



ANCHOR WATCH

MAY
JUNE
JULY
AUGUST
2013

The Journal of the Historic Naval Ships Association

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

USS *IOWA* (BB-61): FIRST WEST COAST BATTLESHIP MUSEUM



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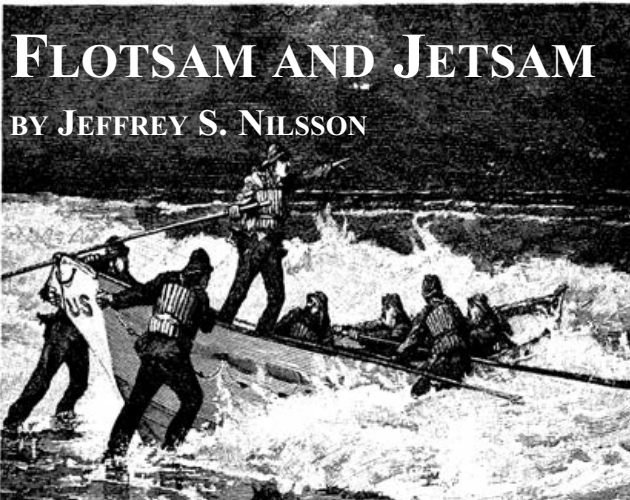
The Anchor Watch in COLOR!

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

THE COVER

Right: The USS Iowa (BB-61) is towed under the Golden Gate Bridge on her way to her new permanent home in San Pedro, CA. Photo by Rich Abele





FLOTSAM AND JETSAM

BY JEFFREY S. NILSSON

It seems that it was a long time ago that I prepared my last Flotsam and Jetsam column. The last issue was considerably late due to a computer breakdown that our editor, Jason Hall, had to suffer through. The situation has been resolved and we are once again steaming full speed ahead with the *Anchor Watch*.

Two major changes for the Inactive Ship Program occurred on May 17, 2013. Captain Christopher R. Pietras, USN retired after 30 years of Navy service. A retirement ceremony was conducted at the U.S. Naval Academy where CAPT Pietras received his second Legion of Merit award. As CAPT Pietras is not being relieved by another Navy captain, PMS 333, Navy Inactive Ships Program, has been redesignated as SEA 21I (i.e., SEA 21 "eye"), Inactive Ships Office. Mr. Glen Clark has been designated as the Director of SEA 21I, who will report to RDML Shannon, SEA 21, and Ms. E. Anne Sandel, SEA 21B Executive Director. The PMS 333 staff are now the SEA 21I staff, including Ms. Christina Wenderoth, the SEA 21I Ship Donation Manager. All email addresses and telephone numbers remain the same.

In the March 2013 World Ship Review, the newsletter of the World Ship Trust, Lord Ambrose Greenway announced that the Trust would be dissolving. The reasoning behind this decision is the United Kingdom's continuing economic crisis has discouraged a steady growth in membership, and there is an apparent lack of willingness amongst suitable candidates to undertake the duties of trusteeship. He further indicated "that we live in a fast-moving technological age and young people seem to have little or no interest in the preservation of old ships and, certainly in their [our] case, a marked reluctance to become involved." The lack of presence of the World Ship Trust in the realm of Naval and Maritime History, will be felt around the world.

In March of this year, I announced that HNSA has established a Reciprocal Museum Membership Admission Program. The program is designed to allow free admission for individual museum members to each other's museums.

It is for the cardholder only, but it is a membership benefit for all participating museums. As an example, if a member of the Midway Museum (which is a HNSA member) is travelling in Louisiana, and wants to visit the USS *Kidd* Veterans Memorial (also a HNSA member) in Baton Rouge, he would receive free admission to the museum. For a complete listing of the participating museums please go to <http://www.hnsa.org/memberexchange.htm>.

It is with sadness that I report the passing of two individuals who had a long association with HNSA. Captain David W. Tungett, USN (Ret) died on December 29, 2012. Captain Tungett preceded Captain Pietras as the Program Manager for Inactive Ships, PMS-333, Naval Sea Systems Command. Harvey Gray, former Executive Director of the USS *Bowfin* Submarine Museum and Park, will be laid to rest in the National Cemetery of the Pacific at Punchbowl on June 11. According to CAPT Gerald L. Hofwolt, current Executive Director of the *Bowfin*, there is to be no "Celebration of Life Service" but rather a "Party Hearty for Harvey" bash at the Pacific Aviation Museum –Pearl Harbor after the internment on June 11.

On Sunday, May 19th, the family of Vice Admiral William Renwick Smedberg, III, presented the Battleship *Iowa* an 84-page scrapbook featuring a record of his service while commanding *Iowa*. The collection features articles, magazines, telegrams, photos and most impressively, a log of the number of shells fired and targets hit during its service under Admiral Smedberg, III. Admiral Smedberg, III commanded the USS *Iowa* from the time it was re-commissioned on August 25, 1951 until July 29, 1952. He went on to be the Superintendent of the United States Naval Academy as well as the Chief of Naval Personnel from 1960 to 1964.

On Saturday, May 18, I had the honor and pleasure of addressing the USS *Harry E. Hubbard* (DD-748) reunion group at the Holiday Inn Executive Center in Virginia Beach at their gala banquet dinner. They were very interested in the HNSA story relating to what we are, how we got to where we are today, and basically what our mission is to these historic ships. It was clearly evident just by meeting these fine gentlemen that at least two generations were represented. It was a great evening and hopefully everyone took something away with them.

Plans are well underway for HNSA 2013 which will be held in Philadelphia, PA/Camden, NJ September 18 – 21, 2013. It is shaping up under the capable guidance of Jason Hall of the Battleship New Jersey Museum and Hope Corse of the Independence Seaport Museum. The program is being put together by Toby Oothoudt, our Marketing Chair. A listing of sessions, events, and conference registration will appear soon on the HNSA website, www.hnsa.org.

-Jeffrey S. Nilsson

NEWS FROM THE FLEET

USS *Iowa* (BB-61) San Pedro, California, U.S.A.

First West Coast Battleship Museum

by CAPT Rich Abele, USN (Ret)
Volunteer Tour Guide

The former USS *Iowa* (BB-61) - the “Battleship of Presidents” - has finally found its new home in Southern California. After 21 years in the “mothball fleet” and seven months of extensive cleaning, exterior maintenance and painting, the *Iowa* left Richmond, CA, and was towed in late May 2012 under the Golden Gate Bridge and south to her new home in San Pedro. For the next six weeks a cadre of staff, contractors and volunteers readied this *Iowa*-class battlewagon for its public dedication on the 4th of July. Among preparations for its newest visitors, a tour route was established, one of the mess decks converted to a museum and theater and a ship’s store created. Now the proud asset of the non-profit Pacific Battleship Center, the *Iowa* opened for public tours on July 7, 2012 with over 4,000 visitors. According to PBC president and COO, Jonathan Williams, “The team pulled together and opened the *Iowa* in record time – with the majority of the work done by a volunteer crew.”

