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HAIL AND FAREWELL

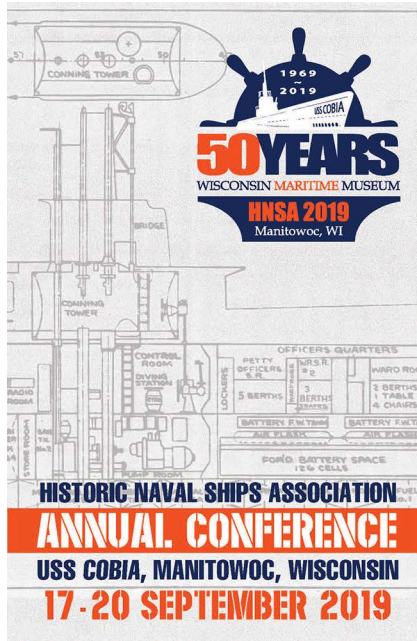
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HNSA 2019 Conference Recap



(Images courtesy of HNSA and LakeCoast Local)

The 2019 HNSA Conference saw our Members gather this year in the nation’s heartland. The meeting took place on 24-27 September in Manitowoc, WI, and hosted by the Wisconsin Maritime Museum, home of the USS *Cobia* (SS 245). The great folks at Manitowoc could not have been more hospitable and provided a very warm and enjoyable welcome to the 110 who registered and attended.

The sessions were excellent, entertaining, and beneficial for all who work with our historic naval ship museums. The keynote speaker was Russ Green, NOAA’s Regional Coordinator for the Northeast and Great Lakes Region. He spoke on “The Battle of the Atlantic: A WWII Battlefield off the North Carolina Coast,” showing some amazing underwater images of the merchantman SS

Bluefields (built ironically in Manitowoc), and some 240 yards away, the German U-boat, *U-576*.

Great fun and lots of networking occurred between the attendees at the various receptions and banquet, all of which was graciously supported by our Conference supporters, including our Conference supporter again this year, PPG Paints.

Thanks to all who attended and made this Conference one of our best, and - thanks to the great team at the USS *Alabama* Battleship Memorial Park, next year’s Conference will be on 22 - 25 September in Mobile! So everyone mark your calendars and plan on joining us for next year’s Conference where interesting presentations, fun evenings, camaraderie and networking will happen with your colleagues and new friends in the HNSA Community.

“The sessions were excellent, entertaining, and beneficial for all who work with our historic naval ship museums.”

Bill Cogar
Executive Director

News Around the Fleet

■ *Olympia* Sailors in the Russian Civil War

In 1917, a group of radical Russian revolutionaries—known as the Bolsheviks—seized power in the country and pulled out of World War I. The United States and her Allies were shocked and dismayed.

The Allies needed Russia's help fighting the Central Powers, especially Germany. The best option, at the time, was to send the navies of Britain, France, and the United States to Russian ports to help protect Allied supplies and materiel and, if possible, assist in the overthrow of the new regime.

Ultimately, the goal was to get Russia back in the war against Germany. Not everyone agreed with the plan at first, including Adm. William



Landing party ashore at Murmansk, Russia, in July 1918. NHHHC photograph # NH 43271

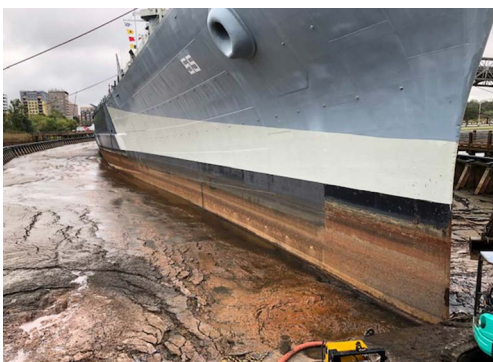
S. Benson, chief of naval operations, but eventually he changed his mind and authorized the mission.

On April 28, 1918, USS *Olympia* departed from Charleston, SC, under orders to proceed to Scotland

and then to Murmansk, Russia, to assist in the Russian Civil War.

