



Anchor Watch

To support the preservation of historic naval vessels
and to honor those who served at sea

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HNSA 2023

AHOARD THE
DESTROYER ESCORT HISTORICAL MUSEUM

USS SLATER

IN ALBANY, NEW YORK
18 - 21 SEPTEMBER 2023

USS SLATER
DESTROYER ESCORT HISTORICAL MUSEUM

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President's Message

Janet Cobb, MG, USA (Ret.), USS Alabama



Winter Storm Elliott buries the Midwest and East Coast. The Pineapple Express and flooding on the West Coast. Gulf Coast temperatures drop to the teens. The HNSA Fleet is not immune to the vagaries of Mother Nature. Thus, our preservation mission is more critical than ever before. The annual conference in Honolulu featured outstanding presentations on this topic. No doubt more will follow this year at the annual conference in September.

An emerging topic is ship inspections. I examined my last NAVSEA inspection reports for USS *Alabama* and USS *Drum*, dated April 2018. There is no indication the Navy's program will resume, but rest assured a few HNSA stalwarts are already talking the *art of the possible*.

The individual membership issue is up for revision. The Membership Committee Tiger Team met last November in Las Vegas for a day-long session. We covered potential software platforms and website modernization. Our goal is to make joining HNSA and renewing memberships online a quick and easy process.

Board Members who could attend were invited to Washington, D.C., for a meeting on 3 March 2023 in the Navy Memorial conference room. Invitations included our friends at NHHC and NAVSEA Inactive Ships Program Office to join us as they did last year.

Watch for your *Save the Date* card from USS *Slater*. Tim Rizzuto, his team, and Wally (of course!) will host the HNSA 2023 Annual Conference 18–21 September 2023. See you in Albany!

The new ALL-DIGITAL *Anchor Watch* Needs You!

Introducing the new all-digital *Anchor Watch*! Final layout had already been completed when this decision was formalized, so watch for the summer issue, which will provide a longer explanation on the huge benefits this change will have for the newsletter and the society. As ever, we are actively seeking new contributors and content. ***The next deadline for submissions is 30 June 2023.*** We are seeking all the latest news from the Fleet, including everything from outreach initiatives to conservation and curation projects to volunteer spotlights. Submit your content to the editor (Dr. Sarah E. Holland) at the following email address: editor@hnsa.org. We look forward to hearing from you soon!

Cover Photo: USS *Slater* sailing the Hudson River, Albany, New York.

Cover Credit: Marc Gluckman, Photographer

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Executive Director's Message

Ryan Szimanski, Executive Director, Historic Naval Ships Association



Shipmates,

2022 sure was a wild ride! I am glad to get off that roller coaster of a year, and equally looking forward to smooth sailing in 2023. Visitation numbers seem to finally be trending up across the board. Major maintenance efforts were begun on

some members of the historic fleet. Our annual conference hosted by USS *Missouri* in September was great (a full recap is included below) and we are looking forward to our 2023 conference hosted by USS *Slater* in Albany, New York. All in all, things are looking up for 2023.

The year started out with many of our member museums still reeling from the pandemic, but over the course of the year things began to settle back down. While visitation numbers haven't been consistent everywhere, I have spoken to numerous people in our field over the last few months and all seem to have positive news. Overnight programs are in full swing again. Visitation numbers are trending upwards compared to the same period in previous years, school groups are booking tours again, and new staffing positions are being filled for the spring and coming year. That said, this is still the slow season and many of our northern members are closed over winter. Consider donating to support them while they don't have much income.

Earlier in the year, we watched as a number of museum ships suffered major maintenance issues. It is a tribute to the folks in Buffalo that USS *The Sullivans* was raised so quickly, and we all grieve alongside the folks at Patriots Point over having to make the hard decision to scrap USS *Clamagore* before she became a hazard. Since our last issue of *Anchor Watch*, we have seen some major maintenance projects undertaken, such as the much-publicized dry-docking of USS *Texas* and the successful completion of a yard periods by USS *Bowfin*, USS *Nautilus*, and USS *Constellation*. As a culture, we will have to make some hard decisions in the coming years about which ships we are willing to pay to preserve and which ones have to be

given up to the elements.

I can not say enough good things about the 2022 conference in Hawaii. Our many sponsors, such as PPG Paints and the SSA Group, supported HNSA more than ever before. Museum ships, like *Midway*, *Lexington*, and *Bowfin*, also supported the conference and our scholarship program, which allowed five emerging museum ship professionals to travel to Hawaii to fully participate in the annual conference. *Missouri* hosted a wonderful closing banquet and the huge amount of work the staff there have done on the hull, superstructure, and deck over the past couple of years really shows. The presentations were informative and thought provoking, as always, and my colleagues are still discussing some of the topics, such as Charlotte Rodeen-Dickert's talk about the Community Value of Museum Ships. We all appreciate the hard work the folks at *Missouri* put in to make this year's annual conference such a clear success.

We are all looking forward to this year's upcoming conference in Albany, New York, hosted by the volunteers and staff of USS *Slater*. This will be their first time hosting the conference. It will be held from Monday, 18 September, to Thursday, 21 September 2023. Take note: we normally hold the conference from Tuesday to Friday, but this revised schedule will allow attendees a full day on *Slater*, while she is not open to visitors and her volunteers are working.

I hope to see you all in Albany this September as we continue learning as a group how best to preserve our vessels into the future. Expect to hear more from me about this in the near future and please stay in touch, my email address is executivedirector@hnsa.org.

Please reach out whenever you need,

Ryan



AROUND OUR FLEET AND BEYOND

A late December winter storm in Buffalo, New York, (being referred to as the Blizzard of 2022) brought more challenging events for the USS *The Sullivans*. The historic blizzard brought freezing temperatures and just over 50 inches of snow, with a new daily snowfall record of 22.3 inches set on 23 December 2022. As ice and snow melted, the ship took on almost 30 inches of water at various points in the hull. Pumping out the ship began in earnest in January as effects of the storm began to subside. During the storm, the joint that connected the USS *Little Rock* to USS *The Sullivans* was ripped off and will have to be reattached. In addition to taking on significant amounts of water, the hangar building suffered wind and water damage. A naval surveyor inspecting the USS *The Sullivans* may recommend that the ship be dry docked to allow more comprehensive repairs and ongoing inspections. Such a plan is not without significant challenges. It will be interesting to see what happens next. The only bright spot in the storm is that the submarine USS *Croaker* was not damaged. According to Paul Marzello, the president and CEO of the Buffalo & Erie County Naval and Military Park, “the USS *Croaker* was like a toy boat in a very cold bathtub.” (More information can be found at the following links: <http://bit.ly/3L0yNLI> and <https://bit.ly/3Je3nQH>.)

Phil Whitmarsh has a habit of using reclaimed, historic wood to create custom electric guitars. He first got the idea of turning historic wood into guitars from an artisan in New York. Whitmarsh, the founder of Old Market Guitars (<https://bit.ly/3SNnhoK>), started his business with wood from the Woolworth building in Omaha, Nebraska’s Old Market during planned renovations of the complex. He initially created two prototype guitars, which led to his latest project, creating guitars from aged deck wood from the battleship USS *Texas*. The decking was not part of the ship during its support mission on D-Day, but was replacement decking that had been in place for decades. In August 2022, the USS *Texas* headed to Galveston for a massive repair project. The aged deck wood was removed as part of this refit and will now live on as one of Whitmarsh’s guitars. Guitar experts agree that whether it’s the historic energy or the natural aging of the wood, a definite difference is noticeable between the warm, mid-frequency tones of a Whitmarsh guitar and anything you’d buy off a store shelf (<http://bit.ly/41O8FKb>).

In January 2023, a resolution was introduced in the United States House of Representatives calling on North Korea to return a United States Navy ship seized on 23 January

1968, while it was on an intelligence-gathering mission in waters east of the Korean Peninsula. Florida Republican Greg Stuebe introduced the resolution on 23 January 2023, marking the 55th anniversary of when the USS *Pueblo* was captured. Still listed as a commissioned United States Navy vessel, the USS *Pueblo* is the only such vessel held by a foreign nation. One crew member, Duane Hodges, was killed during the seizure of the vessel, and 82 other crew were held captive in North Korea for eleven months. In 2013, North Korea moored the ship near the Victorious Fatherland Liberation War Museum, where it has been opened to the public for guided tours. According to the resolution, the United States has no reason to believe that the *Pueblo* wasn’t following its orders to keep a distance of more than 13 nautical miles from the nearest point of North Korean territory. Details about the House resolution can be found at the following link: <https://bit.ly/3L51O8W>.



USS *Pueblo* in North Korea, 2012.

Credit: Wikimedia Commons, User: Laika ac, <http://bit.ly/3kQ69T2>

Rear Admiral (retired) Sam Cox, the director of Naval History and Heritage Command (NHHC), has announced that 2023 will mark the third year of the Annual Navy History and Heritage Awards Program, a program first established in 2020. The window for submissions covering the 2022 calendar year opened on 01 March 2023 and closes 01 June 2023. Applicants wishing to participate in the program may do so in one of three categories: the Navy History and Heritage Excellence Pennant, the Maintenance Excellence Pennant, and the Curatorial Excellence Pennant. More details and applications for all three awards can be found at the following link: <http://bit.ly/3ZIfTXI>.