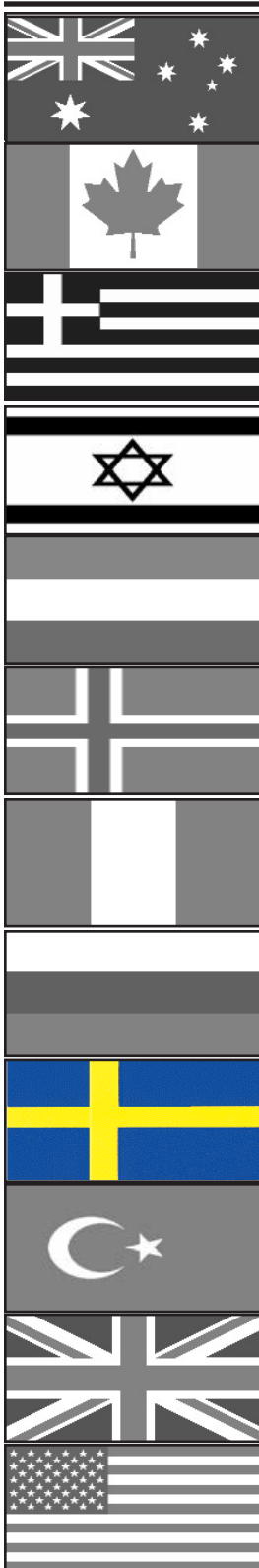
The celebration of *Iowa*’s arrival gained momentum when she was towed on June 9 from her temporary berth in the San Pedro shipping channel to her new home at Berth 87 in the Port of Los Angeles before thousands of local well-wishers. During the next three weeks, the ship made final preparations for visitation by the general public. At last on the 4th of July a “commissioning ceremony for the Battleship *Iowa* Museum” was held with dignitaries from *Iowa* and California as guest speakers. RADM Gerald Gneckow USN (Ret) – a former commanding officer of the *Iowa* – presided over the commissioning ceremony. Then to the sound of Navy music, hundreds of former *Iowa* crewmembers and Sea Cadets

manned the rails which were covered with red, white and blue bunting. The *Iowa* had come alive. What a great day for America!

Today visitors can board the ship for self-guided tours along the main deck, to the foc’sle, around the forward 16” gun turrets, through the wardroom, Captain’s inport cabin, the bridge, by the Phalanx and SRBOC chaff launchers, and amidships to see Harpoon and Tomahawk cruise missile launchers. After returning to the main deck they go below one deck to the museum with its multiple exhibits, galley, mess decks, theater and ship’s store. The tour concludes with a walk across the helo deck, by a 16 inch (1,800 lb) projectile and a display of six powder bags. From here the view of Turret No. 3 with its 3 gun barrels “at the bristle” (pointed skyward about 45 degrees) is spectacular.

Continued on Page 6

*Below: U.S. Navy Sailors and Sea Cadets man the rails during the opening ceremony for the USS *Iowa* as a museum. Photo by Rich Abele.*



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.

While hosting thousands of visitors and groups including military veterans, seniors, scouts, and school students, the *Iowa's* crew of staff and volunteers has been quite busy with endless projects. The Information Technology (IT) Department, for example, has run an Ethernet backbone throughout the ship for VoIP telephony, security monitoring, distributed printing, curatorial management, and office computing. The ship's ticketing and volunteer management systems have also been leveraged by use of the latest "cloud" technology.

Establishment of educational programs aboard the ship is a high priority. In support of *Iowa's* vision to "celebrate the American Spirit by connecting the past with the future," we plan to teach a new generation of visitors about the many and varied contributions Americans have made throughout history. For example, the accomplishments of Admiral Gravelly – the first African American flag officer (and a former *Iowa* crewmember) are one of our projects. According to David Canfield (a former crewmember and PBC VP of IT/Security & Policy) "*Iowa* is also working with the Navy STEM (science, technology, engineering, and math) diversity outreach program as an active participant in the SeaPerch underwater robotics program." With three generations of *Iowa's* crew spanning from WWII through Korea and to the end of the Cold War, and with so much history behind her, *Iowa* is an ideal platform from which the accomplishments of the past can inspire the innovations of the future.

Maintenance and refurbishment projects being undertaken by the Operations and Engineering Department are in full swing. The crew's restoration team has opened up the senior officer's passageway, uncovered a large chart of the Pacific Ocean on a bulkhead in the Wardroom, and put various WWII-era 16" gunpowder canisters on a main deck display. Numerous pieces of deck equipment have been

Below: A tour guide explains the missile systems onboard the Iowa to a group of guests. Photo by Rich Abele



Left: Volunteers install netting on topside handrails. Photo by Rich Abele

chipped and painted, doors overhauled and ladders re-treaded. Netting along handrails and lifelines has been installed. Ongoing projects include negotiations with the local utility and port to enable the hook up to shore power (and the discontinuance of onshore generators) and the connection of water and sewer lines to activate onboard toilet facilities; much of this work is being provided gratis by local contractors.

Plans for future projects are enthusiastically moving forward. Some of the current plans include a revised and expanded 16" gun/shell exhibit, new and expanded awnings for the summer, a 5" gun mount display and a complete war-gaming experience on the 3rd deck. Tours of the 2nd deck and establishment of an overnight program are also in the works.

One of the biggest challenges which faced the *Iowa* from her opening day was how to give guests a memorable tour of the ship. Unlike historic aircraft carriers, the *Iowa* has mostly confined decks, narrow passageways and steep ladders. To accommodate individual guest traffic and groups of visitors, a linear flow path was developed from the entrance at the forward brow all the way to the aft exit off the ship. With volunteer personnel stationed along the designated route to answer questions and provide information as the guests enter and exit their particular space, we are able to handle a much larger audience than a scheduled guided tour operation would allow. This allows guests to travel at their own pace.

The key to our guest experience is our team of volunteer guides who take great pride in showing off the ship and sharing the ship's proud history. Everyday uniformed volunteers stand morning and/or afternoon shifts (rain or shine) rotating amongst the various stations. Some have the honor of guiding special tour groups. A training

program is under development which will give our current guides, and soon our new volunteers, the best information and skills to deliver our message to the public.

To support our guests' visit while touring the ship, summaries of the *Iowa's* facts, figures, and stories have been compiled with many on display throughout the ship. Our guests particularly enjoy the photo exhibits which are exhibited in the Wardroom and Museum. The ship has accepted numerous historical donations including uniforms, photos, and various *Iowa* memorabilia. Plans are to open a nautical library.

Between July 2012 and March 2013 more than 250,000 guests have visited the *Iowa*, exceeding our initial expectations. We hope to reach 500,000 by our one year anniversary in July 2013. In a brief period of time the *Iowa* has transformed itself from a tired member of the mothball fleet to a vibrant historical museum worthy of its proud heritage.

With San Pedro and Long Beach serving as home to the Pacific battleship fleet over the years, the *Iowa* has returned home to the L.A. Waterfront. The *Iowa* is berthed at a key location adjacent to the cruise ship terminal and near other treasures such as the Maritime Museum, Cabrillo Aquarium, Drum Barracks, Crafted, and Ports o' Call. As our COO has eloquently stated: "As a community, we are working towards creating a day on the L.A. Waterfront that celebrates America and everything the *Iowa* stands for." I hope that all of you will have the opportunity to come visit us soon!

