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“Mr. Don Walsh has had an extraordinary career...”

RADM Sam Cox, USN (Ret.)
Director, NHHC

Navy Museum Commemorates 60th Anniversary of Trieste



Retired Capt. Don Walsh, PhD, shares his thoughts about how far deep diving has come today.

The National Museum of the U.S. Navy commemorated the 60th anniversary of the U.S. Navy's bathyscaphe *Trieste's* historic dive to the Mariana Trench, Jan. 23, at the Washington Navy Yard.

In addition to the commemoration ceremony, the museum also unveiled its new *Trieste* exhibit, in honor of the anniversary.

Trieste made history Jan. 23, 1960, when then Lt. Don Walsh and Jacques Piccard descended seven miles to the Challenger Deep – located at the southern end of the Mariana Trench – the deepest known point of the Earth's oceans.

Retired Capt. Don Walsh, PhD, who commanded *Trieste* during her 36,000-foot, nine-hour deep dive, spoke at the commemoration and shared his thoughts about how far deep diving has come today.

“We just barely made it in a very long week period just to make this one dive over 60 years ago; now Victor Vescovo with his two person submarine called Limiting Factor, did it four times in eight days,” said Walsh. “This tells you how far we’ve come in six decades, with the reliability, safety, and efficiency of the system.”

Retired Rear Adm. Samuel Cox, director of NHHC, pointed out that Walsh's contribution to the Navy didn't end with the *Trieste* and that he went on to serve as the executive officer of USS *Bugara* (SS 331) and commanding officer of USS *Bashaw* (SS 241).

Read the **FULL ARTICLE** from the Naval History and Heritage Command.

For more, check out the new **Bathyscaphe Trieste** page on NHHC's website.

News Around the Fleet

■ *Missouri* Memorial Association Begins Construction of its Education Resource Center & Entrance Upgrades

On January 14, the USS *Missouri* Memorial Association held a blessing ceremony at the entrance to Pier Foxtrot-5, which signifies the start of construction on a new Education Resource Center (ERC) and surrounding entrance upgrades to the Battleship *Missouri* Memorial.

The \$4-million project includes an enhanced visitor experience, which includes the renovation of a 5,500 square foot ERC that will house artifacts in a climate-controlled environment, plus an upgraded entrance to the Battleship *Missouri* Memorial with a new shuttle drop-off and pick-up area and visitor restroom facilities.



Photo Captions: (Above) A rendering of the future Education Resource Center (Top Left) Representatives from the Battleship *Missouri* Memorial, Contractors Hawaii Inc. and Mason Architects Inc., participating in today's blessing ceremony (Top Left) Kahu Kordell Kekoa led today's blessing ceremony for the future Education Resource Center (Bottom Left) Kahu Kordell Kekoa led today's blessing ceremony for the future Education Resource Center (Bottom Right) Mike Carr, President and CEO of the USS *Missouri* Memorial Association, with a rendering of the future Education Resource Center



"Our mission to preserve the past and educate the future has really evolved over time, and especially so as we approach the 75th Anniversary of the End of World War II. This project is the first step the Association is taking to turn the USS *Missouri* into the finest historic ship destination in the world," said Michael Carr, president and CEO of the USS *Missouri* Memorial Association. "The future Education Resource Center will include historical photos, letters, official documents that will be preserved in perpetuity, but also a place scholars and students studying about World War II can visit to gain knowledge and insight about an event that changed Hawaii and the world."

Read the full press release [HERE](#).

■ Brooklyn Bridge Park Seeks Historic Vessel

Brooklyn Bridge Park Corporation is seeking proposals from experienced vessel owners/operators for the long term docking and operating of an historic vessel along the northern side of Pier 6 in Brooklyn Bridge Park (the "Park"). The historic vessel must include publicly accessible educational and/or cultural programming. It may also include a food and beverage concession. In addition, the operator may manage the short-term docking of other historic vessels along the two adjacent berths at the northern Pier 6 wharf.

Proposals are due on March 16, 2020 at 3:00pm. The Request for Proposals can be found with The City Record [here](#).



■ USS LST Ship Memorial Relocation Update

According to USS LST Ship Memorial President John Tallent, the LST-325 relocation project is finally in the construction phase. Their visitor center is fully framed. A great deal of interior work will remain before they can move in but still expect to be ready to open in the spring.

