



ANCHOR WATCH

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2013

The Journal of the Historic Naval Ships Association

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



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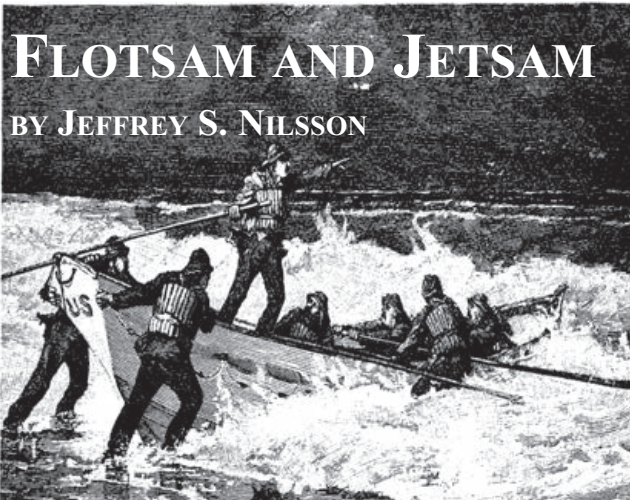
The Anchor Watch in COLOR!

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

THE COVER

*Right: The hull of the Cutty Sark looms large over visitors to the ship's unique new home.
 Photo by Jason Hall*





FLOTSAM AND JETSAM

BY JEFFREY S. NILSSON

The past few months have been busy to say the least. From September 19-22, 2012 we held our annual conference in Key West, Florida. It was our 47th conference, and by all accounts, everyone had a wonderful time. The conference was a huge success due to the gracious hosting of Bill Verge and the staff of the USCGC *Ingham* Memorial Museum, and the expert programming done by Toby Oothoudt. We were privileged to hear presentations about making offsite and traveling education work for the museums; the history of dog tags; volunteer and visitor safety; the economic impact that your museum makes in your community; and many others. In addition to the wonderful presentations, there was ample time for wandering through the historic town of Key West, and for just relaxing next to the pool. The Awards Banquet was a wonderful affair and had as its keynote speaker RADM Charles D. Michel, USCG who spoke about the duties of Joint Interagency Task Force South of which he is the Director. We had a wonderful selection of HNSA awardees and the following recipients of the awards were announced:

Casper J. Knight, Jr Award-Two were presented: the first to Robert S. Edington, a director with the USS *Alabama* Battleship Commission, and the second to the *Overfalls* Maritime Museum Foundation.

Henry A. Vadnais Award-Four were presented: Ms. Karen Duvalle of the Wisconsin Maritime Museum; Ms. Lorraine Scott of the Naval Undersea Museum; Ms. Leslie Watson of the Battleship *New Jersey* Museum and Mr. Roy W. Dollard of the USS *Massachusetts* Memorial.

Russell Booth Award-Two were presented: Ms. Cindy Sandine and Mr. John Duefrane, both of the Naval Undersea Museum.

Ship Maintenance, Preservation and Exhibition Award-Four were presented: Ms. Christine Finlay of the Australian National Maritime Museum; Mr. Jim Wakefield of Albacore Park; Mr. Rich Nabuda of the USS *Hornet*

Museum and to the "Radio Club" of the Battleship *New Jersey* Museum.

Educator of the Year Award-Presented to Ms. Karin Hill of the National Museum of the United States Navy.

Bosun Marvin Curry Award-Presented to Mr. George Buckingham of the Queensland Maritime Museum in South Brisbane, Australia.

Dr. John C. Fakan Communications Award-The Dr. John C. Fakan Communications Award is a new award that was inaugurated this year in memory of Dr. Fakan. The first recipient of this award was Richard S. Pekelney of the USS *Pampanito*.

The planning for HNSA 2013 is well underway as I write this column. We will be meeting in Camden, NJ and Philadelphia, PA September 18-21, with the Battleship *New Jersey* Museum and the Independence Seaport Museum (ISM) co-hosting. The host hotel for the conference will be the Holiday Inn Express-Penns Landing. Hotel and conference registration will soon be available on the HNSA website.

On December 1, 2012, the USS *Enterprise*, the seventh U.S. Navy ship to bear that iconic name, and the first aircraft carrier to have nuclear power, was decommissioned in Norfolk, Virginia. Over 12,000 people were there to welcome her into retirement. She will be returned to her birthplace, Newport News Shipbuilding, where some of her parts will be removed from the ship and will be installed in the newest carrier being built, the USS *Gerald R. Ford, Jr.*

On December 4, Captain Bob Rasmussen, USN (Ret), Director of the National Naval Aviation Museum in Pensacola, FL, along with Taras Lyssenko of A & T Recovery, Captain Ed. Ellis, USN (Ret), Secretary of the Naval Aviation Museum Foundation and Bill Marquardt, President of Glenview Hangar One Foundation, gave a panel discussion about aircraft carriers plying the Great Lakes. At the outset of WWII, the U.S. Navy acquired two vessels from the Cleveland and Buffalo Transit Company and converted them into the USS *Wolverine* and USS *Sable*. Retaining their original propulsion system, they became the only coal-driven, side paddle-wheel aircraft carriers in U.S. Navy history. Operating on the relatively calm waters of Lake Michigan, 120,000 successful landings took place, qualifying 17,800 pilots for aircraft carrier operations including former President George H. W. Bush. There were 128 aircraft lost and over 200 accidents during this training. The cold temperatures of the freshwater at depths over 300 feet has preserved these aircraft as the best assemblage of U.S. Navy sunken aircraft.

-Jeffrey S. Nilsson

NEWS FROM THE FLEET

Cutty Sark CONSERVATION PROJECT (2006-2012) A UNIQUE SOLUTION FOR A UNIQUE SHIP

by Richard Doughty

Director

Cutty Sark: Royal Museums Greenwich

The project to conserve *Cutty Sark* has been one of the biggest and most complex maritime heritage projects ever undertaken. The ship is an iconic London visitor attraction owned by a small voluntary organisation called the Cutty Sark Trust.

Although the vision to conserve *Cutty Sark* has remained constant, the scope of the project has been considerably extended. Work included dismantling and preserving the historic fabric, strengthening the dry berth, the construction of new visitor facilities, and most significantly, the lifting of the ship by 3.4 metres to reveal the beautiful lines that made her the most successful of the clipper ships.

Cutty Sark is one of the few tangible reminders of the importance of the sea in our lives. Ships like her were responsible for the growth of trade, industry, employment, prosperity, and were the foundation of the British Empire and commonwealth. But her name transcends national boundaries – it is recognised all around the world as belonging to one of the most famous sailing ships of all time. *Cutty Sark* represents the final flowering of the technology stretching back thousands of years, and even during her own career was the epitome of speed under sail. But as well as an icon of trade and speed, the ship has also been berthed in Greenwich, England for more than half a century as a memorial to the merchant service, particularly those people who served in the First and Second World Wars.