On 02 March 2023, the United States Coast Guard decommissioned the USCGC *Decisive* after 55 years of continuous operation. Built at the Coast Guard Yard

south of Baltimore, Maryland, in 1968, *Decisive* was the 15th of 16 *Reliance*-class cutters; all her sister ships remain in service (including two decommissioned ships transferred to foreign navies). The ship was initially stationed at New Castle, New Hampshire, where she served the coastal fishing community and participated in ice patrols until 1982. During service in New England, *Decisive* was involved in the seizure of a Soviet trawler for violating fishing restrictions in the United States Exclusive Economic Zone. After being transferred to St. Petersburg, Florida, in 1982, she began a 14-year career hunting drug smugglers in the Caribbean. She subsequently was involved in the second-largest counter migration mission in the Straits of Florida. In addition to her law enforcement career highlights, the vessel served as the afloat command post in the aftermath of Hurricane Katrina, and as a traffic management and helicopter flight platform during the Deepwater Horizon oil spill in 2010. According to Commander Aaron Delano-Johnson, “*Decisive* is a special ship that has served many districts throughout its history” (<http://bit.ly/3SQFtxZ>).



USCGC *Decisive*.

Credit:United States Coast Guard: <http://bit.ly/3Jg9MuV>

On 16 February 2023, NHHHC announced that it could confirm the identity of a wreck off the coast of Hokkaido, Japan, as that of USS *Albacore* (SS-218) lost at sea on 07 November 1944. The Underwater Archaeology Branch (UAB) of the NHHHC used information and imagery provided by Dr. Tamaki Ura, from the University of Toyko, to confirm the wreck’s identity. Dr. Ura’s team collected data using a Remotely Operated Vehicle (ROV) to confirm historical data, including documentation of modifications made to *Albacore* prior to her final patrol, such as the presence of an SJ Radar dish and mast, a row of vent holes along the top of the superstructure, and the absence of steel plates along the upper edge of the fairwater. The wreck of *Albacore* is protected by United States sunken military craft law and is under the jurisdiction of NHHHC. Strong currents, marine growth, and poor visibility underwater made it challenging to fully document the wreck. However

ROV video showed several key features of a 1944 *Gato*-class submarine confirming the identity (<https://bit.ly/3JeQTbA>).



Though conditions made it difficult to confirm the identity of the wreck, ROV footage revealed enough detail to confirm the identity of the wreck as the USS *Albacore*.
Credit: NHHHC, <https://bit.ly/3JeQTbA>

In October 2017, Oxford University, England, launched *Lest We Forget*, a project aimed at capturing the memories and stories of World War I before they were lost to history (<https://lwf.web.ox.ac.uk/home>). Together, with the Commonwealth War Graves Commission, and funded by the National Lottery Heritage Fund, the Oxford-led team helped local communities organize Community Collection Days, where members of the public brought war-related stories, memories, photographs, diaries, letters, and other mementos to be digitized and preserved in an online archive. To date, the *Lest We Forget* archive includes 13,949 photographs of World War I artifacts taken during the course of the project. It includes 886 stories and 10,824 photographs that have been uploaded to the archive by the public. In 2018, the archive was made freely available and can be accessed at the above link. In the wake of this extremely successful project, Oxford University launched a follow-up project in July 2022, *Their Finest Hour*, aiming to collect and digitally archive the everyday stories and objects of World War II (<https://theirfinesthour.english.ox.ac.uk/home>). While in-person events are based in the United Kingdom, making it a challenge for those of us in the United States to attend, you can go to their website and contribute your story, or your family’s story, to this important oral history and online archive project.

How did a World War-II landing craft end up at the bottom of a California lake only to be raised and conserved and eventually donated to the Nebraska National Guard Museum in Columbus, Nebraska? Excellent question but one without a clear or definitive answer. James Dundson, a volunteer firefighter working in the Shasta-Trinity National Forest (inland and north of Sacramento, California), heard

a rumor about a ‘ghost boat’ somewhere along the Shasta Lake 365-mile long shoreline. The vessel was revealed during recent drought conditions, which dropped the water level almost 200 feet in summer 2021, its lowest point in more than 40 years. In October 2021, he spotted the vessel, now exposed, and looking as if it has just made a beach landing with the ramp at the front laying open. It turned out it was an LCVP (Landing Craft, Vehicle, and Personnel) vessel from World War II, typically known as a Higgins Boat after its designer, Andrew Higgins. According to Dwight Eisenhower in 1964, “Andrew Higgins is the man who won the war for us.” Higgins boats were 36-foot long and could maneuver in 10 inches of water, landing easily on beaches, a vital part of the Allied strategy. As the lake waters began to rise again in late 2021, plans to salvage the vessel shifted from using an excavator and crane to using divers and airbags to refloat the vessel. In December 2021, the boat was raised and clearly identified by the white numbers painted on the bow, 31-17. Higgins Boat 31-17 was assigned to USS *Monrovia*, a Navy ship that was General George S. Patton’s headquarters when the Allies invaded Sicily in July 1943. The landing craft was later involved in the Battle of Tarawa in the Pacific. Despite extensive research on the *Monrovia*, Dunsdon still doesn’t know how Higgins Boat 31-17 came to be abandoned in Shasta Lake. Dunsdon is actively working to conserve the vessel for donation as “a piece of American history, of world history.” (More details can be found at the following links: <https://bit.ly/3SNBemC> and <http://bit.ly/3ZFXT6H>.)



Once raised, the identity of the a <http://bit.ly/3SNBemC> Credit: <https://bit.ly/3SNBemC>

At the end of March, two HNSA Fleet-member Executive Directors passed the torch. Despite operating very different ships on opposite coasts, both leaders were until now the only directors of their respective museums. Chris Rowsom

left Historic Ships in Baltimore (HSB), which had been formed by the merger of the Baltimore Maritime Museum and USS *Constellation* Museum in 2009. Chris had previously served as director of the *Constellation* Museum. Steve Bountress has taken over at HSB. Rear Admiral John McLaughlin (Mac to us) retired after 20 years as director of USS *Midway*. He started in 2003 before the ship opened. During that time, Mac also served a term as President of HNSA. Rear Admiral Terry Kraft has taken over on *Midway*.

In March 2023, Ruth Mirsky turned 100 and celebrated in Rockaway, New York, with family and friends. While it’s a huge accomplishment to turn 100, the less well-known part of Mirsky’s story is that she worked as a World War II code breaker after enlisting in the Navy and became a member of WAVE, the acronym for Women Accepted to Voluntary Emergency Services. In her role, she was sent to Washington, D. C., where she became one of thousands of women tasked with unscrambling messages intercepted from the Japanese and German military. According to Liza Munday, author of the book *Code Girls: The Untold Story of the American Women Code Breakers in World War II*, “Together, this group of women broke and rebroke the fleet code.” When asked, Mirsky mentioned that her work was top secret, so secret she couldn’t discuss it with her fiancée. These days, she spends time playing Scrabble on her iPad, noting it was good for her mind, and “very similar to the codes.” (<http://bit.ly/3KsXn7b>)

An exploded World War-II bomb first located in Great Yarmouth, England, in early February, experienced an “unplanned detonation” within a few days of discovery. The 550-pound explosive was discovered by contractors during dredging work in the River Yare. Emergency services and local authorities declared it a major incident, activating emergency plans, closing roads and evacuating the immediate area. Work was underway to disarm the device when it somehow detonated, causing a large explosion captured on video by a police drone monitoring the situation overhead. A protective sandbox had been built around the bomb in case of just such an unexpected detonation, which prevented injuries and confined the explosion. Surveys undertaken of the river and nearby flood defences indicate that no major damage occurred (<http://bit.ly/3nEAW2kU>). While exact figures of unexploded ordnance (UXO) left behind in England aren’t precise, the Ministry of Defence noted in 2018 that it had been involved in making safe 450 German World War-II bombs since 2010, about 60 per year. Work by private companies to dispose of UXO mean this number is likely significantly higher (<http://bit.ly/3M8kW6I>).

Operation Cold Storm

Leon Homburg, Curator – Collection Development, Royal Netherlands Navy Museum, Den Helder, Netherlands

Henny had ten seconds to confirm what was happening. The signal couldn't be clearer now that the missiles were climbing above the cloud of chaff. He knew they were AS-5 KELT, at least three, probably more. He remained calm. This is what he had trained for, for three long years. Here we go, he thought, and placed his foot on the pedal. "FLASH, FLASH, FLASH, LOCK-ON, KELT MULTIPLE".

A volley of orders burst through the Ops Room. Most of the orders were semiautomatic in their response, just the way they had been planned and trained. They must have exercised them a hundred times. "Chaff launched" Henny called on the net.

Again the ship lurched to port. All being well, they were now right where they should be, between the hail of missiles and the big ships, with the American tanks. Henny glanced at the clock, 1025. "In track six contacts" Mieke called next to him. Distance ninety miles Mach one." She too now reported externally.

"FLASH, FLASH, FLASH, VAMPIRES STRENGTH SIX, THREE TWO FOUR, RANGE NINE EIGHT FIVE."

Henny quickly worked out time, speed, and distance: eight minutes before they would hit. He knew they had a chance but, from here on, everything would have to be perfectly executed.

The text above seems to come straight out of a Tom Clancy thriller and, in a way, it is. It actually comes from the book *Cold Storm - An Attack that Never Happened* by author, Peter van Maurik. The fictional story revolves around an attack by Soviet bombers on a North Atlantic Treaty Organization (NATO)-convoy led by the frigate Her Dutch Majesty's Ship (HNLMS) *De Ruyter*. It is the central scenario for the interactive presentation, *Cold Storm*, currently exhibited in the Royal Netherlands Navy Museum in Den Helder.