The modifications to the mooring are moving ahead and the first of two required pontoons is nearing completion as well as the elements required to provide a passive mooring. They expect to be able to move the ship to the new mooring during the late-April/early-May Work Weeks.

[VISIT THE LST MEMORIAL WEB PAGE](#)



(Left to right, from top): Week 12 of construction on the Visitor Center; Visitor Center looking toward front entrance from Riverside Drive; Mooring pylons modified to accept new pontoons; Tower to support new gangway on pontoon being pre-fabricated prior to installation; Ceiling of the Visitor Center at the 12-week mark



■ Freedom Park to Possibly Be Moved to Preserve WWII Artifacts

This article originally appeared courtesy of WOWT (Omaha)

A tough decision about an Omaha city park is moving forward after flooding threatened the historical artifacts.

Freedom Park is southwest of Eppley Airfield. It spent the majority of 2019 underwater and it was hit hard in the 2011 flood too.

There's a submarine, a minesweeper, and even a jet fighter at the park. The city wants to find a new home for these artifacts and other items, that's why it is looking into a study to see how to move everything.

"To move something of that magnitude takes a lot of coordination with a lot of different partners," said Brook Bench with Parks and Recreation.

A WWII ship named the *Hazard* needs to be moved. It's the last minesweeper left in the United States. It's going to take a lot to move it.

"If we did move that minesweeper it would be such a huge project, it's going to take time and I don't think we would be able to get it done before spring," said Bench.

On Tuesday the city council will be asked to hire a company that would do a mitigation study to see what it will entail moving these historical artifacts out of the flood plain, possibly to Levi Carter Park.

The city is also working with FEMA.

"It's going to be a big-ticket item and we need to make sure it's approved and help paid for," said Bench.

Read the full article [HERE](#).



"To move something of that magnitude takes a lot of coordination with a lot of different partners."

Brook Bench
Omaha City Parks and Recreation

■ Battleship *North Carolina* Receives Grant

Captain Terry Bragg reports that the USS *North Carolina* Battleship Commission Engineering and Management team have recently received a \$200,000 Maritime Heritage Grant as partial funding for the 2020 ACEC Engineering Excellence Award for the Cofferdam and SECU Memorial Walkway project. Technical support services were provided by SME and engineering by Andrews Consulting Engineers. The award would not have been possible without the design of Bowman Murray and Hemingway and the NC Office of State Construction. Congratulations to everyone at Battleship *North Carolina*.



■ USS Slater Documentary Now Available

A new UK documentary featuring USS Slater is now available to view. The series, "Ellen's American Adventure," featured "high adrenaline fun at a bobsled park, warships, and a pub crawl with a difference."

The documentary originally aired on SKY TV, the biggest satellite subscription service in the UK.

View the documentary [HERE](#) on YouTube and the Globetrotter TV website.



■ USS Denebola (AF-56) Reunion

The USS Denebola AF-56 Reunion is being planned now for Norfolk, VA from September 11-13, 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.

Please note this may be their last reunion. Don't miss out!!



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

■ 2020 Cruise Schedule SS Jeremiah O'Brien

May 16th, Saturday Seaman's Memorial Cruise

The SS Jeremiah O'Brien sails to honor our Nation's Veterans. This year marks our 40th year of cruising this Liberty ship, a survivor of D-Day, on San Francisco Bay. Includes pastries & coffee in the morning, lunch, music, beverages and tours of the ship, including the engine room. Watch the huge steam engine while underway. Visit the flying bridge and see the Captain and Pilot as they navigate around the bay, visit the onboard ship's store and much more! Free to WWII, Korean and Vietnam War veterans. Cruising 10 am to 2 pm. Tickets start at \$90 per person

July 4th Saturday, Champagne Toast to Greet the Queen Elizabeth!

We will sail out to meet the Cruise Liner Queen Elizabeth as she comes to call on the colonies on Independence Day! We plan to be

there to greet this elegant ship as she arrives under the Golden Gate Bridge and salute her with a champagne toast. We will depart the dock at 8:30 am in order to be there in time. Includes pastries and coffee in the morning, beverages, light lunch, music and tours of the ship, including the flying bridge, engine room, ship store and all open areas. Departs 8:30 am with a return at 12:30 pm. \$100 per person.