However, the ship, having come through hurricanes and storms in the world's wildest oceans, was very nearly lost to decay in Greenwich. Back in 1997, a survey by naval

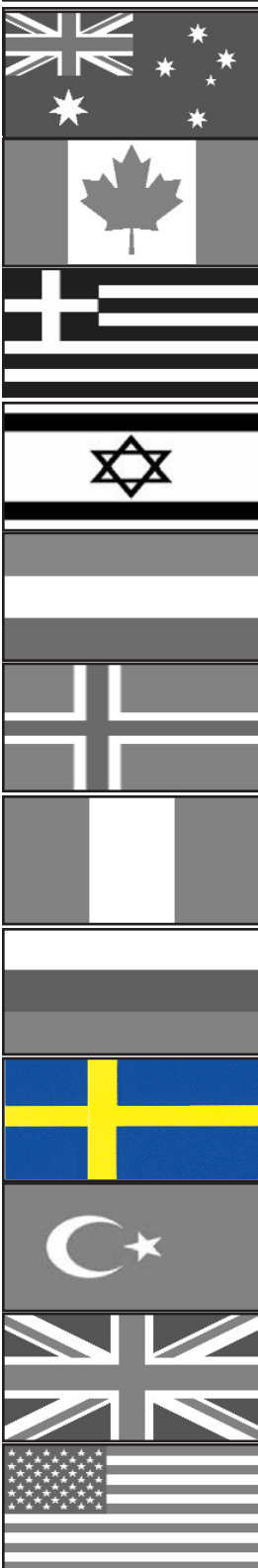
architects revealed that *Cutty Sark*'s iron structure was suffering from severe corrosion and over 60% of the bolts which held the wooden planks to her iron frames had failed. They recommended immediate steps be taken, or by 2006 the ship would become unsafe and be forced to close to the public.

It took many years to develop the right plan to save the ship and to engage financial donors – most notably the Heritage Lottery Fund, without whose support, the ship would have been lost. The *Cutty Sark* Conservation Project (2006-2012) proved to be very complex, aiming not only to halt degradation but prevent its recurrence for fifty years, and at the same time retain as much of the original fabric as possible.

Conserving any historic vessel is a unique event because the construction techniques,

Continued on Page 6

Below: The Cutty Sark shown under full sail in an 1880s photo taken by the ship's master, Captain Richard Woodget.



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.

conditions of the structural elements, and age of the structure vary and will therefore require a different set of solutions and skills. Where possible we used traditional techniques although we gave hot riveting a wide berth because it is a potential fire hazard, noisy, and non-reversible. That said, almost 2,000 bolts were tightened and all of the rigging was done by hand, including splicing and sizing. Repairs to the wood were finished with chisels and we even used a chain block to tension the rig.

The expertise required to preserve *Cutty Sark* was provided by a wide variety of practitioners covering a combination of traditional shipbuilding skills, conservation practices, carpentry, and metal preservation techniques, in addition to state-of-the-art engineering and construction specialisms. However, a significant part of the new workforce was drawn almost entirely from Greenwich and the neighbouring boroughs and those recruited were given ‘on-the-job’ training.

Once work began in November 2006, previously inaccessible areas were opened up and the ship’s true state was revealed. As a result *Cutty Sark*’s wrought iron framework was found to be in an even worse condition than had been believed. This was to be the first of a large number of unwelcome surprises that the team had to overcome during the project.

The major problem arose seven months into the project when the ship caught fire on May 21, 2007. *Cutty Sark*’s international reputation drew the media like moths to a flame. Within an hour of the story breaking the public space surrounding the ship was choked with satellite vans and reporters.

I gave my first interview to James Naughtie on the *Today* programme from a train, a full 90 minutes before arriving

Below: People watch in shock and horror as the Cutty Sark burns uncontrollably on May 21, 2007.



in Greenwich. The only thing I knew at that time was that the ship was ‘100% alight (on fire) from stem to stern’. I deliberately used short, succinct sound bites in all of the interviews I gave such as, “when original fabric is lost, the touch of the craftsman is lost, history itself is lost;” “*Cutty Sark* is a piece of history which cannot be remade;” “*Cutty Sark* is one of those rare things which are truly emblematic and intrinsically inspiring;” and “these are the timbers and iron frames which sailed to the South China Seas. They are the very essence of this historic ship.”

Every effort was made to use the media as a platform to launch a public appeal for fire recovery funds and importantly I and two trustees remained available to give interviews for the lifetime of the story. This approach freed up the operational team to deal with the practicalities of assisting the emergency services and fielding the huge volume of calls and enquiries over the next 48-60 hours. It helped that it was a quiet news day and that local residents captured footage of the fire on mobile phones and cameras. As a result very dramatic images were available for all the breakfast news programmes.

The ‘mystery’ of what had caused the fire helped to keep the story alive, as did high profile visits from HRH The Duke of Edinburgh (Founder President of the Trust) and the Secretary of State. The fire added substantially to the cost of the project. After the fire recovery programme was completed we were forced to complete work out of sequence, such as removing the lower hull planks before the ship had been lifted. Commissioning consultants for re-survey and re-design further increased costs, as did the need to undertake additional conservation work because of fire damage.

Despite all the difficulties we faced, the Trust stuck to its original vision. We wanted to ensure that the most significant feature of the ship, the shape of the hull, was saved. Fifty years in her Greenwich dock, supported by horizontal struts and a forest of timber shores, was compromising this shape. So the plan adopted was to give an even support to the hull by fitting a steel cradle which would transfer the loads from the ship into the ground. A further benefit of this plan was that it enabled the ship’s masts to be supported internally for the first time since the mid-1950s.

This new intervention supports the original fabric and has enabled the ship to be lifted approximately 3.4m from her previous position. A relatively small number of hull planks have been removed to accommodate the structure, but the ship’s hull remains very largely as built.

Although most of the loads have been removed from the ironwork, much of it was so fragile that it needed strengthening to retain its integrity. For example, all of the



Left: Guests mingle beneath the massive gleaming hull of the Cutty Sark, shown suspended in its new glass enclosed berth.

cross bracing and many of the butt plates have new steel plates behind them. In addition, a large number of additional frames – ‘sister frames’ -- have been inserted in the lower hull to help the reinstatement of the hull planks. The introduction of these sister frames was a particularly sophisticated piece of engineering requiring bespoke connections to be installed to enable the structure to function properly.