The guided missile frigate HNLMS *De Ruyter* (F 806) entered service in 1976. The sister ship *Tromp* (F 801) was commissioned a year earlier. Both ships took over the role of flagship from the cruisers *De Zeven Provinciën* (C 801) and *De Ruyter* (C 802) that were decommissioned in the same period. The two frigates marked a clear technological break with the past. They were designed at a time when rising labor costs weighed heavily on the naval budget, while at the same time supersonic anti-ship missiles formed an increasing threat against surface ships. Automation was the answer to both problems. Battles were directed from one central room, the Operations Room, where data streams were processed on Digital Automatic Information Processing System (DAISY) consoles. The ships operated with unmanned engine rooms, which was facilitated by the introduction of gas turbines. The propulsion and other technical locations in the ship were monitored by only two

or three crew members in the so-called Technical Room.



The guided missile frigate HNLMS *De Ruyter*.

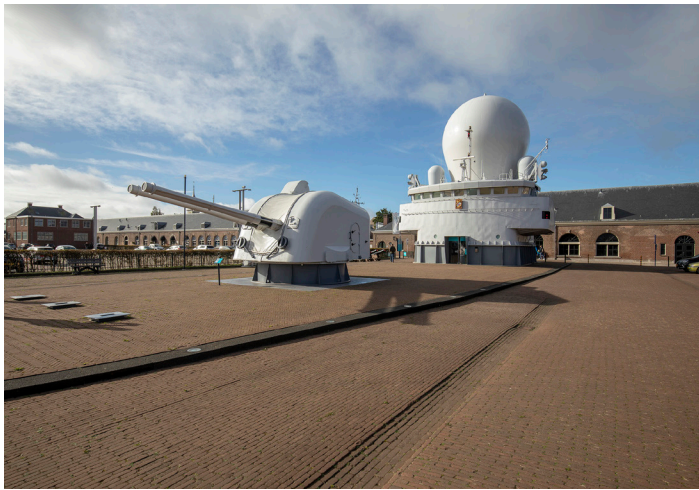
Credit: Collection Royal Ne

Air defense was the main task, and one could say that the ships were designed to accommodate the revolutionary 3D-radar system that could track dozens of targets hundreds of kilometers away. Here, too, computers played a central role, as the radar generated such a colossal data stream that it could not be processed by human crew. DAISY and the 3D radar were products developed in the Netherlands.

For the missile armament, the Royal Netherlands Navy chose the American Standard Missile (including Tartar fire control) and the Sea Sparrow missile. Against surface targets, the frigates had Harpoon anti-ship missiles and a Bofors 120-millimeter (mm) rapid-fire cannon. Anti-submarine systems included a CW610 hull sonar, a Westland Lynx helicopter, and Mk.44 torpedoes. At the end of the 1980s, both ships were fitted with a 30-mm Goalkeeper close-in weapons system.

Tromp and *De Ruyter* sailed as flagships of the Royal Netherlands Navy until they were decommissioned in 2001. Both ships were scrapped, but not before the bridge complex of *De Ruyter* and the 120-mm gun from *Tromp* were placed on the premises of the Royal Netherlands Navy Museum in Den Helder. Among other things, a presentation about the modern navy in 2010 was set up on the bridge itself. A decade later, this exhibit needed to be replaced and the idea arose to pay more attention to the question of why these ships were built in the first place. For what purpose were they designed? At the same time, it was determined that the exhibition had to contain a

high 'Wow!' factor and appeal to the target group of 12- to 16-year-old youngsters. It should also elaborate on the role of the Dutch navy during the Cold War.



Bridge complex of *De Ruyter* at the Royal Netherlands Navy Museum. Credit: Collection Royal Netherlands Navy Museum

The museum came up with the idea of an exhibit to highlight the frigate as a flagship during a convoy training exercise on the Atlantic. The initial plans were further developed by the Amsterdam firm, IJsfontein. In addition to the presentation, Van Maurik wrote the story at the beginning of this article in collaboration with the museum team. All this was undertaken with the sole purpose of bringing the bridge complex back to life. So how does it work?



View when on the bridge. Credit: © Druktemaker

Once on board, visitors are placed in a group and briefed about the situation. It is August 1987, and *De Ruyter* is in the Atlantic, accompanying a convoy consisting of a number of cargo ships and other warships. The exercise is called *Operation Cold Storm*, and the main goal is to transfer a large amount of military equipment from America to Europe. The Cold War has flared up again as both NATO

and the Warsaw Pact organize large-scale exercises. Can everyone keep a cool head? Unknown to the visitors, a Soviet general misinterprets an apparently innocent remark by President Ronald Reagan and sends bombers towards the convoy.

The visitors, ignorant of the impending disaster, are given an explanation of the ship's various weapon systems and sensors, and pay a visit to the impressive radar dome. Each visitor is assigned one of five roles: helmsman, electronic warfare (EW) officer, radar controller, signalman, and weapons controller. Then the alarm sounds and the group must quickly go to the bridge, where the nine windows have been replaced by LED screens. These form one single image, namely the view over the sea. Looking out, one can see the bow of the ship and, at some distance, other ships in the convoy. Some swell is clearly visible (and for some people felt); the sound of the gas turbines is humming in the background. Each player has a small touchscreen at his/her disposal, with the interface for his/her tasks. An artificial commander takes the players by the hand and explains that enemy aircraft may have been spotted. Moments later, ten missiles appear to be charging towards the convoy.

From then on, team play is essential. The EW officer sees the first radar signals, which need to be jammed. He must also warn colleagues of the impending threat. The radar controller has to lock the incoming missiles, after which the weapon controller has to deploy the correct weapons. Meanwhile, the helmsman must keep the ship in the ideal firing position.



Concentration under fire. Credit: © Druktemaker

As soon as the enemy missiles are in range, the Standard Missiles and, a little later, the Sea Sparrows are supposed to leave their launchers. The accompanying warships do their part; the rising smoke trails form an impressive spectacle.

At least one last missile appears to break through the defenses, but is successfully targeted by the Goalkeeper weapon system just before impact. The sound of the heavy explosion rips through the bridge. Fortunately, everyone survived!

About 15 minutes after the alarm went off, the visitors are outside again. *Operation Cold Storm* has now introduced them to the *raison d'être* of a ship like *De Ruyter* in a very immersive way. In addition, the complexity and speed of modern warfare is clear to all participants. Teamwork is an essential factor for survival on a navy ship in a combat situation. The Cold Storm experience became fully operational by the end of 2022.



PI a yDent on Cold Storm from the bridge of the De Ruyter. Credit: © Druktemaker

Change of Command on the USS Kidd

Parks Stephenson, Executive Director, USS Kidd Veterans Museum

After a highly successful tour as Executive Director (ED) of the USS *Kidd* Veterans Museum, Rosehn Gipe is passing the baton to Parks Stephenson. During her time as ED, Rosehn brought a high level of fiscal responsibility and ethical integrity to museum leadership. She kept the museum in operation and ready for reopening at the first opportunity throughout the COVID-19 pandemic. Parks will be building upon her legacy to chart USS *Kidd's* future as one of Baton Rouge's premier tourist attractions. Parks is a graduate of the United States Naval Academy and a 20-year Navy veteran, with qualifications in submarines, aviation, and amphibious operations. After retirement from his military career, Commander Stephenson was an aerospace engineer for Hughes Aircraft, Raytheon, Lockheed Martin, and General Atomics for almost 30 years.

What brought him to USS *Kidd*, though, was his passion for deep-ocean exploration as a Fellow in The Explorers Club. After diving on the Titanic wreck as filmmaker James Cameron's technical advisor and discovering a Japanese submarine that changed the history of the 1941 Pearl Harbor attack, Parks teamed with world-record diver, Victor Vescovo, to locate the world's deepest shipwrecks, USS *Johnston* and USS *Samuel B. Roberts* in the Philippine Sea. Both destroyers were lost in action during the 1944 Battle off Samar, a seminal battle in United States Navy history, often referred to as the "Last Stand of the Tin Can Sailors."

Parks came to Baton Rouge prior to his historic dives to study and learn about USS *Kidd*, sister ship to USS *Johnston*, and would later insist that various media production companies wanting to film his telling of

USS *Johnston's* story would have to do so aboard the museum ship, rather than in a film studio. In the process, Commander Stephenson fell in love with both the ship and Louisiana. With a thorough appreciation of USS *Kidd's* naval history, a practical knowledge of naval architecture and marine engineering, and experience in media entertainment, Parks was the Louisiana Naval War Memorial Commission's natural choice to build upon Rosehn's legacy and guide the USS *Kidd* Veterans Museum through the challenges of the 21st century. In addition to continuing the restoration of the ship to her World War II configuration, Parks plans to make both the ship and museum exhibits more interactive through innovative use of new technologies. A visit to the USS *Kidd* Veterans Museum has always been informative and a fitting tribute to Louisiana's military veterans; making the ship and the museum exhibits more interactive will help enhance the family experience. Parks will follow a strategy of "the ship is the trip" to grow the Museum as a major Louisiana attraction for locals and tourists alike.



Captain William Kidd, pirate mascot of the USS *Kidd*. Credit: USS *Kidd* Veterans Museum

Liberty Ship John W. Brown's 112th Living-History Cruise

Michael Schneider, Project Liberty Ship John W. Brown

The Liberty Ship *John W. Brown* got underway from the Maryland Cruise Terminal in Baltimore on 24 September 2023 to conduct her first Living History Cruise in over three years. The cruises were suspended during the COVID-19 pandemic. This was the 112th such cruise conducted by the ship since her restoration in 1991, and over 440 passengers were aboard to enjoy the day and the entertainment. This particular cruise also marked *John W. Brown*'s 80th birthday, as the ship was launched and delivered in September 1942.