To find out what happened next, [read the essay by COD's Adam Bisno at NHHHC's website.](#)

■ Battleship *North Carolina* Receives Grant



The Clean Water Management Trust Fund has awarded Battleship *North Carolina* a grant of up to \$400,000 to address flooding using nature-based infrastructure. Grant funds will be available for the Living with Water project, which aims to restore more than 800 feet of shoreline and 2 acres of wetlands to reduce regular flooding at the Battleship site and improve water quality in the Cape Fear River. "This innovative approach protects Battleship facilities and access for visitors, while also protecting and restoring the natural habitat of the area," said Captain Terry Bragg, Executive Director of the Battleship. Data from the National Weather Service's tidal gauge near downtown Wilmington shows an extraordinary rise in flooding events starting in the 1970s, with the greatest increase

happening since 2000. Living with Water is a multimillion-dollar plan to mitigate the risks posed by ongoing flooding by mimicking the natural environment of the Battleship site on Eagles Island. The Clean Water Management Trust Fund's grant will support the Living with Water plan as it moves forward with a sustainable design to protect the Battleship and its place in the coastal Cape Fear River watershed. The Fund, established by the North Carolina General Assembly, awards grants to nonprofit and governmental organizations to protect and restore the state's land and water resources.

[VIEW THE PRESS RELEASE](#)

HNSA LST NEWS



■ Thief Steals Artifacts from LST-393; Arrested

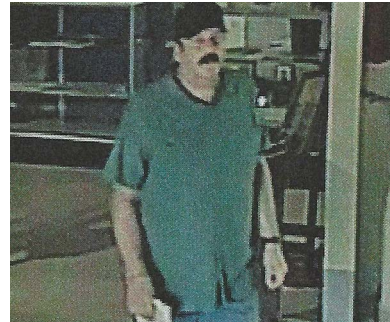
This is a combination of two articles that appeared on Stars and Stripes/Tribune News Service (14 August 2019) and the Navy Times/Associated Press (28 August 2019). This is a great reminder to Fleet Members that thieves are around and security is a 24-hour function of our historic ships.

A thief brazenly stole World War II medals and other memorabilia from a floating ship museum, including ripping some items off a uniform on display.

The thefts of about a dozen items from the USS LST-393 WWII Veterans Museum in Muskegon occurred Saturday, Aug. 3, said John Stephenson, a member of the museum's board of directors. Among the items are a patch and lapel pins that were stolen off a woman's U.S. Army Air Corps uniform, Stephenson said. Some of the items that were taken, such as the Ninth Air Force patch ripped off the woman's uniform, are not that valuable, Stephenson said. "They're not worth much, but they're priceless," he said.

Police used a security camera image to apprehend and charge a 61-year old man less than two weeks later of the theft at the World War II-era warship museum.

Muskegon County Prosecutor D.J. Hilson says John Anthony Zaputil is named in a warrant this week charging him with larceny. Hilson said Zaputil is from Iowa, but had been staying at a Muskegon-area



Muskegon Police and Muskegon County Prosecutors have charged John Anthony Zaputil, 61, with the thefts of more than a dozen of historic items from USS LST 393 Veterans Museum on Aug. 3 (LST-393 Photo)

hotel in recent months.

Zaputil declined to comment, citing the advice of an attorney. The Muskegon Chronicle reports Zaputil is a licensed osteopathic physician in Michigan.

Police have said about a dozen items were taken Aug. 3 from the USS LST-393 Veterans Museum in Muskegon, including medals, a shoulder patch and lapel pins.

[READ STORY 1](#)

[READ STORY 2 \(UPDATE\)](#)

■ Possible Move for D-Day Veteran Ship

Officials say work could be completed in November on a project for allowing the **move of a restored World War II naval vessel** to a more prominent location along the Ohio River in downtown Evansville.

Crews are now building a visitors center and barges so LST-325 can move to the former site of the Tropicana Evansville casino boat.

Evansville Port Authority chairman Pat Wathen tells the Evansville Courier & Press that the \$3.6 million project is on track and within budget after high initial construction bids delayed work.

The ship took part in the 1944 D-Day landings in France and has been based in Evansville since 2005.