The *Iowa* is open daily from 10AM until 5PM. Go to its website at www.pacificbattleship.com to purchase tickets and for more information or call (877) 466-9261.

Below: Middle School students enjoying their visit to the Iowa. Photo by Rich Abele



**USS Razorback (SS-394)
Arkansas Inland Maritime Museum
North Little Rock, Arkansas, U.S.A.**

by Greg Stitz

“ENGINE BROUGHT BACK TO LIFE”

The Arkansas Inland Maritime Museum (AIMM) in North Little Rock, Arkansas, joined an elite group of submarine museums in April of this year, when we were able to start one of our engines. The #1 engine was test-started on Thursday, April 11th and then was started on the morning of April 12th and again that afternoon. Videos of the engine starts (from both inside and outside the submarine) can be found on the museum's YouTube page: www.youtube.com/user/TheUSSRazorback?feature=watch.

This successful effort was largely the result of a group of dedicated and motivated volunteers, the members of the USS *Razorback* Crewmember's Association. These are men that served aboard *Razorback*, mostly during the 1960s, who now live all across the country. Once a year, in the spring, they travel at their own expense, and spend a week working (and some sleeping) aboard "their" submarine.

The *Razorback* Crewmember's Association was also helped by AIMM's cadre of local volunteers, including members of the *Razorback* Base of the United States Submarine Veteran's, Inc (USSVI).

AIMM would also like to especially thank the folks at Fairbanks-Morse in Houston, Texas. They have gone above and beyond the call of duty by happily answering questions, providing technical assistance and donating the time and effort to rebuild a set of fuel injectors for the engine. A local company, Advanced Fuel Technologies (AFT) also completely rebuilt the fuel transfer pump at no cost, thus donating nearly \$400 in highly specialized work to the museum.

Razorback is a *Balao*-class submarine that earned five battle stars for her patrols in the Pacific. In the early 1950s she was converted to a Guppy IIA-class submarine. She was regularly deployed to the 7th Fleet into the 1960s, earning four battle stars for her Vietnam service. Her last U.S. patrol ended in August 1970. Concurrent with her decommissioning on November, 30, 1971 *Razorback* was struck from the U.S. Navy Register and transferred to the Turkish Navy where she was recommissioned *Murat Reis* (S-336). She was again decommissioned in 2001 when her ownership was transferred from Turkey to the city of North Little Rock, Arkansas.

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

Evansville, Indiana, U.S.A.

*by Bob Jornlin
Capt. LST-325*

“FROM THE BRIDGE OF LST-325”

This year began with the ship being in dry-dock in Port Arthur, Texas. The trip to and from Port Arthur spanned some 1530 miles each way. We underwent a very thorough inspection by the Ohio Valley Coast Guard Sector before we left dry-dock on January 7th, which included a sea trial with them aboard. All of our equipment was run for them and Man Overboard, Abandon Ship, and Fire Drills were conducted.

We stopped in Mt. Vernon, IN and Paducah, KY to take on fuel. The old girl used about 1,000 gallons a day going with the current downstream and we made some 14 mph. On the return trip, it was slower because of a higher Mississippi River. We averaged about 6.5 mph going against the current. Bob Hargrove was the CO on the trip back to Evansville and did a great job.

We had originally planned to remove the Ice Deflector hull, but we left it on after the gauging report showed the metal behind it was like new. The Bow Doors were repaired and a new ramp gasket was installed. The two big dents that we had were fixed. The bottom thickness was checked, and any metal with more than 25% wastage was replaced. The hull was in good shape overall.

We had a great crew, great pilots, and a great ship that is running well. Our capable crew was bussed back from Port Arthur after making the trip down to Texas. Then the crew was bussed back to Port Arthur after dry-dock was completed for the return trip to our Evansville, IN port. About 10 crew members remained on the ship in dry-dock to keep watch, approve jobs done, and to manage projects with the money available to us.

On January 10th, I was fortunate enough to again be sailing with the LST-325. Memories of 12 years ago and our arrival in Mobile from Greece came to mind – what a thrill it was to be there! So much has happened since then and the ship is looking better than ever. We have much to be proud of in keeping “the ship that won the war” operational and a living memorial to those who served! We are planning a fall cruise – probably up the Ohio River again.

It came to my attention that someone had “blogged” about their recent trip to the ship. On April 15, 2013, Adam



Above: Adam Sommer, and his son, onboard LST-325.

Sommer posted on his blog, titled “Visit Flyover Country”, about his visit with his family to the LST-325. Below are some excerpts from Adam’s blog:

“We have visited several historic warships as museums across the country and honestly I have not enjoyed most of them (hence why I've never written about those attractions) but the USS LST Ship Memorial in Evansville, Indiana is a true exception - we really enjoyed the guided tour, history lesson, views of Evansville & the river from the ship decks, and the entire LST-325 experience!”

“The ship remains fully operational even today, and offers fully guided tours of the entire ship by very knowledgeable guides. We began our tour on deck where we learned about the history of the ship and all the happenings on deck during WWII. The views of the city and river were great too!”

“After learning about the tight living conditions & life at sea, we headed to the largest enclosed area of the ship. This was very large & open, and is where all the vehicles (usually tanks) are stored. We did learn that German prisoners were kept here on return trips as well, which is amazing given how open it was (on rough seas those guys must have flown around the ship).”

“The last stops on the tour included the navigation deck and the radio room. As this LST remains operational, everything on this deck does as well. The radio room, complete with all the original equipment, is still operational and tested weekly. It is really amazing how far technology has come!”

“Overall this was the best Navy ship/museum I have visited, and I would highly recommend a trip to Evansville to tour the LST-325!”

To read more of Adam’s experience onboard the LST-325, please visit his blog at:
www.visitflyovercountry.com/2013/04/evansville-in-uss-lst-ship-memorial.html.

USS North Carolina (BB-55)**Wilmington, North Carolina, U.S.A.***by Heather Loftin
Promotions Director***“BATTLESHIP RECEIVES PINNACLE AWARD
AND GOES GREEN”**

As most of you may know from past articles in the *Anchor Watch*, and from a presentation at last year's HNSA Annual Conference, last year saw the Battleship North Carolina undergo a major hull restoration project. This project required replacing 132 feet of 10-foot tall hull plating, under the waterline. Out of six companies who pre-qualified, including very large shipyards, a North Carolina based small business, Taylor Brothers Marine Construction, was selected. On March 16, 2013, Carolinas AGC bestowed one of four 2012 Pinnacle Awards, the most prestigious recognition in the Carolinas construction industry, to the Taylor Brothers Marine Construction for their work on the Battleship North Carolina hull restoration project.

The historic Battleship North Carolina, the most decorated of World War II, is berthed on the Cape Fear River across from the city of Wilmington. The ship was ballasted down when she was placed in the slip and sits firmly on the bottom. Her slip has filled in with silt and mud over the years, and ebbs out completely at low tide for two thirds of the ship's length. The tide rising and falling without the ship floating with it results in a constant wet/dry cycle for a five-foot-tall band around the hull. Major corrosion damage to the exposed steel has resulted. Actual breaches in the hull plating had resulted in flooded interior compartments and further deterioration.

