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## HNSA 2022 Conference Update From the Executive Director



I hope you are all excited for the annual conference in Honolulu hosted by USS *Missouri*. It is set to run from Tuesday, September 13 through Friday, September 16. Registration is already live on the HNSA website and the early bird admission rate will end on August 16th. If you have not been getting monthly email updates from me recently and want to be included on the conference email list, please reach out to me at [ExecutiveDirector@HNSA.org](mailto:ExecutiveDirector@HNSA.org). In the meantime, here is some information on the conference.

For the second year in a row HNSA will have a scholarship program for guests to attend, especially for first time attendees. This is thanks to generous sponsorships from *Midway* and *Bowfin*. If you are interested in applying and have not previously heard about this, please reach out to me. The number of recipients will be determined by how much money we are able

to raise. If you are interested in sponsoring someone, either individually or on behalf of your organization, please reach out to me. I look forward to hearing from you with any applications, questions, or scholarship sponsorships.

Our program is just about finished and may well be done by the time you read this so be sure to check the HNSA website for more information on this year's presentations. In addition to project reports on some of the major work happening in the field this year, presentations will be focusing on relevance and preservation topics.

This year, like last year, we will be offering the presentations online and there is a small virtual registration fee to get access to the online components. When registering for the conference you can select virtual instead of live to participate from anywhere in the world. I definitely recommend this if you cannot

"A diverse series of topics, all relevant to the current state of affairs within the historic ships fleet, will be covered during our sessions."

Ryan Szimanski  
Executive Director  
Historical Naval Ships  
Association

make it to Hawaii for some reason other than financial. Remember we have a scholarship if that is your excuse! Just be sure to correct for your time zone, times give will be in local Hawaiian time.

There will be awards too! This year will see the return of the HNSA award program as well as the second year of the NHHC awards program. NHHC has already closed applications but HNSA is still accepting them. Shoot me an email to nominate someone deserving in the field. Awards will be handed out during the banquet dinner on the last night of the conference.

Tuesday September 13 is the travel day. Registration will be open at the Hilton Waikiki Beach and the Executive Director's Meeting will be in the conference room there from 1515 - 1645. The opening reception will be held there at the hotel from 1700-1800.

Wednesday September 14 in the Hilton Waikiki Ballroom starting at 0800 there will be a continental breakfast, welcome, and the presentation sessions from 0915 to 1430. Each session will be comprised of thematically similar, roughly 45-minute-long, presentations with time for Q&A after each. There will be a brief break between each presentation, and a catered lunch will be provided. From 1500 to 1700 there will be boat tour of Pearl Harbor and afterwards there will be a reception at the Pacific Fleet Submarine Museum, home of USS *Bowfin*.

Thursday, September 15, will be roughly the same: Breakfast, sessions, and lunch. The theme of Thursday's sessions will be the preservation and maintenance of your macro artifacts, the vessels. The program for the day has been set up by HNSA's reconstituted Preservation & Maintenance Committee. The entire morning session will be a class on rust prevention by The Association for Materials Protection and Performance, AMPP.

Friday September 16th



*(The Hilton Waikiki Beach will be the host hotel for the event.)*



*(On Wednesday evening, there will be boat tour of Pearl Harbor and afterwards there will be a reception at the Pacific Fleet Submarine Museum, home of USS Bowfin.)*



there will again be a continental breakfast at the hotel followed by presentations and lunch. In the afternoon the Board will adjourn to another room for the closed meeting and following that, there will be a general meeting which is open to all members. When that meeting concludes, the shuttle will begin transporting attendees to Ford Island for a self-guided tour of *Missouri*, their new ERC building, and finally, the closing banquet and awards ceremony.

A diverse series of topics, all relevant to the current state of affairs within the historic ships fleet, will be covered during our sessions, and we will be hearing from some first-time presenters.