LST-325 passes through Smithland Locks and Dam on the Ohio River at Brookport, Illinois, in 2016. (Sue Hillyard/U.S. Army Corps of Engineers)

■ The USS Slater: A Destroyer Escort Connection

This article originally appears on the blog Ride Local Dream Global, by Mike Mekinda

WWII was, arguably, the last war with a distinct enemy and humanity at stake. A generation of young enlisted men rose to save the world, and far too many paid with their lives. Personally, one grandfather came home to share Navy stories, while Army stories from the other lay silent beneath a simple white cross on a field of white crosses in Belgium. A recent tour of the Destroyer Escort USS Slater (DE-766) in Albany, NY gave perspective of how my Navy grandfather spent the last of his teenage years aboard the USS Thomas J. Gary (DE-326), a sister ship to the Slater. I count myself incredibly lucky I can share my pictures with Grandpa and hear more of life aboard a DE!

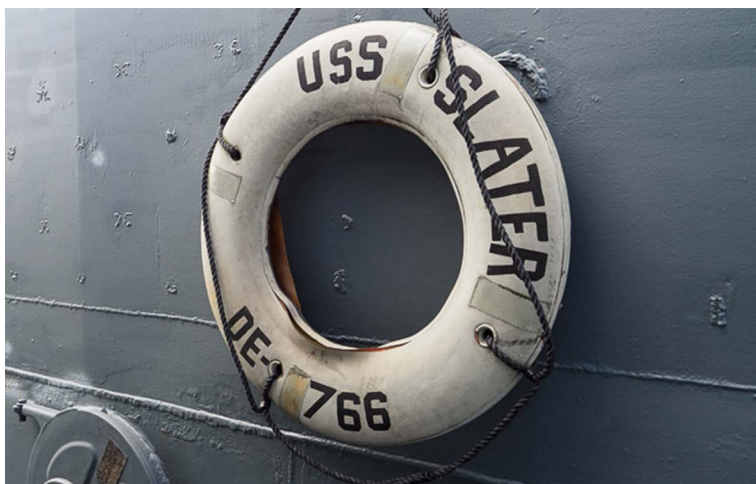
Over 500 Destroyer Escorts were built between 1943-44. Intended to be built quickly, they were often crewed for shakedown cruises in just over a month. Affectionately nicknamed "tin cans" for their "lightweight" construction, the ships and crews were extremely tough and effective. Decks bristled with guns to protect fleets against aircraft and ships, but the primary mission of a DE was antisubmarine warfare. Tight turning, Sonar-equipped DEs used K-gun launched depth charges and forward-firing hedgehog mortars to deadly effect against enemy subs. As the war and mission parameters changed, DEs were modified for added roles as they continued to safely screen convoys around the globe.

The Slater has been beautifully restored and maintained by a dedicated group of volunteers (they're always accepting more!). She's been recently re-hulled and painted in "dazzle camouflage", looking ready to sail at her berth on the Hudson River. At 306' long and just over 36' wide, it's striking just how narrow a DE is. Touring through her hatches, ladders and passageways, it's difficult to imagine 220 men living and working aboard 24/7- and even harder to imagine all those men in action under combat conditions!

Thank you to the volunteers of the USS Slater for the chance to walk the decks of my grandfather's stories. Stepping aboard the museum is a chance to walk a piece of US Navy history. Brave men on "expendable" ships have a tale too easily overshadowed by the battleships, carriers, and destroyers of the war. The crews of the Destroyer Escorts had a dangerous job, and they did it well. The volunteers of the USS Slater are doing their part to honor those sailors and keep their history alive- and doing a first-rate job of it.

[READ THE FULL ARTICLE](#)

(All photos by Mike Mekinda)



"It was fascinating to see such efficient use of space. Everything has a place, and every place has a purpose."

Mike Mekinda
Travel Blogger
Ride Local Dream Global

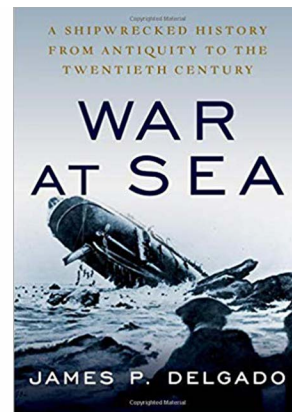
■ New Book Explores Naval Heritage Under the Water

The ocean is humanity's largest battlefield. Resting in its depths lie the lost ships of war, spanning the totality of human history...