The cost of the project was also pushed up by the condition of the dry berth which was found to need extensive strengthening and new foundations. This meant the Trust had to invest considerable time, effort, and ingenuity to close the funding gap. Bad weather further delayed conservation work during the winter of 2010, when temperatures fell so low it was not possible to apply the protective paint to the iron framework.

The Trust invested considerable resources in its search to find the most effective water-tight deck for the ship. Nineteenth-century ships all had single thickness plank decks, but today vessels have a composite structure to reduce the risk of water ingress. In consultation with a number of marine surveyors and consultants, the Trust decided to opt for a composite deck, formed of three layers of marine ply covered by a layer of Costa Rican teak. We are satisfied that this will give the longest possible life to the main deck, which has to cope with large numbers of visitors as well as the weather.

The lower hull is protected by a glass canopy. The original concept for this canopy was to create a ‘dynamic sea’, simulating the ship ploughing the water at 17.5 knots. However, the design was rejected by English Heritage and a further nine alternative designs were submitted before the

final design was approved. The design uses straight-sided sheets of double glazed clear glass, at an angle of nine degrees to minimise reflections, set in a diagrid structure similar to that used in the Great Court at the British Museum.

The double-glazed glass not only protects the hull from the worst of the elements, it also enables the Trust to utilise the 1,000 square meters space underneath the ship. This gives us a new gallery space, which is air conditioned by a mechanical plant located in a new basement (5m deep, 50m long and 12m wide) constructed alongside the dry berth.

The media have continued to play an important part in the project. The BBC became a partner after the fire and made a documentary following our progress. The resulting film portrayed the determination and enthusiasm of the team responsible for delivering the project and successfully captured the sense of excitement as each milestone was reached. The documentary also helped to raise awareness of *Cutty Sark* and has unquestionably contributed to the popularity of the ship. To date we have welcomed over 150,000 visitors in the first three months since Her Majesty The Queen re-opened *Cutty Sark* on April 25, 2012.

A true London landmark and national treasure for British Maritime Heritage, thanks to the Herculean efforts of so many people, *Cutty Sark* will continue to inspire generations to come.

For more information on the *Cutty Sark*, visit our website at www.rmg.co.uk/cuttysark/.

Below: A true Phoenix out of the ashes, the preservation project completed, Cutty Sark proudly stands as a testament to the perseverance of both her historic crews and her modern crew of staff and volunteers.



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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 opportunities to experience the *New Jersey*, *Olympia*, and *Becuna*. For information visit www.hnsa.org.



**JOIN or RENEW
TODAY!**



Questions About Your Membership?

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AUSTRALIAN NATIONAL MARITIME MUSEUM

Darling Harbor, Sydney, Australia

by Lindsey Shaw
Senior Curator

“NEWS FROM DOWN UNDER”

Returning from the HNSA Conference in Key West it was with great pleasure that I presented ANMM shipkeeper Christine Finlay with her HNSA Ship Preservation Award. Her nomination was a closely guarded secret and it was a terrific surprise for Chris when we had a morning tea in her honour. Chris puts her all into the daily maintenance and running of the destroyer and submarine and it is an award that is well deserved.

The weekend of October 13-14, 2012 saw the museum host the Classic and Wooden Boat Festival where a small corner was dedicated to naval workboats. Nestled on our heritage pontoon near HMAS *Vampire* and HMAS *Onslow* was our own naval officer's launch *MB-172* along with an admiral's barge and two naval auxiliary workboats *AWB-441* and *AWB-442*. We were pleased when *AWB-441* stayed on after the festival – she made our naval fleet look even bigger!

HMAS *Advance* is now open for guided tours having recently completed major maintenance and restoration

Below: Finlay and senior curator Lindsey Shaw in front of our Daring-class destroyer HMAS Vampire. Photo by Jeff Hodgson, ANMM



Above: A fine view of Vampire, Advance, MB-172 and AWB-441. Photo by David Payne, ANMM

works. A preliminary high pressure clean to remove loose paint and slime was followed by an inspection by ANMM's surveyor to determine structural condition and treatment required – which included the removal of asbestos, yellow zinc chromate and tri-butyl tin coatings. Areas of wastage and corrosion were overhauled and renewed before *Advance* was returned to the museum. I have been training some 80 volunteer guides to take tours on board.

HMAS *Advance*, commissioned in 1968, was the third of twenty *Attack*-class patrol boats built by the Royal Australian Navy between 1967 and 1969. Their work included control of illegal fishing, smuggling and immigration, and search and rescue. *Advance* served out of Darwin in patrol boat squadrons until 1980. In that time the patrol boat helped shadow a Russian fishing ship suspected of spying, dispersed large numbers of illegal foreign fishing boats, weathered Cyclone Tracey in 1974 (in which her sister ship, *Arrow*, was destroyed), assisted in hydrographic surveys of the northwest coast, and starred in the popular ABC TV series *Patrol Boat*.



Tin Can Sailors, Inc. is the National Association of Destroyer Veterans. To search for information on individual ships, destroyer museums, and how to become a member, contact them at:
www.destroyers.org
(800) 223-5535 M-F
1000-1600 EST.



USS *Missouri* (BB-63)**Honolulu, Hawaii, U.S.A.***by Tyler Kruse
Media Contact***“NEW PROGRAMS HELP ENRICH
VISITOR EXPERIENCE”**

The Battleship Missouri Memorial has rolled out new programming, including access to spaces never before available to guests, that will enhance the experience of visitors, both onboard the ship itself and virtually.

“THE HEART OF THE MISSOURI”

Ever wonder what it takes to move a 40,000-ton ship at a speed of nearly 40 MPH or how the 16-inch guns fired a 2,700-pound projectile to an incredible 23 miles with pinpoint accuracy? ‘The Heart of the Missouri Tour’ will answer these and many frequently asked questions about America’s last battleship while guests stand in the very areas where crewmembers made it happen.

Begun on November 16, 2012, the *Missouri*’s knowledgeable tour guides now take groups through areas never before available including boiler, plotting and engine rooms where they’ll get hands-on training with lessons on lighting one of the eight, three-story Babcock and Wilcox boilers and adjusting throttles releasing the steam that drives the ship’s massive propellers. Guests are also introduced to the ship’s last Chief Engineer, Larry Doong, as he provides video commentary throughout Broadway, the longest and widest passage on the ship.

‘The Heart of the Missouri Tour’ is a unique experience unlike anything we’ve ever offered at the Battleship Missouri Memorial. For the first time visitors will get to see how the *Missouri* worked,” said Mike Carr, President and COO of the Battleship Missouri Memorial. “If the *Missouri* was a movie this would be the behind the scenes footage. You get to see where all the magic happened, how she was powered, how the guns were aimed and fired and tons more. This ship was really a marvel of her time and the Navy engineers thought of everything when they built the *Iowa*-class battleships.”