The first set of the contractor's charges were to build and install a 30-foot-long cofferdam on the starboard side of the ship, without damaging or overstressing the existing hull. Taylor Brothers Marine custom-designed the system to attach the cofferdam to the hull plus the system to move it from the edge of the barge out to the hull. The custom transfer system was necessary because the overhang of the ship's bow prevented the crane from directly placing the cofferdam on the side of the ship.

Needless to say, very few companies have performed hull work on a WWII-era battleship, much less one that's open to the public every day. It was very important for Taylor Brothers to conduct this work with the safety of the ship's visitors as priority one. The team had to access the work site without going through the ship, they couldn't even use the teak decks.

With heavy lifting (over 50,000 pounds) taking place immediately adjacent to the starboard bow, it was necessary to implement a special lift plan to ensure that tourists were clear of the danger area when lifting.

Taylor Brothers created a floating bridge from the shore on the port side of the ship, out and around the bow, to the starboard work site. They constructed it from Taylor Brothers sectional barges, each one anchored to the bottom. It provided a secure place to tie down all tank cleaning and lead based-paint remediation hoses, while providing a safe platform to access the site. Steel plate could also be transported directly to the site using a small fork lift.

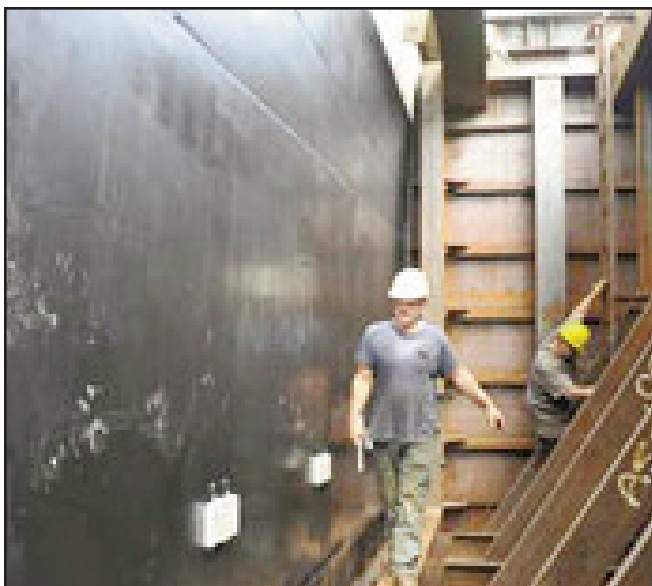
Meanwhile the cofferdam was fabricated at the Taylor Brothers Marine yard in Beaufort, NC and trucked to a boat yard, where a 200-ton marine travel lift loaded it onto a barge for transport to the jobsite. The cofferdam strategy began with mapping the existing curvature of the hull in each location where the 30 x 15 x 12- foot cofferdam would be placed and sealed. This required that a special hull gage be designed and fabricated to measure and record the precise profile of the existing hull at each planned cofferdam set location.

A lockable pin was installed at every foot along the gage's 15' x 30' square tubing frame. When the gage was determined to be exactly plumb and exactly level, a diver positioned each pin against the hull and locked it into place. Once all pins were locked, the gage was removed, and each pin measured and recorded. This created an exact contour of the hull every 12" along the cofferdam seal.

In working with the open end of the cofferdam for mating with the hull, an extra flange was created to minimize down time between cofferdam sets. This saved about 15 days on the project's critical path. The attachment of the cofferdam to the ship had to accommodate for a high tide

Below: Part of the coffer dam is put in place on the port-side of Battleship North Carolina's hull.





Above: A view of the completed work on the hull.

buoyancy of 280,000 pounds and a horizontal force of 140,000 pounds. Even if the cofferdam was not far too large for bellybands, the ship's sitting in 30 feet of mud made this conventional approach impossible.

Taylor Brothers again devised a custom methodology, based on a critical slotted hole system. It allowed the top of the cofferdam to move in and out while lowering the crossbeam and seating the cofferdam. Taylor Brothers was quite concerned about leakage, and feared that constant pumping would be required to keep the cofferdam dry enough to work in. But crews arriving the day after the transfer system was removed found zero leakage and a burned out pump.

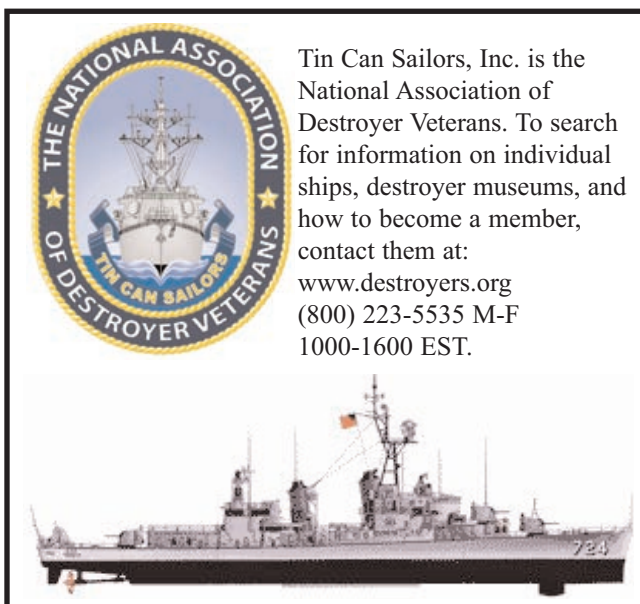
A simultaneous challenge for another crew was to remediate all steel plating, framing, and bulkheads to be as free of lead-based paint as necessary to enable safe cutting and welding operations. This meant every frame in the 132 by 10- foot work area. Once accessed, dewatered, and then remediated, the hull was inspected, cut lines marked and the first sections were removed. It was to be replaced with new ½" thick A-36 steel plating. Original plate lapping lines were maintained while the new plating as installed. Once each welder laid down 12" of weld, each was evaluated via radiography, then tested with dye penetrate and with ultrasonic shear wave method.

Taylor Brothers Marine called this project the privilege of a lifetime. The time of completion was 180 calendar days. Only three minor change orders were generated during the project, which came in on schedule and in budget, without impacting the public's access to one of North Carolina's top tourist attractions. And most important, the project was delivered safely.

Earlier this year, the Battleship North Carolina took significant steps to become more energy efficient and environmentally conscious. In February 2013, Moran Environmental Recovery based in Wilmington, NC, removed over 15,000 gallons of WWII-era bunker fuel from eight separate port-side bow tanks. More than 225,000 gallons of similar fuel oil remains onboard in various internal storage tanks. Removal of fuel oil is part of a long-term hull repair strategy and is critical to both the renovation of the Battleship and protection of the environment.

During the month of April, Greentech Solutions Group based in Raleigh, NC, converted the Battleship North Carolina store, exhibit hall and visitor's center to the latest LED and high efficiency fluorescent lighting technology as part of a project that will drastically reduce energy consumption and allow the Battleship to redirect the savings in energy costs to the renovation of the Memorial. This project got its start after North Carolina State University Energy Solutions' team conducted a comprehensive energy assessment, sponsored by the U.S. Department of Energy, of the Battleship and the visitor center that resulted in a number of energy conservation recommendations.

