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Fair Winds and Following Seas

Admiral James L. Holloway

23 February 1922-26 November 2019



Admiral James L. Holloway, III, in the Naval Historical Foundation Offices, 2003 (NHHC Photo # NH 103859-KN)

James Lemuel Holloway III was born 23 February 1922 in Charleston, South Carolina. The son of Admiral James L. Holloway Jr., he became the twentieth Chief of Naval Operations on 1 July 1974, relieving Admiral Elmo Zumwalt as the Navy's top military leader. Holloway also served as a member of the Joint Chiefs of Staff and acting Chairman of the Joint Chiefs of Staff. During his tenure, he faced the challenges of inflation and defense spending cuts during the height of the Cold War. After the fall of Saigon in 1975 and rising tensions with the then-Soviet Union, Holloway convinced President Gerald Ford to end the Strategic Arms Limitation Talks (SALT) II treaty proposal to ban the cruise missile, which is still the Navy's principal weapon for a number of surface and underwater platforms. Considered one of his most significant contributions to the Navy

as the CNO, Holloway established the Battle Force Fleet organization, integrating carriers, cruisers, and submarines into individual tactical units that would exploit the expanded warfare capabilities of the surface combatants for the full range of naval tasks associated with the national strategy of a forward posture, to handle both the threat of the Soviet Navy and the belligerency of the third world. When Holloway's tenure as CNO ended in 1978, he had served under three presidents: Richard Nixon, Ford and Jimmy Carter.

Admiral Holloway passed away on 26 November 2019, in Alexandria, Virginia, at the age of 97.

Read the full story on Admiral Holloway's extraordinary life [HERE](#) from the Naval History and Heritage Command and [HERE](#) from the Naval Historical Foundation.

News Around the Fleet

■ **USS Constitution: Ship of State**

This past October marked a major milestone for the 222-year-old *USS Constitution*—the 10th anniversary of being designated America's Ship of State. On Oct. 28, 2009, Congress signed the National Defense Authorization Act in which section 1022 by law designates *USS Constitution* as America's Ship of State. With so many titles already—"Old Ironsides," "the Eagle of the Seas," and "Boston's only undefeated team" (33-0)—why does *Constitution* need another title?

To learn why *Constitution* is America's Ship of State, read the [SEXTANT BLOG](#).



USS Constitution is tugged out to Fort Independence on Castle Island during 'Old Ironsides' Chief Petty Officer Heritage Week underway. (U.S. Navy Photo by Mass Communication Specialist 3rd Class Casey Scoular/Released)

■ **Wreck of USS Johnston May Have Been Found**



On Oct. 30, the crew of research vessel *Petrel* announced they believe they have found wreckage from the famed *USS Johnston*. *Petrel's* crew located the wreckage about 20,400 feet below the ocean's surface at the edge of a steep undersea cliff. However, the Navy is not able to confirm it is *Johnston*. "After reviewing the data from *Vulcan*, we can't say with certainty that the wreckage is *USS Johnston*, but we can confirm it's a *Fletcher*-class destroyer, either *USS Johnston* or *USS Hoel*, both lost during the Battle off Samar." *Johnston* and *Hoel* were part of Rear Adm. Clifton A.F. Sprague's TG 77.43—call sign "Taffy 3"—tasked with defending north Leyte Gulf, east of Samar, during the landings on the Leyte beachhead. "*Johnston*, under Cmdr. Ernest Evans, was the

first one to conduct an attempted torpedo attack on the Japanese force," said NHHHC Director Sam Cox. "Evans made the attack without waiting for orders to do so because he knew it was clear that unless he did something, the Japanese were going to run down the slower U.S. force, and they had the power to wipe it out." For more, [read the article at USNI News](#).

NHHHC's Frank Thompson was recently onboard *Petrel*. Read about his experience, "The Search for Kido Butai," at [The Sextant](#).



MUSEUM NEWS



■ HRNM Opens New Immersive Vietnam Exhibit

Visitors walking towards battleship *Wisconsin* spent the 2019 summer passing the closed gallery of the Hampton Roads Naval Museum. Glass doors that once welcomed visitors into 240-plus years of naval history in the Hampton Roads area, were covered over with brown craft paper.

