, especially during the sesquicentennial of the Civil War. I told her NHHC would indeed be interested in the society's storied flag," Hendrix said. A month later in Dayton, Hess met with Becky Poulliot, executive director of NHHC's Hampton Roads Naval Museum in Norfolk, Va. Poulliot inspected the flag, listened to the society's concerns about it and knew she wanted to have it.

"In the museum business, if you are lucky, you occasionally have an opportunity to experience what we call 'wow' moments," Poulliot said. "The minute I saw the ensign from CSS *Hampton* was one of those moments for a variety of reasons. First, the flag has an authentic provenance of a pivotal point in American history -- the fall of Richmond. Secondly, according to our staff research, it is the only known flag in existence that flew from a Maury gunboat. That gunboat was built across the Elizabeth River from our museum. So, it is irreplaceable. Lastly, this ensign fills an important gap regarding the material culture of the Confederate Navy in Hampton Roads."

As the director accepted the gift, he presented the flag to

Poulliot for her to begin the conservation process to make the flag ready to become part of the museum. "We plan to prominently display it in our Civil War gallery," Poulliot said. "I assure you that it will stop people in their tracks. They will want to learn more about the Civil War, and how the Confederacy built Maury gunboats. The acceptance of this ensign from CSS *Hampton* is an honor for our institution."

The Hampton Roads Naval Museum introduces visitors to more than 234 years of U.S. Naval history in Hampton Roads, Virginia. One of nine officially operated U.S. Navy museums, reporting to the Naval History and Heritage Command, the museum houses a rich collection of authentic uniforms, weaponry, underwater artifacts, detailed ship models and artwork. The Hampton Roads Naval Museum is located on the second level of Nauticus in Norfolk, Va. Admission is free.

For more information about Naval History and Heritage Command and its museums, visit [www.history.navy.mil](http://www.history.navy.mil).

For more news from Naval History and Heritage Command, visit [www.navy.mil/local/navhist/](http://www.navy.mil/local/navhist/).

For more information about Hampton Roads Naval Museum, visit [www.history.navy.mil/museums/hrnm/index.html](http://www.history.navy.mil/museums/hrnm/index.html).

*Editor's Note: I recently visited the Hampton Roads Naval Museum in Norfolk, VA and I highly recommend to all of our readers if they have the opportunity to visit this amazing museum...you will not be disappointed! -JH*

*Below: The note found attached to the Confederate Navy flag from CSS Hampton.*



**LIGHTSHIP *Overfalls* (LV-119)****Lewes, Delaware, U.S.A.***by David Bernheisel  
Overfalls Foundation***“MONOMOY BOAT/PILOT HOUSE PROJECT”**

The Foundation was recently given two items which eventually will enhance the Foundation’s ability to meet its mission. The first is a 26-foot Monomoy surf/lifeboat with places for ten people to row, and the second is the pilot house from an historic Lewes fishing boat. Both came in derelict condition and are currently being restored by the Foundation’s volunteer work crew. When the restoration of the Monomoy is completed it will be housed in a display/storage shed on the *Overfalls* grounds and used for hands-on seamanship and water safety training. The restored pilot house will be incorporated into the Foundation’s grounds as a museum to house a growing collection of maritime artifacts.

The *Overfalls* Foundation’s Monomoy boat is an historic vessel probably built in the early 1940s. It’s patterned after boats used on Cape Cod for surf rescue. They are direct descendants of whaleboats used in the near shore islands off Cape Cod, when whales were more prevalent. This boat is most likely one of a large group that the U.S. Coast Guard had built for the training of thousands of recruits in the newly created U.S. Maritime Service, which provided crews for nearly all of the U.S. flagged merchant ships built during the WWII years.