A few of the presentations to look forward to are "Using the Community Value of Museum Ships to Connect with Donors", "Making Your Museum Relevant and Accessible", and "Moving Your Collection off the Ship".

Be sure to join us in Honolulu September 13-16. It will be a great way to rejoin your peers after way too long apart.

**REGISTER FOR THE CONFERENCE**

**HOTEL INFORMATION**

# News Around the Fleet

## ■ Battleship *Texas* To Undergo Repairs



The Battleship *Texas* Foundation (BTF), with their partners, the Texas Parks and Wildlife Department and Texas Historical Commission, announce that the Battleship *Texas* will be departing San Jacinto Battleground State Historic Site for repairs on August 31st. Repairs will be done at Gulf Copper & Manufacturing Corporations' Galveston Shipyard. Due to weather or day of delays, the departure is subject to potential postponement. A livestream video of the departure will be available for the public to view for free on the BTF [YouTube channel](#) and [Facebook group page](#).

San Jacinto Battleground State Historic Site, parts of Independence Parkway, and the Lynchburg Ferry will be closed from the early morning hours on August 31st until the ship has moved past the Lynchburg Ferry. The ship can be viewed throughout her route over most of the day. Good viewing locations for the public include, subject to the local authority, Bayland Island, Texas City Dike, *Seawolf* Park, and Pier 21. The ship should pass the Texas City Dike and *Seawolf* Park around early to midafternoon and be in Galveston by mid to late afternoon.

### Frequently Asked Questions:

*Q. Will the ship departure be live streamed?*

A. Yes. Battleship *Texas* Foundation will stream the departure, for free, on our YouTube channel and Facebook page.

*Q. Where can I watch the ship moving in person?*

A. Though we have no control over any location, there are several locations to watch the ship in motion. These locations include, subject to local authority, Bayland Island, Texas City Dike, Pier 21, and *Seawolf* Park.

*Q. Will there be an opportunity to see the battleship in the drydock?*

A. Yes, from the Pier 21 area. The Battleship *Texas* Foundation is working on plans for additional, closer viewing opportunities, at a later date.

For the full FAQ provided by Battleship *Texas*, go [HERE](#):

## ■ Bowfin To Undergo Maintenance



*(Marisco Ltd. workers repair the aging hull of the decommissioned Balao-class submarine USS Bowfin (SS-287) at their shipyard near the former Naval Air Station Barber's Point, during a restoration project in 2004.)*

The WWII Fleet Submarine USS *Bowfin* will not be available for tours beginning September 17, 2022, until about November 1, 2022, due to scheduled dry dock maintenance. The maintenance is necessary to ensure that the USS *Bowfin* remains safe and suitable for public display for years to come. The nationally award-winning Pacific Fleet Submarine Museum and campus will remain open to the public throughout this period, from 7 am to 5 pm daily.

The 80-year-old submarine will be towed from Pearl Harbor to Pacific Shipyards International at Honolulu Harbor for the scheduled maintenance and repair work. PFSM executive director Chuck Merkel said the dry dock periods are conducted every 15-20 years to maintain the integrity of the hull, with the last dry dock inspection completed in 2004.

"The scheduled dry dock maintenance period will ensure the submarine remains safe and suitable for public display and allow the *Bowfin* to tell her story far into the future," said Merkel. "Our previous dry docking inspection and repairs were in 2004 and our regular inspections of the submarine's hull and paint indicated this is the appropriate time to bring her out of the water to do detailed inspections, make any necessary repairs and repaint her hull."

For updates on the status of the USS *Bowfin's* drydock maintenance and her return to her Pearl Harbor mooring, click [HERE](#).

For drydock updates, click [HERE](#).

## ■ NHHC Debuts Naval History and Research Center

Chief of Naval Operations Adm. Mike Gilday, who attended the ground-breaking ceremony two years ago, spoke at the event for the new Naval History and Research Center (NHRC).

