



# Anchor Watch

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

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THE JOURNAL OF THE HISTORIC NAVAL SHIPS ASSOCIATION






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ABOARD THE  
DESTROYER ESCORT HISTORICAL MUSEUM

**USS SLATER**

IN ALBANY, NEW YORK  
18 - 21 SEPTEMBER 2023

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# President's Message

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



We are resilient. The HNSA fleet took the punch of COVID-19, dealt with breathtaking revenue declines, and outright closures. Boards and staffs reassessed. Business systems were reevaluated, discarded, tweaked, or completely revised. We looked at the “visitor experience” anew. The time shot by, and 2024 is almost upon us.

That’s “us”—every park, ship, boat, museum, special platform in the HNSA Fleet. As I close out my term as HNSA President, I share a few thoughts on “us” and the HNSA organization going forward.

*Congressional Museum Ships Caucus:* I contacted your Congressional representative, with a personalized letter inviting them to join the bipartisan caucus formed by Representative Donald Norcross (D-NJ) and Representative Jerry Carl (R-AL). I trust you’ve reached out to your representative, as well. Going forward, HNSA leadership will coordinate our first activity with the Caucus. At the close of the 118th Congress, the Museum Ships Caucus requires recertification. Will HNSA fleet members give them a reason to do so?

*Move to a biannual conference:* Create a powerful HNSA conference by adding a planning year. The Host site and HNSA Board collaborate closely on the right mix of programming. Preservation and maintenance remain center stage. Ship inspections move up the list. Our education programs deserve top billing, as they unlock funding on many levels. Sponsors meet executive directors in a leadership setting to discuss Fleet needs. Biannual conferences cut travel costs. Some such gatherings are timewasters. Some fall into the “can’t miss it” column. Make the HNSA Conference the latter, with ample time for planning and execution.

*I’m grateful:* the HNSA website update and membership platform modernization are now complete. All praise and honor to board members, John Elliker and Vanessa Lewis. They spent untold hours on bringing this to life. Enjoy the new look and feel, particularly the ease of conference registration and membership renewal features.

It has been my honor to serve the HNSA Fleet these past two years. My best to you all.

Janet Cobb

**Cover Photo:** USS *Kidd* (DD-661) after her recent hull painting in June 2023. The Mississippi River has retreated to a low level, leaving the ship resting in her custom cradle and revealing her mud-caked lower hull. With an approximate 30-foot annual rise and fall of river levels in the Baton Rouge area, USS *Kidd* is the only museum ship that is displayed and open to visitors regularly both in and out of water. [See page 20 of this newsletter for an interview with the executive director of USS *Kidd*.]

**Cover Credit:** Parks Stephenson, Executive Director, USS *Kidd*

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# Executive Director's Message

Ryan Szimanski, Executive Director, Historic Naval Ships Association



Shipmates,

Reports from around the fleet have been positive through the first half of 2023. I can't believe a little over half the year is already behind us. Many of you are reporting a return to pre-pandemic visitation numbers, or even that you are exceeding

them, and that this may be a record-breaking year. More importantly, major events like Fleet Week are happening again, bringing thousands more guests to our museums. The two big things going on at HNSA right now are final planning for the annual conference and the work to complete the new website.

I will start with a brief mention of the conference because this newsletter has another longer article, with significantly more information. Registration is now live on the new website (<https://hnsa.memberclicks.net/hnsaconfregist#!/>) and will run until 11 September 2023. The conference itself is in Albany, New York, hosted by USS *Slater* and sponsored by, among other aligned organizations, PPG Paints and Anode Solutions. We will be at the Albany Hilton from 18 to 21 September 2023. More details can be found on page 16.

My travels to the various members of the Fleet continue. So far this year, I have been able to visit many of our member ships, including USS *Texas* in February; USS *Lucid*, USS *Hornet*, USS *Pampanito*, and SS *Jeremiah O'Brien* in April; and USS *Cod*, USS *The Sullivans*, USS *Little Rock*, and USS *Croaker* in June. It was great to see the active work happening on *Lucid*, *Texas*, and *The Sullivans*, and the events on *Hornet* and *Cod*, CarrierCon and their 80th commissioning anniversary, respectively.

I am happy to report that, far from having more museum ships foundering or being scrapped, I have seen evidence of positive movement on preserving more ships. An effort exists to return the former USS *Gayety* from the Philippines and turn her

into a museum on Bainbridge Island, Washington, and the Oliver Hazard Perry Shipyard group has made progress in their application to receive USS *Halyburton*.

Since it is the busy season, I'm not aware of any museum ships that have gone into the yard recently, but many have had successful yard periods in the last year or are planning future yard periods. USS *Texas* has received additional funding from the state to remain in dry-dock longer, and USS *The Sullivans* has received money for her upcoming yard period. I've even heard positive things from NS *Savannah* and SS *United States* about their futures as museum ships.

The biggest news from HNSA over the last several months is that we have a new website. The old one was no longer going to be supported and had never done everything for us that we were promised. One of the most important things about the website was managing memberships, and, quite simply, the proprietary material we were using on the old website was cumbersome for users and even more cumbersome for those of us who had to use it on a daily basis. We chose to launch the new website incomplete, so we could get conference registration live as quickly as possible. We apologize for many of the partially ready features that remain works in progress. We are still adding everything back that was on the old site, while learning how to navigate the new one. Besides the learning curve that we are all overcoming, the new site offers us significantly more functionality and will be easier to use for you, the end user. Please let me know if you have any questions about the features of the new website.

I hope to see you all in Albany in September. We have a great lineup of programs, and I am excited for you to see the restoration work that has been accomplished on USS *Slater*. I first visited her in 2006 when she was still haze grey, and it is amazing how successful they have been in restoring World War II-era features to the ship. Please get in touch if you need anything and reach out whenever you need; my email address is [executivedirector@hnsa.org](mailto:executivedirector@hnsa.org). ~Ryan

# AROUND OUR FLEET AND BEYOND

Reports in May 2023 of a Chinese salvage vessel dredging up portions of two World War II wreck sites have led to the detention of the *Chuan Hong 68* by the Malaysian Maritime Enforcement Agency (MMEA). A professional diver alerted local authorities after fishermen observed the dredging ship anchored over the wreck sites of the battleship HMS *Prince of Wales* and the battlecruiser HMS *Repulse*. Dominic Tweddle, the director general of the Museum of the Royal Navy, said in a statement “We are distressed and concerned at the apparent vandalism for personal profit of HMS *Prince of Wales* and HMS *Repulse*. They are designated war graves. We are upset at the loss of naval heritage and the impact this has on the understanding of our Royal Navy history.” The *Chuan Hong 68* was reportedly using a deep-reach crane to salvage high-quality steel used in the hulls of the two wrecks. MMEA inspectors found artillery shells and other wreck-related scrap on the ship. The investigation into the actions of the *Chuan Hong 68* is ongoing. The penalty for crewmembers of the dredging vessel could be as much as two years in prison. ([bit.ly/3DtiG4t](https://bit.ly/3DtiG4t))

Volunteers at Freedom Park in Omaha, Nebraska, an outdoor naval museum on the Missouri River and home to the USS *Marlin* (SST-2) submarine and the USS *Hazard* (AM-240) minesweeper, among other displays, are experiencing an ongoing battle against vandalism. Two Cold War aircraft were the most recent victims of graffiti tagging. Dennis Bryers with the Omaha Parks Department noted some instances have gone beyond graffiti to include theft of copper components and broken windows. The property on display is loaned to the park, meaning such generous loans can be withdrawn if the items aren't properly protected. The majority of the park maintenance is undertaken by volunteers, making the upkeep more challenging. Bryers noted that since 2013, more than a 1,000 photos have been obtained from security cameras installed by volunteers. The park is currently closed to the public for much of the summer for renovation work. Hopefully, renovations will assist volunteers in keeping the park's assets preserved for future generations. (Links for more information: [bit.ly/3OqQllu](https://bit.ly/3OqQllu) and <https://parks.cityofomaha.org/parks/freedom-park>)

A Norfolk, England, fisherman named Gavin Watling recently caught an unusual item while undertaking his normal round of fishing on his crab and lobster boat, the *Emilia Jayne*. Knowing he had snared a large, metal object that he couldn't free while underway, he towed the object

back to shore and discovered his anchor had become entangled with the anchor of a World War I German U-boat victim. The anchor was identified as coming from the SS *Fulgens*, sunk by SM *UB-10* on 1 August 1915, while it was traveling from Hartlepool to London with a cargo of coal. Having seen the torpedo racing towards them, the crew were unable to avoid the collision and were eventually forced to abandon ship. The 26 crewmembers survived, and were soon picked up by the Sea Palling lifeboat and taken to the shipwrecked sailors' home in Great Yarmouth. SM *UB-10* is credited with sinking 36 merchant ships and one warship prior to being scuttled before the end of the war in October 1918. Online researchers have pieced together the history of the crew from the SS *Fulgens*, in addition to the ship's history, providing Watling with a direct connection to the origins of his original find. ([bit.ly/3q5EMqr](https://bit.ly/3q5EMqr))



Gavin Watling, with the anchor of the SS *Fulgens*.

Credit: Big Nippers, Ltd., as shown in the article in the link noted above.

A number of HNSA Fleet members maintain YouTube channels as a means of disseminating information about their ships, the associated museums, and engaging with the public, something which took off during COVID-19 lockdowns and facility closures. The American Alliance of Museums recently published three top tips to improve museum YouTube channels, which might be of interest to those Fleet members maintaining their online video presence on the popular platform. These tips including sprucing up your landing page, choosing a strong video thumbnail image and title, and getting to know about and understand SEO (search engine optimization). Full details can be found at the following link: <https://bit.ly/3q8JRhI>.