Behind the glass, staff members, contractors, and volunteers were hard at work. The remaining artifacts in the museum’s World War II and Cold War galleries were removed and carefully stored. Contractors transformed a once quiet and serene gallery into a construction zone. Once the tear down was complete, new framing and electrical wiring went up, contractors installed new drywall, dramatically transforming half of the museum’s gallery.

On October 9, 2019, the gallery of the Hampton Roads Naval Museum opened back to the public. Many who have visited before will recognize the familiar displays depicting the Revolutionary War through the Civil War.

Everything else has changed – over 4,700 square feet of space is now open as part of the museum’s new exhibit *The Ten Thousand-Day War at Sea: The U.S. Navy in Vietnam, 1950-1975*. The immersive exhibit touches on the Navy’s role during the Vietnam War, incorporating new artifacts along with oral



A Vietnamese sampan and a diorama featuring a Patrol Boat, Riverine with its gun tub are some of the artifacts on display at a new exhibit at the Hampton Roads Naval Museum. (HRNM Photo)

histories from area veterans. Don’t rely on pictures alone; the best way to see the new exhibit is to drop by the museum on the second floor of the Nauticus campus in downtown Norfolk, Virginia.

Read the Full Story at the [NHHC Sextant Blog](#).

■ Hitting Print: Navy On Board With 3D Printing

Hitting Print: Navy On Board With 3D Printing is the latest exhibit now open at the Puget Sound Navy Museum in Bremerton, WA. It explores the world of 3D printing—the next frontier of manufacturing. The Navy uses 3D printing to produce various items, such as spare parts and test prototypes—even to manufacture drones. On USS *John C. Stennis*, Sailors tested 3D printers while at sea in hopes that someday ships can print spare parts while underway, making them more self-sufficient and negating the need to carry a large inventory of parts. The PSNM exhibit features more than 40 3D-printed items and is scheduled to be open for the next two years. One of the items on display is a 3D-printed model of USS *Arizona*.

For more, [read the blog by PSNM curator Megan Churchwell](#).



■ Galveston Naval Museum Commemorates 100 Years Honoring Veterans

This year marks the 100th Anniversary of Armistice Day being celebrated as a National Holiday. With sunny skies and attendance that represented all branches of the military, the salute began with a welcome from Galveston Naval Museum Executive Director, Ann Hobing. Hobing delivered a message about saying more than “Thank You” to Veterans; “To thank a Veteran is to ask ‘What was it like?’ In giving your time to listen to the stories of service, you give a ‘Thank You’ more genuine than those words. For their stories establish their legacies and it is now our duty to share their legacies with generations.”

The Keynote Address was delivered by Sergeant Major Nadya Yassa-Lopez, USMC. SgtMaj Yassa-Lopez serves at the 8th Marine Corps District Recruiting Station Houston and is the first woman to deliver the Veterans Day Salute Keynote Address. She shared her story of becoming a Marine and cited several of her commanders who made a difference in her career with their demands for excellence and high expectations that made her a better Marine. Sgt Major Yassa-Lopez said, “It was those who came before me, who served with passion and had a drive; the Marines over the past 244 years have given us the opportunity to be here today.”

City of Galveston Mayor Pro Tem, Craig Brown, offered words of thanks, recognizing the sacrifices of all Veterans and their families. Mr. Brown then gave special recognition to two Honorees, Neal Van Dussen and Frank Incaprera, Jr. Both men live in Galveston and served during World War II. Neal Van Dussen was a sonarman in the U.S. Navy and served aboard the USS *Samuel S. Miles*. Van Dussen heard the sounds of an approaching attack force near the Palau Islands and directed the firing of Hedgehog ammunitions, sinking a Japanese submarine. Frank Incaprera, Jr. served as a corpsman in the Army, giving aid and medical care to injured soldiers, airmen and Marines. Incaprera gave comfort to those suffering both physically and mentally at a time when PTSD, moral injury and trauma were little understood. Escorted by the USCG Marine Safety Unit, Texas City, Van Dussen and Incaprera received their proclamations and American flags flown on the USS *Cavalla* and USS *Stewart* at Galveston Naval Museum.