October 10th Saturday & October 11th Sunday, Fleet Week on San Francisco Bay

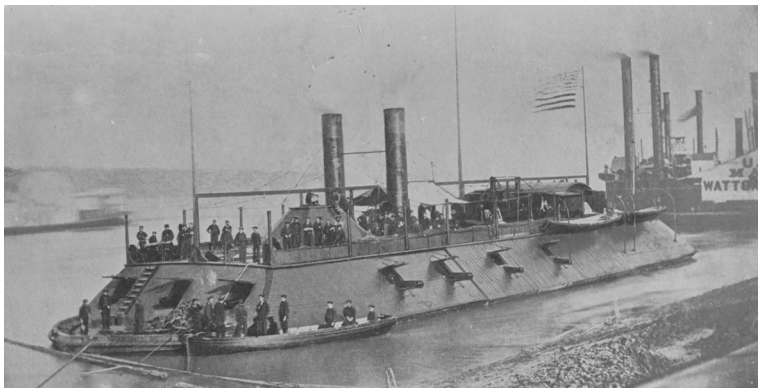
We mark the arrival of the U.S. Navy Blue Angels and the amazing air shows this year for Fleet Week 2020. Each cruise includes pastries and coffee in the morning; lunch; live music, beverages, tours of the ship including the Cargo Holds, Ship's store and of course the steam engine. Includes our expert air show narrator Kevin, the Jeremiah



O'Brien is without a doubt, the best place to see & hear the U.S. Navy Blue Angels! \$90 - \$150 per person.

For more details, visit their site at ssjeremiahobrien.org or call 415-544-0100. And thank you for cruising on the Jeremiah O'Brien. Your ticket purchase supports and maintains our Liberty ship for future generations.

■ A Closer Look at the History of *Cairo*



During the Civil War, James Eads constructed ironclad gunboat *Cairo* in 1861, and the ship was commissioned as part of the Union Army's Western Gunboat Flotilla. *Cairo* served on the Mississippi and Ohio Rivers and their tributaries until it was

transferred to the Navy on Oct. 1, 1862, with other river gunboats. *Cairo* was active in the occupation of Tennessee cities Clarksville and Nashville, and she escorted mortar boats during lengthy operations against Fort Pillow, TN. An engagement with Confederate gunboats at Plum Point Bend marked a series of bombardment and blockading activities, which ultimately led to the desertion of Fort Pillow by its Confederate defenders. After Union forces occupied Memphis, *Cairo* returned to patrol on the Mississippi, joining the Yazoo Pass Expedition. On Dec. 12, 1862, the gunboat was clearing mines when she was struck by a torpedo and sank.

For more, read the [article](#).

■ Battleship *Texas* Update

Travis Davis, Vice President of Ship Operations at Battleship Texas, recently sent out a brief overview of updates and goings-on at the *Texas*.

Their salvage and transportation contractor finished up their survey right before Thanksgiving. As part of their survey was to perform very extensive thicknesses gauging

of her hull and framing, get an understanding of the condition of *Texas*, evaluate how water moves within the ship once it leaks in. The thickness testing that Ardent completed is the most extensive testing done since her last dry-