"History shows that the Navy that adapted better, learned faster and improved faster gained warfighting advantages over the long haul," said Gilday. "Stories of the past help us heed the warnings of history while helping us to reflect on and sustain our legacy as the world's premier maritime force."

Gilday explained, "This building and the stories and artifacts within will preserve the experiences and lessons of the past; use the Navy's legacy of valor and sacrifice to inspire current and future generations of Sailors; and let those who serve today know that their sacrifice will always be remembered, honored, and valued."

The new site, made up of two former ordnance factories and warehouses, has now been refurbished into a single state-of-the-art, 2-floor structure that maintains the building's national historic district status.

"The Washington Navy Yard is significant to the early history of the U.S. Navy, the development of Washington, D.C., and the nation for its role in the manufacturing of ship equipment, advances in



ordnance, and naval administration," said NHHC Director Sam Cox. "Not only will this building continue to be a historic site, but it will be dedicated to preserving all our future naval artifacts."

NHHC and Naval Facilities Engineering Systems Command Washington began collaborations in 2018 to convert the two adjoining buildings. The NHRC will now house NHHC's Navy Art Collection and Underwater Archeology Branch (UAB) of the Collection Management Division and Histories and Archives Division, including the Navy Library and Archives Branch.

[READ THE FULL ARTICLE](#)

## ■ Constitution Commander Visits YMCA

Peabody's Camp Eastman campers got quite the enjoyable history lesson on Tuesday when Commander Billie J. Farrell of USS *Constitution* visited the YMCA of Metro North camp to share some tales of the sea and talk Old Ironsides on Tuesday.

Farrell is the first woman commander of the Charlestown-based USS *Constitution*, the oldest commissioned warship in the U.S. Navy at 224 years old.

Farrell talked about the history of the ship and her role as the 77th captain of the ship commissioned in 1797.

Farrell told the campers she first became interested in joining the Navy while watching a graduation ceremony at 10 years old and later joined the service at 17.

"It's really important to find good mentors and surround yourself with positive people," she told the campers, "people who want you to do well."

Asked what her favorite part of being on Old Ironsides, Cmdr. Farrell responded:

"Meeting the guests and sharing the story of the USS *Constitution*. I also like quiet time on the ship where I can look at the names of the past



commanders and reflect on the history of the ship."

Old Ironsides earned its nickname during the War of 1812 when the ship stood up to the attack of four British frigates during three separate battles. It was said that the ship's oak

sides were made of "iron" because of their ability to withstand the punishment of the British cannons.

Following her lecture, Cmdr. Farrell continued to answer questions from the Torigian Family YMCA campers.

## ■ Divers Find First Destroyer Sunk By Enemy Fire

The wreckage of the USS *Jacob Jones*, a *Tucker*-class destroyer, and the first ship of its kind to be sunk by enemy fire, was recently discovered off the southwest coast of England by a group of UK diving experts.

The WWI destroyer was hit Dec. 6, 1917, by a German torpedo, killing 64 of the 110 officers and crew onboard, according to Naval History and Heritage Command.

Over 100 years later, a group of diving experts from the UK discovered the ship's wreckage about 400 feet underwater and roughly 60 miles south of Newlyn, England, according to an Aug. 11 Facebook post from Steve Mortimer, one

of the divers and the group's research lead.

"We found the *Jacob Jones*, the first U.S. destroyer to be sunk, ever, and the first major casualty for the U.S. Navy-wise in WWI. It's an incredible achievement," Will Schwarz, 39, another one of the divers, said in an interview with *Military Times*.

The historic find was led by expeditionary diver Mark Dixon on his boat the *Darkstar*, with help from a team of independent dive groups and individuals, some with commercial dive club experience, Schwarz said. Months of planning and training went into the trip before it occurred, he shared, but this type of mission was nothing new for him



or other members of the team who recently found the lost HMS *Jason* off the coast of Scotland.

The story of the *Jacob Jones*' ultimate decent into the depths of the ocean is a dramatic tale that paints an intriguing picture of WWI warfare, and

its finding is only the most recent in a series of remarkable naval discoveries.