War at Sea is a dramatic global tour of this remote museum and other formerly lost traces of humanity's naval heritage. It is also an account by the world's leading naval archaeologist of how underwater exploration has discovered these remains, thus resolving mysteries, adding to our understand-

ing of the past, and providing intimate details of the experience of naval warfare.

James Delgado, who has personally explored, dived, and studied a number of the wrecks and sites in the book, provides insights as an explorer, archaeologist, and storyteller. The result is a unique and compelling history of naval warfare. From fallen triremes and galleons to dreadnoughts, aircraft carriers, and nuclear submarines, this book vividly brings thousands of years of naval warfare to life.



[CLICK TO PURCHASE](#)

■ Hunley Raised 19 Years Ago This Past August

On Aug. 8, 2000, at 8:37 a.m., the Confederate submarine H. L. Hunley broke the surface of the ocean for the first time in more than 136 years near the mouth of the harbor at Charleston, SC. Once safely secured for transporting, H. L. Hunley was shipped to the Warren Lasch Conservation Center, now part of the Clemson University Restoration Institute, for conservation inside a specially designed tank. The Confederate submarine has the distinction of being the first submarine to sink an enemy warship in wartime. In the summer of 2000, a team of professionals from the Naval History and Heritage Command, the National Park Service, and the South Carolina



Institute of Archaeology and Anthropology made the decision to excavate the site due to concerns that the historic vessel could be disturbed or damaged

since its location was known. To learn more, check out the [NMMC Underwater Archaeology Branch's H. L. Hunley page](#).

■ Constitution Sails on Independence Day

USS *Constitution* was underway from the ship's berth in Charlestown, MA, July 4, in celebration of the 243rd anniversary of the signing of the Declaration of Independence. While underway, *Constitution* Sailors read the Declaration of Independence to the more than 450 guests. "To be aboard *Constitution* today is a great honor," said Cmdr. Nathaniel R. Schick, 75th commanding officer of *Constitution*. "This is a ship that was named by President George Washington, who in July 1776, read the Declaration of Independence to his Soldiers, who were recently minted as the Continental Army, as they were looking at the British Armada off the coast of Long Island and the Hessian soldiers and British regulars

that were aboard the ships. As Washington was trying to find ways to motivate his men, the words from the Declaration of Independence took on a different meaning."

To learn more, read the article at [DVIDS](#).

View the *Constitution* [HNSA entry](#).



■ 40mm Chairs for Sale Online



Something that may be of value for our fleet members. USS Alabama Memorial Park curator Shea W. McLean recently came across some exact reproduction seats for 40mm Bofors found on many HNSA Ships. For those ships that have seats that need replacing, they can be purchased at a great price! [Click the link to view the seats.](#)

■ Western Naval History Association Conference



We are pleased to include information about an upcoming conference from the Western Naval History Association. The conference will take place from Saturday 29 February to Sunday 1 March 2020 at the USS Midway Museum in San Diego, CA. Click the links below for more information on the symposium.

This upcoming symposium is before the 2020 West ACEAF/Naval Institute convention. Attendees from the East Coast already in San Diego for the event will see this as an excellent additional opportunity. The WNHA symposium is limited to approximately sixty attendees. Preregistration is required to get aboard USS *Midway*. If you are interested, please contact [Bill Heard](#) in advance.

[WNHA Newsletter Info](#)

[Conference Flyer](#)

■ Signal Boost to the HNSA Fleet: Introducing Adam Shepard

Our Executive Director had the pleasure of meeting Adam Shepard at the HNSA Conference last October in Bremerton, WA. Adam Shepard is a Navy veteran, machinist for Puget Sound Naval Shipyard, and a volunteer Docent aboard the USS *Turner Joy* (DD-951). He is currently working towards a bachelor's degree in military history and is wondering if there are any opportunities within HNSA for employment. Adam is deeply passionate about contributing to the preservation of naval history. His CV is attached.