These popular cruises attract passengers who want to experience a bit of World War-II history as presented by displays, speakers, onboard exhibits, and reenactments. They are also a key fundraising activity for *Project Liberty Ship*. One of the cruise highlights was the 30-minute air show featuring fly-bys of World War II-aircraft, including a Stearman biplane (model PT-17), a replica of a Japanese Val dive bomber, and a Mitchell B-25 bomber. The Val dive bomber simulated attacking the ship, which was defended by Naval Historical Detachment reenactors manning the ship's defensive armament. Another highlight for many of the passengers was the opportunity to tour the engine room and observe the ship's 135-ton triple expansion (reciprocating) engine propelling the ship. That is a very unique experience and one that most guests won't forget.

While this was the first Living History Cruise conducted in three years, the ship has remained active and has conducted training cruises to maintain the proficiency of her all-volunteer crew. More cruises are planned next year. The cruise schedule is available on the organization's web site: www.ssjohnwbrown.org.

John W. Brown has been operating as a historic ship since her initial restoration was completed in 1991. Since that time, the ship has sailed over 25,000 miles and visited 30 ports on the east coast and in the Great Lakes. Although preservation and operation become more challenging as the ship ages, the goal is always to "Keep Her Sailing!"



John W. Brown at dock, 2012.

Credit: Wikimedia: http

S/S Vedettbåten Sprängaren - SIMV

Captain Håkan Rugeland (retired), Chairman, Vedettbåten Sprängaren

When Captain Nemo was to build his underwater ship *Nautilus* for his world voyage, he had parts that the 19th-century leading tool companies used. He ordered the frame for the *Nautilus* from "les ateliers de Motala, en Suède," or today's still-existing company, *A.B. Motala Verkstad*. Even though Jules Verne's story *20,000 Leagues Under the Sea* from 1870 is fiction, it speaks to Motala's importance during the latter part of the 19th century.

The *A.B. Motala* workshop was founded in 1822 on the initiative of Baltzar von Platen. It was here that the S/S *Sprängaren* ("The Blower") was designed and constructed during World War I. At the beginning of the 20th century, many in Sweden considered the country's naval defense woefully neglected. This resulted in the Pansarbåt (Battleship) collection being constructed by Bishop Manfred Björkkvist, which resulted in the construction of the Pansarbåten *Sverige*. Remaining money from this initiative was used to build three minesweepers.



S/S Vedettbåten Sprängaren at dock in Stockholm.

Credit: Wikimedia: http://bit.ly/

The need for minesweepers at the time was enormous. The war in the Baltic Sea, a war of sea-blockades using mines, meant about 170,000 mines were laid; the majority of them

still exist today. These three first ships of their kind could lay, sweep, and retrieve mines; defend themselves with a 57-mm/M16 cannon; and tow and break ice. The commission to build the ships went to *Motala Verkstad*, and S/S *Sökaren*, S/S *Sveparen* and S/S *Sprängaren* were launched in 1917 and delivered in 1918.

S/S *Vedettbåten Sprängaren* has a riveted steel hull, which is 27.73-meters (m) long, 6.84-m wide, and a depth of 3.40 m. Deadweight is 212 tons, with full stone coal storage, bringing it to gross 168 tonnes, and net 24 tonnes. The ship is powered by a two-cylinder, compound, 400-horsepower steam engine, which in case of forced firing can draw 470 horsepower. It was originally equipped with a water-tube boiler but, during the rebuilding in 1939, it was replaced with a fire-tube boiler. The boiler has been fully renovated during the last decade, with two new furnaces and 184 fire-tubes installed and hand pressed in place. The first fire was lit 23 April 2022, and the first manometer needle lift occurred after nearly 50 years of inaction. The last thing S/S *Sprängaren* did in the Navy, 1959–1961, was that she participated in the salvage of the Royal Ship *Vasa*, which sank on 10 August 1628. Today, both ships share the same dock and pier at Djurgården in Stockholm, Sweden.

On the 3–4 September 2022, the first sea trials were successfully completed and S/S *Vedettbåten Sprängaren* was underway, with its own machinery fully operating and without any adverse events. The future for S/S *Vedettbåten*

Sprängaren is that it will be available to visitors at the museum pier Djurgården, Stockholm, open daily from May to September, with free admission. Furthermore, it will be able to participate in tours of Stockholm's archipelago from April to October, visiting historical naval installations along the way. But the ship will also be a place of training for young people and adults in seamanship, naval conduct, and handling of a larger ship, as regards its maneuvering, navigation, sailors' work, and maintenance of steam boiler and steam machinery from the early twentieth century. As the only remaining seagoing naval warship in the world from World War I, the S/S *Vedettbåten Sprängaren* is a cultural heritage icon, which showcases both the technology and history of the early twentieth century.



S/S *Vedettbåten Sprängaren* engine room during sea trials in 2022..

Credit: *Vedettbåten Sprängaren*



S/S *Vedettbåten Sprängaren* at dry dock for cleaning and repairs..

Credit: *Vedettbåten Sprängaren* [we b s i t e : // b i t . l y](http://www.bit.ly)

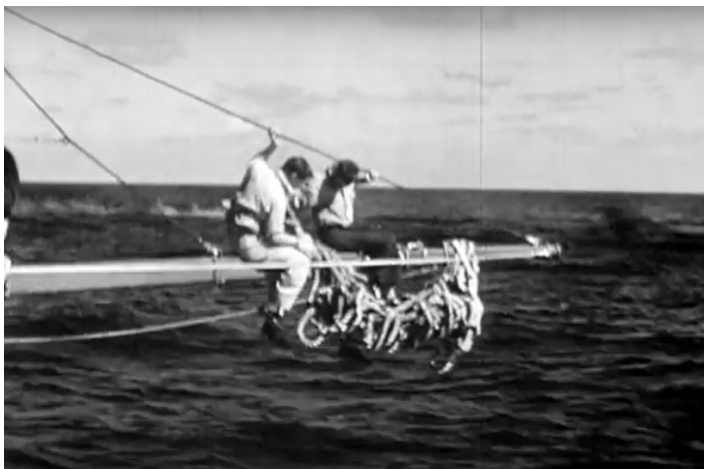


The Finer Details: USS Kidd Adds Another Piece to the Puzzle

Tim NesSmith, Ship Superintendent and Education Outreach Coordinator, USS Kidd Veterans Museum

The staff of the USS *Kidd* Veterans Museum added one more piece to their 40-years-and-running restoration puzzle at the end of last year on 5 December 2022: a wooden boat boom, used to moor the ship's whaleboats when they were deployed. While the boom may be new to those who were born in the 21st century, longtime fans of the museum and residents of Baton Rouge may remember a time when the venerable destroyer displayed such an item after first coming to town.

"It's both an old and new item," said Tim NesSmith, Ship Superintendent and Education Outreach Coordinator. "Not long after *Kidd* arrived in Baton Rouge in 1982, our staff and volunteers were traveling to Reserve Fleets around the country, salvaging parts for her restoration. They came back from Philadelphia at some point with the boat boom of her sistership, USS *Caperton* (DD-650). It was installed and was there for several years before the weather got to it."



WWI film footage shows DD-661 on board the boat boom used to rescue of downed aviators. The footage can be viewed on the museum's YouTube channel.
Credit: USS Kidd Veterans Museum

The wooden boom eventually succumbed to southern Louisiana's humidity, and rot set in. Unable to be salvaged, it was removed and sent home with a volunteer, the late Jesse Eaves of Denham Springs. A master woodworker, it was hoped that Eaves would be able to fashion a replacement. But crucial factors, like time and funding, are believed to have delayed the replacement, pushing it further down the priority list, until the boom fell out of memory for all but a few.

In 2018, when the film crew for the movie *Greyhound* was in pre-production, director Aaron Schneider approached NesSmith with video footage of a destroyer rescuing aviators at sea using a cargo net draped from a

boat boom. He was unaware that it was actual footage of *Kidd* from World War II. "He wanted to know where it was, what happened to it," said NesSmith. "One of our volunteers, Garrett Lynch, had told me the story. So, I made a call to see if the metal fittings were still around."

The fittings were indeed around. Eaves cleaned and painted them before delivering them to the museum and the *Greyhound* set-dressing team got to work fabricating new woodwork. The completed boom can be seen in a blink-and-you-miss-it scene where the crew of the fictional USS *Keeling* rescues survivors from a torpedoed merchant vessel. Once production wrapped, the film crew returned the completed boom to the museum.

A boom fabricated for filming in the sheltered sound stages of Celtic Studios was not yet ready for display in the southern Louisiana weather. The museum staff had no wish to repeat history with this rebuilt piece. But the fabrication and installation of a torpedo blast shield replica that same year pushed the boom down a notch in priority and then the COVID-19 pandemic struck.

"We were ready to go for Spring 2020," NesSmith said. "We had obtained rigging plans from former volunteer Byron Como. We purchased the cable rigging via a grant from Tin Can Sailors, Inc. We just needed to seal the wood really well and paint it. Then, COVID hit and we tucked it away out of the weather until the right opportunity came along."



Museum staff and volunteers move a boom into place to Kidd (DD-661) in downtown Baton Rouge on December 5, 2022.
Credit: USS Kidd Veterans Museum

Volunteer Fred Enters, and staff member Nathan Bergeron, took on that task in fall 2022, sanding, filling, and sealing the wood before painting it in *Kidd's* wartime camouflage. The right opportunity arrived in December in the form

of three crew members from the latest ship to bear the name *Kidd*, the *Arleigh Burke*-class guided missile destroyer *DDG-100*. The trio were in Baton Rouge to represent their ship at the museum's Pearl Harbor Day observance, and to do a little volunteer work aboard their ship's predecessor. They were keen to help add a new piece to the puzzle.