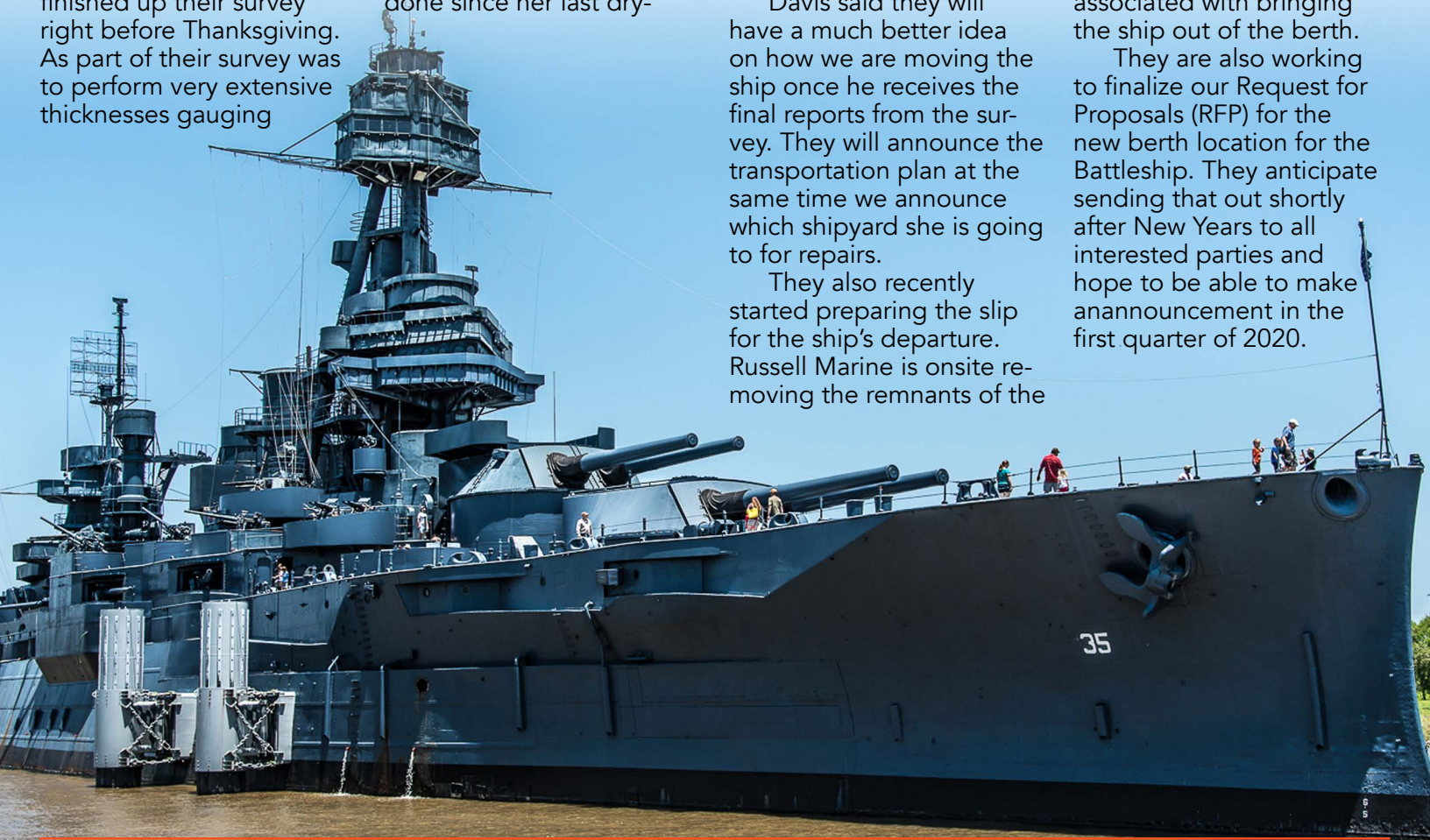
docking in 1989. From all the data gathered during the survey, several reports will be generated which will feed into the larger transportation plan about the how they move the ship.

Davis said they will have a much better idea on how we are moving the ship once he receives the final reports from the survey. They will announce the transportation plan at the same time we announce which shipyard she is going to for repairs.

They also recently started preparing the slip for the ship's departure. Russell Marine is onsite removing the remnants of the

1970s bulkhead that is at the Ship Channel entrance to the ship's berth. It is being removed to make the dredging operation quicker and easier, allow better tug access to the ship, and significantly reducing the risks associated with bringing the ship out of the berth.

They are also working to finalize our Request for Proposals (RFP) for the new berth location for the Battleship. They anticipate sending that out shortly after New Years to all interested parties and hope to be able to make an announcement in the first quarter of 2020.



■ 75th WWII Commemoration Provides Opportunities for Historic Ships

This year marks the 75th anniversary of the end of the most destructive war in history. It also marks the end of an era as the remaining veterans of that war are in their nineties and most have taken their place in history.

Built around the theme “Salute Their Service, Honor Their Hope,” commemoration activities are planned throughout 2020 anchored on the key events of Victory in Europe Day in May and the final end of the War, which will be marked with ceremonies September 2 on the deck of the USS *Missouri* Memorial in Pearl Harbor, Hawai‘i.

This momentous year provides great opportunities for historic ships to join in the commemoration. Many of these commemorative events also provide you with a chance to honor area veterans and grow your membership base. Here are just a few ideas to create your own commemorative events:

Stay connected. Follow the stories about the commemoration on social media and repost stories on your own sites to generate interest in WWII history and commemoration events.