Advanced reservations are recommended as this intimate tour has a capacity of ten per group. Closed toe shoes are mandatory and tour is limited to guests ages 10 and above. For guests’ safety this tour is not recommended for those with mobility constraints. Patrons must be able to climb ten sets of ladders, step over a dozen two-foot high obstacles

and navigate through tight doorways and low overheads.

“TOUR FROM ANYWHERE IN THE WORLD”

Guests can now explore America’s last battleship from the comfort of their home as the Battleship Missouri Memorial is merging history and modern technology with the introduction of its new Virtual Tour. Available free online at USSMissouri.org, the Virtual Tour gives guests 360-degree above and below deck access to the nearly 900-foot ship, from bow to fantail.

“The Memorial is a proud tribute to the U.S. Navy, veterans and the historic role the USS *Missouri* (BB-63) played in World War II. As part of the visitor experience, guests can walk the decks, stand on the spot where the surrender took place ending WWII, tour the wardroom and officer’s quarters, see how the crew lived, ate and slept, and gain an understanding of how the Navy operated on the high seas. This, of course, was fully dependent on the visitors being at the ship, but not anymore,” said Carr. “With the new Virtual Tour people from across the world can see this historic battleship, before and after their visit to Pearl Harbor. This, combined with our recently launched Guide2Go app, available through the iTunes App Store, gives guests the next best thing to actually being here.”

The Virtual Tour and Guide2Go app work harmoniously to bring the Battleship Missouri Memorial to life even when you’re oceans away. For example, a visitor can view the *Missouri*’s massive 16-inch guns on the Virtual Tour then explore the armored depths of the turret through video footage on the Guide2Go app. Former USS *Missouri* executive officer (1991-1992) Capt. Ken Jordan describes their inner workings and the seamless teamwork required to operate such powerful weaponry with pinpoint accuracy.

Below: Mike Carr, President and COO of the Battleship Missouri Memorial, inside Engine Room #4, part of the new ‘The Heart of the Missouri Tour’. Photo courtesy of the Battleship Missouri Memorial.





Above: A U.S. Navy rifle squad fires a volley during the Veterans Day Ceremony held on the fantail of the Battleship Missouri. Photo courtesy of the Battleship Missouri Memorial.

Guide2Go also features other USS *Missouri* crew interviews including WWII crewmen Arthur Albert and William Obitz, Cold War crewmen Herb Fahr and Clarence “Skip” George, and Operation Desert Storm crewman Kevin Tobin. USS *Arizona* (BB-39) survivor Donald Stratton, USS *Oklahoma* (BB-37) survivor George Brown, and the National Park Services’ USS *Arizona* Memorial historian Daniel A. Martinez also tell recollections and stories of the attack on Pearl Harbor.

“As remarkable as our guided tours are for the superb talent and knowledge of our guides, the reality is people can’t just get up and come to Hawaii whenever they want to see the *Missouri*. The Virtual Tour and Guide2Go offers a solitary, reflective experience that can be quite moving no matter what your previous familiarity with this magnificent battleship,” Carr said.

The Virtual Tour is available free and online at USSMissouri.org. Guide2Go can be downloaded from the iTunes App Store for \$1.99 by searching for Battleship Missouri. Once installed users have unlimited access to the app.

“VETERANS DAY SUNSET CEREMONY”

The Battleship Missouri Memorial capped off Veterans Day on November 11, 2012 with its annual Sunset Ceremony. As the final Veterans Day ceremony in the country, this free event paid tribute to both veterans and active duty military with a special homage paid to women who serve.

This year featured inspiring speeches by Susan E. Cowan, the first woman in U.S. naval history to become executive

officer of a ship of war: Vera S. Williams, author of *WACs: History of the Women’s Army Corps 1942-1978* and *WASPs: Women Airforce Service Pilots of World War II*; Sergeant First Class Joy Couch, Iraq and Afghanistan veteran and Bronze Star recipient; and Brigadier General Martha N. Wong who currently serves as the mobility assistant to the director for logistics engineering and security assistance, J-4 United States Pacific Command and was the former President, Vice President and Legislative Representative for the Hawaii National Guard Association and delegate to the National Guard Association of the United States.

The event also featured stirring performances by the La Pietra Select Choir and the Pacific Fleet Band, Old Glory Presentation, Rifle Volley Salute, Echo Taps and Amazing Grace.

“RE-ENLISTING ON A SPECIAL DAY”

As a part of the Pearl Harbor December 7th ceremonies, more than 50 military personnel from all branches of service participated in a Joint Reenlistment Ceremony under Gun Turret #1 of the *Missouri* at 10:15 a.m. on December 7, 2012. Lieutenant General Stanley T. Kresge, Vice Commander, Pacific Air Forces, Joint Base Pearl Harbor-Hickam and the Deputy Theater Joint Force Air Component Commander to the Commander, U.S. Pacific Command, administered the oath. The ceremony concluded with a performance of the National Anthem by the 25th ID Army Band.

Below: Air Force Lieutenant General Stanley T. Kresge administers the oath during a special re-enlistment ceremony on December 7, 2012. Photo courtesy of the Battleship Missouri Memorial.



HNSA NEWS & VIEWS

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

In Philadelphia, *Olympia* is still in desperate need of repairs. Her condition remains serious, and the patching of holes along her waterline is a frequent occurrence.

The USS *Texas*, in the San Jacinto Battlefield in LaPorte, Texas is another ship with special needs. In June, 2012, she developed leaks and they became quite serious as the ship was taking on great quantities of water and was causing the ship to list. It took about a month, but the leaking was brought under control and a long term solution is being sought.

In May 2012, the USS *Edson* was signed over to the Saginaw Valley Naval Ship Museum. On July 18th she began her towed journey to Bay City, Michigan and arrived there on August 7th. We offer our congratulations to the Bay City folks on the successful completion of their quest to obtain the ship.

The USS *John F. Kennedy* remains in donation hold and at this time the Rhode Island Aviation Museum is still trying to find berthing space in the Newport, RI area.

In what could be considered record time, in late 2011 ex-*Iowa* was towed from the Suisun Bay reserve fleet to Port Richmond in California to prepare her for the tow to San Pedro, CA. On May 26th she went under the Golden Gate Bridge for the last time on her way to San Pedro where she is permanently moored. The *Iowa* was open for visitors by the July 4th holiday.

From Mount Pleasant, SC comes word that the Patriots Point Development Authority is looking for a new home for the WWII-era submarine USS *Clamagore* (SS-343). Any established museum that has an interest in acquiring the intact submarine, not just parts of it, should contact Bob Howard at bhoward@patriotspoint.org.