"We saw tradition in action last week as sailors from the 3rd *Kidd* namesake returned a piece of history to the elder namesake," said Parks Stephenson, Executive Director of the USS *Kidd* Veterans Museum. "This simple boatswain's task both connects them to their past and continues *Kidd's* legacy to the present day. In this way, we keep the memory of Rear Admiral Kidd's sacrifice alive and all those who sailed in the ships that bore his name."

"It's a small detail," said NesSmith. "But no less important. People may not even notice it unless we deploy it. But for

the boatswain's mates and coxswains who handled the boats, and anyone who went on liberty via whaleboat, it's a detail that mattered to them."



A newly installed boat boom rests in i
s h i p Kidd (DLG-661), located in downtown Baton Rouge, Louisiana."
Credit: USS Kidd Veterans Museum

2023 HNSA CONFERENCE - SAVE THE DATES!

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HNSA 2022 CONFERENCE, BATTLESHIP MISSOURI MEMORIAL

Ryan Szimanski, Executive Director, Historic Naval Ships Association

The following is a brief recap of the 2022 Annual HNSA Conference held in September 2022. Needless to say, the folks at the Battleship *Missouri* Memorial put on a fantastic show, and were incredibly hospitable to all who attended and to the organizers. Most attendees suffered major jet lag getting to Hawaii. I know it gave me a new appreciation for the travel time they normally put in to be with us at mainland locations. We had top-notch speakers, an incredibly productive Board meeting, a great trade show thanks to our many sponsors highlighted again in this issue, with my personal thanks, and we got to see the naval-history Mecca equivalent that is Pearl Harbor.

Attendance was better than we could have hoped for given the travel distance. Many of us debated what if the chance to go to Hawaii would outweigh the long travel time and lingering effects of the pandemic, and I am happy to report attendance was well above average. Not only was in-person attendance up compared to the last several years in both fleet members and sponsors at our trade show, but we also continued to have a strong showing from virtual attendees. Additionally, attendees brought more guests than I have ever seen before. Most importantly, attendance was more diverse than previous conferences, which can only strengthen our field by bringing in new ideas and viewpoints.

Speaking of the presentations, I want to thank our many great speakers; we could not have had such an impressive program without them. I learned a tremendous amount thanks to timely presentations on preservation and community building. Please be sure to send me an email and tell me which presentations were most helpful to you, so that we can have more information on those subjects at future conferences.

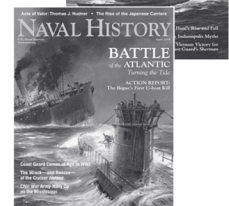
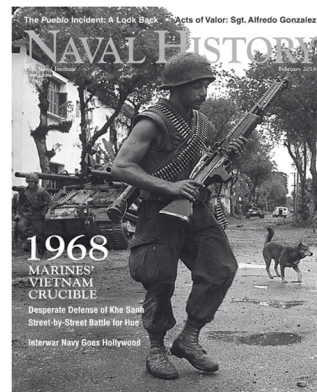
Congratulations to the various organizations and individuals who earned awards this year. HNSA restarted its awards program and many of our member museum staff earned awards for their contributions. We were joined for a second year by Naval History and Heritage Command (NHHC), who also recognized several HNSA member museums and individuals for their work telling the Navy's story. Admiral Sam Cox, NHHC's director, personally flew in to hand out the awards. We all look forward to working even more closely with NHHC on our shared mission in the future. NHHC's application process for this year's awards program is now live as noted in the *Around the Fleet and Beyond* segment at the beginning of this newsletter.

HNSA will be putting out a call for awards in the near future. The good news is that you can apply for both!

I would be remiss if I didn't thank our generous sponsors for their support this year. HNSA received more support for the conference than ever before, and it was critical in offsetting the increased venue costs. In particular, I need to thank SSA Group and PPG Paints for their generous support and Fleet members *Missouri*, *Midway*, *Bowfin*, and *Lexington*. It was not a great year for all of our member museums, but these four, in particular, stepped up and helped support the rest of the Fleet by donating to both the conference and our scholarship program, which allowed four HNSA members who might not otherwise have been able to attend to join us in Hawaii. Some of the highlights of this conference were the various after-hours receptions and events put on by our hosts. The evening reception hosted by *Bowfin*, the sunset tour of Pearl Harbor, and the closing reception at *Missouri* were great. The folks at *Slater* will have their work cut out for them topping this at the 2023 conference. Join me virtually, or in person, in Albany next September to see how they do!

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NAVAL HISTORY



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HNSA 2022 Awards And Scholarship Recipients

Ryan Szimanski, Executive Director, Historic Naval Ships Association

HNSA is an international community of devoted professionals, volunteers, and supporters. Without them, work at their respective museums and museum ships would not be possible. The *Annual HNSA Awards and Scholarship Programs* are an important opportunity to give special recognition to those individuals who have gone above and beyond to prove themselves outstanding museum professionals and to say a heartfelt “Thank You” for their hard work, their dedication, and their commitment to preserving naval and maritime history for future generations.

Award Winners

Casper J. Knight, Jr., Award: Presented to *Les Lancaster*, in recognition of the significant contributions you have made as the Director of Engineering Operation at the USS *Missouri* Memorial Association, Inc. You have overseen every phase of the ship’s restoration, helping to create the beautiful ship she is today.

Russell Booth Award: Presented to *Texas Dreadnoughts* in recognition of the significant contributions made as supporters of the Battleship *Texas* Foundation over the last year. The team has found a unique way to raise awareness for the museum and have proven to be outstanding members of our museum ship community.

Henry A. Vadnais Award: Presented to *Evan Cerne-Iannone* in recognition of the significant contributions you have made as Curator and Archivist at the USS *Cod* Submarine Memorial. You have excelled in the areas of collection management, exhibit design, research, and writing.

HNSA Education Award: Presented to *Shanna Schuster* in recognition of the significant contributions you have made as Visitor Engagement and Program Manager at USS *Slater*, the Destroyer Escort Historical Museum. You have excelled in the areas of education, outreach, digital media, and public engagement.

HNSA Education Award: Presented to *Neil Yamamoto* in recognition of the significant contributions you have made as Education Outreach Coordinator at USS *Missouri* Memorial Association, Inc. You have excelled in the areas of education, outreach, digital media, and public engagement.

Bos’n Marvin Curry Award: Presented to *Greg Blasquez* in recognition of the significant contributions you have made as a volunteer at SS *Red Oak Victory*. Your expertise was critical in lighting off the ship’s idle World War II-era steam plant for the first time in 50 years.

Bos’n Marvin Curry Award: Presented to *Richard Obratil* in recognition of the significant contributions you have made as a volunteer at USS *Cod* Submarine Memorial. You have excelled in the areas of preservation, construction, visitor safety, and community engagement.

Maintenance/Preservation/Exhibition Award: Presented to *Gary Sheedy* in recognition of the significant contributions you have made as a volunteer at USS *Slater*, the Destroyer Escort Historical Museum. You have excelled in restoring areas of the ship, such as the refer space, laundry, bosun’s lockers, and after steering.

Maintenance/Preservation/Exhibition Award: Presented to *Chris Malanson* in recognition of the significant contributions you have made as Assistant Vice President of Exhibits at Intrepid Sea, Air, and Space Museum. You have excelled by innovating with the use of 3D-scanning technology to make your museum’s exhibit spaces more accessible.

Dr. John C. Fakan Communications Award: Presented to *Libby Jones* in recognition of the significant contributions you have made as the Director of Education at Battleship *New Jersey* Museum and Memorial. You have excelled in the areas of digital media, outreach, video production, community building, and fund raising.

President’s Special Award: Presented to *John Elliker* in recognition of the significant contributions you have made as Treasurer of the Historic Naval Ships Association. You have excelled in the areas of financial planning, membership, bookkeeping, payroll, and development.

International Leadership Award: Presented to *Drachinifel* in recognition of the significant contributions you have made as the presenter of Thundersdawn, Ltd.’s, YouTube channel. You have excelled in the areas of digital media, outreach, video production, community building, and fund raising.

Scholarship Recipients

Karen Duvalle, Wisconsin Maritime Museum, sponsored by USS *Bowfin* & Pacific Fleet Submarine Museum.

Evan Cerne-Iannone, USS Cod Submarine Memorial, sponsored by USS *Lexington* Museum.

Aaron Prendergast, United States Naval Shipbuilding Museum & USS Salem, sponsored by USS *Midway* Museum.

Michael Voss, USS Bowfin & Pacific Fleet Submarine Museum, sponsored by Battleship *Missouri* Memorial.

Highlights From The 2022 HNSA Conference



David Zepeda, Missouri, stands on the USS under turret three during the closing reception, with traditional Hawaiian dancers.

Credit: Photogenic Inc.

A live band provided the entertainment at the closing reception aboard the USS Missouri.

Credit: Photogenic Inc.



Mike Carroll, Missouri, with Admiral Peter Gumataotao and Mrs. Gumataotao, with one of Missouri's crew members. Rear Admiral Gumataotao was the keynote speaker at the closing ceremony.

Credit: Photogenic Inc.

Highlights From The 2022 HNSA Conference



In addition to the music from the band, there was also traditional Hawaiian dancing.

Credit: Photogenic Inc.

Missouri's tented fantail made a great venue for the closing reception.

Credit: Photogenic Inc.



Between the company, the band, and the Hawaiian dancing, the whole reception was a delight!