- www.75thWWIICommemoration.org
- Facebook @75thWWII
- Instagram: @75thWWII
- Twitter: @75thWWII

The organizing committees for the commemoration will be distributing stories around the personalities, events, battle anniversaries, and home front experiences of the war throughout the year. Additional stories and events will be developed throughout the year and will be communicated through the website and social media.

Live Stream the September 2 Pearl Harbor event. Live streaming will be available at no charge to you. Use the Pearl Harbor event to create your own “watch party” and honor WWII vets in your area. The event will take place in the morning Hawaiian Standard time, so local live streaming would be late morning to late afternoon in the Continental US. Specific technical information will be available closer to September, but plan now to take advantage of this once-in-a-lifetime event.

Look at your history. Check the anniversary dates of battles that your ship was engaged in and build an event around it for schools, members, or veterans’ groups.

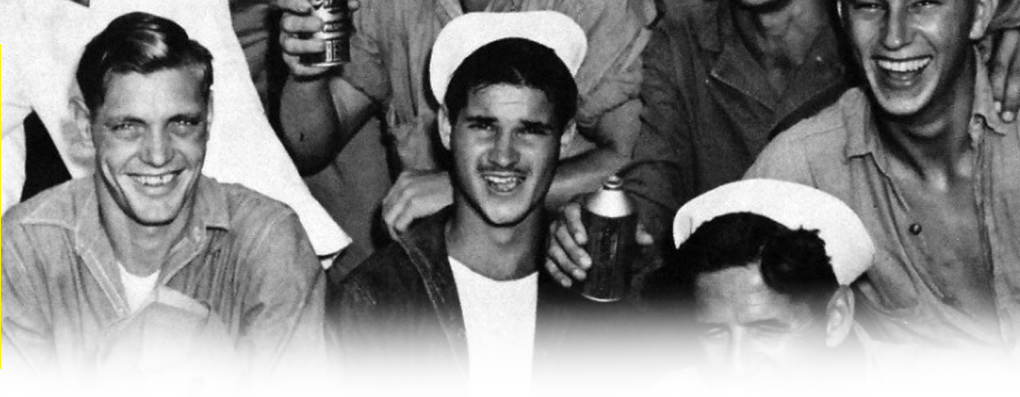
Encourage your local media to run stories about the commemoration and your ship. Resources for the media are found on the commemoration website www.75thWWIIcommemoration.org or email Patti.freedman@4frontbranding.com (or call 808.216.7744 Hawaiian Standard Time).



"2020 is a year when we can remember the struggles and heroism of the war, and rededicate ourselves to those hopes for the future."

Frank Haas
President, Marketing Management, Inc.
75th WWII Commemoration

DoD World War II 75th Commemoration



The Department of Defense (DoD) is commemorating the 75th Anniversary of WWII, through December 31, 2021. The 75th World War II Anniversary Commemoration Program was stood up to thank and honor veterans of WWII, educate the public about the history of World War II, pay tribute to the contributions made on the home front, recognize the contributions made by U.S. Allies, and remember the Holocaust and the Allied troops who liberated Nazi concentration camps.

They will accomplish this by hosting events at

the Pentagon, collaborating with WWII partners and non-profit organizations to plan, host and promote events, and partnering with U.S. military services at installations throughout the United States, and around the world.

We are including this information to encourage those that are planning or hope to plan a celebration to make the end of World War II to coordinate with this DoD Commission.

Find them online [HERE](#).

■ A Little Nautical Trivia....

This one comes from Capt. Rich Abele, USNR (Ret.) on the USS *Iowa*:

The passenger steamer SS *Warrimoo* was quietly knifing its way through the waters of the mid-Pacific on its way from Vancouver to Australia. The navigator had just finished working out a star fix and brought Captain John D.S. Phillips. The result: the *Warrimoo's* position was LAT 0° 31' N and LONG 179 30' W. The date was 31 December 1899.

"Know what this means?" First Mate Payton broke in, "We're only a few miles from the intersection of the Equator and the International Date Line". Captain Phillips was prankish enough to take full advantage of the opportunity for achieving the navigational freak of a lifetime.

