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2022 HNSA Conference in Hawai'i



We are excited to announce that the 2022 Historic Naval Ships Association (HNSA) Conference will be held in Hawai'i and hosted by the Battleship *Missouri* Memorial! Mark your calendars, the conference will take place from Tuesday, September 13 through Friday, September 16 in the heart of Waikiki at the Hilton Waikiki Beach.

Beyond the obvious beautiful beaches, balmy weather and welcoming spirit of aloha, attendees will be immersed in history through educational programming led by the HNSA committee and host, Battleship *Missouri* Memorial.

This year's attraction visits include the Battleship *Missouri* Memorial and the Pacific Fleet Submarine Museum, home of USS *Bowfin*. Step foot onto the Mighty Mo, America's last battleship, located a mere ship's length from the USS *Arizona* Memorial and experience a fascinating tour experience

showcasing USS *Missouri's* unique place in history. USS *Missouri* had an astounding career over five decades and three wars - World War II, the Korean War, and Desert Storm - after which it was decommissioned and donated to the USS Missouri Memorial Association, Inc., a 501(c)(3) non-profit organization. The Association operates the Battleship *Missouri* Memorial as a historic attraction and oversees her care and preservation with the support of visitors, memberships, grants, and donations.

Visit and learn about the deep history of the U.S. Navy's Submarine Force at the Pacific Fleet Submarine Museum. Immediately adjacent to the Pearl Harbor National Memorial, the museum campus was recently renovated and features the WWII fleet submarine, USS *Bowfin* (SS-287). Launched on December 7,

1942 and nicknamed the Pearl Harbor Avenger, the USS *Bowfin* conducted nine war patrols during WWII. The Pacific Fleet Submarine Museum is one of the few museums in the world where visitors can learn about and be inspired by the proud history and bright future of the U.S. Navy's Submarine Force - the Silent Service during WWII, the Cold War and today and into the future.

With Hawai'i's Safe Travels Program being eliminated effective March 26, 2022, we anticipate a busy travel season to the Islands. Reserve your room with our conference partner **Hilton Waikiki Beach for a special rate today.**

Registration for the conference will be going live soon. Stay tuned!

News Around the Fleet



■ USS *The Sullivans* Partially Refloated in Buffalo

Progress is being reported in the effort to save the USS *The Sullivans* after it sank at its pier at the Buffalo and Erie County Naval and Military Park in Buffalo, New York earlier this month.

The U.S. Coast Guard and officials at the back are reporting that the historic destroyer has been partially refloated, with only its bow on the lakebed, and the list reduced to less than 4 degrees.

The decorated U.S. Navy destroyer-turned museum ship partially sank at its pier on April 13 after a "serious hull breach" on its starboard side. Officials have since been working to dewater the ship in an effort to refloat it.

Built in 1943, USS *The Sullivans* is one of only four Fletcher-class destroyers remaining in existence. The class are known for being the largest and most important class of U.S. destroyers used in World War II. USS *The Sullivans* is also the first ship in the U.S. Navy to be named for more than one person—named after the five brothers from Waterloo, Iowa, who were killed in action in 1942 while serving together on board the USS *Juneau*.

The USS *The Sullivans* is owned and maintained as a museum ship by Buffalo and Erie County Naval & Military Park, the largest inland Naval Park in the United States.

"The dewatering process of USS *The Sullivans* (DD 537) began in earnest this morning and has already shown incredible results," the park said in an update on its Facebook page.



(Photo courtesy Buffalo and Erie County Naval and Military Park)

"The ship is now at a current list of less than 4 degrees and we are optimistic that it will be re-floated and righted in the near future. We're not out of the woods yet but this is a major step towards getting there."

"Today we can all breathe a bit easier as progress on *The Sullivans* continues with amazing results," U.S. Coast Guard Sector Buffalo said in an update. "*The Sullivans* has been partially refloated and with continued dewatering operations, we can see the ship fully upright soon... We say partial because the bow is still resting on the lakebed, which is favorable for support and stability."

"*The Sullivans* has been partially refloated and with continued dewatering operations, we can see the ship fully upright soon"

U.S. Coast Guard
Sector Buffalo

■ Vote Constitution Museum as Boston Family Favorite

Boston Parents Paper has launched its annual Family Favorites contest and the Museum is a finalist in two categories!

Vote for the USS Constitution Museum in "Historic Sites & Tours" and "Museums & Attractions."

The deadline to vote is June 1, 2022, 2 a.m. ET.

VOTE



■ Patriots Point to Dismantle USS Clamagore



Patriots Point's board has voted to dismantle the USS Clamagore submarine. (The Post and Courier)

Patriots Point recently announced that it will begin dismantling a World War II submarine after determining that the financial and environmental costs of repairing the deteriorating vessel are too great.

The USS *Clamagore* was commissioned in 1945 as a *Balao*-class submarine before being converted into a *Guppy* II then III configuration. After being decommissioned in 1975, it opened as a museum at Patriots Point in 1981.

