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## USS Nautilus Begins Preservation



*Captain Kenneth Curtin stands before the USS Nautilus, the world's first nuclear-powered submarine. (WHSU)*

# "It's quite an experience – almost brings out tears."

Gary Schmid  
Former *Nautilus* Crew Member

A \$36 million preservation project is underway to restore USS *Nautilus*, the world's first nuclear-powered submarine, based in Groton, Connecticut.

Senior Navy leaders and elected officials attended a special ceremony at the Submarine Force Museum to see the historic ship off this past October.

"The commencement of *Nautilus's* long-awaited preservation and the very rare opportunity to see this historic ship free of permanent pier moorings and underway once again, even if not under the power of the atom," said Captain Kenneth Curtin, the 53rd commander of Submarine Base New London.

Gary Schmid served aboard

*Nautilus* in the late 1960s. He was emotional as he watched the sub being guided down the Thames River.

"It's quite an experience – almost brings out tears. That we all served so strongly on her, and she's had such a history and to see her underway, even though it was with tugboats is good to see again," Schmid said.

*Nautilus* will be dry docked at the sub base where the ship will undergo repairs, have the hull repainted and upgrade electrical systems over the next six months.

The submarine was commissioned in 1954 and built in Groton by Electric Boat on the Thames River. It not only ushered in a new era of nuclear power for submarines but also broke speed and submergence records.

# News Around the Fleet

## ■ Jacksonville Naval Museum Could Open in 2022

As is increasingly the case for a lot of things in this life, the price for the Jacksonville Historic Naval Ship Association just went up.

The group that desired to bring USS *Orleck* Naval Museum to the River City to create the Jacksonville Naval Museum recently announced the cost to bring the Cold War era destroyer here increased by more than \$500,000 as damage from Hurricane Laura last year, combined with materials, fuel and labor expenses, have added expense to the project.

The Jacksonville Historic Naval Ship Association will start a multi-million dollar capital campaign to raise funds for a larger facility onshore in the coming weeks. The association is still doing a cost analysis on how much will need to be raised for the capital campaign, as well as the potential size of the building.

As things stand, the USS *Orleck* will be docked in Port Arthur, Texas, in December and undergo three weeks of maintenance to its hull as well as painting of the vessel by Gulf Copper and Manufacturing Corporation. Once completed, the vessel would be towed from Texas to Jacksonville.

J.D. Weakland, vice president of the Jacksonville Historic Naval Ship Association, said destroyer could make its way to Jacksonville by Christmas. Once here, the work to transition the vessel into the Jacksonville Naval Museum will be finalized. That is expected to take as much as a month.

"There has been much more



*Conceptual artwork of the Jacksonville Naval Museum by Chris Flagg. (Bizjournals)*

**"We're very close to having a Naval Museum here in Jacksonville. There is more increased interest in developing a building to house other naval artifacts and a veterans memorial center in the area."**

J.D. Weakland  
Vice President  
Jacksonville Historic Naval Ship  
Association

interest in the last 90 days now that it's very real," Weakland said. "We're very close to having a Naval Museum here

in Jacksonville. There is more increased interest in developing a building to house other naval artifacts and a veterans memorial center in the area."

The USS *Orleck* is a 390-foot destroyer that was commissioned in September 1945 and named in honor of Navy Lt. Joseph Orleck, the Commanding Officer of USS *Nauset* who was killed during World War II.

[READ MORE HERE](#)

Drydock Update:

From the [USS Orleck Website](#):

Drydock Date Approaching. We are moving toward the tow to dry dock as early as December 1st. The window to get to drydock is 1 - 13 December. The shipyard needs time to clear out their most recent job and set up the drydock to receive us.

## ■ *New Jersey* Featured on CNET Website

The mighty USS *New Jersey*, aka Big J, is docked in Camden, New Jersey, across the Delaware River from Philadelphia. Though resting quietly now, one of the largest, most powerful battleships in history wasn't always so serene. Her service started in World War II and continued through the Korean War before being recommissioned for the Vietnam War and for the last time in the early 1980s.

In hindsight, the era of the battleship was already over by the time the *New Jersey's* keel was laid down in 1940. Not that most people knew that at the time. The war in the Pacific would be decided by air power, and boots on the ground, of course. Consider that only four of the massive Iowa-class battleships were built, compared with 24 of the similar-length Essex-class aircraft carriers.



(Geoff Morrison/CNET)

[CLICK TO READ FULL STORY ON CNET](#)

## ■ The Needs of the *Lane Victory*



On deck aboard the *Lane Victory* with Eric Lara and Gordon Ghareeb. (Photo by Jo Murray, Grunion/SCNG)

"There are two kinds of people. Those that believe a ship is a living creature with a soul... and the rest of you that think we're crazy," volunteer Gordon Ghareeb said as he sat in his cabin on board SS *Lane Victory*.

Ghareeb worked as a *Queen Mary* tour guide about 50 years ago – I started the same ship-spieling gig a few years later. He was legendary when it came to his maritime knowledge and notorious when it came to exploring every nook and cranny on board the *Queen Mary*.