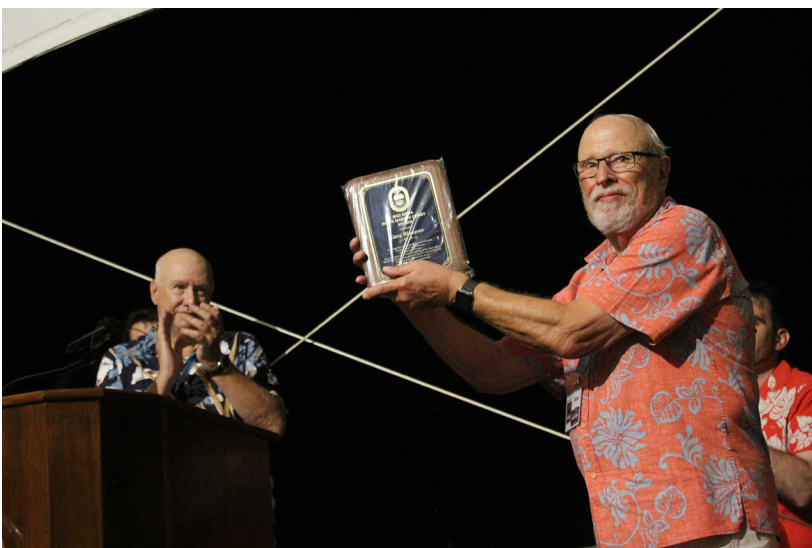
Credit: Photogenic Inc.

Highlights From The 2022 HNSA Conference



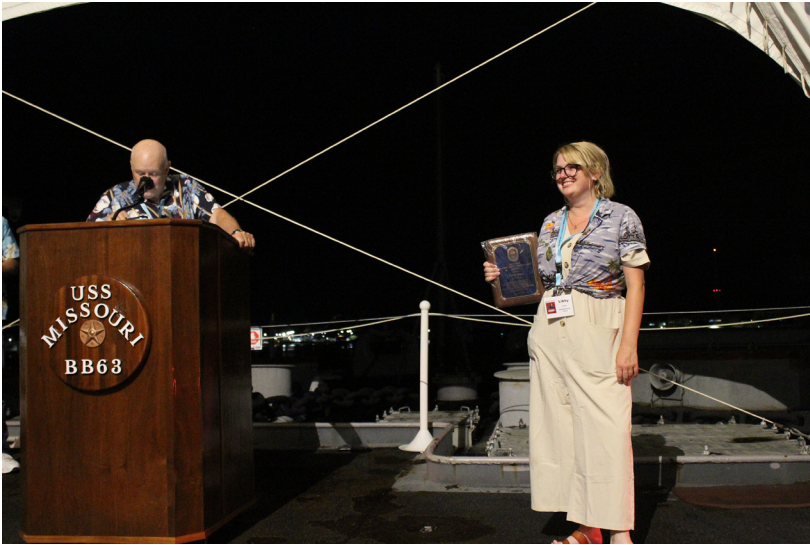
Dr. Jay Thomas, NHC, presents Alan Burns, SS Red Oak, Virginia, the Navy Curatorial Excellence Award for the USS Missouri BB63. Credit: Photogenic Inc.

Frank Thompson, NHC, and Dr. Jay Thomas, NHC present the Navy Maintenance Excellence Award to Paul Farfaglia, USS Missouri BB63. Credit: Photogenic Inc.



Alan Burns, SS Red Oak, Virginia, receives the HNSA Marvin Curry Award of Recognition for the USS Missouri BB63 from Fred Klonek, VisStory. Credit: Photogenic Inc.

Highlights From The 2022 HNSA Conference



Fred Klink, USS Red Oak, Vice President presents Libby Jones, New Jersey HNSA Dr. John C. Faka Award.

Credit: Photogenic Inc

Janet Calabona, USS presents John Elliker, HNSA, the HNSA President's Special Award.

Credit: Photogenic Inc



Mike Calabona, USS Missouri, relinquishes Wally to Tim Ristaro, USS I watch over hosts the 2023 conference and the conference is announced.

Credit: Photogenic Inc

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MONDAY – FRIDAY

TECHNICAL DISCUSSIONS

The Future Role of ROVs in Museum Ship Preservation

Anthony Domijan and Nathan Hart, Missouri University of Science and Technology, Underwater Robotics Team

We're members of the Missouri University of Science and Technology Underwater Robotics Team (S&T Underwater Robotics Team). Our team is comprised of undergraduate and graduate students who construct Remotely Operated Vehicles (ROVs) for experiential learning. Our ROVs are primarily used for competition, but this past year we were looking for a new mission. We decided to build an ROV for ship hull inspections and, as a result, we reached out to the USS *Missouri* (BB-63). With the help of Frank Clay, curator of the USS *Missouri*, we developed a plan for a theoretical hull inspection.

We got in touch with Frank for the commissioning ceremony of our SS&T *Missouri* (ROV-3) in May 2022. Our SS&T *Missouri* was created to compete in the MATE ROV World Competition (<https://materovcompetition.org/>). We named her after our state, school, and the USS *Missouri*. While we were testing SS&T *Missouri*, we found a few similarities between her and her battleship namesake. After explaining these to Frank, he gave her the nickname the "Mini Mo". We liked it and ran with it. During conversations between Frank and the team, the idea of hull inspections was also brought up and having us go to the USS *Missouri*. We started to plan for the excursion. Unfortunately, this didn't happen because they really aren't

in need of an inspection at present! That left us with an idea. Let's see if other ships are interested. ROVs are already used for inspections, underwater searches, recovery, and other tasks to replace divers. Usually, they are less invasive and expensive than divers, as well. The team plans for our Mini Mo to offer to perform hull inspections for the Historic Naval Ship Association. The Mini Mo is going to be different than other ROVs on the market.

The first major difference is the power output. The planned overhaul would have a nominal power output of 6000 watts. All the power and data are fed through a tether. ROVs in the same size category usually have a lower power output of around 1000 to 1500 watts and are battery powered. The extra power and tether will allow the Mini Mo to navigate and stabilize better in currents, as well as stay underwater for longer periods of time. The second major feature is the cameras. The Mini Mo will have one camera on the port and starboard side, and one on the top deck facing upwards. Lights will be placed under the cameras to provide illumination. The ones that were selected for the overhaul were DeepWater Exploration's ROV cameras. We heard about the company at competition, while in Long Beach, California. We were impressed by their products and decided to use their cameras. These cameras will be

Nautical Challenge Answers

1. It was the USS *Callaghan* (DD-792). She was sunk by a kamikaze on 25 July 1945 during the Battle of Okinawa.
2. It was the USS *Thresher* (SS-200), a *Taber*-class diesel boat, which earned 15 battle stars and a Navy Unit Commendation.
3. The cruiser was the USS *Santa Fe* (CL-60).
4. Those two cruisers were the USS *Des Moines* (CA-134) and the USS *Salem* (CA-139).
5. It was the HMAS *Melbourne* (RA-01). A subsequent joint RAN-USN Board of Inquiry found both ships were at fault for the collision. (Photo credit: Reddit, <http://bit.ly/3muWDOU>)
6. They were the USS *Spence* (DD-512), the USS *Hull* (DD-350), and the USS *Monaghan* (DD-354).
7. It is the USS *Vicksburg* (CG-69). She was originally named Port Royal, but this name later went to CG-73. The *Vicksburg* is nearing completion of a \$200 million modernization yet is on a list of ships that may be decommissioned in FY23. (Photo credit: Navsource.org, <https://bit.ly/3T4ZCF>)
8. President Eisenhower visited the USS *Canberra* (CAG-2) in 1957, the USS *Des Moines* (CA-134) in 1959, and the USS *Saint Paul* (CA-73) in 1960.
9. It was the USS *Hornet* (CVS-12). She is currently a museum ship berthed in Alameda, California.
10. The USS *Corry* (DD-463) was sunk by German shore batteries (DD-463) home o

able to record the entire inspection for later use. The third important feature of our Mini Mo is that she can be used as a platform for other instruments. While the team plans on using only cameras, the Mini Mo was designed to add other equipment, such as sonar or ultrasound. These could be integrated on later seasons to allow for more detailed inspections.



Final rendering of the Mini Mo, post design overhaul.

Credit: Missouri University of Science and Technology, The Center for Undersea Robotics Team

The hypothetical plan to inspect the USS *Missouri* would begin with a crew. The team will have a crew of six members. This would include a pilot, an observer, a tether manager, a deckhand, and two public-relations members. The pilot will maneuver the ROV around the ship, while the observer reviews the video feed. The deckhand's job is to watch the ROV while she is in the water, and launch and retrieve the Mini Mo during the inspection.

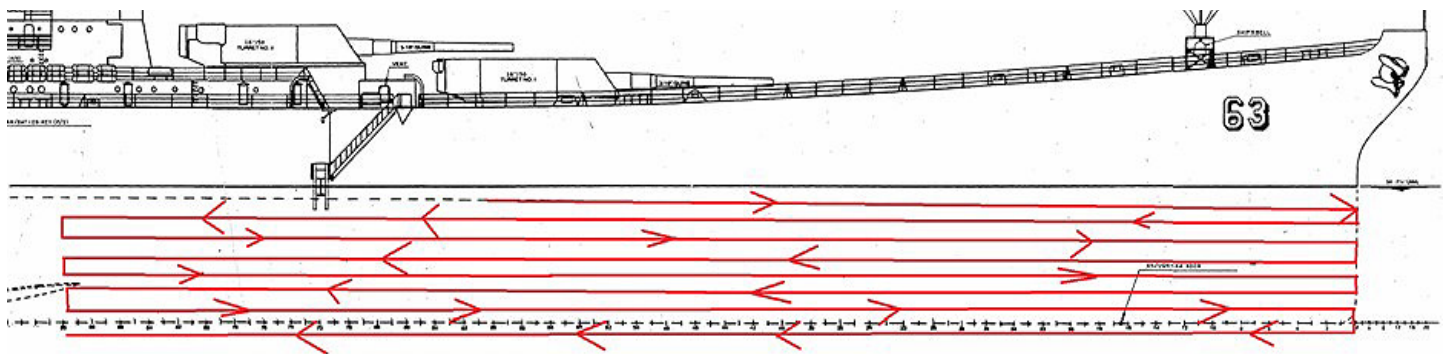
The inspection would be comprised of eight phases. For the first three phases, the crew would be stationed around Turret 1. The Mini Mo would be launched into the water to test for buoyancy. After buoyancy is confirmed, the inspection would begin on the docked side. The Mini Mo would travel to the bow of the ship, turn around, and travel to amidship. Along the way, the dockhand would travel with her. They would look out for obstructions and relay

information back to the main crew. Where the bumpers are on the side of the ship, she'll dive to miss them. At amidship, she would descend a few feet and then travel back to the bow. The Mini Mo would continue the travel path making a zig-zag pattern, until she reaches the bottom of the ship and then travels underneath. This begins Phase Two.