"We need to continue to be good stewards of the environment and of the Battleship Memorial by reducing our energy consumption and our environmental footprint. These efforts support those goals," says Chris Vargo, Assistant Director at the Battleship North Carolina. Vargo states, "Lighting upgrades to the store and visitor center will save the Battleship an estimated \$40,000 over the next ten years in energy and maintenance costs. Our next step is to develop a similar lighting project for the ship itself that will fit into our budget and that maintains the historic fabric of the Battleship North Carolina."



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.

HNSA NEWS & VIEWS

Compiled by Jeffrey S. Nilsson,
Anchor Watch Executive Editor

There are still two groups that are vying to take over stewardship of the historic and last of its kind, USS *Olympia*. One group is located in Port Royal, SC and the other at Mare Island, CA. A group in Jacksonville, FL is making a valiant attempt to acquire the USS *Charles F. Adams*. Efforts are still being made to acquire the USS *John F. Kennedy* either for a yet to be finalized location in Rhode Island or a location in the harbor of Portland, Maine. The above ships are the only ones remaining on donation hold as the USS *Ticonderoga* (CG-47) was removed from donation hold effective May 16, 2013 after almost nine years on donation hold. The Navy will proceed with preparing the ship for dismantlement, including further equipment removals to support Navy requirements.

On Saturday, May 4, 2013, the USS *Iowa* was named by the Steamship Historical Society of America (SSHSA) as the 2013 Museum Ship of the Year. This award is made all the more significant considering the fact that the ship was only opened for visitors in July of 2012. To everyone that made this happen, we offer a well deserved BRAVO ZULU.

HMCS *Ojibwa*, located at the Elgin Military Museum in St. Thomas, Ontario, though not open completely for the public, will be providing "Behind the Fence Tours". People will be able to get up close and "personal" with the submarine. The exterior tour will take about 30-40 minutes which will include an explanation on how the Elgin Military Museum successfully moved the submarine from her home port of Halifax, NS to Port Burwell, Ontario. Interior tours of the boat should begin this summer.

On Friday May 31, 2013, The brand new state of the art *Mary Rose* Museum in Portsmouth, England, opened to the general public for the first time. The story of the *Mary Rose* has fascinated people for generations. This tremendous museum houses together for the first time the hull of the ship and its many treasured artifacts that will give the visitor a sense of what life was like aboard a Tudor ship like never before, helping to preserve the history of the *Mary Rose* for generations to come.

Major repairs to the Battleship *Texas* began this past April. The Texas Parks and Wildlife Department (TPWD) has contracted with Taylor Brothers Marine Construction, Inc. to make the first significant structural repairs to the *Texas* in more than 20 years. The battleship also celebrated the 99th anniversary of its commissioning in March of 1912. Based in Beaufort, NC, Taylor Marine has recent experience with historic battleships having been contracted

in 2011 to replace a portion of the Battleship *North Carolina's* steel hull (see article on page 10). This multi-million dollar repair contract for the Battleship *Texas* will accomplish about half of the structural repair needs of the battleship and is a first step in meeting the long-term goal of placing the USS *Texas* in a dry berth according to Mr. Scott Stover, TPWD's Infrastructure Division Deputy Director. The ship will remain open to the public as conditions allow. The repairs will occur deep within the ship in areas rarely seen by the public.

The USS *Edson* arrived on May 7 at her permanent mooring site at the Saginaw Valley Naval Ship Museum (SVNSM) in Bay City, MI. The ship is located about 2-3 miles east of I-75 and is just east of the Harry S. Truman Parkway. I know the folks at SVNSM are very much relieved to have her finally arrive home. The ship is open from 0900 to 1800 for tours. You may contact the museum by calling (989) 684-3946, especially if you want to join their force of volunteers.

From Seawolf Park in Galveston, TX, comes word that a treasure trove of artifacts has been found aboard the USS *Stewart* (DE-238). These artifacts include navigational devices, flags, inert ammunition, as well as a voluminous amount of books, manuals, blueprints administrative documents and more. All of this has been found by two young ladies who are working on the ship as part of their masters program in museum science at Texas Tech University. This is a long term project, so the ladies will be busy for quite awhile.

Below: The new home for Mary Rose lies in the shadow of the historic HMS Victory.



**USS *INTREPID* (CV-11)
INTREPID SEA, AIR & SPACE MUSEUM**

New York City, New York, U.S.A.

*by Allie Schlapp
Rubenstein Communications Inc., Public Relations*

**“MUSEUM RECEIVES NATIONAL ENDOWMENT
FOR THE HUMANITIES GRANT”**

The Intrepid Sea, Air & Space Museum has been awarded one of America’s Historical and Cultural Organizations Implementation Grants in the amount of \$260,000 for its long-term exhibition ‘City at Sea: USS *Intrepid*.’ These funds will be used for plans to introduce dynamic interpretive content that will bring to life nine restored historic spaces, including the island, mess and galley, anchor chain room, Combat Information Center, pilot ready room and berthing areas, aboard the famed vessel.

The National Endowment for the Humanities (NEH) awarded grants to 205 projects across the nation to support museums, libraries, historic places, and other organizations that produce public programs in the humanities. Applications are peer reviewed by a panel of experts, then recommended to and ultimately chosen by the NEH, an independent federal agency created in 1965. It is one of the largest funders of humanities programs in the United States. NEH serves and strengthens our republic by promoting excellence in the humanities and conveying the lessons of history to all Americans.

NEH grants strengthen teaching and learning in schools and colleges, facilitate research and original scholarship, provide opportunities for lifelong learning, preserve and provide access to cultural and educational resources, and strengthen the institutional base of the humanities.

“We are thrilled to receive this grant from the National Endowment for the Humanities in support of the ‘City at Sea’ project,” stated Susan Marenoff-Zausner, President of the Intrepid Sea, Air & Space Museum. “The funding will help us protect, preserve and interpret our history-rich environments and offer expanded educational experiences for all who visit the museum.” Added Jessica Williams, Curator of History at the Intrepid Sea, Air & Space Museum, “‘City at Sea’ will create meaningful connections between our visitors and the men who lived and worked onboard *Intrepid*. We are grateful to NEH for supporting our efforts to bring their stories to life.”

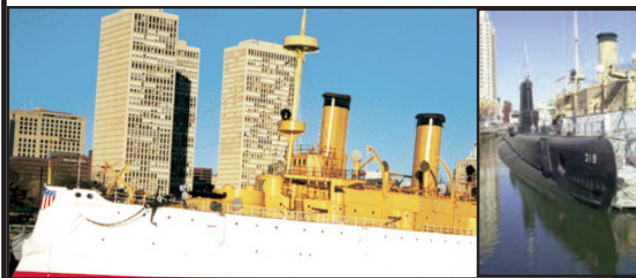
“City at Sea: USS *Intrepid*” is an engaging and interactive self-guided exhibition that examines life at sea for the ship’s crew within the very spaces where they lived,

worked and carried out *Intrepid*’s historic missions. The funding from NEH will allow the museum to expand the exhibit and introduce dynamic interpretive content within nine restored historic spaces aboard the aircraft carrier *Intrepid*. The exhibition will utilize *Intrepid*’s restored historic spaces to educate visitors about the history of *Intrepid* and its role in twentieth-century history, bring these historic spaces to life through first-person accounts from former crew members, and develop an immersive, interactive experience that encourages visitors to explore and learn from the ship’s evocative environments through interactive storytelling stations, interpretive text panels and audio programs installed throughout the ship. The interpretive content developed for the exhibition will also be available in a web-based exhibition, which will be supported by the Intrepid Museum.