He went on to write "Hollywood

to Honolulu, The Story of the Los Angeles Steamship Company" about the ships that made weekly runs to Hawaii during the roaring '20s.

I knew he was the right guy to share the latest status of the SS *Lane Victory*, the American Victory-class cargo ship used in World War II, the Korean War and Vietnam War. The ship was preserved in 1989 to serve as a museum ship in the San Pedro. As a rare surviving Victory ship, she was designated a U.S. National Historic Landmark.

The ship was just featured in

Christopher H.K. Lee's documentary "Forgotten Victory: The *Lane Victory* Story," that premiered last week. The new film has raised awareness of the ship that has had its share of challenges over the past few years.

The film focuses on the Hungnam Evacuation, when the SS *Lane Victory* was deployed to evacuate Korean civilians and United Nations personnel at Wonsan, North Korea.

"She safely evacuated 7,010 men, women and children. When the ship arrived, 7,011 passengers disembarked, as a baby had been born during the voyage," Ghareeb told me – sounding like a tour guide.

The movie shares several emotional stories from the Korean War refugees who recall their memories of during the Hungnam evacuation, according to some of the film's promotional materials.

Ghareeb is interviewed in the documentary, as is another volunteer, 19-year-old Eric Lara, who volunteers an average of 70 hours per week on the ship. Lara's family owns a Catalina 34 berthed in nearby Cabrillo marina.

[READ THE FULL STORY ON THE PRESS TELEGRAM](#)

## ■ Warship Museum Still Eyes for Presque Isle Bay



*Joe Pfadt, Executive Director of the Oliver Hazard Perry Shipyard Organization (Go Erie)*

A U.S. Navy warship won't be dropping anchor in Erie anytime soon.

While efforts are ongoing to bring a decommissioned Oliver Hazard Perry-class frigate

to Presque Isle Bay and turn it into a floating naval museum, a steep fundraising goal and an arduous Navy approval process could slow the project for years.

So says Joe Pfadt, CEO of the Oliver Hazard Perry Shipyard, a nonprofit spearheading the project.

"We're still going through Phase II of the three-phase Navy application process, which requires us to do a number of studies, to include all of the engineering that goes with this," Pfadt said.

He said documentation from Phase II, which also includes an economic impact study and a market analysis, must be submitted to the Navy by September.

At that point, the Navy will undertake a thorough review of the documentation before advancing to Phase III, which involves a new round of planning for the towing and mooring of the vessel. That, in turn, would require another review by the Navy.

[READ THE FULL STORY](#)

## ■ Navy Christens Submarine *New Jersey*

The newest USS *New Jersey*, a Virginia-class fast attack submarine, was christened in Newport News, VA, on Sat. Nov. 13. It is the third USS *New Jersey*.

According to the Dep. Of Defense, the first USS *New Jersey* (Battleship No. 16) was commissioned in 1906 and then sailed as part of the around-the-world cruise of the Great White Fleet. It spent most of its career in the Atlantic and West Indies, decommissioning in 1920.

The second USS *New Jersey* (BB 62) was commissioned in early 1943 before sailing for the Pacific. It served as a fast carrier escort and shore bombardment platform in the war against Japan, earning nine battle stars through the end of World War II. Although decommissioned in the post-war drawdown, it returned to service three more times over the next 45 years; once for the Korean War, once for Vietnam, and again for service in the 1980s at the end of the Cold War. *New Jersey* now serves as a museum ship in Camden, New Jersey.

In a statement, Jennifer Boykin, president of Newport News Shipbuilding said, "When *New Jersey* joins the Navy's fleet, she will deliver firepower for freedom, taking with her the skill of her shipbuilders, the spirit of her sponsor, the courage of her commander and crew and the pride of her fellow New Jerseyans."

A bottle of sparkling wine was broken against her bow to christen her.

Construction of the USS *New Jersey* (SSN 796) began in 2016; the submarine is expected to be delivered next year.



*Ship sponsor Susan DiMarco christens the pre-commissioning unit New Jersey (SSN 796) on 13 November at Newport News Shipbuilding. (Ashley Cowan / HII)*

## ■ Lilac Closed for Maintenance This Winter

The museum ship Lilac has closed for 2021. Volunteers are busy prepping her for 2022.

Lilac is currently at her work berth on Staten Island after a move in early November.

According to the Lilac Preservation Project Facebook, they are currently doing pierside work where they have access to shipyard shops and truck access to the



pier. We'll be doing plumbing, electrical, welding, removing fiberglass insulation, etc. (mostly with volunteer labor).

For updates, follow their status and progress on their **FACEBOOK** page and their **WEBSITE**.

## ■ Historical Society Presents Story of LCI-713



The Millbury Historical Society's first "in-person" event in nearly two years drew a big crowd to the Charles F. Minney VFW Post 3329 on Nov. 11.

The special Veterans Day program focused on how Millbury raised \$1 million -- in just a couple of months -- to have a landing craft-infantry (LCI) built.