Earlier this year, the Silentworld Foundation, a non-profit organization that supports Australasian maritime archaeology and history, announced that it had confirmed the identity of a shipwreck lost on 1 July 1942 near the Philippines at a depth of 13,000 feet. The Japanese ship,

the *Montevideo Maru*, was transporting Allied prisoners of war when an American submarine torpedoed the vessel unaware that World War II prisoners were on board. All 1,080 people onboard were killed as the ship sank in a matter of minutes. Victims of the wrecking were from 14 countries, including well over 900 from Australia. The Silentworld Foundation spent nearly two weeks at sea looking for the wreck when an autonomous underwater vehicle spotted potential remains. Maritime archaeologists and former naval personnel spent days analyzing the images and authenticating the shipwreck. Families affected by the loss of the *Montevideo Maru* can begin to find closure with this recent discovery and are encouraged by the Silentworld Foundation ([bit.ly/43LlmFq](http://bit.ly/43LlmFq)) and the Rabaul and Montevideo Maru Memorial ([bit.ly/43xy628](http://bit.ly/43xy628)) to register their details as descendants so that they can be kept informed about possible memorial and commemorative events. ([bit.ly/3Y5vLu3](http://bit.ly/3Y5vLu3))



The *Montevideo Maru* underway.

Credit: Australian War Memorial photo, [bit.ly/3Y5vLu3](http://bit.ly/3Y5vLu3).

From 22 April to 14 May 2023, researchers undertook detailed fieldwork in the Northern Mariana Islands investigating the underwater remains of the World War II Battle for Saipan. The submerged battlefield is protected as a part of a United States National Historic Landmark (NHL) District, which includes Aslito/Isely Air Field and Saipan Island, 3,850 miles west of Hawaii. Funded by the National Oceanic and Atmospheric Administration (NOAA) Ocean Exploration division, the expedition included an international team of historians, maritime archaeologists, and biologists that sought to locate, investigate, and document military artifacts linked to the battle. Survey of almost a dozen wreck sites was completed, including amphibious landing vehicles. With over 15 years of data collected within the NHL district, comparative analysis of the data showed ongoing deterioration of the sites. Expedition partners included the Northern Mariana Islands Historic Preservation Office, Ships of Discovery, the Florida Public Archaeology Network, and Task Force Dagger Foundation. Researchers were able to highlight that interference with the sites by divers from tourist boats is ongoing and hope that revised management strategies may

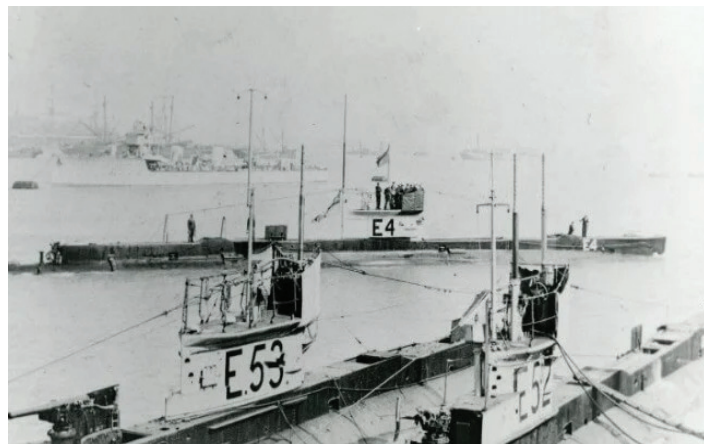
include the installation of mooring buoys to discourage such behaviors. For more information see the following links: [bit.ly/46YeuHs](http://bit.ly/46YeuHs) and <https://bit.ly/3pTWaP8>.



Two-dimensional site plan of a Japanese Daihatsu landing craft based on a 3D photogrammetric model. This landing craft rests on the seafloor off Saipan at a depth of 10 meters (32 feet). Site plans are used to monitor site degradation over time.

Credit: Image courtesy of APPARATUS, LLC, from the NOAA website: [bit.ly/3Drp4Jy](http://bit.ly/3Drp4Jy).

In a story that begins as urban legend and may end with a buried World War I submarine, archaeologists Dr. Simon Roffey and Dr. David Ashby of the University of Winchester, England, believe they have identified the location of submarine HMS *E52* and a German torpedo boat (longer and narrower than *E52*) buried in a park in Dartmouth, England. Ground-penetrating radar surveys show the possible remains of the two vessels in the northeast corner of Coronation Park. While not conclusive, the radar scans indicate the vague outline of large metallic objects at right angles to each other, six feet below the ground surface. Lieutenant Tom Kemp, a submariner who teaches navigation at the nearby Britannia Royal Naval College, first identified the possible research area through his own independent investigation, which he subsequently shared with Roffey and Ashby. Radar signatures from the survey line up with an aerial photo of the Dartmouth area in the 1920s where the submarine and another craft are shown sitting on what was then mudflats. Subsequent backfilling created Coronation Park. The team are currently seeking permission to dig small bore holes to identify equipment or metal unique to *E52*. ([bit.ly/3Q3YFcd](http://bit.ly/3Q3YFcd))



*E52* (lower right), with sister ships during World War I.

Credit: Royal Navy, [bit.ly/3Q3YFcd](http://bit.ly/3Q3YFcd).

In July, the USS *Canberra* was officially commissioned into service in Sydney, Australia, in a rare overseas ceremony, which took place at the Royal Australian Navy's Fleet Base East. The ship left its home port of Naval Base San Diego for the ceremony, visiting American Samoa and the Pacific island of Fiji while *en route*. The first *Canberra*, a *Baltimore*-class heavy cruiser, was renamed from *Pittsburgh* to *Canberra* on 16 October 1942, and was commissioned on 14 October 1943. The new *Canberra* is an *Independence*-variant Littoral Combat Ship, designed for speed and for optimally manned, mission-tailored surface combat in both near-shore and open-ocean environments. The Secretary of the Navy, the Honorable Carlos Del Toro, spoke at the ceremony saying, "This truly is a special occasion for our fleet and our nation to be here with you in Australia, one of our closest allies, to celebrate the commissioning of our Navy's newest warship that is destined to serve throughout the Indo-Pacific region. I am confident that wherever USS *Canberra* is sailing, and whatever challenges her crew may face, they are ready, as reinforced by this warship's motto—'Can Do!'" ([bit.ly/3qmrYfJ](https://bit.ly/3qmrYfJ) and [bit.ly/444O83Z](https://bit.ly/444O83Z))



The U.S. Navy Littoral Combat Ship USS *Canberra* (LCS-30) departs San Diego, California (USA), and shown here underway off the California Coast, 19 April 2023. Credit: [bit.ly/3KxTbmt](https://bit.ly/3KxTbmt).

The United States Navy has completed analysis into how to dismantle the decommissioned USS *Enterprise*, the world's first nuclear-powered aircraft carrier. An environmental impact study determined that the preferred alternative was to spend an estimated \$700 million dollars over five years, with a commercial yard charged with disposal of the vessel. This will be the first effort at disposing of such a large nuclear ship and may set a precedent for how such ships are disposed of in the future as it considers the approaching retirement of most of the first generation nuclear-powered aircraft carriers. Sistership to the USS *Enterprise*, the nuclear carrier, *Dwight D. Eisenhower*, will likely follow in 2027, with the *Carl Vinson* expected to be the third such ship facing disposal. *Enterprise*, commissioned in 1961 and

nicknamed the "Big E," was considered a pioneering ship and the centerpiece of the modern navy. ([bit.ly/3DPA2xf](https://bit.ly/3DPA2xf))

The United States Maritime Administration (MARAD) has warned vandals to stop unauthorized activities on shipwrecks or their cargo in its custody in both United States waters and overseas. According to the notice, "Those engaging in unauthorized activities involving shipwrecks and cargoes in MARAD's custody or control whether located in the waters of the United States, a foreign nation, or in international waters are advised that no disturbance or recovery from these shipwrecks or their cargoes may legally take place without the express permission of MARAD." The announcement also noted that the United States title to these shipwrecks is not limited by the distance of the location or the passage of time for the wreck of a vessel that at the time of sinking was owned or under charter to MARAD, or one of its predecessor agencies. The notice makes clear that any activities at protected wrecks require clear consent from MARAD. ([bit.ly/3YrM2cW](https://bit.ly/3YrM2cW))

Victoria McGuirk, widow of Michael McGuirk, recently donated six ship models to the Veterans Museum and Education Center in Daytona Beach, Florida. Models donated included an 8-foot model of the USS *New Jersey*, a nine-foot model of the *Bismarck* German battleship, two five-foot Civil War ships (the *Monitor* and the *Merrimac* [CSS *Virginia*]), the USS *Mazama* (AE-9) Liberty ship, and LST 528 *Cataboula Parish*. The plaque honoring the donation states, "Veterans Museum and Education Center would like to acknowledge the most generous donation of Mike McGuirk and his family. Mike was a true patriot because he loved all things to honor our servicemen." While not a service member himself, his respect and admiration live on in his family's generous donation. ([bit.ly/45oKXov](https://bit.ly/45oKXov))



Victoria McGuirk stands with Bruce Rusotto, inventory manager of the Veterans Museum and Education Center in Daytona Beach, in front of the 9-foot Navy carrier models.

Credit: [bit.ly/45oKXov](https://bit.ly/45oKXov).

# FLEET FEATURES

## ***Patriots Point Fills Key Positions***

*Erin DiNicola, Public Information Director, Patriots Point Naval & Maritime Museum*

Patriots Point Development Authority (PPDA) and the USS *Yorktown* Foundation have announced the hiring of staff for three key positions. PPDA, home of the historic aircraft carrier USS *Yorktown*, has hired Eric Monteiro to serve as Director of Marketing and Communications. Monteiro joins the state agency with more than 20 years of marketing experience in the travel, leisure, and service sectors. He spent the last decade leading marketing efforts for Belmond Charleston Place Hotel.

“Eric brings a wealth of valuable experience to this position, and we are confident he is the right person to lead our marketing and communications team at this exciting time as we plan for the future of the agency and museum,” said Patriots Point Executive Director Allison Hunt. Monteiro states, “I’m proud to be joining an organization with a strong mission. I look forward to helping Patriots Point honor our heroes and educate the community about patriotism, service and sacrifice.”

Additionally, the USS *Yorktown* Foundation has hired Meaghan Silsby as its new Director of Development. A graduate of the College of Charleston, South Carolina, Silsby has spent the last several years in Washington, D.C., where she served in key roles with the City Year Washington, D.C., Boys & Girls Clubs of Greater Washington, and The Leukemia and Lymphoma Society. “It’s an honor to be part of an organization that helps to keep our nation’s military history alive and supports Patriots Point’s critical mission,” said Silsby. “I’m excited to work alongside an impressive and inspired Board as we develop new partnerships to support the museum and its goals.”