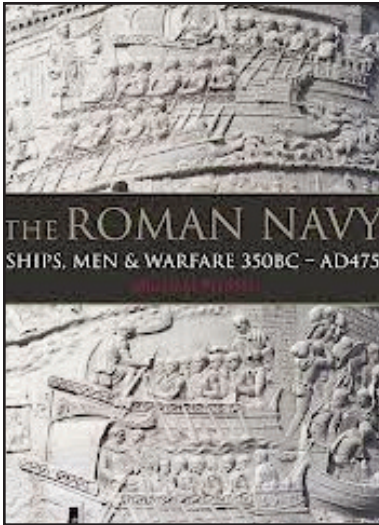
**2013 HNSA ANNUAL CONFERENCE
September 18-21, 2013**



The Battleship New Jersey Museum & Memorial and the Independence Seaport Museum are co-hosting this year’s conference. We hope you can join us for informative sessions, fun evening receptions, and unique oportunities to experience the *New Jersey*, *Olympia*, and *Becuna*. For conference registration and hotel information visit www.hnsa.org.



BOOK REVIEWS



The Roman Navy, Ships, Men and Warfare 350 BC-AD 475, by Michael Pitassi

Review by Peter Nunan

Many books have analysed the Roman army but I can think of none other that has dealt with the navy. Yet it only requires a little thought to realize the importance of a navy to an empire that extended around the Mediterranean into the Black and Red Seas, along the eastern shore of the Atlantic, and down Europe's major rivers. Pitassi's book on "the world's first super-power navy" fills a gap.

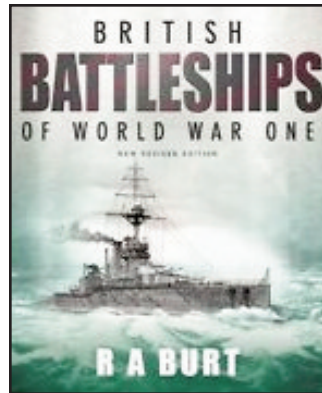
The author, a retired lawyer, deals systematically with all aspects of his subject ranging through the ships, their crews, operations and tactics. He also treats allied and enemy navies and even adds an appendix on modeling Roman ships. Quoting Cicero, "The master of the sea must inevitably be master of the empire," he shows the link between the changing fortune of the navy and the Roman Empire.

The book is well illustrated with photographs and drawings (most by the author). One of the details new to me is that the 255 BC loss in a storm of over 300 vessels is the greatest loss of life in a single shipwrecking in the history of seafaring.

Some proofreading lapses are a minor blemish on a concise, yet full, treatment of a little explored aspect of naval history. This book will assist the avid historian with a better understanding of the very early days of sail.

Full Details:

The Roman Navy, Ships, Men and Warfare 350 BC—AD 475, Michael Pitassi, Seaforth, Barnsley, 2012, 184 p.p. inc. bibliography, notes, and index. Illustrated.



British Battleships of World War One, by R. A. Burt

Review by Peter Nunan

This handsome, large format (10" by 12") book is an essential reference for anyone with a more than passing interest in naval history. Burt's new edition of his classic 1986 work contains many new photographs from his own collection in its more than 500 photographs and line drawings.

Beginning with *Dreadnought* the author analyses fifty dreadnoughts, super-dreadnoughts, and battle-cruisers of the Royal Navy up to *Courageous*, *Glorious*, and *Furious*, all three of which became aircraft carriers. And the treatments are complete in text, statistics, photographs, and clear, large profile and plan drawings. Under subheadings of design, armament, armor, machinery, appearance, changes, and history, each ship in each class is comprehensively described. The author does not neglect to note design flaws and corrections, as well as a treatment of the naval arms race with Germany.

Full details:

British Battleships of World War One, New Revised Edition, R.A. Burt, Seaforth, Barnsley, 2012, illustrated

WINSLOW BUNKER EASTERN SHORE OF VIRGINIA NATIONAL WILDLIFE REFUGE

Cape Charles, Virginia, U.S.A.

by Susan Rice
capecharleswave.com
Posted: May 23, 2013

"USS MISSOURI GUN BARREL RIBBON CUTTING CEREMONY"

The Eastern Shore of Virginia National Wildlife Refuge is celebrating military history and honoring veterans this Memorial Day weekend. On Saturday, May 25, at 2 p.m. the Wildlife Refuge will hold a ribbon cutting ceremony for the newest refuge addition — a 120 ton, 68-foot gun barrel which was on the USS *Missouri*

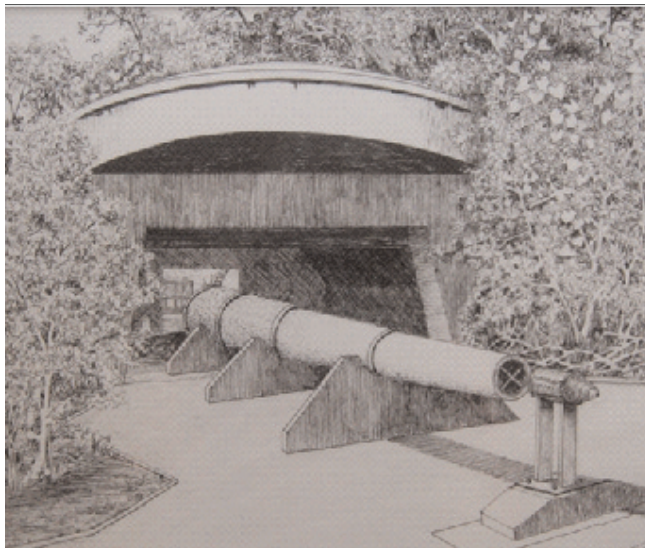
when the Japanese surrendered on September 2, 1945, ending World War II.

The public is invited to come touch this piece of military history and listen to someone who served on the USS *Missouri* talk about its storied past. One can also learn about Fort John Custis, the Army base which was located at the Wildlife Refuge and housed two 16” guns for the protection of the mouth of the Chesapeake Bay. There will be pomp and circumstance with a Navy Color Guard, and a Navy veteran playing the National Anthem on the saxophone.

Visitors can walk the steps to the top of Battery Winslow and look down at the barrel and out to the Atlantic Ocean and imagine this land when it was a thriving military base. Visitors are asked to park at the Eastern Shore Welcome Center and either walk the short refuge trail to the ceremony location or take the free shuttle to the Refuge ceremony site. The 16”/50 Caliber Mark VII gun barrel (#393) is similar to the barrel which was in the World War II bunker when the refuge was Fort John Custis.