Veterans Day Salute closed with a reflection from *Cavalla* Historical Foundation President and CEO, Commander Bryan Lethcoe, USN (Ret.). He offered words of appreciation for all Veterans and gave thanks to those who help continue to share the legacies of those who served aboard the USS *Cavalla* and USS *Stewart*. Lethcoe said, “Volunteers who preserve our ships preserve the heritage and memory of our military heroes. Their service to our mission brings honor to the mission of all Veterans.”



(Top) City of Galveston Mayor Pro Tem, Dr. Craig Brown, Sergeant Major Nadya Yassa-Lopez, Master Sergeant James Harvey. (Bottom) SgtMaj Yassa-Lopez bestows American flag flown onboard the USS *Cavalla* at Galveston Naval Museum to Frank Incaprera, Jr. (Galveston Naval Museum)

“Volunteers who preserve our ships preserve the heritage and memory of our military heroes. ”

CDR Bryan Lethcoe, USN (Ret.).
President and CEO
Cavalla Historical Foundation

■ USS Slater Replica Bedspreads For Sale

The USS Slater is planning to reproduce replica World War II Navy Officer's bedspreads printed on poplin table cloth material. They are planning to do a run in early February. If any other ships are interested in participating in this run, they should contact:

Mary Conway at maryconway@jcbspecialties.com or phone 518.470.3741

Depending on how many are interested in participating in the run the cost is as follows:

- 20 to 49 - \$195/throw plus a \$25 set up and shipping
- 50 to 99 - \$181 each plus a \$25 set up and shipping
- 100 to 249 - \$148 each plus a \$25 set up and shipping
- 250 to 499- \$115.00 each plus a \$25 set up and shipping
- 500 - \$90 each plus a \$25 set up and shipping

If you wish to order a sample from Mary, the cost of a single spread would be \$292.89.

■ USS Denebola (AF-56) Reunion

The USS Denebola AF-56 Reunion is being planned now for Norfolk, VA from September 12-14, 2020. The planning committee encourages shipmates of the Denebola to email John Train, ussdenebola@aol.com, for more information. You are encouraged to join the USS Denebola [Facebook page](#) for more information.



USS Denebola (AF-56) comes alongside USS Forrestal to transfer stores, during operations in the Mediterranean Sea, circa 1962. (NHHC Photo # NH 98382)

■ CAMM and FBI Seeking Your Assistance

The FBI Rapid Deployment Art Crime Team is trying to locate and recover an historically significant narwhal tusk. The tusk was a gift from polar explorer Robert Edwin Peary to Rear Admiral George Wallace Melville in the late 1800s.

The tusk was donated to an institution in Pennsylvania, and then stolen from its collection sometime prior to 1980. The whereabouts of this artifact are presently unknown. It may be in a private or public collection. Investigation so far has determined that no one outside of the victim institution knew that this particular artifact even existed, nor have any old newspaper articles been located documenting the presentation of the tusk to Melville.

There is no image of the tusk to share, nor is its exact length known. Records from the victim institution confirm that this particular tusk existed and that it had a metal plate attached to it with a very unique inscription. The inscription in part identifies the collection location and expedition date.

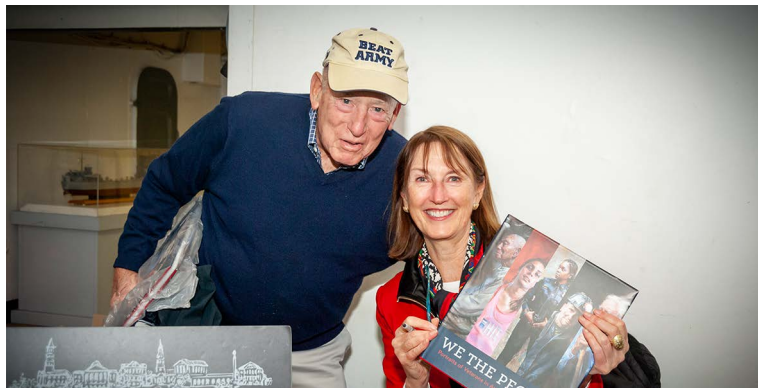
The FBI is optimistic that this artifact has survived and can one day be recovered and returned to the victim

institution. Success will be the result of getting the word out about the artifact's existence. Members please be on the lookout for this artifact and please share this information with your staffs, especially those in curatorial.