Lastly, the PPDA has hired Erin DiNicola, a former United States Diplomat, as its new Public Information Director. DiNicola, who spent nine years with the United States Department of State posted in Afghanistan, Vietnam, and Washington, D.C., joins the Marketing and Communications team to lead media relations. “We are pleased to welcome Erin to the Patriots Point team,” said Allison Hunt, Executive Director. “Erin’s impressive breadth of experience in the public sector, combined with her strong local connections, make her ideal for this position.” At the State Department, DiNicola worked in public diplomacy and public affairs to advance United States policy and interests overseas, and as the

Spokesperson for the Office of the Special Envoy to Sudan and South Sudan, and acting Spokesperson for the Bureau of African Affairs.

Prior to the State Department, DiNicola worked in England in development and outreach for Human Rights Watch, a human rights non-governmental organization. “Patriots Point is an iconic and interactive artifact for the people of Charleston and our many visitors,” said DiNicola. “I look forward to partnering with colleagues to help tell the story of this special place and to bridge the gap between our rich military history and our vibrant future”.

Originally from California, DiNicola graduated summa cum laude from UCLA with a Bachelors of Art in English and History before receiving a Rotary Ambassadorial Scholarship to pursue her graduate degree in Justice and Transformation, specializing in Human Rights from the University of Cape Town, South Africa.



Eric Monteiro (Director of Marketing and Communications at Patriots Point) and Meaghan Silsby (Director of Development, USS *Yorktown* Foundation).  
Credit: Patriots Point Naval & Maritime Museum



Erin DiNicola, new Public Information Director, Patriots Point.  
Credit: Patriots Point Naval & Maritime Museum

# HMAS Castlemaine - 80th Anniversary of Commissioning

*Richard Budzienny, Secretary/Treasurer, Maritime Trust of Australia Inc (HMAS Castlemaine - 1942)*

HMAS *Castlemaine* is one of the only surviving *Bathurst*-class corvettes of 60 that were built in Australian shipyards, and the only one that is still afloat. The ship is owned and operated by the Maritime Trust of Australia, Inc. (referred to hereafter as the Trust), a volunteer organization, of which the ship is its only asset. She celebrated her 80th anniversary of commissioning in 2022. The actual commissioning date was 17 June 1942 in the middle of winter. Rather than celebrate the event in the Melbourne winter of 2022, the Trust chose to hold the celebration to coincide with Victorian Navy Day on 9 October 2022 in the spring.

The commemorative October day arrived, and the weather gods smiled on the celebration. In conjunction with the Royal Australian Navy (RAN) through patron Commodore Greg Yorke (RAN), and with the support of the Hobsons Bay City Council, a programme of events was organised. The old girl was 'dressed' for the occasion, and she shone against the clear blue sky of a lovely spring day.

In Commonwealth Reserve Williamstown, the park that is adjacent to Gem Pier where the ship is berthed, a number of events organised by the Navy took place, which included Naval Cadets, Navy recruiting, a demonstration of Navy drones, and performances by the Navy band. Also entertaining the crowds was a display of aerobatics by a plane from the Royal Australian Air Force and a Navy helicopter provided a glimpse of how a rescue at sea would be performed.

The celebrations were twofold: on the one hand, numerous public events showcased the modern Navy, and secondly, *Castlemaine* was open to the public for part of the day; during the other part of the day, official guests were invited to partake in a guided tour of the ship and enjoy a reception at an adjacent yacht club. The guest list included patrons, dignitaries, and people who have helped the Trust keep the dream alive since first taking over the ship in 1974. The Trust hopes that these same individuals will continue to help into the future. Unfortunately, the only World War II crew member still alive was not able to attend the celebrations; however, everyone who attended was pleased to have several relatives attend the events that were held to mark the occasion.

At 1600, the Trust welcomed on board invited guests for a guided tour before heading to the pier to the Royal Yacht Club of Victoria for the official reception. This

included drinks, food, and naturally a few speeches. Commander Dennis Gale (RAN, retired, and our current president); Peter Hemphill, the mayor of Hobsons Bay City Council; and Commodore Greg Yorke (RAN) all spoke to the gathered guests and esteemed attendees. After the reception, the party returned to Gem Pier to watch the Sunset Ceremony performed by the RAN. This involved the Navy Band on the pier and sailors on the forecastle of the ship. For those who not aware of the full meaning and tradition of the Sunset Ceremony, please see the following link: <https://www.navy.gov.au/history/tradition/tradition-colours-and-sunset>. After a long and successful day of celebration, the ship was able to rest again, confident that she would be remembered long into the future. The day was certainly a fitting tribute to the ship, those who built her, those who served on her, and those who have preserved her for future generations.



Top photo: Dressed up for the day!  
Bottom photo: Finale of the Sunset Ceremony.

Credit: Maritime Trust of Australia Inc.



# New Exhibit Opens at the Battleship Missouri Memorial

Jaclyn Hawse, Director of Communications and Business Development, USS Missouri Memorial Association, Inc.

Twenty-five years ago, Senator Daniel K. Inouye was instrumental in bringing the Battleship *Missouri*, the Mighty Mo, to its forever home as a museum ship at Pearl Harbor, Hawai'i. Recently, the Battleship *Missouri* Memorial held a blessing and unveiling of a new exhibit: *Senator Daniel K. Inouye: Hawai'i's Mighty Supporter*, dedicated to his life and accomplishments and the USS *Missouri's* journey to Hawai'i. "Senator Inouye had such a big heart for this ship and the people of Hawai'i," said Mike Carr, President & CEO of the USS *Missouri* Memorial Association. "He had a vision for Pearl Harbor and knew the historic USS *Missouri* could best tell her story, resting bow-to-bow with the sunken USS *Arizona*. The *Missouri's* position here had a business success story that would continue to support her restoration and preservation needs." In attendance at the ceremony was the Senator's son Ken, his daughter-in-law Jessica, granddaughter Maggie, and numerous friends. Kahu Kordell Kekoa conducted the blessing and shared personal memories of the late Senator.

The exhibit features unique images and objects from the Daniel K. Inouye Institute, USS *Missouri* Memorial Association archives, and the personal collection of Roy Yee, former President of the USS *Missouri* Memorial Association (UMMA). Many of the artifacts on display have never been available to the public before, including a recording of Senator Inouye's 21 August 1996 voicemail to the association, confirming that the Mighty Mo was on her way to Hawai'i. This confirmation of the United States Navy's decision to award the ship to UMMA

cemented his hard work to establish the bookends of World War II in Pearl Harbor.

In December, a dedication ceremony was held on the forward bollard where a custom bronze plaque and detailed informational sign highlighting Senator Inouye's legacy and link to the Battleship *Missouri* was installed. The significance of the forward bollard physically links the ship to Hawai'i as a fitting representation of Senator Inouye's association with this historic ship. The exhibit will be on display on the ship's second deck from now to May 2024.



A blessing and unveiling of the Battleship *Missouri* Memorial's newest exhibit: *Senator Daniel K. Inouye: Hawai'i's Mighty Supporter*. Kahu Kordell Kekoa conducted the blessing with Senator Inouye's son, daughter-in-law, and granddaughter in attendance, along with the Battleship *Missouri* Memorial team.

Credit: Battleship *Missouri* Memorial

**Bring the Past Alive!**

## NAVAL HISTORY

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# SEA HISTORY

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## Cigar Sales are on Fire at the Battleship New Jersey!

Jack Willard, Director of Marketing and Sales, Battleship New Jersey

Don't blame the crew of the Battleship *New Jersey* for enjoying a cigar now and then. The museum ship's customized Battleship cigar sales are on fire! In 2019, the Battleship introduced customized cigars that guests age 21 and over touring the Battleship could purchase at the Battleship's Gift Store. The cigar band featured the Battleship's logo and cigars were packaged in bundles of 10, which displayed Battleship graphics and told a brief story of the *New Jersey* on the package. These were basic cigars, but were very well received by guests. They were a great keepsake for guests who toured the Battleship, but possibly not the best quality of cigars.

"With the success of our annual Cigars on the River event aboard the Battleship, we believed that offering a Battleship cigar to our adult guests would be a hit," explained Jack Willard, Director of Marketing at the Battleship New Jersey. "During the pandemic, it was especially important to offer non-traditional means of generating revenue for the Battleship. Having Battleship cigars available online for adults to purchase became a real success story for the ship when we could not offer individual and group tours, events, or overnights."

The success of the first round of cigars led the Battleship team to upgrade the product. Today, working directly with Cubanacan Cigars and LVM Lifestyles, the Battleship offers three types of quality cigars—Connecticut, Habano, and Maduro. The Battleship cigars, which still have the *New Jersey* logo on the band, are a much higher quality and the three types now offer cigar aficionados a quality selection. These new cigars, which were launched in December

during a party at the ship's partner, Lit Cigar Lounge, have been a huge hit, selling several hundred units in just over a month. The Battleship cigars, available at the ship's Gift Shop, at Lit Cigar Lounge, Swedesboro, New Jersey, and on the Battleship website ([www.battleshipnewjersey.org/shop](http://www.battleshipnewjersey.org/shop)) retail at \$12.95 per cigar. The Battleship gets 25% of all sales. With just a small investment for the graphics and packaging, the Battleship is now generating revenue on an on-going basis.

The Battleship cigars have also been popular sellers at events aboard the *New Jersey*, including the ship's two beer festivals, distilled spirits festival, and the Cigars on the River event in the fall, which allows guests to enjoy cigars, as well as dinner, drinks, and entertainment, on the deck of the ship. Cigars on the River at the Battleship will take place on 30 September 2023.



Battleship *New Jersey* cigars - a hot commodity!

Credit: Battleship *New Jersey*

## Presidential Bosun's Chair Returns to the Battleship USS Iowa

Captain Rich Abele, USNR (Ret.)