Also from Patriots Point, it has been learned that the Medal of Honor Museum is seeking funds to move the museum into a building that would have to be built to house the museum. The estimated cost for this is about \$100 million.

USS *Hoga* has been donated to the Arkansas Inland Maritime Museum in North Little Rock, AR. They will be moving the tug from California to Arkansas very shortly. The *Hoga* was made famous for its involvement at Pearl Harbor on December 7, 1941.

At this time, according to Captain Chris Pietras, USN, Program Manager for the Inactive Ships and Ships

Donation Program, the following ships are still in donation hold: ex-*Charles F. Adams*, which has been on hold since 1998 and which had a final application deadline date of November 30, 2012; ex-*Ticonderoga* which has been on hold since 2004; and the ex-*John F. Kennedy* which has been on hold since 2009. Meanwhile, ex-*Sea Shadow* has been sold for scrapping and ex-*Vossler*, also has been scrapped.

During the week of September 17th, 2012, Key West, Florida saw the largest display of naval firepower in that port city since WWII. Naval Air Station Key West hosted a multinational maritime exercise that drew 14 destroyers and amphibious assault ships from the U.S. Navy and other allied nations as part of UNITAS Atlantic 2012. They were in port until Thursday September 20th. The slew of navy ships – the most ever to come to Key West in the modern age that the Navy can remember – were docked at the Outer Mole Pier, Truman Waterfront and Coast Guard Sector Key West. The writer, having been there for the Annual HNSA Conference, witnessed the gathering, and can vouch that it was a sight to behold. Key West was chosen because of its ideal central location in the Caribbean.

Robert Edington of Mobile, who was unable to attend the HNSA conference in Key West, was presented with his HNSA Casper Knight Award at the October 2012 meeting of the USS *Alabama* Battleship Commission. Mr. Edington has 50 years of devoted service to the Commission and Park. As a State Representative, he authored the Enabling Legislation creating the self-supporting State Agency in 1963. As Chairman of the Battleship Commission he oversaw more than \$7.1 million in repairs from Hurricane Katrina in 2005.

Below: Bob Edington (left) receiving the Casper Knight Award from Bill Tunnell, Park Director.



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

Evansville, Indiana, U.S.A.

*by Bob Jornlin
Capt. LST-325*

**“FROM THE BRIDGE
OF LST-325”**

We received over 65 applications to crew the “Iron Marvel” on our cruise to Nashville and Clarksville, TN in September 2012, and had the tough job of cutting crew numbers back to 46. The LST 325 started to become known in Nashville, TN as the Grey Lady in anticipation of our visit. On Sept. 15th we headed down the Ohio River not knowing what to expect. We were excited to be going into new waters and a city that has never seen an LST. Nashville organized a great committee to help build excitement and publicity for the visit. After a summer with no rain, it was pouring on the day of our arrival. We were in port from Sept. 18-24th.

The line of people wishing to come onboard was long on both Saturday and Sunday. A P-51 Mustang flew over the ship on Saturday and really impressed the crowd. Our outstanding marksmen on the guns could not shoot it down, even with the plane having four passes over the ship. To add insult to injury the pilot showed up on the ship for a tour later.

As we passed the 10,000th visitor by noon on Sunday, it was apparent Nashville welcomed us with open arms. Many thanked us for bringing the ship to their city. We had the same reception in Clarksville with almost over 13,000 visiting us in five days.

On the way back to Evansville, IN we encountered some bad weather again. With poor visibility, our pilot got off course resulting in our being grounded for a time in Lake Barkley. It took some ingenuity with many opinions on how to get us unstuck. Jay Luhr, from Luhr Bros. in Columbia, IL came to our aid with a 4,000 HP tug.

LST's were engineered for being grounded and coming back off shore, so we used that knowledge along with all the help I could get! We decided to use the ballast system and filled the starboard tanks getting a list of 2 degrees; emptied them filling the port tanks, getting 2 degrees to port list. We did this twice. Then back to level. Filling the forward two tanks, port and starboard, enabled us to raise the stern a little. Soundings taken all around, indicated we were more aground at the stern and the small waves and wind actually rocked the ship after this helping to break the bottom suction. We never tried to pull the ship with just the

winch, since we had a 4,000 HP tug at our disposal.

I cannot thank the Luhr Bros, Jay in particular, enough. They are true friends of LST 325. They came all the way from Cairo, IL to help us. We also had tugs from Ingram, and Hunter Marine on alert. We backed off the mud and were once again sailing toward Evansville. The crew worked with dedicated seamanship throughout this ordeal that also triumphed the versatility of a ship design that contributed to war efforts of World War II, Korea and Vietnam.

**USS CASSIN YOUNG (DD-793)
BOSTON NATIONAL HISTORICAL PARK
CHARLESTOWN NAVY YARD**

Boston, Massachusetts, U.S.A.

*by Steve Briand
Volunteer Liaison*

**“THE IMPORTANCE OF VOLUNTEERS
AND HNSA”**

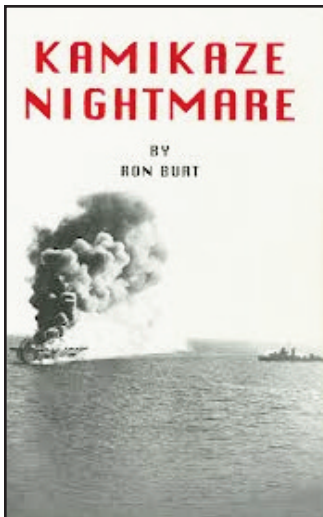
As we head into a new year there is without a doubt much uncertainty as to what it holds for many of the ships of the historic fleet. I have spoken to a few of you who work and volunteer on other ships and of course your primary concern is funding.

Each one of us has a unique environment where we reside. I know many of you thought that being a government agency, the *Cassin Young* has access to unlimited funding; not so. We are facing tough economic times on the *Cassin Young* as with other historic ship museums. The Dept. of Interior is working with adjusted budgets just like any other government agency.

As *Cassin Young* Volunteers our mission is simple. We restore, preserve and present the ship to the visitors. We have such a diverse group of Volunteers that bring skills and camaraderie not found in too many places. Our restoration efforts are under the watchful eye of The National Park Service Maintenance and Curatorial staffs; both do a great job directing us.

Over the past few years we have tried, with great success, to establish relationships with others ships. My conversations with Tim Rizuto, USS *Slater*; Rich Angelini, USS *Joseph P. Kennedy*; Jason Hall, USS *New Jersey*; Terry Miller, Tin Can Sailors, and so many other people have made us realize that we need to continually work together. The Volunteers are truly the lifeblood of any museum ship. So as we move forward into a new year, let us all continue to stay focused, endure the financial setbacks and continue to take care of each other.