After the war the Foundation’s boat was probably used as a lifeboat on a USCG cutter. Its last service was for cadet training at Kings Point Merchant Marine Academy where the boat and her sister boats were used until they were completely worn out (broken ribs, pulled away planking, etc.) When the boats were declared surplus at the Academy, six of them were given to the Cape May Maritime Museum (CMMM) who then donated one to the *Overfalls* Foundation where the effort to restore the boat is proceeding well. CMMM kept one boat which they are restoring and have given others to organizations in Nantucket and North Carolina. Their intent is that each recipient will restore the boat as an historic marine artifact, use it for water safety and seamanship training, and possibly participate in races. There are few of these boats left that are not in museums. There is, however, an active racing fleet of these boats in San Francisco Bay.

Once restored, the Foundation will keep the boat on its

grounds adjacent to the Lewes Canalfront Park. The boat will be housed in an attractive display/storage shed which will show her off to visitors and protect her from the elements while, at the same time, making her easy to launch. The boat will complement the lightship which is experiencing about a 20% increase in visitors over last year. The visitors experience is enhanced by their interaction with the Foundation’s trained ship guides. The visitors have included a large number of school, scout and other children’s groups. The Foundation is also working with the Cape Henlopen school district to develop lesson plans to make maritime history even more enlightening and complementary to the curriculum’s Delaware history objectives.

The inclusion of the Monomoy boat in the Foundation’s collection will enhance the visitor’s experience even more by broadening the maritime story that the Foundation is able to tell. Doing this is consistent with the Foundation’s mission and the Monomoy represents a segment of the maritime story not told elsewhere in the region.

In addition to the Monomoy boat, The Foundation had the opportunity and acquired the pilot house from the historic, Lewes fishing boat *Stephanie Anne* when her owners were restoring the vessel. The structure, while it was in very poor condition, had the potential of being a major asset to the Foundation as a museum to display a growing collection of maritime artifacts. The *Overfalls* volunteers are currently restoring the structure. When the restoration is completed the pilot house will be attached to the Foundation’s existing Ship’s Store for use as a maritime museum and welcome/orientation center. The inside space will be complemented by an outside patio.

For more information on these projects please visit: [www.overfalls.org](http://www.overfalls.org).

*Below: The Monomoy boat in the work site prior to the start of the restoration process.*



TRIVIA CHALLENGE

by Jeff Cary



QUESTIONS

1. Only one U.S. Navy ship was sunk in combat in the Gulf of Mexico during the Civil War. Can you name it?
2. Name the world's first aircraft carrier built from the keel up with an angled deck.
3. What famed vessel set the trans-Atlantic crossing speed record on her maiden voyage in 1952, a record that still stands today for an ocean liner? Bonus: Where is she now?
4. Can you name the world's first submarine to be propelled by mechanical, rather than human, power?
5. What vessel was the first U.S. Navy ship sunk by enemy aircraft?
6. Designed and built in Brooklyn, NY by German-American engineer and inventor Julius Kroehl in 1867, what post-war submarine was abandoned in 1869 off San Telmo Island in the Bay of Panama?
7. The USS *Lexington* (CV-16) was originally intended to be named what?
8. Can you name the first British aircraft carrier to be struck by a Kamikaze?
9. The Imperial Japanese Navy launched 5 midget submarines during the Pearl Harbor attack. Can you name the mother sub that day that waited fruitlessly to recover those crews?
10. The first British launch of an aircraft from a ship occurred in January 1912. Name that ship.

ANSWERS

1. USS *Hatteras*
2. HMS *Ark Royal* (R09), built in 1943.
3. S.S. *United States*, moored in Philadelphia.
4. Launched on April 16, 1863, the French sub *Plongeur* used stored compressed air to power a reciprocating engine.
5. USS *Panay*, on the Yangtze River in China, December 12, 1937.
6. The submarine *Explorer* is still there today.
7. USS *Cabot*
8. HMS *Indefatigable* took a hit off Okinawa on April 1, 1945.
9. *I-169*, captained by Lt. Cdr. Katsuyji Watanabe.
10. The battleship HMS *Africa*.

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