In December 2022, the Battleship USS *Iowa* received a historic artifact that dates back to the transit of President Franklin D. Roosevelt when he travelled aboard the warship in 1943. On 9 December 1943, President Roosevelt and a portion of his war cabinet staff, landed at Dakar, Senegal, French West Africa, to board the USS *Iowa* (BB-61) for their return voyage to America. The President and his staff had spent the latter part of November attending the Cairo and Tehran Conferences with allied leaders Chiang Kai-shek, Winston Churchill, and Josef Stalin.

Transferring President Roosevelt between warships not berthed would sometimes require the use of a bosun's chair.

*Iowa's* Chief Bosun's Mate, Mark Francis Patten, along with *Iowa's* deck division, created an especially ornate bosun's chair suitable for their special passenger. The chair was decorated with fancy rope-work, cross-pointing, and various knots.

When President Roosevelt and his party arrived on 9 December 1943 at the Dakar French Naval Base for transport on the French Aviso #475 (a mail dispatch ship) *La Gazelle* to the awaiting *Iowa*. Once alongside *Iowa*, President Roosevelt was seated in this bosun's chair and hoisted aboard the warship. Eight "side boys" lifted him over the rail and placed him in his wheelchair on the deck

to the tune of a bosun's pipe. Chief Bosun's Mate Patten returned home with the President's special chair, and it remained with his family until 2022 when it was donated to the Battleship *Iowa* museum in San Pedro, California.

Since its arrival on *Iowa*, the chair has been hung from an overhead in a below-deck compartment for detailed inspection and preservation. Close inspection of the chair reveals that it is covered with fancy work, e.g., 23 Turks

head knots, ring hitching on the eyes, coach whipping and grafting, hand-stitched canvas work, and tassels at the bottom made of McNamara's Lace. The basic framework is wood and the chair seat is made of canvas. The overall condition of the chair is excellent, with no obvious evidence of wear or tear. The chair is undergoing inspection for necessary cleaning and preservation prior to being placed into a cabinet for eventual display to touring visitors.



Left: Photograph of the ornate bosun's chair used by President Franklin D. Roosevelt.

Right, top: Detail photograph, showing the tassels and McNamara's Lace along the seat.

Right, bottom: Ornate knotwork, part of the lifting mechanism.  
Credit: Captain Rich Abele, USNR (Ret.)

## Full Muster: Inclusive Histories on Historic Naval Ships

*Jonathan Milard, Manager, School and Teacher Engagement, Intrepid Sea, Air & Space Museum*

A diverse cross-section of Americans have served in the United States Navy at sea and at home. However, many historic ships have gaps in their collections, impeding their ability to tell the full spectrum of these stories. This was the case for the *Intrepid* Museum in New York City, which features the former aircraft carrier USS *Intrepid* and former submarine USS *Growler*.

*Intrepid* and *Growler* were in service during the mid-20th century when the Navy's policies and practices limited the service of certain groups. Their crews were predominantly white and entirely male. This stands in contrast to the

people who serve in the United States Navy today and to our visitors from all over the world. *Intrepid* Museum staff members take the responsibility of sharing the stories of our vessels' crews seriously, and we wanted to create opportunities for visitors to make personal connections to history by illuminating underrepresented stories in the United States Navy service from World War II to the present day.

The *Intrepid* Museum team knew many gaps existed when it came to artifacts, photos, archives, and oral histories associated with specific groups of service members. We set

out to bring together the historic naval ship community, to draw upon resources across their collections and other museums and archives. The project was designed to broaden the narrative by amplifying stories of Black, Asian American, Latino, Indigenous American, women, and LGBTQ+ service members. We partnered with Battleship Cove, Battleship *Missouri* Memorial, Battleship *New Jersey* Museum and Memorial, Battleship *North Carolina*, Patriot's Point Naval & Maritime Museum, and the USS *Hornet* Sea, Air & Space Museum to tell a more complete story of United States Navy.

The Museum and its partners received a grant for *Full Muster: Inclusive Histories on Historic Naval Ships* from the National Endowment for the Humanities (NEH) under its agency-wide program, American Rescue Plan: Humanities Organization. NEH is an independent federal agency created in 1965. It is one of the largest funders of humanities programs in the United States.



Photo of scrapbook page.

Credit: Patriots Point Naval & Maritime Museum

*Full Muster* resulted in three products:

- a shared inventory of relevant collections from participating museums;
- education resources containing lessons and primary sources;
- and new interpretive content on the Intrepid Museum's free accessible mobile guide, which offers engaging content and facilitates navigation around the Museum.

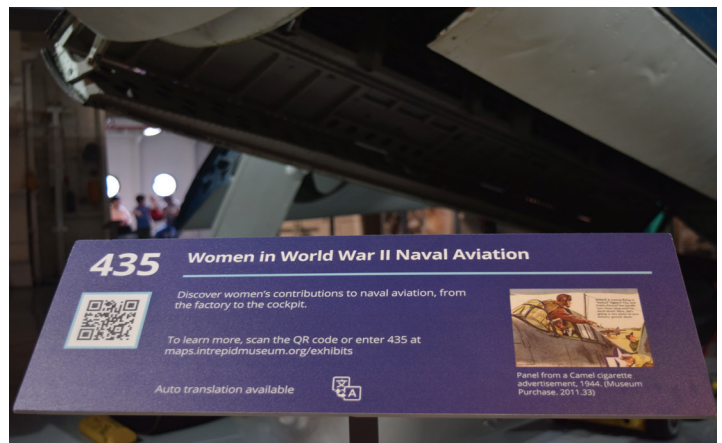
The collection's inventory consists of more than 450 items, including photographs, oral history interviews, uniform pieces, scrapbooks, memorandums, diary entries, and artwork. If you are interested in viewing the shared inventory, please contact Alison Burke at [aburke@](mailto:aburke@intrepidmuseum.org)

[intrepidmuseum.org](http://intrepidmuseum.org). Each item in the inventory lists the ship museum that owns it, should you have further questions about their holdings.

The educational resources feature more than 40 lessons that are adaptable to meet the needs of various audiences. Themes include discussions of who serves in the United States Navy, potential reasons why people join the Navy, policies and practices that impacted opportunities in the Navy between World War II and today, and primary sources that connect to these topics. Educational materials can be accessed here: <https://bit.ly/45eHARK>.

The project added 15 stops to the *Intrepid* Museum's mobile guide, highlighting artifacts and oral history interviews from the shared inventory. Topics include educational opportunities at sea, women in World War II aviation, Filipino sailors in the Navy, perspectives from family members and shipyard workers, protest and reform in the 1970s Navy, and much more. Each mobile guide stop features a short video, text, and images. You can find them and the rest of the mobile guide here: <https://bit.ly/447IzBF>. Note, we are shifting our mobile guide to a new platform this summer. Reach out to Alison Burke (email above) if you cannot access it through the link.

We are thrilled to share these resources with the broader ship museum community and sincerely appreciate our partners who shared their collections, perspectives, and feedback throughout this project. We know there are more collections out there, and would like to connect with museums embarking on similar projects. We hope that the *Full Muster* project will expand the capacity of museums interested in further exploring the contributions and complexities surrounding military service.



Photograph of Mobile Guide Stop at Intrepid Museum

Credit: Intrepid Museum



# Navy and Homecoming 250 Plan Navy/Marine Week and Navy Marine Corps 250th

Monica Hallman, Vice President, Homecoming 250™

In June 2023, members of various United States Naval commands visited Philadelphia and met with non-profit organization *Homecoming 250 Navy Marine Corps* to scout locations and prepare for Navy/Marine Week 2023, and the Navy and Marine Corps 250th celebration, both of which will take place in Philadelphia, Pennsylvania, and Camden, New Jersey, and will focus on ships belonging to the Historic Naval Ships Association.

Homecoming 250™ is dedicated to bringing the celebrations of the Navy and Marine Corps 250th birthdays to their birthplace—Philadelphia and the Delaware River. At its urging, the Secretary of the Navy has directed the Navy and Marine Corps to celebrate their 250th birthdays in Philadelphia and Camden in Fall 2025, and to hold a preparatory Navy/Marine Week there from 09 to 15 October 2023.

“There is no better place to celebrate the Navy and Marine Corps 250th anniversaries than the city where they were founded,” said George Leone, President and Chair of Homecoming 250. “Moreover, the HNSA ships here are a big attraction. They allow us to do what no one else can do—assemble ships from every U. S. Navy conflict, thanks to the presence of the Battleship *New Jersey*, the Cruiser *Olympia*, and the Submarine *Becuna*, which themselves represent every conflict from 1898 to 1990. The Brig *Niagara* and the Tall Ship *Providence* plan to come to represent the Revolution and War of 1812, the Navy will send vessels to represent 1991 on, and we’re working to build a full-scale floating replica of the USS *Monitor* to complete the gathering.”

Because Homecoming 250™ has spent the last several years establishing contacts and gaining support for the 2025 anniversary, they are well positioned to assist the Navy and Marine Corps with site recommendations, logistics help, and numerous contacts. These contacts include everything from historic ship organizations and museums to area political leaders and port experts.

The Navy and Marine Corps teams spent several days in Philadelphia and visited numerous historic sites and museums, such as Independence Hall and Congress Hall where the Continental and United States Navy and Marines were founded, and the Philadelphia waterfront from which Navy and Marines launched their first missions. Also included was historic Fort Mifflin, where the

Marines hope to paint a wall mural, and provide a boat tour of the Delaware River to look at ship berthing locations. “We are delighted that the 250th celebration will involve HNSA ships,” said HNSA Executive Director Ryan Szimanski. “This promises to be the greatest assemblage ever of U.S. Navy historical ships, and HNSA is proud to support it.” In addition to the HNSA ships, the 2023 Navy/Marine Week will involve one or two Navy vessels, and the 250th celebrations may involve many more.

For the Navy 250th, Homecoming 250™ plans to assemble ships, and related ship tours, from every major war the Navy has fought. For the Marine Corps 250th, Homecoming 250 plans to gather ships important to the Corps, host the 100th Marine Corps Ball where the 1st Ball was held, and celebrate at the site of Tun Tavern, birthplace of the Marines. Homecoming 250™ is bringing these celebrations to Philadelphia, Camden, and the Delaware River to support our military, salute our veterans, and educate the public about the role of the Navy and Marines to defend America and freedom. For more information, visit [www.homecoming250.org](http://www.homecoming250.org).