The barrel’s journey to the Eastern Shore of Virginia began over a year ago when it left St. Julien’s Creek Navy Yard, was loaded on a rail car in Little Creek, and transported to Cape Charles on the Bay Coast Rail Barge. It arrived in Cape Charles on April 3, 2012, where it waited for a year. On April 1, 2013, the barrel was transported from Cape Charles for 12 miles on an oversized trailer along Rt. 13 to the refuge. Over the last month this historic gun barrel has been undergoing a transformation. First it was painstakingly moved – foot by foot — into the bunker (all 120 tons of it).

Below: Artist rendition of proposed exhibition of Missouri 16” rifle at WInslow Bunker.



Next it was unshackled from the metal cradles and bars which have clamped and secured it over the past six decades while it was in storage at St. Julien’s Creek Navy Yard. Sparks were flying when the top cradles, estimated at 15 tons, were removed and the barrel was spit-shined and gussied up. Years of grime were sandblasted off and the painting process began. The barrel will wear both Navy battleship grey and Army olive drab colors to recognize the significance of this type of barrel to both military branches.

USS *Missouri* (BB-63)

Honolulu, Hawaii, U.S.A.

*by Jaclyn Hawse
Media Contact*

“FLEET ADMIRAL CHESTER W. NIMITZ RETURNS TO PEARL HARBOR”

The Naval Order of the United States has selected the Battleship Missouri Memorial as the permanent home of the Admiral Nimitz Sculpture. Crafted by Oregon artist Rip Caswell, the 8 foot, 600 pound bronze statue pays tribute to the legendary World War II commander. The statue is scheduled to be unveiled in conjunction with the Battleship Missouri Memorial’s annual End of World War II ceremony on Sept. 2.

“We are honored and thrilled to host the statue and are sure that it will be a focal point for many years to come,” said Michael A. Carr, President and COO of the Battleship Missouri Memorial. “FADM Nimitz was the United States’ signatory at the historic World War II surrender ceremony on the decks of the USS *Missouri* (BB-63). The reunion of these two icons of American history is a fitting homage to the day that peace was restored to the world.”

In addition to the upcoming arrival of the Nimitz statue, the *Missouri* is also participating in a new program honoring the birth of each branch of our military. In tribute to the service and sacrifice made by America’s Armed Forces, the Pearl Harbor Historic Sites announced that active-duty service members, retirees, and dependents will enjoy ‘Free Pass’ days to celebrate the birthday of their respective U.S. military branch.

Paid admission is being waived for tours of the Battleship Missouri Memorial, Pacific Aviation Museum Pearl Harbor, and USS *Bowfin* Submarine Museum and Park to respective branches. The only requirement is presentation of a valid military I.D. at each Pearl Harbor historic site. Admission to the World War II Valor in the Pacific National Monument, which includes boat tours to the USS *Arizona* Memorial, is free and open to the public daily.

USS *New Jersey* (BB-62)

Camden, New Jersey, U.S.A.

*by Jack Willard
Marketing and Sales*

**“70TH ANNIVERSARY OF
FIRST COMMISSIONING”**

The Battleship New Jersey Museum and Memorial celebrated the 70th anniversary of her first commissioning into the United States Navy with a ceremony on her forecandle at 11am on Thursday, May 23. Highlights of the ceremony included remarks by former New Jersey Governors James J. Florio and Christine Todd Whitman, both of whom were instrumental in securing the Battleship New Jersey as a museum and memorial on the Camden Waterfront. Both governors are also Honorary Trustees of the Home Port Alliance for the USS New Jersey, Inc.

“To have both governors present at this ceremony is truly an honor,” said Phil Rowan, Executive Director of the Battleship New Jersey. “The process of applying for the berth of the Battleship began many years ago and if not for the support of both these governors, she would not be

Below: Ken Kersch, who served onboard New Jersey during Vietnam, shares some of his experiences serving onboard the ship with those attending the ceremony. Photo by Jack Willard



Above: Marines guard the New Jersey's Presentation Silver Service on special exhibit in the Captain's In-Port Cabin. The silver is on temporary loan to the ship. Photo by Jack Willard.

docked at the Camden Waterfront and available for the thousands of guests to tour her and learn about her amazing history.”

In addition to the Governors' remarks, crew members who served aboard the Big J in the 1940s, 1950s, 1960s and 1980s all shared recollections of their service on the *New Jersey*. The ceremony also featured a reading by John P. Keegan, President of the Edison Foundation, of Gov. Charles Edison's speech during the launch of the USS *New Jersey* at the Philadelphia Navy Yard on Dec. 7, 1942. Mr. Keegan also brought and displayed the sterling silver champagne bottle case that was used to christen the USS *New Jersey* by Gov. Edison's wife in 1942.

The ceremony also kicked off a special exhibition of the original battleship Presentation Silver Service, made for the first USS *New Jersey* (BB-16) by Tiffany & Co., and later used onboard the second USS *New Jersey* (BB-62). The silver is on loan from the New Jersey Governor's mansion. The Presentation Silver Service is currently on display in the same exhibit case, in the Captain's In-Port Cabin, that housed it when the ship was in commission. The silver presentation, made possible by the U.S. Navy, the Drumthwacket Foundation, and Governor Chris Christie and wife, will be included for a limited time for guests to experience as part of a battleship tour.

The ceremony ended with the playing of Kate Smith's "God Bless America," the firing of the portside saluting gun, and birthday cake for all guests!

USS *Albacore* (AGSS-569)

Portsmouth, New Hampshire, U.S.A.

*by John Maier
Executive Director*

**“USS *THRESHER* BANNERS INSTALLED
ON THE USS *ALBACORE*”**

The Port of Portsmouth Maritime Museum Association (Albacore Park) and our support organization, The Friends of Albacore, wanted to find a way to honor all who were lost on the USS *Thresher* (SSN-593). On March 28, this desire to honor these lost submarine sailors became a reality when two 30 foot banners were installed on the *Albacore*, prominently displayed from both sides of the sail.

The USS *Thresher* was lost off of Cape Cod fifty years ago on April 10th 1963. All hands were lost: 112 Sailors and 17 civilians. She was on a test dive at the time and it is likely that we will never know the exact reason why she went down. Most people believe that it was the failure of a pipe seam in the engine room that caused her to lose all power and the ability to surface. She sank below crush depth.

Since the *Thresher* was built in Portsmouth, and sailed from here on April 9, 1963, her loss had a tremendous impact on this community as well as the world. Three

Below: One of the two 30 foot long banners honoring the Thresher that were installed onboard the Albacore in March.



former Albacore crew members were onboard: Lieutenant Commander Robert L Krag, Yeoman John E. Garner, and Yeoman Wayne Lavoie. Below is information related to the *Thresher* provided by the Naval History & Heritage Command's *Dictionary of Naval Fighting Ships* (<http://www.history.navy.mil/danfs>):

In company with *Skylark* (ASR-20), *Thresher* put to sea on 10 April 1963 for deep-diving exercises. In addition to her 16 officers and 96 enlisted men, the submarine carried 17 civilian technicians to observe her performance during the deep-diving tests. Fifteen minutes after reaching her assigned test depth, the submarine communicated with *Skylark* by underwater telephone, apprising the submarine rescue ship of difficulties. Garbled transmissions indicated that far below the surface things were going horribly wrong. Suddenly, listeners in *Skylark* heard a noise "like air rushing into an air tank", then, silence.