The FBI Art Crime Team member in charge of the investigation is Special Agent Randolph J. Deaton IV of the FBI's New Orleans Division. His info is listed above.



■ Mary Whyte Symposium at Patriots Point



Patriots Point Naval & Maritime Museum hosted a free public symposium on Thursday, November 14 aboard the USS Yorktown. The subject was the internationally-renowned artist Mary Whyte and her *We The People: Portraits of Veterans in America* art

exhibit.

In 2010, Mary Whyte set out on an inspirational seven-year mission to paint 50 large-scale watercolor portraits of current day American veterans. *We the People: Portraits of Veterans in America* is Whyte's remarkable series depicting military veterans of all ages and from all walks of life. The exhibit is currently on display at the City Gallery in Charleston, SC.

During the symposium at Patriots Point Naval & Maritime Museum, Whyte took the stage and described how she created her watercolor portraits. She also shared stories about photos taken during her seven-year journey across the United States.

View more photos [HERE](#).

■ 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](#)

■ Historic Ships Baltimore Updates

Historic Ships Baltimore is looking for a Site Manager for *Taney*. All interested parties should contact Christopher Rowsom, Executive Director, Historic Ships in Baltimore at crowsom@historicships.org.

In other news, construction is about to start on a new support building for Historic Ships in Baltimore and USS *Constellation* on *Constellation* Dock. This city-sponsored project will provide improved visitor amenities and access to the ship. The design will also enhance sight lines and be a vast improvement, aesthetically, over the previous building. Construction is anticipated to be finished by August of 2020 in time for Maryland Fleet Week and Airshow Baltimore which is scheduled for Sept. 9-14. *Constellation* has been shifted to a temporary berth on the Inner Harbor West Wall and will be moved back to *Constellation* dock when construction is complete.



■ The Missing Piece: Major Restoration Milestone for USS Kidd

Putting puzzles together is an activity that millions of people enjoy. Putting that final piece into place gives a lot of pleasure and personal satisfaction. Staff members and volunteers of the USS *Kidd* are about to experience that satisfaction on a much larger scale this week when the last major piece of equipment missing from the vintage destroyer arrives in Baton Rouge.

"Atop the torpedo tubes, a blast shield enclosed the three crewmen stationed there and protected them from the concussion of the 5"/38-caliber gun immediately behind them," said Tim NesSmith, Ship Superintendent for the USS *Kidd* Veterans Museum. "*Kidd*'s was removed during the Cold War. We've always kept an eye out for one and collected data for the day we could fabricate one if an original couldn't be found."

The search for vintage equipment like the blast shield has been going on since the destroyer's arrival in Baton Rouge 37 years ago in 1982. Guns have come from The Netherlands; depth charges from Turkey. Letters went out to foreign navies that inherited ships like *Kidd* after WWII. But word of a torpedo blast shield never surfaced.

"There are only two that we know of," NesSmith continued. "Both already in museums."

When the last operating Fletcher-class destroyer like *Kidd* was scrapped in Mexico in 2010-11, the *Kidd* team shifted gears. The National Park Service at USS *Cassin Young* in Boston, Massachusetts, and the National Museum of the Pacific War in Fredericksburg, Texas, aided them in getting measurements and detailed photographs of the two remaining shields.

Enter volunteer Greg Shears. A destroyer veteran working now in aviation, he's volunteered on the museum's Field Days since 2010. Having taken an interest in the blast shield project and visited the one in Fredericksburg to document it, he reached out to Advance Fabrication, LLC, of Litchfield Park, Arizona, to see if they could create a replica. The folks at Advance agreed to do the job at-cost and rallied other companies in the Phoenix area to do the same or provide a discount: Lil' Red Wagon Welding, LLC; Superior Metal Forming; and Glendale Steel Supply. PPG Industries, which provides discounts to historic ships nationwide, joined in the effort.

Even at-cost and with discounts, the project had a tidy sum: approximately \$10,000. Shears and his wife Carol donated \$5,000 toward the project. Abbeville native and longtime *Kidd* supporter James Landry matched that amount, reallocating it from another project he had funded for the museum that is still working its way toward completion.

