


From: Executive Director executivedirector@hnsa.org 
Subject: March 2023 Fleet News
Date: April 9, 2023 at 4:15 PM
To: undisclosed-recipients;
Bcc: hnsatreas@outlook.com

RS

Shipmates,

I hope everyone had a good weekend for Easter, Passover, or just celebrating things growing again and seasonal depression being behind us. Reports I am getting from around the fleet seem to indicate high visitation so far this year. Now that we have passed the three year anniversary of the pandemic shutting many of our organizations down I am hopeful things are back to operating at 100%. I hope everyone has high visitation this week when many grade schools have their spring breaks.

Attached is the March Fleet News, some images and information on PT-8 (more information below in the restoration section), and Sailing Directions. Sailing Directions is a publication from the Navy Office of Information. This document will help you understand what the Navy is focused on this month. HNSA is a force multiplier for the Navy in marketing and outreach. Member museums should work to align themselves, and their offerings to the public, with the Navy's needs so as a field we can strengthen our connection with the Navy and prove ourselves valuable enough to receive their support in response.

Announcements

It is with great sadness that I report the passing of HNSA's former executive director Jeff Nilsson on April 3rd. HNSA would not be the same without his tireless efforts over the years. You can find more information at: <https://www.parrfuneralhome.com/obituary/jeffrey-nilsson-cdr-usn-ret> We really appreciate his family asking for donations to HNSA in lieu of flowers.

Many of our ships are turning 80 this year. If your ship was commissioned in 1943 let me know what you are doing to celebrate. I know all of the surviving Fletchers are working together to celebrate their commissionings and Naval History and Heritage Command is supporting the celebrations on *New Jersey* in May and *Cod* in June. What is your ship doing (or what are you planning for your next milestone)? Can HNSA help put you in touch with speakers or other things you might need?

HNSA was on the road again this past month. I managed to visit the Bay area for the first time and toured HNSA members *Pampanito*, *Jeremiah O'Brien*, *Red Oak Victory*, *Lucid*, and *Hornet*. I got to attend my first convention, CarrierCon on *Hornet*. I had a great time even though I was only in town for a few days thanks to all the people who hosted me. I will have to go back soon so I can visit the other ships in the area, Nimitz and Spruance's graves, and spend more time with my friends on the ships I did get to visit this time.

I am excited to pass along that my good friend Sergey Gornostaev who has supported HNSA for a number of years while on the staff of Wargaming.net has moved to Belgrade, Serbia. He is again working for Wargaming as the Lead Museums and Militaria Relations Specialist and is currently working with many of our museums to plan the Longest Night of Museums for World of Warships players.

My final announcement in this section is that we are switching from print to PDF for Anchor Watch. Last year we spent more on printing and mailing Anchor Watch than we made from individual memberships. We want to use our membership donations to support our member museums not on stamps. The switch to emailing PDF's means they can now be all color and they can be longer without incurring additional expenses. Links to websites can be included in the text and you will be able to click on them instead of having to open a device and type them in, and we can even include dynamic content like YouTube videos and podcasts.

I will be emailing the first one this week. I know it has been a while since the last one but the decision to switch to PDF's caused us to redo some things. Please send me articles for the August Anchor Watch before you go on summer vacation by June 30. Also send me links to any digital media we might be able to include in future Anchor Watches. We are excited to take full advantage of this new medium.

Conference

I hope you are all hyped for the annual HNSA conference in Albany on board USS *Slater* in September! As a reminder the conference is Monday to Thursday September 18-21, 2023. Notice this year we are meeting from Monday to Thursday and not Tuesday to Friday like we often do. This better matches Slater's schedule and will give HNSA participants a day to tour the ship without any other guests around. They are also planning a museum ship bar trivia night so start studying now! There will be fabulous prizes for the winning team.

We are accepting proposals to present at the conference. This year topics will include presentations on education, restoration, insurance and safety compliance, and fundraising. We strongly encourage presentations that fit these topics but please reach out if you have another idea for a presentation and our program evaluation committee will review it.

We are now accepting nominations for awards. Check out the HNSA website to see what awards we offer and if the nominee has received the award in the past. Send me a paragraph stating the nominee, the award you are nominating them for and why you think they have earned the award. <https://www.hnsa.org/about-us/awards/>

Remember to also apply for the NHHC awards program. You can receive both the HNSA and NHHC awards and they are both given out at the awards banquet on the last day of the HNSA conference. Be sure to get your application in before June. https://www.history.navy.mil/get-involved/nhhc-awards-program.html?fbclid=IwAR0SpFCfc_wfU-9Yct82sLsFz2VzXDYtYFf1DVVgroGCKrZHSEMvgD5Dt8E

Restoration Offerings

USS *Wisconsin* has 21 projectiles and 10 powder canisters for 16"/50cal guns that are free to a good home. The organization taking them must arrange for transportation on weekdays 0900-1500. Projectiles weigh 1,900 lb and are five feet tall, powder cans are about 20 lb and four feet tall. Contact Keith Nitka, Keith.Nitka@norfolk.gov for more information.