[ADAM SHEPARD CV](#)

"I really enjoyed learning about HNSA's mission and the camaraderie shared among museum-ship employees and volunteers from around the world."

Adam Shepard
HNSA Volunteer

HAIL AND FAREWELL

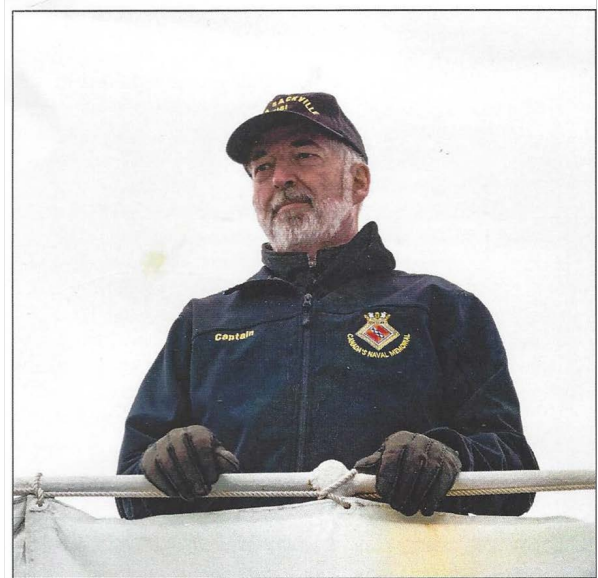
■ Fair Winds to Jim Ready, HMCS Sackville Captain and Advocate

It is with wonderful memories of a life well-lived, we the Reddy family, announce the passing of James Patrick Reddy. Born and raised in Antigonish, Jim passed away at home in Dartmouth, Nova Scotia, on 25 August, 2019 at the age of 71. Jim was the captain of HMCS Sackville - Canada's Naval Memorial, a position he held with pride and considered his way of giving back to our community and the veterans of the Second World War.

Jim was predeceased by his parents Margaret and James Cyril, his brother Cyril, brothers-in-law Hugh Smith and Brian Thom and is remembered by his wife Pat Jessup, children Stephen (Laura), Elizabeth (Michael Lewis), step children Rory (Susan), Shane (Allison) and Meghan; grandchildren Kate, Jules, Bryanna, Lochlainn, William, Margaret and Fynn; his sisters MaryRose Smith, Roberta (Arnold Rovers), Miriam (Pat Lockhart), Frances (Cameron Chishom), Trish Thom and sister-in-law Judie Reddy plus numerous nieces and nephews.

Jim joined the Royal Canadian Navy through the ROTP program in 1965, graduated with a BSc from St. Francis Xavier University in 1969. He went on to serve in ships of both the Atlantic and Pacific Fleets, with shore postings in Halifax, Esquimalt, St. John's and NDHQ in Ottawa. He finished his naval career as the Queen's Harbour Master in Halifax in 2003.

After retirement from the Navy, Jim shifted his interests to volunteering his time to naval veterans related activities. He and his wife Pat have played a key role in fostering an appreciation of Canada's Naval Heritage since 2003 – not only in the Halifax area but across the country. Jim and Pat have been an inseparable team and the faces of Canada's naval heritage with such groups as the Canadian Naval Memorial Trust, the Convoy Cup Foundation, the Royal Canadian Naval Association, the Friends of HMCS Haida, the Halifax Branch of the Company of



Master Mariners and the Royal Naval Association - Londonderry Northern Ireland Branch.

Jim will be forever remembered for his dignity, sincerity, questionable sense of humour, love of his family - especially his sisters - and friends, sailing with Steve and Cam, visiting Lizzie in Wales, CBC's Saturday afternoon at the opera, Lisa Laflamme at 2300 and a "good red."

A special thank you to the staff of QEII Cancer Clinic for their care and compassion. We will be forever grateful to you for your kindness.

If desired, memorial donations would be gratefully accepted in support of HMCS Sackville or the Convoy Cup Foundation or a charity of your choice.

New Executive Director at Galveston Naval Museum

Hobing brings experience, energy and enthusiasm to the role.