The program featured a video and several artifacts from the vessel, including the commissioning flag and a plaque that mentioned how the vessel came to be.

In June 1944, the president of Millbury Savings Bank, Harold Bowker, received a request from the U.S. government to conduct a war bond/stamp drive to raise funds to build a ship. When Bowker discovered that the town was being asked for "half a ship," he laughed and said the town will fund an entire ship.

By summer's end, the town -- population 7,000, with 1,000 serving in the military -- raised \$1 million, and construction on the landing craft was under way.

In September 1944, LCI-713 was launched out of Neponset, Mass., and served in the Pacific Theater, where it earned a battle star while assigned to Flotilla 24.

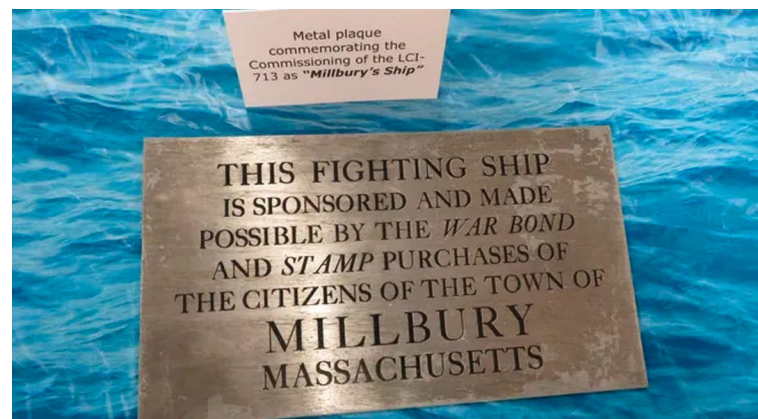
After the war, LCI-713 was sold to a logging company, and served as a storage vessel. In the 1950s, the vessel took on water and sank in the Columbia River near Stevenson, Wash. There it remained until the 1970s, when it was raised and towed to Portland, Ore., where it eventually became part of the Amphibious Forces Memorial Museum.

Out of 985 LCIs built during World War II,

only the 713 remains. Volunteers at the AFMM work to maintain the vessel, purchasing equipment and raising funds.

According to the Historical Society, the museum reached out to the Historical Society, seeking more information (and funds). It took about two years to put together the program.

The Historical Society said that funds raised during the program will go to the museum.



# ■ CAMM Annual Meeting



The 2022 CAMM conference will be held in person at the Chesapeake Bay Maritime Museum in St. Michaels, Maryland (USA), April 26-30. Enjoy a welcome reception the evening of Tuesday, April 26, followed by three days of informative sessions, and a special post-conference tour on Saturday April 30. Rennie travel fellowships will be available. We look forward to seeing you in St. Michaels!

## Call for Proposals

This year's overall theme is: Inspiring with Resilience and Relevance. All proposals for the 2022 CAMM conference must fit into the overall conference theme and/or answer one of the following questions in the essential areas below.

### Essential Areas:

**Climate Change Leadership.** How do maritime museums become, or maintain their effectiveness as, centers for climate change education? What is the role of maritime museums in protecting ourselves (as campuses) from climate change, and how can we show our leadership in this area? What is the role of maritime museums in interpreting and educating the public on the precarious nature of, and our effects on, the marine environment?

**Collections and Interpretation Afloat and Ashore: A 360-degree analysis of the challenges facing maritime museums in preserving and interpreting our collections. What are successful approaches to sustainable preservation, be it on an historic vessel, or elsewhere in collections and archives? How are we balancing historic ship preservation with wider collections needs? How are we working toward accessibility of**

our collections, floating or otherwise?

“Museuming” in Challenging Times.

How are institutions navigating the economic impact of COVID on their business? What strategies are helping museums combat hiring challenges, resist overworking staff, and avoid strained

internal relationships? How are administrators educating their board, donors, and community to understand and appreciate these challenges? What new and inspiring opportunities have emerged for these trying times?

Searching for Relevance in an Age of Societal Challenge.

What do diverse, equitable, accessible, and inclusive maritime museums look like— through the lens of collecting, ethical cataloguing, interpretation and exhibition strategies, programming and education, and workplace culture? How does a museum develop a DEAI plan and how can we help each other further our DEAI goals? What strategies have been useful when encountering internal and external resistance to these efforts?

Presentations should be 25 minutes with 5 minutes allowed for questions. All presenters will be required to conduct a live presentation in person and be expected to take part in a real-time question and answer session after their presentations. Presentation recordings will be available to CAMM members post-conference. We encourage working with colleagues to propose targeted roundtable sessions (45-60 minutes) focused on the above Essential Areas.

All proposals are due by 5pm EST on Monday, December 13, 2021. Submit proposals via the conference proposal online form here (preferred) or complete and send CAMM Conference Proposal Form 2022 to the CAMM administrator at [maritimemuseums@gmail.com](mailto:maritimemuseums@gmail.com). The CAMM program committee will choose presentations and notify its decisions by December 22, 2021.



# Historic Naval Ships Association

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

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