The Cruiser *Olympia* is the only remaining ship from the Spanish-American War, and one of only two remaining ships from World War I. The USS *Olympia* was originally launched in 1892 and, in 1921, carried the remains of World War I's "unknown soldier" to Washington D.C. for interment at Arlington National Cemetery. *Olympia* is the oldest steel warship still afloat. It is berthed with the Submarine *Becuna* at Penn's Landing, Philadelphia.

Credit: [IndependenceSeaportMuseum](http://IndependenceSeaportMuseum)



The Battleship *New Jersey* ship museum is shown in this aerial shot at its home base in Camden, New Jersey. *New Jersey* is the most decorated United States battleship in history and will be a key site for celebrations in 2023 and 2025. *New Jersey* is the only battleship to fight or serve in World War II, Korea, Vietnam, the Cold War, and the Middle East. Its presence on the Delaware River, along with Cruiser *Olympia* across the river, enables Homecoming 250 to fulfill a core resolution to assemble ships from every major United States Navy conflict.

Credit: Battleship New Jersey

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# The Men Will Always Be There: The Art of Combat Photography

Erin DiNicola, Public Information Director, Patriots Point Naval & Maritime Museum

On Saturday, 02 September 2023, Patriots Point Naval and Maritime will open a temporary photo exhibition, *The Men Will Always Be There: Edward Steichen and the Naval Photographic Unit*. The exhibition is located aboard the historic aircraft carrier USS *Yorktown* and is included in the price of admission.

“Beautiful is not a word you typically think of when describing combat photography,” said Meredith Kablick, Director of Collections and Curatorial Affairs. “But he changed the way the military documented the war. He captured the spirit of these men on film.”

Steichen, a pioneer of fashion photography, served in the United States Navy during World War II as Director of the Naval Aviation Photographic Unit. His 1944 documentary, *The Fighting Lady*, filmed on board the USS *Yorktown* (CV-10), won an Academy Award for Best Documentary Feature. In addition to the exhibition, the museum will also

offer screenings of *The Fighting Lady* for guests to enjoy in the Smokey Stover Theater.

“The opportunity to view these photographs and watch *The Fighting Lady* is something visitors and the local community won’t want to miss,” said Patriots Point Executive Director, Allison Hunt. “The images capture emotion and bring the ship, artifacts and battles to life—and that’s the goal, to tell great stories and honor the men and women who made great sacrifices to defend our freedom.”

Annual pass holders, ‘Friends of the Fleet’, are invited to attend an exclusive preview of the exhibition on Friday, 01 September 2023. Visit [www.patriotspoint.org](http://www.patriotspoint.org) to purchase a ‘Friends of the Fleet’ annual pass, or call 843-884-2727. The exhibition opens to the public on 2 September 2023 and runs through 17 December 2023.



Edward Steichen from his lookout on the USS *Lexington*. In 1948, Steichen said, “During my lifetime our country has had three wars. I have been a photographer in two of them. I don’t want to do it again. I want to photograph the light on the countenances of men and women who are at peace.”

Credit: Patriots Point Naval & Maritime Museum, Edward Steichen Collection



Basic training drills on ship, photo by Edward Steichen.

Credit: Patriots Point Naval & Maritime Museum, Edward Steichen Collection

# HNSA 2023 CONFERENCE UPDATE, USS SLATER

Ryan Szimanski, Executive Director, Historic Naval Ships Association

Registration for the 2023 HNSA Conference hosted by USS *Slater* and presented by PPG Paints is live on the brand new HNSA website! The conference is from 18 to 21 September 2023. Note, this is Monday to Thursday, instead of the more usual Tuesday to Friday. This better fits *Slater's* schedule, and may save you some money as you won't be traveling over a weekend. We recommend traveling on Monday, 18 September, so you can participate in the opening reception at 1730 and traveling home Friday, 22 September, after the awards banquet the night before.

The conference will be at the Hilton Albany, and you can call the 1-800-Hilton reservation line and provide the code "4HNS" to book your room or go to <https://www.hilton.com/en/attend-my-event/historic-naval-ships-2023/>. The discounted rate is \$159 a night. Note, 11 September is the conference registration deadline. Please have your registration completed by 11 September so we can provide final counts to the caterers.

As many of you know, HNSA and the host organization split the revenue from the conference. *Slater's* staff volunteered to leave the registration rates where they have been for the last several years despite the inflation of costs associated with the conference. You will notice we added some new rates. In addition to all the programming, we provide light breakfast Tuesday to Thursday, lunch Tuesday to Thursday, appetizers at the evening receptions on Monday and Wednesday, and full dinners Tuesday and Thursday. Let us know and we will do everything in our power to accommodate you.

Many of you may be unable to attend the full conference, but would still like to participate. We added a one-day rate for single-day attendance, and we still have the virtual attendance option. Finally, if you only want to attend the banquet or reception that is an option, as well.

If you are registering for the full conference, all you have to do is click General Registration in the online registration platform and it will give you the "early bird" rate until, as noted above, 30 August. You will then be able to select to register a guest if you are bringing a spouse or partner. These rates give you access to all the receptions, meals, and presentations. If you can't come to the whole conference, treat this list like a menu and sign up for as many days and after-hours events as you can.

- Early Bird General Registration: \$350.00
- Regular General Registration: \$375.00
  - Early Bird Guest Registration: \$175.00
  - Regular Guest Registration: \$185.00
  - One-Day Registration: \$125.00
  - Virtual Attendance: \$50.00
  - Wed River Cruise Only: \$30.00
  - Thurs Banquet Only: \$100.00

As you plan your trip, consider taking some time to visit some of the other local museum ships. *Slater* is right in the middle of one of the densest groups of museum ships in the world. There are 22 HNSA member ships within a 4-hour drive of Albany. The HNSA conference is all about professional development and visiting other museums is a great way to get ideas and learn new things. Remember to reach out to your counterpart at the other museums to hear about the work they are doing.

Within four hours of Albany, you will find Buffalo Naval Park in Buffalo, New York; *Intrepid* and *Growler* in New York, New York; Battleship Cove in Fall River, Massachusetts; *Salem* in Quincy, Massachusetts; *Constitution*, *Cassin Young*, and *Nantucket* (LV-112) in Boston, Massachusetts; *Nautilus* in Groton, Connecticut; *Albacore* in Portsmouth, New Hampshire; *Olympia* and *Becuna* in Philadelphia, Pennsylvania; and *New Jersey* in Camden, New Jersey.

## CONFERENCE SCHEDULE

### Monday, 18 September 2023

1300–1700: Registration at Hilton (table in foyer)

Sponsor Set up in Ballroom

1515–1730: Executive Directors Meeting (Empire AB)

1730–2000: Opening Reception (Governor's Ballroom A)  
(Appetizers)

### Tuesday, 19 September 2023

0800–1200: Registration at Hilton (table in foyer)

0800–0900: Breakfast

0900–0930: Welcoming Remarks (Governor's Ballroom A)

0945–1200: Session 1 (Governor's Ballroom A)

1215–1315: Lunch

1330–1600: Session 2 (Governor's Ballroom A)

1700–1710: Shuttle to Fort Orange Brewing

1730–2100: Museum Ship Pub Trivia at Fort Orange  
Brewing (Dinner)

2100–2110: Shuttle to Hotel



**Wednesday, 20 September 2023**

0800–0900: Breakfast  
0945–1200: Session 3 (Governor’s Ballroom A)  
1215–1315: Lunch  
1330–1500: Session 4 (Governor’s Ballroom A)  
1530–1700: Shuttle to Slater for tour  
1730–2000: Dutch Apple Hudson River Cruise  
(Appetizers)  
2000–2030: Shuttle to Hotel

**Thursday, 21 September 2023**

0800–0900: Breakfast  
0915–1200: Session 5 (Governor’s Ballroom A)  
1000–1155: HNSA Board Meeting (Empire AB)  
1215–1315: Lunch  
1330–1600: Session 6 (Governor’s Ballroom A)  
1445–1545: HNSA Annual Meeting  
(Governor’s Ballroom A)  
1730–1800: Shuttle to State Museum (or 15 min walk)  
1800–2200: Closing Banquet (State Museum)  
NHHC Awards, HNSA Awards, Closing  
Remarks  
1800–1900: Cocktail Party - Appetizers

1900–1945: Dinner  
2000–2130: Awards  
2130–2200: Shuttle to Hotel (or 15-minute walk)

Remember, this conference is for everyone, from executive directors and board presidents, to volunteers and even folks not associated with a museum ship. Everyone can attend, make connections, and have fun. The conference is a great place to network and meet experts in the field. You can also enjoy a trade show of our industry affiliates to show off the products they have that support running a museum ship. People come to the HNSA conference to pass their resumes around, to meet their peers, discuss best practices, and to learn what’s happening in the field.

Go to <https://hnsa.memberclicks.net/hnsaconfregist#!/> now, login or setup your online HNSA account, and follow the prompts on the Registration page.

See you in Albany,  
Ryan



Hilton Albany Downtown.

Credit: <https://www.hilton.com/en/hotels/albhfhf-hilton-albany/>



Top: USS Slater with her new visitor's center and paved parking lot.

Middle, left: Slater engineers running the 8-cylinder emergency diesel.

Bottom Left: Slater volunteer "manning the 20 mm".

Bottom Right: A peek inside Slater's collections space inside Berthing Compartment C-203L.

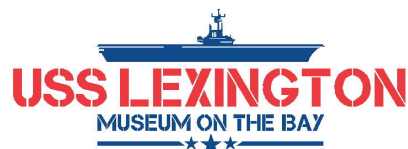
Credit: USS Slater, Destroyer Escort Historical Museum



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# INTERVIEW WITH A HNSA CEO

## A Visit with Parks Stephenson, LCDR, USN (Ret.), Executive Director, USS Kidd Veterans Museum



*Please describe your association with the organization and provide an introduction to your museum/ship.*

I am the Executive Director of the USS *Kidd* Veterans Museum, although I consider myself more as the Commanding Officer of USS *Kidd*. The USS *Kidd*

Veterans Museum was created over 40 years ago to:

1) Honor the sacrifices made by Louisiana's servicemen and women in the defense of our country; 2) Both preserve a priceless artifact from the greatest conflict humanity has ever experienced and educate the public about USS *Kidd*'s role in that conflict, with the goal of encouraging peace through knowledge and remembrance; 3) Attract visitors and business investment to downtown Baton Rouge.