READ THE FULL STORY [HERE](#).



"People will now be able to see *Kidd* for the first time exactly as she appeared to those celebrating war's end in 1945"

Tim NesSmith
Ship Superintendent
USS *Kidd* Veterans Museum



Liberty Ship in Jeopardy



"Baltimore's best-kept secret," said Capt. Alaina Basciano about the 440-foot, Liberty ship moored in Canton, MD. SS *John W. Brown* was built in less than two months, launched on Sept. 7, 1942, and took part in more than a dozen wartime voyages during World War II. After the war, the ship served as a maritime high school in New York City until 1982. She returned to Baltimore in 1988 and was docked for about 30 years at Pier 1. Last year, the museum ship moved to Pier C to give officials time to find a

permanent home. The ship's lease agreement for free mooring expires at the end of the year. It will have to leave the city where she was born in January if a permanent home is not found. "The loss of that kind of an artifact is truly a dreadful idea, as far as I'm concerned," said Alan Walden, a board member of Historic Ships in Baltimore. "We have to maintain our connection to the past or we really have no idea what our future is going to be." For more, read the article in the [Baltimore Sun](#).

■ Navy Submarine, Missing for 75 Years, Is Found Off Okinawa

A 75-year-old mystery has been solved, and the families of 80 American sailors lost at sea will now have closure: the USS *Grayback* has finally been found.

It was hidden from discovery all this time by a single errant digit.

The mystery began on Jan. 28, 1944, when the *Grayback*, one of the most successful American submarines of World War II, sailed out of Pearl Harbor for its 10th combat patrol. By late March it was more than three weeks overdue to return, and the Navy listed the submarine as missing and presumed lost.

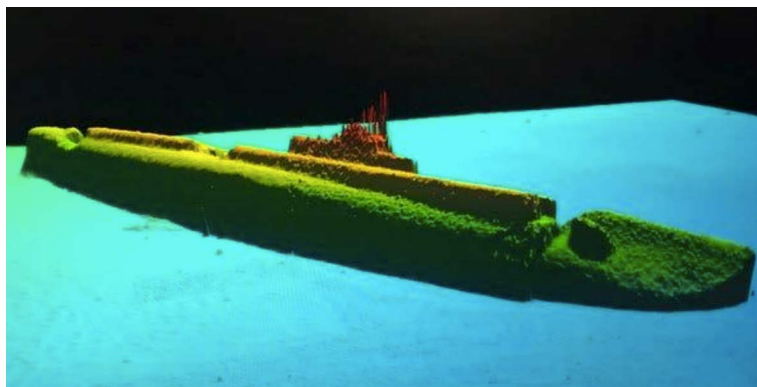
After the war, the Navy tried to piece together a comprehensive history of the 52 submarines it had lost. The history, issued in 1949, gave approximate locations of where each submarine had disappeared.

The *Grayback* was thought to have gone down in the open ocean 100 miles east-southeast of Okinawa. But the Navy had unknowingly relied on a flawed translation of Japanese war records that got one digit wrong in the latitude and longitude of the spot where the *Grayback* had probably met its end.

The error went undetected until last year, when an American undersea explorer asked a researcher, Yutaka Iwasaki, to go through the wartime records of the Imperial Japanese Navy base at Sasebo. The files included daily reports received by radio from the naval air base at Naha, Okinawa — and the entry for Feb. 27, 1944, contained a promising lead.

The report for that day said that a Nakajima B5N carrier-based bomber had dropped a 500-pound bomb on a surfaced submarine, striking just aft of the conning tower. The sub exploded and sank immediately, and there were no survivors.

"In that radio record, there is a longitude and a latitude of the attack, very clearly," Mr. Iwasaki said.



Sonar images and realtime photos of the USS *Grayback* lying at a depth of 1,400 feet. (Photo: Tim Taylor/Lost52 Project)

And it did not match what was in the 1949 Navy history, not by a hundred miles.

READ THE FULL STORY [HERE](#).