Phase Two will continue the zig-zag pattern across the bottom of the hull. The Mini Mo would be brought completely out from under the ship and turned around. At the end of Phase Two, she would move out from under the ship. This would start Phase Three, which would be a reverse of Phase One, slowly traveling from amidship to the bow rising out of the depths. Once she surfaces, the pilot would guide her back to the dock and the deckhand will retrieve her.

The team would then move to Turret 3 for the next phases of the inspection. Phases Four, Five, and Six would follow the same as One, Two, and Three, except for the rudders and propellers. These would require extra time. Each propeller would be inspected individually front and back, with the Mini Mo traveling in a vertical zig-zag pattern, instead of a horizontal one. The rudders would be inspected in the same horizontal pattern as Phases One, Three, Four, and Six. Once the rudders and propellers are completed, a panning shot would be generated. She would move outwards to get a better look at the stern and slowly pan from starboard to port. After this point, the team could move the Mini Mo to any part of the ship or dock the staff wanted to inspect more closely. Once the inspection is complete, the Mini Mo would be brought back to Turret 3 and raised from the water.

Our team has a mission to spread Science, Technology, Engineering, and Math (STEM) ideas to places and people that can use them. We act as ambassadors of engineering. Using the Mini Mo for ship-hull inspections could be a



Phase 1 Zig-zag pattern for the inspection.

Credit: Missouri University of Science and Technology

great opportunity to educate staff and visitors about ROVs and their real-world application and impact. We noticed our impact on education while visiting USS *Iowa* (BB-61) during competition. Tiffany Ellerbeck, the educational director, put us in the wardroom to interact with guests. With the little time we had, we impressed everyone who came through and got them thinking about ROVs and potential practical uses.

Perhaps you are thinking, “Huh that’s cool, maybe we should have them out.” At this moment, our team needs to convince the school that the plans we have developed are viable. If there isn’t enough interest for the school to consider it worthwhile, we won’t be able to perform any inspections. If you are interested in having us inspect your hull, please reach out to us via email at underwater@mst.edu, with the subject as the name of your ship museum followed by “Hull Inspection”. We hope we hear from you!

National Battleship Registry

Craig Johnson, Director, Pacific Battleship Center and National Museum of the Surface Navy

In 2013, I was asked to join the Board of Directors of the Pacific Battleship Center, the caretakers of the Battleship USS *Iowa* (BB-61). At that time, the museum had only been open for just over a year and was still finding its place in the world of historic naval ships. We decided that we should become the “National Battleship Museum” and acquired the appropriate web addresses and URLs. That got me thinking that the museum could use a new exhibit for the big screen/touch screen displays in our museum space, with all the information that can be found online about United States Battleships and assemble it all on one web site. The National Battleship Registry (NBR) was born. I thought it would take me three or four years to finish and, eight years later, it has finally been completed. I know it may have some typos and other errors, and I am counting on the online community to help me find them. Because it was developed in HTML, it allowed us to share the NBR with any museum ship or other organization looking to educate their guests about the long and storied history of the United States Navy Battleship fleet. The NBR will run on any computer, touchscreen, big screen/touchscreen combo (as on the *Iowa*), tablet, or smartphone.

We plan to add a forum and naval quiz section in the future, and hope to monetize that with all profits going to the *Iowa*. We are looking for volunteers to serve as webmasters for the forum section, so if you would like that job or know someone who would, you can email us at the address below. One of the influences for starting this project was the battleship drawings by artist Donn Thorson;



The team on USS *Iowa* (BB-61), with the Mini Mo. Credit: Missouri University of Science and Technology

please look him up. At first, I thought that I would draw the battleships myself as I enjoy that kind of work, but soon realized it would add at least a year to the project. I decided to try to contact Donn and ask if I could use his drawings. Sadly, when I finally tracked down Donn’s Michigan business, I was told by his widow, Vicki, that he had passed away six months ago. I always felt a connection with Donn and his work, so it is perhaps not ironic that he died on my birthday. Vicki graciously agreed to send me the drawing I requested, and they helped define the look of the NBR. Thank you so much, Donn!

Battleships of the US Navy 1895 - 1944
Learn about the BB from your State

Pre-Dreadnoughts
1895 - 1908

- USS Maine (BB-3) 1895
- USS Texas (BB-35) 1895
- USS Indiana (BB-1) 1895
- USS Massachusetts (BB-2) 1896
- USS Oregon (BB-3) 1896
- USS Iowa (BB-4) 1897
- USS Kearsarge (BB-5) 1900
- USS Kentucky (BB-6) 1900
- USS Illinois (BB-7) 1900
- USS Alabama (BB-8) 1901
- USS Wisconsin (BB-9) 1901
- USS Maine (BB-10) 1902
- USS Missouri (BB-11) 1903
- USS Ohio (BB-12) 1904
- USS Virginia (BB-13) 1906
- USS Nebraska (BB-14) 1907
- USS Georgia (BB-15) 1906
- USS New Jersey (BB-16) 1906
- USS Rhode Island (BB-17) 1906
- USS Connecticut (BB-18) 1906
- USS Louisiana (BB-19) 1906
- USS Vermont (BB-20) 1907
- USS Kansas (BB-21) 1907
- USS Minnesota (BB-22) 1907
- USS Mississippi (BB-23) 1908
- USS Idaho (BB-24) 1908
- USS New Hampshire (BB-25) 1908

Dreadnoughts
1910 - 1914

- USS South Carolina (BB-26) 1910
- USS Michigan (BB-27) 1910
- USS Delaware (BB-28) 1910
- USS North Dakota (BB-29) 1910
- USS Florida (BB-30) 1911
- USS Utah (BB-31) 1911
- USS Wyoming (BB-32) 1912
- USS Arkansas (BB-33) 1912
- USS New York (BB-34) 1914
- USS Texas (BB-35) 1914

Standard Battleships
1916 - 1921

- USS Nevada (BB-36) 1916
- USS Oklahoma (BB-37) 1916
- USS Pennsylvania (BB-38) 1916
- USS Arizona (BB-39) 1916
- USS New Mexico (BB-40) 1916
- USS Mississippi (BB-41) 1917
- USS Idaho (BB-42) 1919
- USS Tennessee (BB-43) 1920
- USS California (BB-44) 1921
- USS Colorado (BB-45) 1923
- USS Maryland (BB-46) 1921
- USS West Virginia (BB-48) 1923

The Lost Battleships

- Washington (BB-47) 1921
- South Dakota (BB-49) 1923
- Indiana (BB-50) 1923
- Montana (BB-51) 1923
- North Carolina (BB-52) 1923
- Iowa (BB-53) 1923
- Massachusetts (BB-54) 1923
- Illinois (BB-55) 1945
- Kentucky (BB-66) 1945
- Montana (BB-67) 1943
- Ohio (BB-68) 1943
- Maine (BB-69) 1943
- New Hampshire (BB-70) 1943
- Louisiana (BB-71) 1943

Fast Battleships
1941 - 1944

- USS North Carolina (BB-55) 1941
- USS Washington (BB-56) 1941
- USS South Dakota (BB-57) 1942
- USS Indiana (BB-58) 1942
- USS Massachusetts (BB-59) 1942
- USS Alabama (BB-60) 1942
- USS Iowa (BB-61) 1943
- USS New Jersey (BB-62) 1943
- USS Missouri (BB-63) 1944
- USS Wisconsin (BB-64) 1944

Registry Design & Content: Craig Johnson
Web Delivery Team: Dave McCandless, & Chris Gascon
BB Drawings: Donn Thorson

Naval Forum | The NBR Team

National Battleship Registry website. Credit: Photo by

Donn was not the only individual to make this project a success. My web development team was made up of Dave McCandless and Chris Gascon, two very talented web developers, and Peter Stand, who did a wonderful

job finding my mistakes. The many other volunteers who helped can be found on the “The NBR Team” page. I would guess that the combined volunteer time devoted to this project would be somewhere north of 5,000 hours.