*How would you describe your main duties and responsibilities?*

I answer to a State Commission, appointed by the Governor of the State of Louisiana, for the proper stewardship of their asset. As such, I have primary responsibility for the ship, crew, and museum. My responsibility for the ship is to keep her afloat, materially and financially. For the full-time crew members, I must keep them engaged and happy in their job. For our part-time crew—most of whom are college students—I strive to teach them basic business practices and a work ethic that will help them grow in their chosen career track. It is also my responsibility to grow the museum to not only pay tribute to our veterans and support the ship's maintenance, but also to grow as a downtown attraction that will help attract visitors to our homeport of Baton Rouge, Louisiana.

*What are your goals for the museum/ship in the next five to ten years?*

Our current top priority is to put USS *Kidd* in drydock for a long overdue shipyard overhaul. After the drydock period, the next goal is to develop a program of ongoing refurbishment that will maintain the ship's systems in top condition. New exhibits in the Museum will be developed to both entertain and educate the public on the lives, missions, and accomplishments of the "tin can sailors" who

served onboard during World War II.

*How did you get your start in naval history?*

I was a career naval officer by profession and a naval historian by passion for the first half of my life. Then I leveraged my research into James Cameron's *Titanic* expeditions, which in turn introduced me to deep-ocean diving. From there, I migrated into shipwreck hunting as an unpaid "hobby," which involved a good amount of historical research as part of developing the search plan. As a result, I began to find wrecks, like a Japanese midget submarine off Pearl Harbor, the Japanese aircraft carrier *Akagi* off Midway, and the destroyers USS *Johnston* and USS *Samuel B. Roberts* off the Philippine island of Samar, each of which added new detail to established history. It was actually during research for our expedition to find *Johnston* that I was introduced to *Kidd* for the first time and the reason why I wanted to assume responsibility for her when the opportunity arose.

*What advice do you have for a young professional getting started in naval history?*

To hold the line, do the job as required. To advance, find and release the passion that drives you above and beyond. Your passion will define the path that you were meant to follow.

*What books are you currently reading? Are you reading anything specific to museums, maritime/naval history, etc.? Anything completely unrelated to your current position?*

I am working my way through Japanese-language research about the kamikaze pilot who attacked USS *Kidd* in April 1945. I am also reading a 1950s novel about life aboard a "tin can" destroyer. For fun, I watch a Japanese anime about "ship girls" that provides an astonishing amount of Japanese perspective and information about the Imperial Japanese Navy. My point with the last is that history takes many forms and can be found in the most surprising places.

*If you could invite three people from naval history to dinner at your home, who would they be and why?*

- Commander Ernest Evans, Commanding Officer of USS *Johnston*, to understand his thinking and actions during *Johnston*'s final battle.
- Fleet Admiral William Halsey, to understand his thinking at the Battle of Leyte Gulf and typhoons

*Cobra and Connie.*

- Vice Admiral John Shafroth, to understand his actions during the cleanup of the West Loch disaster in 1944 and why the cut-up sections of a Japanese midget submarine were unceremoniously dumped in the restricted waters outside the Pearl Harbor entrance.

***How do you spend your spare time?***

What spare time? I used to restore old cars, but now the ship trumps all.

***What value have you received from your association with HNSA?***

Networking with like-minded people who, like me, love their ship and need to keep her afloat not only in the water but also the minds of the public.



Left: Stern view of USS *Kidd* (DD-661) during low river levels. This view highlights her rudder and twin-screw arrangement, a rare view for a museum ship. USS *Kidd* is the only museum ship that is displayed and open to visitors regularly both in and out of water. Credit: Parks Stephenson

Right: Inside the Louisiana Memorial Plaza, where the names of every Louisianan who gave his/her life in the service of this country are inscribed in stone. Credit: Parks Stephenson

Bottom: An imagined overhead image of the USS *Kidd* at sea. Stunning to see, this composite photo was created in Photoshop using a photo of USS *Fanning* (FF-1076) underway (credited to PH2 Mark Correa, USN, NARA 330-CFD-DN-SC-04-10038) as the base image, with an overhead photo of USS *Kidd*, taken by Hunter Svetanics and used by the *Kidd* museum for promotional purposes, overlaid onto the USS *Fanning* image. Credit: Created by Parks Stephenson, with full acknowledgement to the above original sources.



# SPECIAL FEATURE

## The Wreck of the USS Johnston (DD-557) - Part 1

Parks Stephenson, LCDR USN (Ret.), Executive Director, USS Kidd Veterans Museum

The story of the discovery and analysis of the wreck of USS *Johnston* is a long one; therefore, it is broken into two parts for the purpose of publication. Part I tells the story of the effort to find the wreck. Part II, which will be included in the next issue of *Anchor Watch*, will relate the story that the wreck itself has to tell and how that story sheds new light on the last battle for *Johnston*, her commander, and crew.

On 25 October 1944, in the Philippine Sea off the eastern coast of Samar Island, a powerful Japanese surface force comprised of 4 battleships (including *Yamato*, the largest battleship ever constructed), 8 cruisers, and 11 destroyers surprised an American task unit providing support for General MacArthur's invasion of Leyte Island. The American unit, TU 77.4.3 (call sign "Taffy 3"), was comprised of 6 escort aircraft carriers protected by a screen of 3 destroyers (DDs) and 4 destroyer escorts (DEs). When the enemy's presence was announced by long-range salvos falling in the midst of the carrier formation, Commander Ernest E. Evans, Commanding Officer of the USS *Johnston* (DD-557), immediately and without orders turned his destroyer directly toward the vanguard of the overwhelming enemy force, with no thought other than to draw the enemy's attention away from the carriers and onto his ship. For the next three hours, Commander Evans and *Johnston* would consistently act as a spoiler to the Japanese plan of attack, despite both captain and ship being grievously wounded at the outset by none other than *Yamato*. Because of the ferocious defense put up by *Johnston* and a few of the other Taffy 3 "tin cans," the Japanese force found themselves unable, despite their overwhelming firepower, to press their advantage. As a result, they abandoned their plan to obliterate Taffy 3 and push through to destroy MacArthur's invasion force. Both Commander Evans and *Johnston* paid the ultimate price for their effort, but it was not until over a half-century later that the true punishment that the ship received during the battle could be analyzed and *Johnston's* heroic efforts fully appreciated.

In May 2019, Vulcan, Inc., operating from the R/V *Petrel*, received returns from an apparent debris field on the side-scan sonar carried by the ship's Remus 6000 Autonomous Underwater Vehicle (AUV). The debris was spread across an approximate 600-meter (m) by 250-m trail, oriented in a northwest-to-southeast direction, at a depth of approximately 6,200 m on a downhill slope at the western edge of the Philippine Trench. Despite the fact that the

debris field was below the rated depth for their Argus 6000 Remotely Operated Vehicle (ROV), Vulcan managed to image about half of the debris field before the gradually increasing depth created too much risk for the ROV to continue. Close to the deepest part of their dive, they came across a track furrowed out of the bottom that suggested a larger portion of the ship has slid eastward and further downslope. The ROV imagery revealed multiple torn, shattered, and burned artifacts scattered haphazardly across the ocean floor. Many artifacts were so badly damaged that they could not be immediately identified, but those that could were typical of a *Fletcher*-class destroyer. Only two *Fletcher*-class DDs were lost in this area, USS *Hoel* (DD-533) and USS *Johnston*. The Vulcan team believed that the remains belonged to *Johnston*—primarily because of the location and the lack of camouflage paint (Measure 31/1D) known to have been sported by *Hoel*—but the discovery of a mount captain's blast shield attached to the remains of a sheared-off 5"/38 mount top was a feature known in the photographic record more for *Hoel* than *Johnston*. When Vulcan announced their find in October 2019, they acknowledged this seemingly contradictory evidence by identifying the debris site as tentatively coming from *Johnston*.

Vulcan's public announcement about finding *Johnston's* probable resting place fortuitously coincided with planning for Caladan Oceanic's "Ring of Fire" expedition in 2020. In addition to surveying Challenger Deep and other trenches along the western edge of the Pacific Plate, Caladan founder/owner Victor Vescovo (Commander, USN, Ret.) wanted to expand on the Full Ocean Depth (FOD) capability of his submersible, the Triton Submarines-built Deep Submergence Vehicle (DSV) *Limiting Factor*, by including in the schedule a search for any shipwrecks in the vicinity of his planned survey dives. The ships lost during the Battle off Samar were already a prime candidate because of their proximity to a planned dive in the Emden Deep of the Philippine Trench. Vulcan's discovery of *Johnston's* debris field—along with their concurrent discovery of the wrecks of the USS *St. Lo* (CVE-63) and Japanese cruiser *Chokai*, lost during the same battle—in that same general area was enough to solidify the decision to concentrate on the Samar wrecks.

The worldwide outbreak of the COVID-19 virus in early 2020 created some logistical difficulties for the "Ring of

Fire” expedition, with one impact being the postponement of planned dives in the Emden Deep until the following year and, along with that, the Samar wreck exploration dives. This turned out to be a blessing in disguise because it gave me additional time to bring additional research and new tools into the effort to determine where to dive to find the wreck. I worked with colleague Robert Lundgren to identify the general search area through a refining of the 1944 battle’s track charts. One of the more important tools used to select potential diving locations was a detailed bathymetric map of the ocean bottom in the general search area, generated by the uniquely-powerful Kongsberg EM124 multibeam echo sounder aboard the Caladan research ship Deep Submersible Support Vessel (DSSV) *Pressure Drop* as she transited the area in the summer of 2020. Victor personally flew me to the *Fletcher*-class USS *Kidd* (DD-661) Museum in Baton Rouge, Louisiana, where I found the clues needed to identify much of the debris found by *Vulcan* and confirm that it did, indeed, come from *Johnston*. We knew also from the analysis that all the artifacts in the debris field, with the possible exception of the foremast and stacks, came from the stern section of the ship. But where was the bow section? Would it be torn into small pieces like the stern? What would we find if we managed to pick up the trail that *Vulcan* initially found? Regardless of what we might expect from our analysis, Victor was determined to find the bow, or at least a portion of it, with the 557 hull number still discernable.