Galveston Naval Museum announced its Board of Directors has appointed Ann E. Hobing as Executive Director. She has joined the leadership team of the Museum after the departure of Master Chief Ross Garcia, USN (ret.). Hobing previously held the position of president & CEO of the National WASP WWII Museum in Sweetwater, Texas, where she led the Museum into the second phase of a multi-million dollar expansion project, including an exhibits master plan.

"We are delighted Ann has joined our team to help preserve these historic naval vessels and the legacy of those who valiantly served our nation," said Captain Gary Bell, USN (ret.), Chair of the Board of Directors of the *Cavalla* Historical Foundation, which manages and maintains the Museum. "I know Galveston Naval Museum will be well served with her at the helm", Bell added.

Hobing is an advocate for historic preservation and lifelong learning, beginning her museum career at Cincinnati Museum Center at Union Terminal where she served as senior director of business growth. During her tenure, Ann dynamically engaged the museum's guest services team to focus on delivering premium guest experiences to impact member loyalty, fundraising growth and earned revenue operations. Then, at the National WASP WWII Museum at Avenger Field, Hobing hosted a transcontinental air race, created the museum's most successful online fundraising campaign and headed a victorious national crusade to keep Women Airforce Service Pilots in Texas schools.

"After careful evaluation of the qualifications for this position, we determined the best candidate is one with extensive museum expertise to serve our vision of innovation and growth," said Commander

Bryan Lethcoe, USN (ret.), president & CEO of the *Cavalla* Historical Foundation. "Ann has tremendous passion to share the legacy of WWII heroes and shape the future of our Museum. She understands the scope of our operations and the impact we want to have on our community and across Texas. We are confident that she is the right person at the right time to lead Galveston Naval Museum into the future," stated Lethcoe.

"I am delighted the *Cavalla* Historical Foundation, our partner at *Seawolf* Park, has chosen Ann Hobing to become the next executive director of the Galveston Naval Museum," said Kelly de Shaun, executive director of the Galveston Park Board. "Ann shares an engaging enthusiasm for learning and community impact, and I have developed tremendous regard for her leadership, her intellectual grasp of the key strategic issues, her decisiveness and her energy. The Museum could not be in better hands."

[CLICK TO READ THE FULL PRESS RELEASE](#)

■ Meet the New *Anchor Watch* Editor

Dr. Sarah Holland is replacing Bill Galvani, who has recently retired, as the new editor of HNSA's *Anchor Watch* newsletter. Here's what she had to say about *Anchor Watch* and working with HNSA:

My passion for ships, maritime and coastal history, and the sea was born out of a childhood spent on pleasure boats of the Ohio River and summers on North Carolina beaches. Since my high-school days using copies of the *National Geographic* to write papers on underwater archaeology for my world history class, I have been drawn to history and archaeology (both terrestrial and maritime) and to ships and shipwrecks of all eras, channeling a lifelong fascination with the maritime world. Since those early days, I have worked for more than 15 years in cultural heritage management and maritime archaeology in the United States and England, either in a professional role, as a student while in graduate school, or with professional and non-profit organizations focusing on maritime history and archaeology. This trans-Atlantic experience has given me a deeper understanding of the public appreciation of maritime history and archaeology, the allure of the history of naval and merchant ships, and the importance of preserving their place in the maritime world for future generations.

As the child of an English teacher, I learned much of what I know about writing and editing quite literally at my mother's knee, or at least at her side while she taught and encouraged me to embrace my passion for language and writing. Due in



no small part to her early guidance and enthusiasm, I worked for several years in an academic textbook publishing house in England in a variety of editorial roles, while working on my Ph.D. in maritime archaeology. In my current role as a Technical Editor/Production Coordinator for Gray & Pape, Inc., a heritage management consulting company based in Cincinnati, Ohio, I have combined my love of history and archaeology with that of writing and editing in a job that I love. I look forward to this new challenge as the editor of *Anchor Watch* and believe it to be one more way to embrace my life-long passions. Thank you for this opportunity and I hope to hear from you soon!



Historic Naval Ships Association

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

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