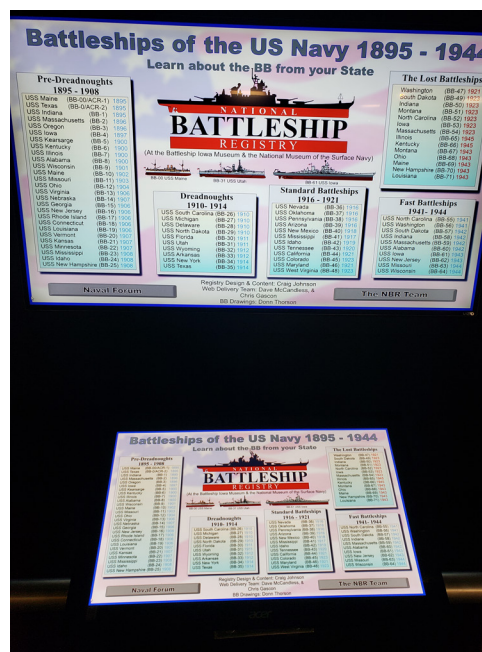
My hope was that guests would enjoy the journey through battleship history and “Learn About the Battleship from their State”. I hoped it would add to the guest experience, perhaps generating more likes, clicks, hashtags and whatever has sprouted up since I wrote this.

We never officially became the “National Battleship Museum” because we found it too limiting, so we decided to pursue and receive the recognition and authorization from the Navy to become the “National Museum of the Surface Navy,” to properly recognize all aspects of the Surface Navy that do not have a museum to collect and reflect on their service. Some would say it was because of the mundane nature of most of what the Surface Navy does, but it does constitute the majority of what the Surface Navy is and deserves to have that story told. And that will be one of our goals as we go forward.

My next project will be to finish a book called *National Battleship Registry (The Book)*. It will reflect my observations over the years of interweaving the history of battleships and the history of this nation, alongside the rise of technology that would define the fighting capacities of the United States Navy. I will be donating all profits from its sale to help preserve the *Iowa* for generations to come. And as everybody in the historic naval ship world has seen lately with the near sinking of the Destroyer USS *The Sullivans*

(DD-537) and the problems that the Battleship USS *Texas* (BB-35) has had over the years, a huge need to preserve these national treasures exists and every ship needs our ongoing help.

If you do exhibit the NBR at your institution, please send me a pic (nbrcontactus@nbr.pacificbattleship.com). The website address is as follows: <https://nbr.pacificbattleship.com/>. I hope you enjoy using this resource as much as I enjoyed making it.



Touchscreen interface of the National Battleship Registry. Credit: Photo by [Name]

Can Columbariums Help Save Historic Naval Ships?

Craig Johnson, Director, Pacific Battleship Center and National Museum of the Surface Navy

A columbarium is a space or niche, usually at a cemetery or mausoleum, to place an urn or box that contains cremated remains. As cemeteries quickly fill, cremation is becoming a popular option for people these days.

Because of my advancing age, I thought it was probably time that I write one of those “if you’re reading this it means I’m dead” letters for my wife. I’d always intended to get cremated, but had not really decided on the disposition of my ashes, which got me thinking that I didn’t want to necessarily have all my ashes in one place. Some I would like scattered in the Pacific Ocean because of my love for her, some I would like scattered in the Sierra Nevada mountains because of my love of them. But I also thought I’d like to have some of them interred in my newest love, the Battleship *Iowa*. It was not something that was formally allowed and, as far as I know, has never happened

aboard the *Iowa*. It got me thinking why couldn’t we allow interment of ashes on the *Iowa* and make some money to preserve the ship in perpetuity? I know Battleship *Arizona* former crew members are allowed to have their ashes interred on her to this day. After doing some research, I discovered that in the State of California interment of ashes is mainly restricted to cemeteries and mausoleums. Provisions exist in California law that allow for private columbariums, but they have restrictions that only allow 20 niches, and it’s unclear to me whether these can be sold or not. The language is quite vague and perhaps this is intentional. I had no idea that the cemetery and mausoleums lobby was as powerful as it is. Columbarium niches in California can range anywhere between \$1,000 and \$26,000, for an indoor interment, with the most expensive one laying you to rest in the same columbarium as Judy Garland. Apparently, if you’re looking for a bargain,

for only \$6,000 you can be laid to rest near Rudolph Valentino. This also got me wondering why it was so important for the cemetery and mausoleums lobby to have a law created that prevented private columbaria. Was there a health and safety reason, or was it strictly to keep other people out of this business? It also makes you wonder could this be considered a monopolistic business practice and perhaps violating some antitrust legislation?

If someday we are allowed to operate as a for-profit columbarium, we could accommodate thousands of urns. I would recommend that we have a variety of options for interment, from full-size 9-by-9-by-9-inch niches, scaling down to a 3-by-3-by-3-inch niche. We could also sell the urns/boxes that would be interred for continuity's sake. They could be Battleship *Iowa* themed, and we could have names and dates laser etched upon them, becoming another source of income. Perhaps we could convince descendants of famous military personnel, or even celebrities, to donate

a portion of those ashes. We could create unique spaces like the five-star room where ashes from famous five-star admirals could reside and perhaps sell them at premium prices. I would think that most five-star admirals would be more than happy to donate some of their ashes to help save these historic naval ships. It's something very special to be able to make a difference after you're gone; not many people have that opportunity.

I feel that this project is worth pursuing but I can't do it alone, so I am reaching out to the HNSA community to see if anybody out there would be interested in helping me with this. I could use help from people that know the law, accounting, governmental affairs, and people with military and government contacts. If you would like to join me in my effort in exploring this idea, please email me at the address below because I'm not even sure what the first steps should be. Feel free to reach out to me at the following email to discuss: craigj@labattleship.com.

Sixth Fleet Med Sailors - We Want to Hear From You!

Barry Probst (USS Springfield), Email: us6fft.vsm@comcast.net / Valerie Blouin, Email: us6fleet.vsm@gmail.com

Were you a Navy shipmate (or a Marine) on a Mediterranean cruise, with a port of call in Villefranche-sur-Mer? If so, the Americans and the 6th Fleet at Villefranche-sur-Mer (<http://en.ussixthfleet-villefranche.com/>) would love to hear from you. This association was created to maintain the memory of ships of the United States Sixth Fleet, and to share with the public (particularly younger generations) the rich history of the relationship between the United States and Villefranche-sur-Mer, restaurateur Mom Germaine, and the ships and shipmates that proudly served.

Those of you who visited Villefranche-sur-Mer may have been to *La Mere Germaine*, the waterfront restaurant of renowned local businesswoman Germaine Brau, who so selflessly cared for young, homesick United States sailors during World War II and into the 1950s. The sailors named her "Mom Germaine," and she was written about in Readers Digest magazine in 1959 as a "Most Unforgettable Character." The United States Navy honored her, and a plaque is in place in Villefranche-sur-Mer in her honor. Her waterfront restaurant still exists today, and is run by Thierry Blouin, Germaine's grandson, and his family.

Meanwhile, Mom Germaine's granddaughter, Valerie Blouin (one of the article co-authors), is the driving force behind this association between the United States and France, and she has planned many activities over the years to retain these memories and bring the United States and

France together to celebrate.

The Association's latest projects include a Sixth Fleet Museum in Villefranche-sur-Mer, the creation of a permanent exhibit for naval museums, annual celebrations on July 4th in honor of our Independence Day, and an audio walking guide to the sites and important places in and around Villefranche-sur-Mer, both in English and in French. The association is looking for your stories, memorabilia and photos to add to its collection (in our Book of Memories) so that the wonderful story of the United States presence in this part of the world will be remembered forever. In addition, if you wish to volunteer for the Association, we would welcome any and all to assist. You will meet a great group of dedicated volunteers who share your affinity for this wonderful spot in the world, and sweet memories of a brilliant bygone time.

Our association would like to extend special thanks to Philip Roberts (USS *Des Moines*, 1955–1956), who has compiled for the Association the Book of Memories (which will soon be available to see on our website). Containing over 80 oral histories of shipmates' memories and stories about their time in Villefranche-sur-Mer, we would be honored to add your memories to the roster, allowing them to be preserved for future generations. We hope to hear from you—please email or mail your memories to us (please include your name, the ship you served on, the years in which you served, and your rank). Thank you!

NAUTICAL CHALLENGE

Captain Rich Abele, USNR (Ret.)

1. What was the name of the last Allied destroyer sunk during World War II?

2. Can you name the most highly decorated submarine that served during World War II?

3. On 19 March 1945, while conducting flight operations against Japan, the USS *Franklin* (CV-13) was badly damaged by two aerial bombs. Name the cruiser that was secured alongside to render firefighting assistance and rescue *Franklin* crew members.

4. Of the three heavy cruisers in the *Des Moines*-class, name the two warships that did not fire their guns in anger while in service during World War II.

5. While conducting joint operations during a Southeast Asia Treaty Organization exercise the USS *Frank E. Evans* (DD-552) was cut in half by an Australian aircraft carrier on 3 June 1969. Can you name that Royal Australian Navy warship?



Question 5: Royal Australian Navy warship cut in half during the D-Day invasion on 6 June 1944?
Credit: Included with answer

6. Three destroyers were lost during Typhoon Cobra on 18 December 1944. Name those three "tin cans".

7. What is the only *Ticonderoga*-class cruiser to have a name change during her construction?



Question 7: Only *Ticonderoga*-class cruiser to have a name change during her construction.
Credit: Included with answer

8. During his presidency, General Dwight Eisenhower visited three heavy cruisers. Can you name at least one of them?

9. This United States Navy aircraft carrier had the distinction of being the primary recovery ship for both the Apollo 11 and 12 missions. Name that flattop.

10. What was the name of the only destroyer sunk by enemy gunfire during the D-Day invasion on 6 June 1944?



(Answers on page 22)

Question 10: Only destroyer sunk by enemy gunfire during the D-Day invasion on 6 June 1944?
Credit: Included with answer



Historic Naval Ships Association Membership Application

Please return completed form to:
John Elliker, HNSA Treasurer
4532 Rothwell Drive
Virginia Beach, Virginia 23456-4800

You are invited to join the HISTORIC NAVAL SHIPS ASSOCIATION

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