■ U.S. Lightship Museum Awarded 'Save America's Treasures' Grant

The U.S. Lightship Museum (USLM) was recently awarded a Save America's Treasures (SAT) grant from the National Park Service, in partnership with the Institute of Museum and Library Services, the National Endowment of the Humanities, and the National Endowment for the Arts. Announced this fall, a total of \$12.6 million in grants will help fund 41 projects in 23 states. The funds will support the preservation of nationally significant historic properties and collections throughout the country.

Nantucket Lightship/LV-112 will receive a \$487,500 grant to restore internal structural components and provide general maintenance critical to maintaining the integrity of the ship's hull and ability to remain open to the general public for decades to come.

Earlier this year, the USLM also was awarded \$575,000



A shipyard worker media-blasts LV-112's hull during the 2012 dry-docking to prepare the hull for a survey and protective coatings, which will be required again during the upcoming haul-out for maintenance (U.S. Lightship Museum Photo)

from the City of Boston through a Community Preservation Act (CPA-Boston) grant. The CPA-Boston grant serves as the required matching funds for the SAT grant. The USLM is sincerely grateful to everyone for their support and assistance that were so instrumental in helping us obtain these two

transformational grants, directed to *Nantucket LV-112's* restoration and preservation.

To perform the necessary restoration and maintenance work, *LV-112* will need to be hauled out of the water and dry-docked, for which preparations currently are underway.

■ Goings On at the SS Milwaukee Clipper

SS Milwaukee Clipper, known formerly as *SS Juniata*, is a retired passenger ship and automobile ferry that traveled throughout many of the Great Lakes. She is currently docked in Muskegon, Michigan.

As *SS Juniata*, she carried copper ingots from Houghton, MI, to Cleveland, OH, for use in the foundries there. During WWII, as the newly rebuilt *Milwaukee Clipper*, the ship carried war materiel from the foundries and engine plants to Chicago & Milwaukee. Currently, the ship is being restored by an all volunteers crew.

This year, they added a new museum room onboard dedicated to the Georgian Bay Line ships that were well known in the area. The museum is painted in the classic ship colors and also contains a fine model of the *USS Michigan*, the gunboat built for service on the Great Lakes after the conclusion of the War of 1812. A large area was added in the main museum dedicated to *SS Aquarama*, a former WWII troop ship converted



to a passenger vessel. The original conversion was done in Muskegon. The area is painted in the colors of the ship, and displays an ample collection of equipment and artifacts from the ship.

The staff is proud to announce that they have finally found a paint contractor to repaint the ship and have started the job yet are hampered by bad weather throughout

the fall. So far, the painters have completed both the smokestack and the false stack to date. Work will continue in the spring if the current weather pattern continues.

For more information, go to the ship website [HERE](#).

■ HMS *Medway Queen* During World War II

The story of the paddle steamer *Medway Queen* was told in the Spring 2019 edition of *Anchor Watch*, together with the progress on her rebuild and fitting out and our plans for the future. This article gives more detail of HMS *Medway Queen*'s wartime exploits.



Conversion to Minesweeper

At the outbreak of war in 1939, children were evacuated to places of safety. On the morning of Friday, September 1, 1939, *Medway Queen* and her consorts queued to take people from the Ford jetty in Dagenham to East Anglia; *Medway Queen* sailed to Felixstowe. A repeat performance was held next day. On the third of September, *Medway Queen* took evacuees from Gravesend to Lowestoft.

The Royal navy had retained the minesweeping knowledge and experience gained in WWI and had developed the techniques further to allow a single ship to stream an effective side sweep instead of two vessels being needed, one at each end of the cutting wire. They were, however, desperately short of minesweepers and any suitable vessel, including fishing boats and excursion steamers, was likely to be requisitioned. PS *Medway Queen* was converted for minesweeping and fitted with a 12pdr gun and two machine gun mounts. The aft saloon was cut away to provide space for the mine sweeping gear. Windows were plated over and peacetime fittings removed. The bridge was strengthened and covered and she was painted grey. HMS *Medway Queen* was commissioned by her First Lieutenant, John Graves RNR, in November 1939, and went to Gravesend for trials and then Chatham Dockyard for adjustments. *Medway Queen* moved to Harwich on 10th January 1940 under the control of FOIC Harwich and later joined the 10th minesweeping flotilla (all converted paddle steamers) in Dover. In the spring of 1940 *Medway Queen*'s captain retired for health reasons and Lieutenant A.T. Cook RNR took command.