[READ THE FULL ARTICLE](#)

[JACOB JONES ON NHHC WEBSITE](#)

## ■ *Nautilus* Returns Home



The *Nautilus* made its journey back to the Submarine Force Museum in early August after months of repairs and preservation work at the Naval Submarine Base.

Crew members busily worked on the sunny morning to untie the *Nautilus* from a pier at the base to get the historic ship underway. Two tugboats towed the 319-foot-long submarine down the Thames River to a pier at the museum, where the newly refurbished vessel will reopen to the public next month. Workers standing on the museum pier and in work boats helped secure the vessel in place.

[READ THE FULL ARTICLE](#)

## ■ *Croaker* and Spray Foam

When the BIDCO Marine Group of Buffalo approached A1 Insulation & Coatings LLC regarding a rather unusual project, Troy Gilchrist and his crew were eager to get started and solve what could have been an unsinkable problem.

A WWII Submarine named the USS *Croaker*, sprung a leak on its starboard side in one of the compartments used to submerge the submarine. Time was of the essence to fix this issue and help restore a piece of American maritime history.

The USS *Croaker* was part of the most lethal submarine class

of WWII. Commissioned in 1944, it conducted six war patrols in the Pacific theater. She sank eleven Japanese vessels, four of which were capital or military vessels, and seven auxiliary or support vessels. The submarine is not in her original WWII configuration because after the war, she was converted to a "hunter-killer" submarine with added sonar, radar, and quieting capabilities to combat the Russian threat during the Cold War. She was decommissioned in 1971 and brought to the Buffalo Naval Park in 1988. She celebrated her 75th birthday in 2019.

Troy Gilchrist, the owner of A1 Insulation & Coatings, got his

start in insulation with cellulose retrofit insulation while working for weatherization programs in New York State. He later became involved in the spray foam industry, setting up his own company and learning how to apply spray foam by working with local contractors who had experience in the industry. He has now been working in the SPF industry for the past 20 years. A1 Insulation & Coatings thrives on providing the best insulation installation in Western New York and a staff committed to providing the highest level of customer service and professionalism.

[READ THE FULL ARTICLE](#)



# ■ Presidential Yacht Prepares For Restoration

An ambitious plan to restore the former iconic presidential yacht *USS Sequoia* is finally expected to get underway by next spring nearly four years behind schedule. Once the private retreat for U.S. presidents and used to host diplomatic and political functions, the vessel is currently sitting in a parking lot covered with boat wrap in Belfast, Maine.

The yacht, also commonly referred to as a "Floating White House" that served eight U.S. presidents including Franklin D. Roosevelt and John F. Kennedy was carefully loaded onto a barge and moved from Virginia to Maine in October 2019. Custom boat builder French & Webb was hired by the vessel's owners to undertake a painstaking restoration of the famous yacht which when built in 1925 was one of the largest personal yachts in the world.

Today, *Sequoia*, which is a treasured piece of American history, is still waiting for the planned stem-to-stern restoration project to commence. French & Webb attributes the delay of the restoration project to COVID-19 but also reports that preliminary offsite work has been carried out.

"It's slowly happening, but the needle is moving. As much as it's a bit of an eyesore on the waterfront right now, it's here, it's protected – and it's going to happen," Todd French, the owner of French & Webb, told the *Bangor Daily News* last week.

He added that although little work has been done on the yacht, a lot has happened behind the scenes in preparation for the physical restoration work. He told the newspaper that preparation work included using modern laser technology to make a full, three-dimensional model of the boat and sourcing rare wood and materials in environmentally sensitive ways.