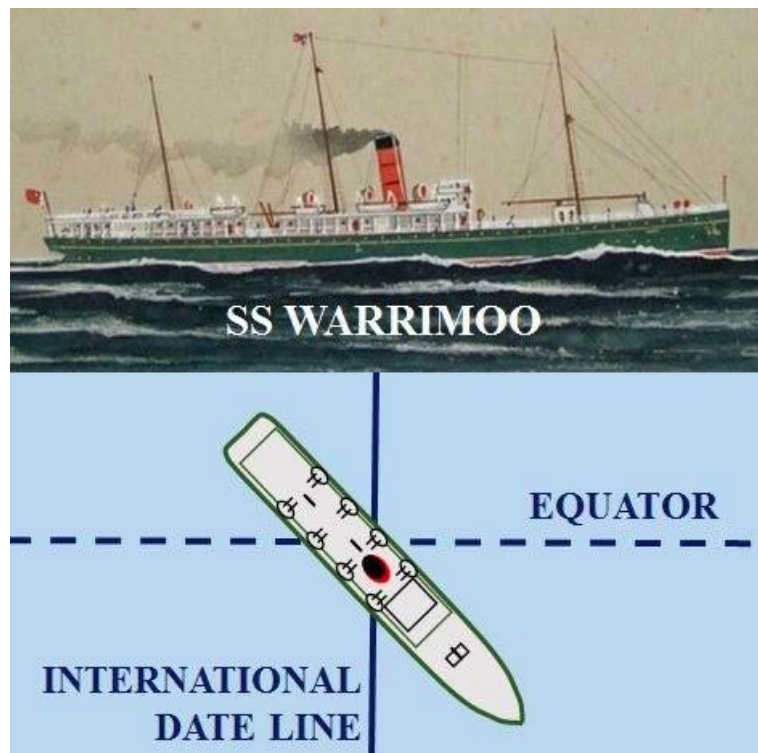
He called his navigators to the bridge to check & double check the ship's position. He changed course slightly so as to bear directly on his mark. Then he adjusted the engine speed.

The calm weather & clear night worked in his favor. At mid-night the SS *Warrimoo* lay on the Equator at exactly the point where it crossed the International Date Line! The consequences of this bizarre position were many:

The forward part (bow) of the ship was in the Southern Hemisphere & in the middle of summer.

The rear (stern) was in the Northern Hemisphere & in the middle of winter.

The date in the aft part of the ship was 31 December 1899



In the bow (forward) part it was 1 January 1900.

This ship was therefore not only in:

Two different days,
Two different months,
Two different years,
Two different seasons

But in two different centuries - all at the same time!

■ Darwin Simpson Appointed to Serve on Patriots Point Board for Second Time

South Carolina's President of the Senate Harvey Peeler has appointed military veteran and retired businessman Darwin H. Simpson to serve on the Patriots Point Development Authority (PPDA) Board. The four year term will be the second time Simpson has served on the PPDA Board.

Maj. Gen. Darwin Simpson is a decorated veteran, and served in the War on Global Terrorism. During his 39-year military career, he was awarded the Legion of Merit, Armed Forces Expeditionary Medal and a Humanitarian Service Medal. As a civilian, Simpson is a recipient of the state of South Carolina's highest honor, the Order of the Palmetto.

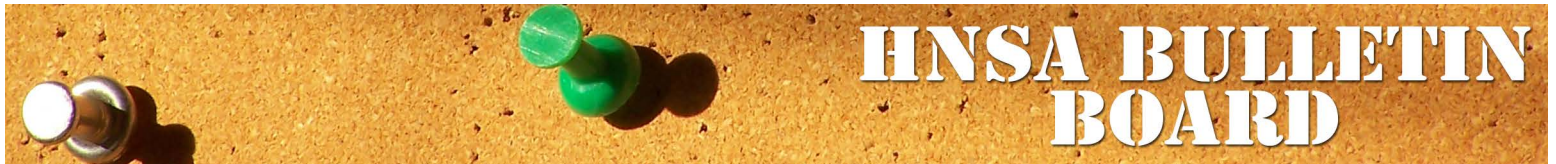
Simpson is a graduate of the University of Arkansas with a master's of business administration degree from Pepperdine Universi-

ty. He is the retired president and chief executive officer of Univar Corporation, a global chemical distribution company.