BOOK REVIEWS



Kamikaze Nightmare
by Ron Burt

Review by Bernie Ditter

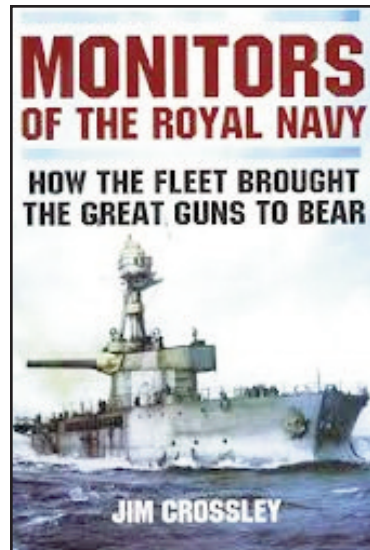
Ron Burt writes a compelling story about his older brother's heroism and injuries received at the hands of Kamikaze direct hits on two ships, about his brother's recovery from those injuries and about his own efforts to gather the information necessary to support the process to have his brother awarded the Navy Cross and Silver Star. His brother, Pete Burt, was on the USS *Ommaney Bay* (CVE-79) when it was sunk by a Kamikaze attack. While he was in the water following the order to abandon ship he gathered ten non-swimmers and kept them together until rescued. The officer on the whaleboat told Pete that he planned to recommend him for the medals.

Following his rescue he was transferred to the USS *Columbia* (CL-56) where two days later it too was struck by a Kamikaze attack resulting in the injuries sustained by Pete Burt. He was to survive fifty surgeries and twenty-two and one half months in hospitals and suffered nearly a lifetime of post traumatic stress disorder (PTSD).

During much of this time his brother Ron, a four-year Navy veteran of the Korean conflict and a tin can sailor (USS *Shelton* (DD-790)), spent years of research and writing his account of his efforts to locate veterans who could corroborate his brother Pete's heroism. He contacted the Navy, veterans' organizations, his congressman, placed ads in veterans' magazines, and contacted numerous veterans by phone, mail, and in person. He went to the reunion of the survivors of the *Ommaney Bay* attack in 1990 and spoke to the nearly 120 veterans and their families who were there.

The result is a book that is unique in that it puts a face to the Kamikaze pilots who committed these atrocities, provides vivid first person accounts of the experience (as

painful as it is) and gives us a hero that we can all identify with, one who was there and who lived through it with grace. This is a book that will make you think about war in all of its ugliness, but also sheds light on the heroics of humanity during the darkest of times.



Monitors of the Royal Navy, by Jim Crossley

Review by Peter Nunan

Monitors were the ugliest and most unwieldy modern warships ever built. Yet they proved their worth in three conflicts—World Wars I and II and the intervention in Russia after the Revolution.

Designed to provide heavy, accurate gunfire support to land operations, they mounted large guns on a small, cheap hull with a shallow draft. Monitors were generally underpowered and manned by small crews. Guns on the different classes ranged from 6" to 18"—the largest ever mounted on Royal Navy ships.

In this book, after sketching the origin of monitors, Crossley devotes three chapters to their First World War service, four to the Second, and one to the Russian campaign. The author describes in detail monitors' vital role in the initial phase of World War I, as well as in East Africa, Gallipoli, and the Dover Patrol. In their Second World War career, he reports on their participation in the Mediterranean, Normandy, and Walcheren actions. His analysis of their origins, and comparison of their worth in the land support role with other vessels and weapons is illuminating.

It's an easy to read book with useful maps, photos, and line drawings. Minor flaws are the omission of scales in seven of the ten maps, confused columns in the appendix, and some proof-reading lapses. These, however, are minor blemishes on this well written, thorough history of a generally neglected, now gone, class of warship.

USCGC *EAGLE* (WIX-327)

New London, Connecticut, U.S.A.

*by Jennifer McDermott
Published 07/10/2012
theday.com*

**“EAGLE TO SAIL WITH NEW CAPTAIN
AT THE HELM”**

New London — A ceremony on board the U.S. Coast Guard barque *Eagle* Tuesday reunited former classmates and shipmates.

Capt. Eric C. Jones turned over command of *Eagle* to Capt. Raymond “Wes” Pulver on the deck of the barque before an audience of family, friends and former *Eagle* commanding officers and crew.

In dress white uniforms with sunlight glinting off the gold buttons, medals and ceremonial swords, the two officers exchanged salutes and handshakes with Vice Adm. Robert C. Parker to transfer total responsibility and authority from Jones to Pulver.

The last time a change-of-command ceremony for *Eagle* was held in New London was in 1996, since the barque is normally at sea in the summer. The ceremonies are reunions because people who have left the barque want to keep going back, said Jones’ predecessor, Capt. J. Christopher Sinnett.

“There’s a bond you form when you work as hard as you do on *Eagle*,” he said after the ceremony. “It’s a bond that transcends time.”

Jones and Pulver graduated from the Coast Guard Academy in 1987 and sailed together on *Eagle* as cadets in 1983, 1984 and 1986. Pulver said he has always considered Jones a close friend and has turned to him in the years since their academy days for advice on major life decisions. He called Jones “inspirational.”

Their careers closely paralleled each other’s. They both previously served on *Eagle* as the executive officer, as well as in positions at the academy, Coast Guard Headquarters and in congressional affairs. Pulver, a native of East Greenwich, R.I., most recently worked as the Coast Guard’s spokesman to Congress.

Jones is returning to the academy to be the assistant superintendent. He said the ceremony was exciting because

so many close friends attended, but he felt “empty” leaving the barque since “there is no job like it.”

“You represent the country and the Coast Guard. You get to teach young men and women about the ocean, navigation and the basic skills they will need for jobs as officers in the Coast Guard,” he said. “And you sail a tall ship that can harness the wind.”

In three years in command, Jones safely navigated more than 25,000 nautical miles, oversaw the training of more than 2,000 future Coast Guard and National Oceanic and Atmospheric Administration officers and sailed to Europe for *Eagle*’s 75th anniversary voyage.

Eagle led military and tall ships into ports across the country for the Operation Sail 2012 celebrations, including a grand entrance into New London last week with nearly all of its sails set and filled with the wind. The barque leaves today to continue with the summer training program.

“*Eagle* challenges everyone who sails on her,” said Jones, of Half Moon Bay, Calif. “In many ways, it is through those challenges that we grow.”

Parker, the commander of the Coast Guard Atlantic Area who presided over the ceremony, presented Jones with the Legion of Merit for outstanding meritorious service. Parker thanked Jones for “a job extraordinarily well done” and told Pulver that he’s “well prepared” to take over.