Designed by Norwegian-born naval architect John Trumpy, the vessel was built by the Mathis Shipyard in New Jersey for Emily Roebling Cadwalader, heiress to the engineering family that built the Brooklyn Bridge in New York. Six years later, the yacht was acquired by the U.S. Government initially used as a decoy to capture bootleggers illegally smuggling then outlawed alcohol but quickly adopted by President Herbert Hoover to become the new presidential yacht. Measuring 104 feet in length, her shallow draft made her ideal for presidents because she could navigate the Potomac River to reach Washington, D.C.

During its heyday, *Sequoia* served eight presidents from Herbert Hoover to Gerald Ford before she was sold by President Jimmy Carter in 1977 in a cost-cutting move designed to end what he called the era of the "imperial presidency." Some of the yacht's memorable events included frequent trips by presidents from Roosevelt to Richard Nixon, Harry Truman holding atomic arms talks with the leaders of Canada and Great Britain after World War II, and Lyndon Johnson who wined



*Arriving in Maine in 2019 for the restoration (French & Webb photo)*



*Operating as a charter boat in Virginia in the early 2010s (former owner USS Sequoia Presidential Yacht)*

and dined political leaders while seeking support for his legislative agenda. Roosevelt hosted British Prime Minister Winston Churchill and Nixon met with Soviet leader Leonid Brezhnev aboard the ship. Presidents also used the yacht as a personal escape, including John Kennedy celebrating his last birthday aboard and Nixon playing the piano as the Watergate scandal unfolded.

Following its sale by the U.S. Government, the yacht became a tourist charter boat on the Potomac River but changed ownership several times. In 1987, it was designated as a National Historic Landmark. She became caught in a protracted legal battle in the early 2010s before a judge finally resolved the dispute in 2016 in a favor of a private equity group backed by Indian investors. Three years later she arrived in Maine for the restoration.

The work is anticipated to take three years. When the restoration is complete, the *Sequoia* is expected to return to Washington where it will be used as a floating venue that supports ocean conservation causes and as an American presidential teaching center.

## ■ Schumer-Led Senate Helps Restore USS *The Sullivans*

The future of the USS *The Sullivans*, like the ship itself, is stable.

A Senate appropriations bill, which must still be approved by Congress later this year, has earmarked \$7.5 million to repairing and restoring *The Sullivans*, U.S. Senate Majority Leader Charles E. Schumer said Friday.

Paul J. Marzello Sr., president and CEO of the Buffalo and Erie County Naval & Military Park, which oversees the upkeep of *The Sullivans* and the park's two other ships in the water, was thrilled by the announcement.

"We have great optimism for the patient," Marzello said, referring to the *Sullivans* in a medical analogy. "Six-to-eight weeks ago, it was in the ICU."

The public can't yet tour *The Sullivans*, but the World War II-era destroyer has been stabilized. The USS *Little Rock* and the *Croaker* submarine are once again open for tours.

*The Sullivans*, the decommissioned World War II-era destroyer featured on Buffalo's waterfront, required emergency repairs after its hull was breached this spring. Dozens of holes were patched using two-part epoxy, essentially a Band-aid to buy time for long-term repairs to be considered and funding to be raised.

When the *Sullivans* was in crisis April 18, less than a week after the hull breach, Schumer visited the Buffalo Naval Park and promised federal funding for the ship's recovery. Marzello said Friday that he and Schumer at the time had discussed potential costs of long-term repairs - such as drydocking the ship or building an on-site cofferdam - which would be more expensive than epoxy, but would endure for a longer period.

"With pledges, you never really know if politicians are going to make good on them,"



Marzello said. "He delivered. We have a tremendous feeling of gratitude for him to follow through on a promise to the naval park and the Buffalo community."

Schumer's report specified that \$2.5 million would come from the National Park Service's Historic Preservation Fund, and \$5 million from the U.S. Department of Housing and Urban Development's Community Development Fund. While the funding is part of the 2023 federal budget, Marzello said knowing the resources the park will have available is immensely valuable in beginning to form a plan in the months before the money arrives.

[READ THE FULL ARTICLE](#)



## Historic Naval Ships Association

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

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