In addition to having served on the PPDA board, Simpson has also served as chairman of the board for the Spartanburg Humane Society, past president of Palmetto Council Boy Scouts of America, chairman of Board of SC Military Family Care Association, and on many other various boards throughout the state.

"The future of Patriots Point is very bright," said Simpson. "I look forward to serving the betterment of the museum."

Read the full press release from Patriot's Point [HERE](#).



■ Hazard in Need of Door Dogging Wheels

The *Hazard* (AM-240) in Omaha are in need of some water-tight door dogging wheels. They have a diameter of 18 inches, with asquare, 7/8-inch shaft. Are there any fleet members that have any that they do not need? They have a number of spare shafts, so they only need the wheels. It is unknown what happened to them.

They can be contact through private message at the [Freedom Park Omaha Facebook page](#) or through HNSA Executive Director Bill Cogar.



■ AVAILABLE: The Navy's First Operational Hydrofoil

For the low-low price of a loaded Chevy Tahoe Premier, you could be the proud owner of the Navy's first operational hydrofoil — the former USS *High Point* (PCH-1).

The 115-foot *High Point* comes with a 450-horsepower Detroit Diesel in need of new hydraulics and three hydrofoils reportedly neatly tucked away under the ship which is sitting pier side in Astoria, Oregon. Hal Palmer, the broker handling the sale, told *USNI News* *High Point* needs a lot of work before once again appearing to fly across the water.

Launched in 1962, *High Point* is not for the faint of heart (or wallet) but potential owners would be in possession of a unique piece of Navy anti-submarine warfare history.

"*High Point* is the first of a series of hydrofoil craft designed to evaluate the performance of this kind of propulsion in the modern Navy," according to the Naval History and Heritage Command's history of the vessel.

Built by J. M. Martinac Shipbuilding Corp. and Boeing, *High Point* could speed at more than 50 knots sailing on its three submerged foils containing propulsion nacelles and propellers. *High Point* could also ride on its hull like a conventional ship.

For more information, go to the *USNI News* article [HERE](#).



■ Looking for Information on WWII Armaments

The author of a book about the USS *Plunkett* (DD-431), to be published later this year by Scribner (Simon & Shuster) is hoping to connect with an expert or two on the 20mm. His book includes a number of scenes when *Plunkett* was under aerial assault at Gela, Palermo, Salerno, and Anzio in 1943 and 1944. One of the four main characters in his story was a gunner on one of the ship's six 20mm, and who died at his gun at Anzio. The author's knowledge of the crew at their battle station has been written from interviews with aged gunners' mates and from other source material. In the last bit of time before the manuscript is due March 1, he hopes to talk with additional sources about how those WWII crews came together in those gun tubs at general quarters, what it was like to sight their targets, snap the drums into the breech, twist off hot barrels, etc. What they heard, what they smelled, what they felt, etc. Please contact the author, Jim Sullivan, at jimd-sull1@gmail.com.



■ Tech Manual Help

Joseph Mathis, who works for the Arkansas Inland Maritime Museum in North Little Rock, AR, is trying to restore their submarine interior communications equipment. He is looking for a technical manual for the equipment, specifically a schematic and the accompanying description for an AN/SIA-113 Amplifier/Oscillator group manufactured by Stromberg-Carlson. Any assistance would be greatly appreciated.

If you have any information, please contact Joseph Mathis at jmathis@aimmuseum.org.

■ SS United States Propeller Available

The Maritime Administration (MARAD) is looking for a new home for a propeller from the SS United States. The propeller is currently in the Intrepid parking lot, adjacent to Pier 86, W 46th St, New York, NY 10036.

The SS United States was the fastest transatlantic ocean-liner from 1952 to 1968. It was fitted with four specially engineered propellers. Two propellers featured four blades and two featured five blades. Four additional propellers were manufactured to serve as spares for wartime contingencies.

To qualify for a MARAD heritage asset donation or loan, an organization must have the following: an educational mission; be open to the public; and be either registered with the Internal Revenue Service as a 501(c)3 non-profit, or belong to a state or local government. Artifacts must be used for public exhibition. Borrowers are responsible for all costs and associated with moving the propeller. The Intrepid Museum has estimated the cost of removal and transport to be approximately \$200,000, depending on where it is being shipped.



Representatives from qualifying organizations interested in displaying the propeller should contact Dan Roberts at Daniel.Roberts@dot.gov.



Historic Naval Ships Association

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

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