Phil Whitmarsh is making electric guitars out of reclaimed museum ship decking. He is working on one made of USS *Texas* decking and is interested in working with other museum ships. If you are interested in this please reach out to Phil Whitmarsh, oldmarketguitarworks@gmail.com. Check out his project here. <https://www.1011now.com/2022/11/26/lincoln-resident-turn-battleship-wood-into-electric-guitars/>, <https://www.wowt.com/2023/02/22/omaha-guitar-shop-turning-history-into-music/>

Finally PT-8 is for sale for \$675,000. PT-8 was a prewar aluminum hulled patrol torpedo boat and yard patrol craft built at the Philadelphia Navy Yard and was used in the plywood derby to determine the designs of wartime PT boats. If you or your museum are interested in this running 81 ft boat with 2 Allison 2,000 hp (1,500 kW) engines and 1 Hall-Scott 550 hp (410 kW) engine reach out to Jared Pease at jared@worldwide-concrete.com.

See you on Slater,
Ryan

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contributed to the route of Japanese task forces in the Battle of Surigo Strait, countered attacks at Mindoro. Under the cover of darkness they landed scouts, reconnaissance parties throughout the Solomons, New Guinea, Philippines and the coasts of France and Italy. They were in more frequent contact and closer range than any type of surface craft. They specialized in close range, close to shore attacks, and demonstrated that they could hurt the enemy with very little damage to themselves.

The size of a PT varied. The first experimental boats; some were 58 feet over all, others 81 feet. These first boats were copied from the British. They were 70 feet

boats were copied from the British. They were 70 feet and were built by the Elco Naval Division of the Electric boat company at Bayonne, N.J. They were designed to carry 4- 18 inch (diameter) torpedoes and had none in production.

The U.S. designed PT Boats to carry 4 of the heavier and longer 21 inch torpedoes. So, the next PT's were 77 feet long Elco models. These were in service at Pearl Harbor and the Philippines. Finally, demands for heavier armament with better sea keeping qualities led to still larger boats. The 78 foot model built by Higgins Industries at New Orleans and the Elco 80 footer. These boats were fashioned with 2- 40 new cannons, 4 torpedoes and 2 twin- 50 caliber gun mounts. They were powered by Packard Marine Engines. Changing engines was usually done after 600 hours. Spare engines were

*PT Boats in the United States Navy
Book written by- Captain Robert J. Bulkley, Jr.*

USNR (Retired)

Foreword by President John F. Kennedy

Introduction by Rear Admiral Ernest McNeill

Eller, USN (Retired)

Director of Naval History

U.S. PT-Boats of World War II

Book by- Frank D. Johnson

PT Boats are smaller, swifter and can navigate in

PT boats are shallow, subject and can navigate in shallow water. That fact earned the title of meeting the enemy at close quarters. Being able to maneuver is what really aided the United States by bring the war to the enemy.

Until the war began, PT's in the Navy were torpedo boats. These boats traveled 40 to 50 knots (nautical miles).

On Dec. 7, 1941 there were 29 PT Boats. By Dec. 7, 1943 there were more than 29 squadrons.

The PT's met the Tokyo Express at Guadalcanal. They cut enemy barge supply lines in the upper Solomons and along the New Guinea coast. They torpedoed German cargo boats in the Mediterranean and overcame E boats in the English channel. They

always available. Some engines gave good service for 1200 hours.

Much plywood was used in PT construction. The hull itself was not plywood. It was made of 2 layers of mahogany planking laid over laminated wood frames. A layer of airplane fabric being ironed on between the layers of planking. The result is a light, strong hull able to withstand heavy seas. The crew consisted of two to three officers and 12 to 15 men. The fact that each man was necessary for the boats functional success and the intimacy of quarters resulted in a tight knit ship.

The only 81 foot PT 8 boat built by the U.S. in Philadelphia was entirely aluminum (hull). It was

powdered by 4- 1,000 HP. Allison engines. It was placed into service on Oct. 29, 1940. Later, it was reclassified as a YP 110. Specifically, it was re-designed to have 4- 21 inch (diameter) torpedoes. Used by the U.S. Navy as an experimental training boat, it was sent to Florida, the Bahamas and Cuba.

In 1964 it was sent to Avondale shipyard in New Orleans and placed in dry dock. The boat was stripped and an auction was held. Mr. Charles Inman of Houston, Texas purchased the boat and had it transported by water to Houston, Texas.

Mr. Ray Tyler of Franklin, LA is very interested in PT Boats. He drove to Houston where he saw the boat blocked above ground on Mr. Inman's property. The boat was purchased by Mr. Tyler in 1996 from Mr.



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