Dunkirk

The official order for the evacuation of the BEF from Dunkirk, "Operation "Dynamo," was issued on Sunday 26 May although some troops had already been picked up.

Medway Queen made her first trip on the night of 27/28 May. On that first trip the gunfire was away from the beaches and the troops were base staff rather than combat soldiers. The threat of air attack was reduced by the presence of AA cruiser, HMS *Calcutta*, but everything was chaotic. The ships anchored offshore and used their boats to collect men from the beaches - a slow process. On board the soldiers were given sandwiches, stew and "Navy Cocoa." Approaching Dover on the return trip, HMS *Brighton Belle* hit a submerged wreck and *Medway Queen* saved the soldiers and crew. As "Dynamo" proceeded naval beach parties under the command of Captain W.G. Tennant RN took control and the situation improved. *Medway Queen* settled into the routine; almost a regular ferry service. Each night would be filled with the noise and danger of battle as they picked up troops from the beaches or the East Mole of Dunkirk Harbour. The harbour itself was a blazing ruin from bombing and shelling but the outer breakwaters survived. Although they were not designed to berth and load ships the Royal Navy operated from the East Mole and the French Navy from the other. Loading was immeasurably faster than from the sandy beaches. The following day would be spent clearing up and taking on fuel and stores. Beside the danger, the routine was physically exhausting! In a period of 8 consecutive nights HMS *Medway Queen* and her crew made seven return trips in all and her crew's estimate of 7,000 men rescued and three aircraft destroyed is as good a summary of her achievement as any. Key personnel were dropping from sheer exhaustion and additional manpower was transferred from elsewhere.

The French rear-guard was picked up on the night of 3-4 June. While loading, a ship astern of *Medway Queen* was hit by a bomb or shell and driven into the paddle box causing some damage. *Medway Queen*'s final departure is described by Lieutenant Graves: "About 1am our captain nursed us clear of the berth, with difficulty because of the damaged sponson. And *Medway Queen* made off very slowly down the harbour under the sure hands of Lieutenant Jolly (Navigator) with the familiar Mole still lit by blazing oil tanks falling astern and Lieutenant Keilly strumming a mandolin on the after deck."

East Coast Operations

After Dunkirk, most of the flotilla went to Portsmouth for repairs; *Medway Queen* returned to Dover on 19th June. In July the 10th moved to Yar-





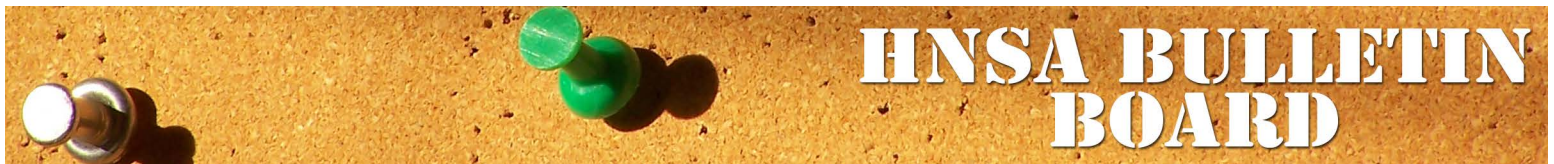
mouth to continue mine clearance and in August *Medway Queen* was transferred to the 8th Flotilla at North Shields. The 8th did not have an easy ride: HMS *Southsea* was lost to a mine on 16th February 1941 and HMS *Snaefell* was bombed and sunk at sea on July 5th. HMS *Medway Queen* spent 1941-1942 based on the river Tyne and worked for short periods from other ports. The movement log places her at Stornoway and Harwich in March 1941. In 1942 she is logged at Methill, Leith, Rosyth and Harwich. The ship was commanded by Lieutenant Jack

Horrex from 3rd March 1942 and underwent a refit in Granton in September/October 1942 with her machinery stripped and refurbished.