As a cadet, Pulver couldn’t decide which career path he wanted to pursue in the Coast Guard until he experienced the camaraderie on board *Eagle*. A light bulb went on, Pulver said, and he decided to serve on cutters. He commanded the cutters *Point Warde* and *Bear*. Pulver said he’s hoping to mentor the next generation, much as the crew of *Eagle* guided him.



Left: Captain Eric C. Jones, right, and his successor as captain of the U.S. Coast Guard barque Eagle, Capt. Raymond “Wes” Pulver, laugh as Vice Admiral Robert C. Parker jokingly threatens to “call an audible” and take command of the ship himself during a change of command ceremony on board Eagle docked at Fort Trumbull State Park in New London Tuesday, July 10, 2012. Photo by Sean D. Elliott

USS NEW JERSEY (BB-62)**Camden, New Jersey, U.S.A.***by Jack Willard, Marketing and Sales
& Jason Hall, Curator***“VARIETY IS THE SPICE OF LIFE”**

People always ask me what sort of programs and events do we hold onboard the Battleship? My answer is always, “Anything and everything!” The below three events that took place in October and November 2012 illustrate this fact.

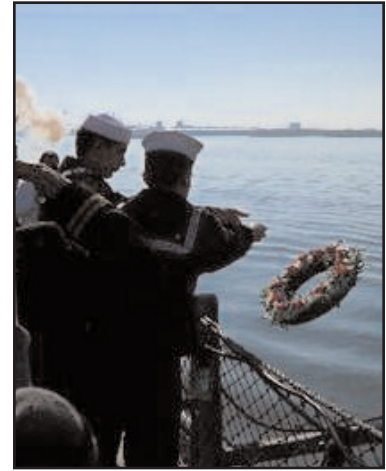
“RUN FOR THE BATTLESHIP”

Over four hundred runners took on the challenge of the inaugural Run for the Battleship on Saturday morning, Oct. 27, 2012, which is also Navy Day! Inspired by pre-run words by Rep. Rob Andrews (D-NJ), runners began their trek with the firing of the ship’s starboard saluting gun. Runners ran through downtown Camden to the Rutgers-Camden campus. From there, they ran by Campbell’s Field to the Waterfront Promenade, past Adventure Aquarium and Wiggins Marina. Within 20 minutes of the start, the leaders entered the pier, ran up the forward stairs onto the deck of the Big J! Runners were greeted by cheering volunteers and fans as they headed aft on the starboard side of the main deck to the fantail!

“THE PHILADELPHIA EXPERIMENT”

Although the Big J did not disappear, it did take on a frightening, yet fun look on the evening of the same day of the Run for the Battleship. The Philadelphia Experience hosted their annual Halloween Ball on the Battleship.

Below: Runners leaving the pier and proceeding out Clinton Street into downtown Camden.



Above: “I will never forget two old World War II veterans holding on to each other, dragging themselves to the port side of the Battleship New Jersey, to release the Memorial Wreath (assisted by BB-62 Sea Cadet Division) into the Delaware River.” Quote and photo by Ken Davey

Two-thousand costumed guests danced and partied on the ship’s pier, forecandle and fantail. DJ’s kept the high-energy music pumping, fire dancers performed on the pier, a Mardi Gras band paraded throughout the ship and guests had a great time into the night!

“A VERY SPECIAL VETERANS DAY”

On Sunday, November 11 at 11:00am we held a very special Veterans Day Ceremony. Fifteen members of the 6th Naval Beach Battalion, who were among the first to storm ashore at Omaha Beach on D-Day, June 6, 1944, each received the Bronze Star and Combat Medic Badge almost seventy years later. The awards ceremony had originally been scheduled to take place onboard the USS *Intrepid* in New York City, but due to damage sustained from Hurricane Sandy, the *Intrepid* was no longer able to host the event. On Monday, November 5, with just six days notice, the Battleship was asked if we could host the event, and, without hesitation we said yes. In just six days we had acquired a Color Guard, prepared an agenda, and printed a program for the ceremony.

Sadly only two of the fifteen men were able to be present to receive their medals. The families of the other sailors, who have since passed away, were present to accept the awards on their behalf. One of the honored men who was present, Andrew Chmiel, stated, “This is a great honor. It’s great to be a part of history.” One of the surviving veterans, Vincent Kordak, wished the ceremony had been conducted years earlier, lamenting that, ““If it happened 15 years ago it would have been 15 of us here but now there are only two. I still have memories” It was truly an historic and emotional day, a proud moment for the Battleship to help honor these true American Heroes!

LIGHTSHIP *OVERFALLS* (LV-118)

Lewes, Delaware, U.S.A.

*by Dave Bernheisel
Volunteer***“IT’S FOR THE BIRDS”**

Like many of the ships in the HNSA fleet, the Lightship *Overfalls* in Lewes, Delaware had a problem with bird droppings on deck. The HNSA fleet’s crews have dealt with the problem in various ways, some with good success (see *Anchor Watch*, September-December 2012, Page 9), others with just frustration. What works on some birds, won’t work on others.

As a lightship, the *Overfalls* has a tall mast with a crow’s nest and the crows were ever so grateful that such a nice home was provided to them. Seagulls and other birds like it too, especially in the migrating season. It was, however, a little tough on the crew who had a nasty daily clean up job.

Lou Schulze, who has coffee every morning with Chuck Oakes, the Ship’s Manager, said that he got tired of hearing Chuck complain about the X%#Z&#Q birds. With some internet research, Lou found BIRD-X, a Chicago firm that specializes in all sorts of devices to repel birds and a variety of other pests. From all of their products, he picked a Balcony Gard, an electronic device that emits an ultrasonic sound not audible to humans. It’s about the size of a Kleenex box, runs on a minimal amount of 110V current, costs \$95.00 and is rated to protect a 900 square foot area. The Bird-X web site is www.Bird-X.com and their phone number is (800) 984-4135.


*Below: As waters flood the land around her berth, Overfalls rides out Sandy with no damage to the ship.
Photo by Bert Long.*

**“HURRICANE SANDY VISITS ”**

With Sandy on her way, the Lightship *Overfalls*’ crew had to do everything possible to ensure that the ship was safe. Even with no preparations she is well suited for this type of thing from every aspect. The slip is very well sheltered from weather and any other boat that may break loose in the canal. The bollards she is tied to are sunk 23 feet in the ground and filled with concrete. The mooring lines (courtesy of Delaware River and Bay Authority, the operator of the Cape May/Lewes Ferry) would easily hold a ship twice her size and the cleats on deck were designed to withstand hurricanes on open seas.