Following successful scientific dives in the Emden Deep in March 2021, the expedition pivoted to the search for the *Johnston* wreck. My recommendations for the primary and secondary dive locations were developed by cross-checking the publicly announced depth of *Vulcan*’s debris field (6,220 m) with the bathymetric map and battle track

charts. The first two dives failed to find any trace of the wreck, but toward the end of the third dive, with Victor at the controls of *Limiting Factor* (colloquially known by its initials, *LF*) and Triton’s Shane Eigler as observer, the remains of *Johnston*’s Emergency Steering Room, first imaged in 2019, were seen. At that point, Victor knew that he had to continue eastward toward the trench to find where the furrowed track cut across the debris trail. With batteries expiring from the demand put on them by the long dive, Victor headed deeper, not knowing if he would find anything before he lost battery power to his thrusters. More importantly, he had no idea of what he would find.

On the surface, I was following the dive at the acoustic receiver with interest. Receiving the pre-arranged call, “At *Johnston*,” meant that the *LF* had come across *Vulcan*’s debris site. The wait to hear the next expected call, “At bow,” seemed to take forever. Not knowing where in the debris field the *LF* first happened across gave no guarantee that the submersible’s crew would find the furrowed track and besides, they were at the end of their endurance and were scheduled to ascend at any moment. But finally, “At bow” was received and the control room exploded with relief. Using acoustic text, I asked Victor, “Did you find the number?” The seconds seemed like minutes before Victor responded, “557 very clear.” But then after a heartbeat, he followed that with, “Front 2/3 of ship intact.” As the imagery would eventually reveal, this mind-blowing news was actually an understatement.

At first sight, the main body of the *Johnston* wreck appeared as if the ship was still underway. She sits completely upright, buried in the bottom up to her waterline, with a hint of a bow wave. Victor had found, and then followed, the long furrow that cut across the

**Nautical Challenge Answers**

1. The *NS Savannah*. She only carried passengers from 1962 to 1965 Decommissioning of her nuclear components began in 2017. The *Savannah* is berthed in the Port of Baltimore, Maryland.
2. It was the USS *Albacore* (SS-218).
3. It was the USS *Oriskany* (CVA-34). Forty-three men died in the fire; 156 more were injured.
4. The honors go to the USS *Charleston* (LC-18). She is home ported in San Diego, California.
5. It is the USS *Iowa* (SSN-797). Her commissioning is expected in early 2024.
6. It was the USS *Cole* (DDG-67), an *Arleigh Burke*-class guided missile destroyer. Seventeen sailors were killed and 39 others were injured.
7. This unique warship was the USS *Ponce* (AFSB-15), formerly *LPD-15*.
8. It was the *K-141 Kursk*. All 118 personnel on board perished.
9. They were the USS *South Dakota* (BB-49), USS *Indiana* (BB-50), USS *Montana* (BB-51), USS *North Carolina* (BB-52), USS *Iowa* (BB-53), and the USS *Massachusetts* (BB-54).
10. These *Avenger*-class ships were the USS *Champion* (MCM-4), USS *Scout* (MCM-8), and the USS *Ardent* (MCM-12).

debris field, running east toward the edge of the trench. Approximately 300-m down the trail, *Johnston's* sharp prow sliced its way out of the darkness, pointing directly at him, her white hull number 557 on the starboard bow brightly reflecting *LF's* lights. Victor and Shane did not have time to celebrate the moment, however, as they had only a few minutes to perform a quick survey before *LF's* thrusters and lights consumed the remainder of the dwindling battery power.



Close-up of the hull number painted on *Johnston's* starboard bow. There was not much corrosion in areas that were left untouched by the fires of battle. Credit: Parks Stephenson

The main body had slid “backward” down the slope, upright with the bow pointing uphill, until coming to a stop at 6,469-m deep. Torn deck plating pushed against the aft end of the wreck suggests that they acted as a kind of speed brake, slowing and stopping the hull’s descent before it slid further into the 9,000-m deep trench. The depth of the furrow roughly equals the ship’s lightship draft, so when the wreck finally came to a stop, the hull below the waterline was almost completely covered. Contrary to what one might expect from the hull sliding backward down the slope, the sediment had piled up before the stem and then fell away to just below the waterline along the bow, in much a similar manner as a bow wave, thereby completing the illusion of a ship underway.

Even more striking, though, was *Johnston's* armament. Both of her forward 5”/38 gun mounts, along with her Mk 37 gun director atop the pilot house, are still in place and trained to starboard, as though still engaging her enemies. Both sets of quintuple Mark 14/15 torpedo tube launchers are damaged, but their empty tubes confirm that they had already well served their purpose. *Johnston's* 40-mm and 20-mm guns are pointing in different directions

and elevations, as though the ship was surrounded by her enemies at the end. Shell holes pepper her hull and superstructure, testifying to the intensity of the fight. Not only does the ship appear like she is still underway, but also forever defiant.



Mount 51, the farthest-forward 5”/38 gun mount on *Johnston's* fore deck. The gun is trained to starboard, but was disabled by a shell from the Japanese cruiser *Suzuya* approximately 1 hour before *Johnston* sank. Credit: Parks Stephenson

The wreck of USS *Johnston* represents the intensity of her last battle, but her fierce presence is in stark contrast to her surrounding environment. At almost 6,500-m deep, the world is peaceful and still. The only indication of life are burrowed tracks in the soft sediment. No current has significantly disturbed the site since 1944; in fact, the sediment kicked up by Victor’s thrusters during that first look remained suspended in the water column when we returned to survey the wreck the following day. *Johnston* has all the appearance of a restless warrior who refuses to succumb to an eternal rest.

A closer look, however, reveals the awful punishment she endured. The ship appears largely intact until about frame 136 (roughly the space between her Midship and Aft Deck Houses), after which her hull structure ends abruptly. The No. 1 stack is torn in two, the No. 2 stack is missing completely. The foremast is missing (major artifacts from the stern, along with both stack remnants and the foremast were previously imaged in the debris field). The deckhouses above both boiler rooms look to have been blown apart from within. All the deckhouses show evidence of having burned fiercely during the surface battle. The forward port 40-mm gun mount is completely pulverized. Numerous shell holes of various sizes penetrate the hull, decks, superstructure, deckhouses, and weapon mounts throughout the entire length of the wreck. It took 3 months





Starboard side bridge wing, showing the undamaged Mount 41 (forward starboard dual 40-mm mount). Evans did not want the pilot house closed off while he moved back and forth, even those were Condition Zed fittings. The hooked-open doors can be seen in the dive imagery. Credit: Caladan Oceanic, with permission.



Port side view of the superstructure, showing the bridge wing and the burned and destroyed Mount 42 (forward port dual 40-mm mount). Credit: Caladan Oceanic, with permission.

of dedicated analysis of the imagery to categorize all the distinguishable shell hits, assign them to firing ships, and determine where to place them in the *Johnston* story.

Originally, the *Pressure Drop's* schedule allocated only three dives for the search of the *Johnston* wreck. The difficulty in finding the wreck prompted Victor to add one additional dive to properly survey the wreck. The author was given the privilege of that task and spent the time at the wreck taking more than 500 images on his own camera to add to the imagery being captured by the *LF's* high-definition cameras. Every detail was important. As important as it was to locate the wreck, it was even more important to capture

as much information as possible about the wreck for the analysis effort that would immediately follow the dives. The *Johnston* debris field and the main body of the wreck together constituted what was essentially the last surviving eyewitness to the ship's final hours and we needed to listen carefully to the story that the wreck had to tell. As the *LF* left the wreck, Harry James's "It's Been a Long, Long Time" played inside the submersible, a signal to the wreck that she has not been forgotten. The story will continue in Part II, where the analysis of the wreck reveals the true extent to which Commander Evans and *Johnston* fulfilled their duty in protecting Taffy 3 from destruction by one of the most powerful surface actions groups ever assembled.

## VOLUNTEER IN THE SPOTLIGHT

*Captain Bob Batterson, USN (Ret.)*

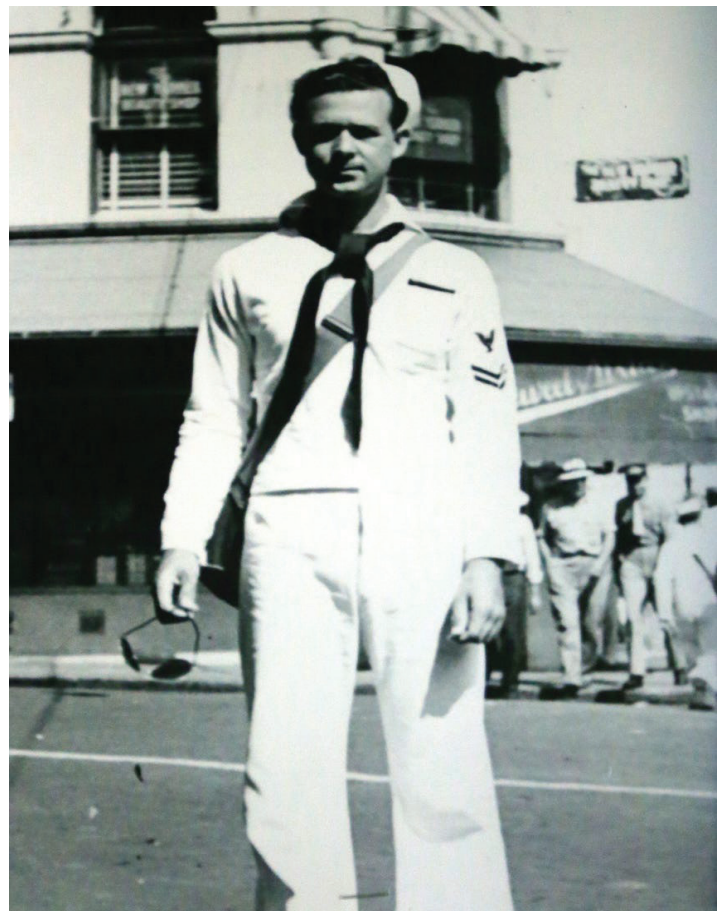
Bob Batterson was born on 8 May 1921, in Mason City, West Virginia. He enlisted in the Navy in September 1939, and is part of the greatest generation that fought for our freedom during World War II. After completing boot camp at Naval Operating Base Norfolk, Virginia, he was transferred to the USS *Philadelphia* (CL-41), Pacific Fleet, a new 5 turret, fifteen 6" gun, *Cruiser-class* ship. Bob's battle station (general quarters) was powderman on the middle gun. He later transferred to the supply division, and upon promotion to SK3C, he was transferred to duty at Naval Station Pearl Harbor.