From October 1943, *Medway Queen* briefly served as an accommodation ship but was re-commissioned under the command of Lt. Robert Pakenham RNR in April 1944. In September Lt Colin T Wilson RNVR took over and in June 1945 LT. Charles McAra became CO. During this time the ship was assigned to training, based at Granton (Edinburgh). She established a repu-

tation for treating the trainees as guests. The wardroom retained the qualities of an excursion steamer saloon and a coal fire, pre-lunch drinks and roast beef followed by pudding contrasted with the conditions on an exposed deck in the North Sea. The routine was regular; at 9am she would leave harbour, towed by a tug, and proceed down the Firth of Forth to practice sweeping mines, returning in the afternoon. The return trip was an opportunity to drop a trawl net over the stern. The resulting fish were put to good use; sold by the crew to local fish shops and restaurants!

The end of the war came, first in Europe and then the Pacific but mine clearance continued. Eventually *Medway Queen* was released by the navy and sailed to Southampton for reconditioning as an excursion steamer once more. Peacetime health and safety kicked in immediately and all manner of measures were insisted upon for the journey south. *Medway Queen* was completely refurbished in Vosper's yard and returned to civilian use in 1947.



■ USCG *Tiburon* Looking for 20mm Oerlikon

USCG *Tiburon* is looking for possible sources for some display artifacts. They are restoring the ship in Normandy and are looking for a 20mm Oerlikon and pedestal for displaying the vessel as a living history museum ship. If you have any insight, please contact the ship or Matt Levy / Kelly Thynes at USCGTiburon@gmail.com or visit the Facebook page [HERE](#).



■ Navy Furniture Available

This comes to us from our friends at USS Slater. There is a gentleman that has a pile of navy furniture that came from the old Avondale Shipyard in Louisiana. The seller has items for ships electrical, lighting, furniture, fittings, valves, pumps, etc. In his words – “you name it, we might have it.” The images included are only a small sample of what is available.

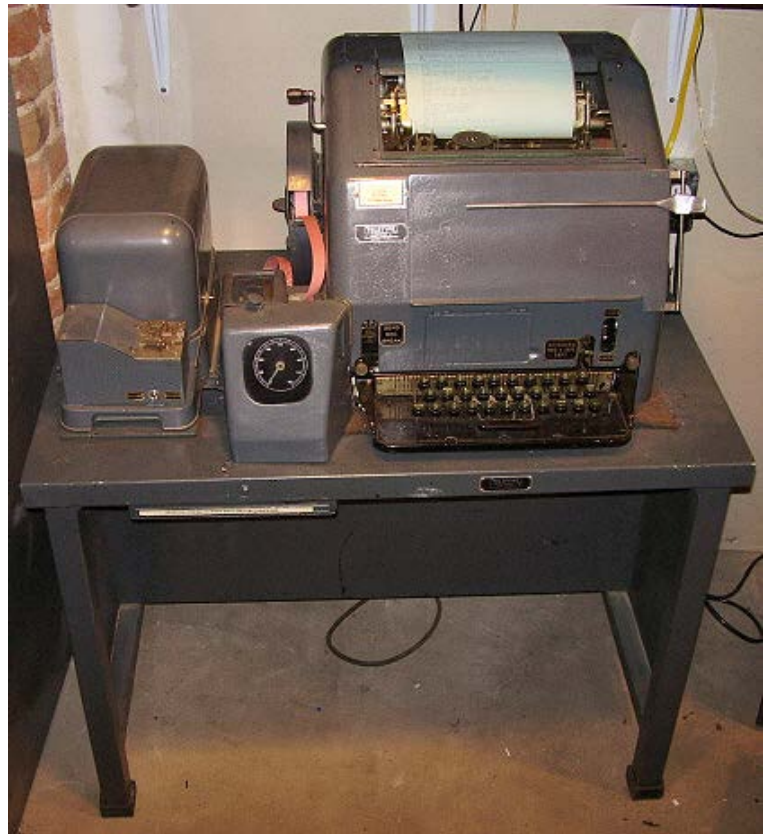
If you are interested in any of these items, or would like to see more images, the contact information is below:

Kyrt Wentzell
OSM
10820 Tucker Rd
Ocean Springs, MS 39565
228-326-6198



■ Teletype Available to Historic Ship

This comes from Tim Rizutto at USS *Slater*. Bob Naunas has a 1940s teletype he would like to donate to a ship. If you are interested, email Mr. Naunas [HERE](#).



Historic Naval Ships Association

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

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