All of that said, Mother Nature is not one to take lightly so all of the lines were checked and rechecked. Fearing that, with extra high water, the land side of the brow could drop off of the bulkhead, we raised the land side off of the ground and put stabilizing guylines on it so it wouldn’t sway in the wind. Also, as a precaution, we disconnected the fresh water and power from the ship and shut off all power at the site. Then, to top it all off we checked her periodically through the two nights of Sandy’s visit October 28 & 29. The procedure was if the person checking saw anything wrong, rather than trying to deal with it alone, he was to call in the whole crew. Fortunately all of the periodic checks were strictly routine. So, Big Red continues to just sit in her slip looking like nothing happened.


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FROM THE MEMBERSHIP

by John Makara

“A TOUR OF THE SILENT SERVICE PART II”

Despite being a docent on a battleship, the USS *New Jersey*, I’ve long had a fascination with submarines. Last year I wrote about some of the various WWII subs I visited. I have since visited an additional three very unique post-WWII boats and would like to share these experiences.

“B-39”

Now part of the Maritime Museum of San Diego, the *B-39* is a Cold War-era Soviet attack submarine. Having grown up during the Cold War, I never dreamed of being on a Soviet warship. She looked very menacing with her dark paint and red star on the front of her sail. For my first post-WWII sub, the layout was surprisingly very similar but the Russian equipment seemed very bulky. Many of the original Russian labels in Cyrillic were visible. English signage existed to describe the compartments at a high level but not nearly enough for the equipment even for a hardcore sub fan, let alone a casual visitor. There were however very interesting panels to read prior to getting on the boat about the *B-39* development, the Cold War and submarines in general.

Entering the forward torpedo room you are greeted by a menacing looking white torpedo with large red CCCP lettering on it. Nothing like an immediate reminder of the Cold War. The Captain’s cabin was like many others; a deck of playing cards, newspapers in Russian, and pictures of political officers and crew. In the control room the boat is steered by a lever instead of a wheel. Much of the equipment panels and cabinets were a very dull yellow; it must have been very depressing at sea. You exit thru the aft torpedo room which is surprisingly the largest compartment on the ship. It has four torpedo tubes, defensive weapons and many bunks for the enlisted men.

“USS *Dolphin* AGSS-555”

Although she looked immense, the *B-39* was only slightly larger in size compared to our WWII fleet subs, but the *Dolphin*, also a part of the Maritime Museum of San Diego, was a dwarf at half the size (165 feet and 950 tons). She is in fantastic condition! Down below she is bright and clean with modern equipment (lots of white panels and polished stainless steel). She was intended to frequently have new and different equipment so everything is

modular. Some of the control boards had Plexiglas over them which always takes away from the character of the room.

She was primarily a research vessel so her weapon systems consisted of a single torpedo tube for evaluation purposes. Ironically the research ship was nearly lost in 2002 when a torpedo shield gasket failed and she took on 70+ tons of water. Chief John Wise was awarded the Navy and Marine Corp Medal for keeping the pumps working. Even in peace time the dangers of the sea never cease.

“USS *Nautilus* SSN-571”

The *Nautilus* is located at the Submarine Force Museum in Groton, CT. The outside of the museum has many interesting artifacts such as the sail of the USS *George Washington* (SSN-598), a deck gun, the top of a missile silo and some midget subs. You enter the museum by going through a ring the size of the USS *Ohio* (SSBN-726), with a tiny little ring suspended from it representing USS *Holland* (SS-1). The museum follows the developments of subs from USS *Holland* (SS-1) to the modern day *Seawolf* (SSN-21). The exhibits are very interesting, diverse, and quite representative of all sub eras. There is a slice of a pressure hull, a Polaris missile and a commissioning paperweight to name a few of the hundreds of items. My personal favorite was a tribute to the eight submariners who earned the Medal of Honor; each man had a large panel with his picture, service history and actions for winning the award.

Once aboard *Nautilus* I received an audio tour which is very informative. It was given to me by an active duty sailor who was very knowledgeable and friendly. I then walked down a real staircase into the forward torpedo room. It is well lit and clean so you can see every detail. You can immediately see by the various gauges, controls and equipment you are not on a WWII boat. The officers’ wardroom has a formal dining setting on the table and the bulkheads and cabinets have a wood paneling finish. Most of the other compartments are pale green and stainless steel, which sure beats the *B-39*’s dull yellow!

“NATIONAL SUBMARINE MEMORIAL”

Just a few miles down the road from Submarine Force Museum is a touching memorial to our Submariners. It contains the sail of the USS *Flasher* SS-249 and it is painted completely white which makes it seem almost like a ghost. There are rows of granite markers for each of our 52 subs lost in World War II. The markers have the date and cause of the loss plus the fate of the crew. Finally, there is a black granite wall with all the names of our WWII submariners who never returned home. It is very, very touching.

TRIVIA CHALLENGE

by Jeff Cary



QUESTIONS

1. During Gen. Billy Mitchell's testing campaign in the early 1920s to prove the viability of aircraft in sinking capital ships, two WWI-era U.S. Navy battleships were sunk in 1923. Can you name them both?
2. Can you name the longest U.S. Navy aircraft carrier ever built and the only one with 8 nuclear reactors (6 more than any other)?
3. The first victory of the young United States Navy, on 2/9/1799, was between what two vessels?
4. Name the U-boat that sank the *Lusitania* on 5/7/1915.
5. In the movie *MR. ROBERTS*, what is the ship designation for the fictional cargo vessel USS *Reluctant*?
6. Can you name the largest sailing warship ever built for the U.S. Navy?
7. Germany's failed attempt at aircraft carrier building in WWII resulted in only one being completed but never commissioned, the *Graf Zeppelin*. What was its original name?
8. Steamboat inventor Robert Fulton also built the world's first steam warship. Name it.
9. Before the two Japanese super-battleships *Yamato* and *Musashi* were built, what was the most powerful battleship in the Imperial Japanese Navy?
10. Excluding aircraft carriers, what vessel is the world's largest and heaviest warship currently on active duty?

ANSWERS

1. USS *Virginia* (BB-13) and USS *New Jersey* (BB-16)
2. The recently retired USS *Enterprise* (CVN-65)
3. USS *Constitution* and the French frigate *L'Insurgente*
4. U-20
5. AK-601
6. The 140-gun ship-of-the-line U.S.S. *Pennsylvania* in 1837
7. *Flugzeugträger*
8. The harbor defense vessel *Demologos* (Greek for "voice of the people")
9. The *Mutsu*, and as a tribute, one of her turrets is currently on display at the Japanese Naval Academy
10. The nuclear-powered 28,000-ton Russian Navy battleship *Petr Veliky*

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