At Pearl Harbor, he was assigned to the large commissary store, which supported all military dependents in the area. Barracks were on the third deck of the station administration building, where he was sleeping on the morning of the attack. When awakened that morning, all occupants were convinced they were having another drill until a Japanese torpedo aircraft flew by headed to battleship row. "We knew we were at war."

They observed torpedo attacks, dive bombers at high altitude, bombers attacking with no opposition. The murderous surprise attack's success was borne out by stats: 85% of damage in the first 15 minutes of attack. All hands in the barracks were transported to the dry dock in which two destroyers, the USS *Cassin* (DD-372) and the USS *Downes* (DD-375) were burning. There was some strafing encountered enroute. The USS *Pennsylvania* (BB-38), a battleship, was directly astern of the two destroyers and under continuous attack. The attack ended at 0930.

Shortly after the attack on Pearl Harbor, the Navy opened flight training to enlisted personnel. Bob applied promptly and was accepted. After 18 months of training,

he was awarded his wings of gold and commissioned on 6 September 1944. After completing Hellcat training at NAS Daytona Beach, he was eventually assigned to Fighter Squadron One, aboard the USS *Bennington* (CV-20). He was flying sweeps for Japanese hidden aircraft, equipment, and installations when the war ended.



Bob Peterson at Pearl Harbor.

Credit: Bob Peterson

In 1947, Bob transferred to the Navy Supply Corps. He served aboard ships and major shore installations until his retirement in 1974, with 35 years of service. Bob received a BS in Business Administration from The Ohio State University, and an MS in Management from the Naval Post-Graduate School.

He has worked as a volunteer aboard the USS *Lexington* Museum since its opening in 1992, and considers himself to be very fortunate to be with a battle-scarred aircraft carrier still “on the firing line” for our great nation. Bob is a great ambassador for the ship, and enjoys working at his regular station at the museum’s Pearl Harbor exhibit. He is especially passionate about speaking with parents, grandparents, and young people about personally getting more involved with the future of our country, particularly contacting those we choose to do their best for us and our nation while serving in Washington, D.C.

Bob was married to the late Mary Jane Brown Batterson, a WAVE, for 55 years. Together, they have 5 children and 5 grandchildren. Bob and his second wife, Hilda, celebrated

their 20-year anniversary in 2022. Bob recently celebrated his 102nd birthday aboard the USS *Lexington* Museum, surrounded by family and friends. Happy Birthday, Bob!



Bob Peterson celebrating his 102nd birthday at USS *Lexington*  
Credit: USS *Lexington* Museum

## SEA CHEST

### *Jeff Nilsson*

All of us in the museum ship community were saddened to hear that HNSA’s former executive director, Jeff Nilsson, passed away on April 3, 2023, at the age of 84. He joined his beloved wife, Susan, who preceded him in 2021 after 54 years of marriage. Longtime members of HNSA will remember them attending conferences together. If there are three things that characterized Jeff’s life, they are community, service, and the sea.

Jeff was the heart of any community he chose to be a part of, and that community was lucky to have him. That is certainly true for HNSA and the wider museum ship community, but if you asked his family, they could also tell you about a dozen others he was a part of from his church to the Kiwanis Club and later even his retirement community.

Jeff understood the meaning of service from a young age. He chose to enlist in the Navy out of high school. After his active service and going back to college, he joined the Navy Reserves. After more than 40 years of service, he retired with the rank of Commander in 1999. Like our ships, he still had service life left in him and he embarked on a



Jeff and Susan Nilsson pose with HNSA’s own Wally the Walrus in 2012  
Credit: Frank Thompson

second career with the historic fleet.

Beyond his naval service and work on behalf of museum ships, Jeff’s longing for the sea was never satiated and he avidly collected pictures of sunsets and lighthouses. He loved the sea so much that a portion of his remains will be committed to the deep by the United States Navy.

Jeff’s commitment to serving his community, his love of the sea, and his love of our shared maritime history did not end in April 2023. His family chose to ask mourners to donate to HSNA instead of sending flowers. He is continuing to make an impact and commitment to HSNA, and we will continue to honor him. The more than 10 million annual visitors to museum ships owe Jeff a debt of gratitude for the work he did on behalf of so many. We hope his family, friends, and loved ones find consolation in the knowledge Jeff touched, and is continuing to touch, so many lives.

***Remembering Alyce Guthrie - By Sherry Richardson***

I first met Alyce in 1997 in Hawai’i at the HNSA conference in Honolulu, and we instantly became fast friends, a friendship that has lasted 26 years and would have continued for much longer except for her passing.

Never very strong, about as big as a minute, and as feisty as all get out!! She was a delight to all who met and knew her; and a very integral part of the “HNSA Wenches” - as Alyce (PT Boats); Lindsey Shaw (all things Australian); Nancy Richards (USS *Bowfin*) and me (HMCS *Sackville* and also Canadian Director), were nicknamed some years ago. From then on, no HNSA Conference was complete without the four of us!!

Alyce’s departure leaves a big hole in HNSA, in our own small group, and especially, in the lives of her husband Tom and daughter Allyson. “Elco” is wondering where ‘Mum’ has gone.

Alyce— now you can run your PT boats without any interference. Full ahead both!!

(Photos of Alyce generously provided by her family.)



Jeff Nilsson, Andy Smith, and Frank Thompson at USS Texas during a HNSA conference.

Credit: Frank Thompson



# FROM THE EDITOR'S DESK

*Dr. Sarah E. Holland, Editor*

With the electronic distribution of the first all-digital *Anchor Watch* earlier this year, HNSA moved into a new technological space. This decision was taken for a number of reasons, though primarily as a way to significantly reduce the expense of producing the newsletter by immediately eliminating printing and mailing costs, which were over \$3000 for the last printed edition in 2022. Obviously, the financial implications were significant. Perhaps less obvious are the technological reasons, some of which Ryan mentioned in his initial announcement about the change—clickable links that open directly into your preferred web browser, full-color images throughout the newsletter, and the potential for more dynamic content.

I would add to those reasons the following thoughts. You will note this is a 30-page newsletter. In a digital format, HNSA is no longer constrained by the need to fill a set number of pages, grouped in signatures for print spreads before proceeding to the printer. For *Anchor Watch*, this previously meant newsletters of 24, 28, or 32 pages. As an editor, it feels almost rebellious to have a 30-page newsletter! Digital PDF publication also opens up more options to develop the previously mentioned dynamic

content, such as video, audio, and 3-D models. However, online digital publication in the form of flipbooks is one of those future options that we can also now explore, as dynamic content can create large file sizes that are more difficult to circulate as email attachments. Ryan and I have discussed the potential for flipbook publication and will continue to investigate. For an example of a flipbook, you can have a look at any of the volumes on the USNI Books page on Issuu.com: <https://issuu.com/usnibooks>. You can choose to view a publication as full screen to see just how clear the digital content can be or you can choose to download a PDF of the publication. I, for one, am excited by the potential the digital newsletter can now explore!

And now, the more usual editorial note, the next deadline for submissions is **31 October 2023**. We are seeking all the latest news from the Fleet, including everything from outreach initiatives to conservation and curation projects to volunteer spotlights. You can send your content to me at the following email address: [editor@hnsa.org](mailto:editor@hnsa.org). I look forward to hearing from you!

## NAUTICAL CHALLENGE

*Captain Rich Abele, USNR (Ret.)*

1. In 1959, the United States built the only nuclear-powered merchant ship for carrying both cargo and passengers. Name that ship.

2. On 19 June 1944, during the Battle of the Philippine Sea, the Imperial Japanese Navy aircraft carrier *Taiho* was sunk by only one torpedo fired by a United States submarine. Can you name that submarine?

3. While serving in the Gulf of Tonkin on 26 October 1966, this *Essex*-class aircraft carrier caught on fire resulting from multiple flare ignitions. What was the name of that ship?

4. What is the name of the Littoral Combat Ship that completed a record setting 26-month deployment to the Western Pacific on 14 June 2023?

5. On 17 June 2023, a new *Virginia*-class submarine was christened in Groton, Connecticut. Can you name that submarine?

6. While being refueled in the port of Aden, Yemen, on

12 October 2000, a suicide boat blew up alongside a United States Navy warship. What was the name of that ship?

7. This ship avoided decommissioning in 2012 by becoming a test bed for the Afloat Forward Staging Base (AFSB) concept. She was based in the Persian Gulf. Name that former amphibious ship.

8. Six heavy United States Navy battleships were laid down in 1920 and 1921 only to be suspended under the terms of the Naval Limitations Treaty in 1922. Can you name any or all of those six scrapped warships?

9. On 12 August 2000, a nuclear powered *Oscar II*-class Russian submarine sank in an accident in the Barents Sea. Name that doomed submarine.

10. What were the names of the 3 mine-countermeasure ships decommissioned in August 2020 in San Diego, California?

*(Answers on page 22)*



# 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

*Individual membership is open to all persons interested in the preservation of our proud naval heritage.*

Please enroll me as a member of the Historic Naval Ships Association.

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**BASIC INDIVIDUAL .....USD \$35**

*Benefits: Anchor Watch Journal, free or reduced admission to and 10% gift shop discount at participating Fleet Member ships and parks.*

**FRIEND .....USD \$85**

*Same as **BASIC**, plus HNSA patch and lapel pin.*

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*Same as **FRIEND**, plus HNSA coffee cup.*

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