Efforts to re-establish contact with *Thresher* failed, and a search group was formed in an attempt to locate the submarine. Rescue ship *Recovery* (ASR-43) subsequently recovered bits of debris, including gloves and bits of internal insulation. Photographs taken by bathyscaphe *Trieste* proved that the submarine had broken up, taking all hands on board to their deaths in 5,500 feet of water, some 220 miles east of Boston. *Thresher* is in six major sections on the ocean floor, with the majority in a single debris field about 400 yards square.

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USS *Pampanito* (SS-383)

San Francisco, California, U.S.A.

*by Rich Pekelney
Volunteer*

**“2012 GALLEY RESTORATION
LEADS TO HOT APPLE PIE”**

This note is a description of the project to replicate the pot rack, cutting boards, towel rack, trash bin, shelf battens, oven shelves, and pots in the galley of USS *Pampanito*. It is also thank you note to the individuals and corporations that made it possible.

The pot rack is mounted under the fume hood above the range in the galley of the submarine. In any normal kitchen this would be the last place anyone would store pots, i.e., where all the grease and fumes rise off the range. However, on a submarine there was literally nowhere else to store the pots. The pot rack was missing from *Pampanito* when opened as a museum in 1981, however three of the hanging brackets from WWII were still in place. We researched photos from other U.S. submarine museums, drawings from microfilm, and mounting holes in the hood. No photos from *Pampanito* have been found of galley.

In the process of researching the pot rack, we realized that the Hobart A120 mixer should have been next to the coffee urn, and we learned the proper size and shape of the galley's missing cutting boards. We were also missing the shelves to the pie rack and did not have any garbage pail. Then we replaced the missing shelf battens, towel rack, rinsing pan and dish drying rack. We saw that we had two ill-fitting modern oven shelves and were missing one. Finally we also learned that we were displaying the wrong pots and pans.

“REPLICATION”

Even though pot rack has pretty simple geometry, we started by creating a 3-dimensional model of the parts in Autodesk Inventor CAD software. The software was then able to calculate the correct bend radius adjustments and length of the uncut rod stock. We used a Hossfeld Bender and Lincoln TIG welder at Techshop to bend the rods and weld them. To match the drawings we had the pot rack and hanger hot dip galvanized at Pacific Galvanizing. Finally, it was powder-coated in white (Cardinal Industrial Finishes) to match the other galvanized and painted steel parts in the galley.

With generous help from John Boos & Company the

proper size, shape and material cutting boards were replaced. Thanks to Nash Metalware Co. Inc. we have the big and small kettles on the range. The original pots were custom made to be half the width of the range and the full depth to maximize the volume of food that can be cooked on the rectangular range. The donated full sized kettle was probably made in the 1950s for a newer style, slightly wider submarine range.

Thanks to Bundy, Chicago Metallic we have a strapped 3-bread pan to go in the pot rack. Its dimensions are slightly different, but its construction with folded ends and spot welding could be identical to WWII. These are still in production for commercial bakeries.

We found the drawings for the shelves to put in the original pie rack and replicated them. Of course the drawings from 1943 of the rack where off from what they actually built so the shelves were adjusted to match the actual pie rack. Note that there are nine shelves, enough for 72 slices of pie to be stored after baking overnight. This would have been enough in the beginning of the war, but the crew size grew as more equipment was added to the boat. The probably had to store the extra pies in the officers pantry. Thanks to Focus Foodservice, LLC and Restaurant Equipment Professionals, Inc. we have the pie pans to fit in the rack.

So now that we have the pot rack, we need more pots. We have researched the size and type of pots that were used during WWII. Finding pots are just one of a long list of items we continue to look for After a busy year of restoration, we felt the need to "test" the ovens. The staff, volunteers, donors, and some very lucky visitors all enjoyed some submarine apple pie. We wish to thank all those who made the above, and many other projects, successful for the *Pampanito*.

Below: Hot apple pie baked onboard the Pampanito provided a special treat.



TRIVIA CHALLENGE

by Jeff Cary



QUESTIONS

1. For the ceremonial surrender signing onboard the USS *Missouri* (BB-63) in Tokyo Bay 2 Sept/1945, the original table scheduled for use was deemed to be too small. Another Allied ship there that day sent over a replacement. Can you name that ship?
2. During the American Civil War, this ship became the first naval vessel to launch an observation balloon. Name it.
3. On 11 Dec/1941, a U.S. Navy boat departed Pearl Harbor for the first war patrol by an American submarine in WWII. Six weeks later, enroute back to Pearl, she became the first U.S. Navy sub to sink an enemy warship during that conflict. Name this sub and the Japanese vessel it sank.
4. What vessel served as a Presidential yacht for both Harry Truman and Dwight Eisenhower?
5. In a bit of an oddity of a war record, the WWII Royal Navy submarine HMS *Venture* (P68) sank 2 U-Boats in the space of 3 months in 1944-1945. Can you name these U-Boats and what is historically significant about the later one?
6. In one of the famously little known actions of WWII, eight Sailors from a legendary American submarine conducted the only combat operation on the Japanese homeland during the war by “sinking a train” near Karafuto. Name the sub and its skipper who was awarded the Medal of Honor.
7. Cape Henlopen State Park in Delaware and the Arizona Capitol Museum in Phoenix are recent recipients of 16” and 14” guns from 2 legendary WWII-era U.S. Navy battleships. Can you name them?

ANSWERS

1. HMS *King George V*. Coincidentally, that table was too small as well, so they brought up another from the *Missouri* mess decks. Problem solved, as history shows.
2. On 3 Aug/1861, the USS *Fanny* served as a balloon recon base along the Potomac River spying on Confederate forces approaching the Capital.
3. USS *Gudgeon* (SS-211) and the *I-73*.
4. USS *Williamsburg* (AGC-369).
5. In Nov/1944, the *Venture* sank the *U-771* off Norway. On 9 Feb/1945, in the only known instance in naval warfare history where one sub sank another while both were submerged, she sent the *U-864* to the bottom.
6. USS *Barb* (SS-220), captained by Commander Eugene Fluckey.
7. Respectively, the USS *Missouri* (BB-63); and both the *Missouri* and USS *Arizona* (BB-39).

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FRIEND MEMBER (U.S.D. \$85) benefits same as **REGULAR** above plus H.N.S.A. patch and lapel pin.

PATRON MEMBER (U.S.D. \$160) benefits same as **FRIEND** above plus H.N.S.A. baseball cap.

LIFE MEMBER (U.S.D. \$500) benefits: same as **PATRON** above for a lifetime.

MEMBERSHIP APPLICATION

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

Name _____

Street _____

City _____ State / Province _____ ZIP / Postal Code _____

Country _____ Telephone _____ E-mail _____

Method of Payment Check Money Order Visa / MasterCard

Amount _____

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

Card Number _____ Expiration Date _____

Signature _____

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