Over its many decades at Patriots Point, the condition of the *Clamagore* has worsened.

A 2019 assessment estimated a minimum of \$9 million in restorations was needed, and that does not include the repairs for a leaking ballast tank discovered in

2021.

Patriots Point Executive Director, Dr. Rorie Cartier, explained that while the situation is not ideal, limited funds would likely be better spent elsewhere:

"Unfortunately, we cannot financially sustain the maintenance of three historic vessels. The USS *Yorktown* and USS *Laffey* also need repair, and we are fighting a never-ending battle against the corrosion that comes from being submerged in saltwater."

In addition to the damage saltwater does to the historic vessels, Cartier said that pollution from the eroding vessel poses a threat to the water in which it sits.

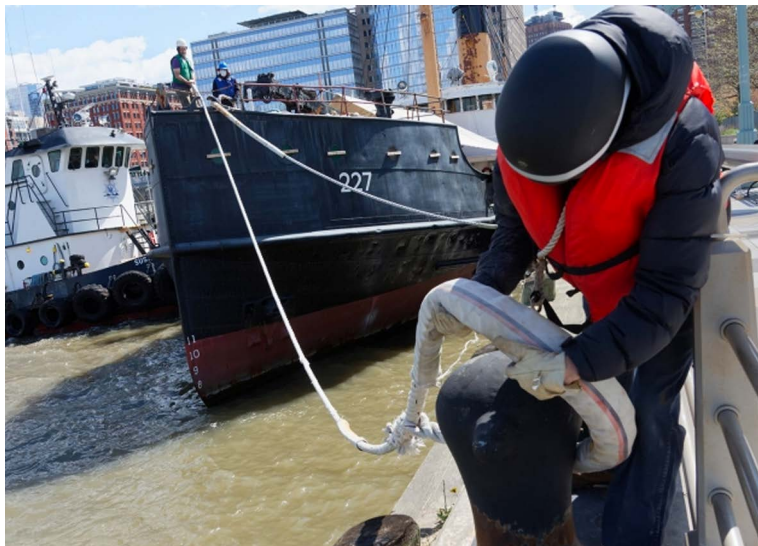
"There are increased environmental risks the longer the submarine remains at Patriots Point," Cartier said. "Polychlorinated biphenyls, or PCBs, are present throughout much of the vessel and exceed levels allowed by the EPA. There are also more than 500 lead batteries, weighing nearly one-and-a-half tons each, that need to be removed."

Recycling the *Clamagore* seems to be less of a financial and ecological burden. The cost of dismantling the submarine is estimated to be around \$2 million. Once dismantled, Patriots Point will sell the parts to be reused or recycled. Patriots Point said that "the vast majority of the steel will be used to make new products, lowering the demand for mined iron ore and reducing energy costs in the steelmaking process."

Before dismantling the submarine, Patriots Point staff will remove artifacts – such as sonar equipment, torpedo hatches, and the periscope – for display on the *Yorktown* and in other institutions.

Patriots Point plans to hold a public farewell ceremony before the *Clamagore* leaves its current dock.

■ Lilac Returns to Pier 25



Jerry Weinstein, with the Lilac Preservation Project, ties up the Lilac following its return to Pier 25 in Tribeca. (Photo: Carl Glassman/Tribeca Trib)



The Lilac, in tow back to Pier 25 from Caddell's Dry Dock and Repair in Staten Island. (Photo: Carl Glassman/Tribeca Trib)



Mary Habstritt on board the Lilac as it is tied up back at Pier 25. (Photo: Carl Glassman/Tribeca Trib)

Buffeted by heavy winds and choppy waters, the historic steamship *Lilac* returned by tow to its Pier 25 berth on Wednesday after a winter of repairs at a Staten Island shipyard. It was the vessel's first time away from "home" in five years.

"We did it. We got it done!" Mary Habstritt, museum president and director of the *Lilac* Preservation Project, said the next day in a phone interview. "The towing company [Miller's Launch] did a marvelous job of handling the ship in windy weather."

The voyage from Staten Island was preceded by coordination challenges. A contract with the Hudson River Park Trust, the subject of renegotiations, needed to be finalized before the *Lilac* could return, Habstritt said. "There was a lot of back and forth for several months over pieces of it, and signed just in time." In the meantime, the shipyard, Caddell's Dry Dock and Repair, "had gotten really busy and was donating the berth to us. They could've had it occupied by a paying ship so I didn't want to overstay our welcome." Then there was the extra work of getting U.S. Coast Guard towing approvals, needed because the *Lilac* is not self powered.

"It wasn't like I was afraid it wouldn't happen, but there is a lot of stress in making sure all the pieces fall into place," Habstritt said.

Some 10 volunteers performed most of the work at the shipyard. One of the "amazing transformations," Habstritt said, was the installation of a new deck for the room where the seamen and petty officers once ate. It also served as the top of the fuel tank beneath the floor. Years before the *Lilac* Preservation Project owned the boat, a leak in the roof of the wheelhouse had allowed water to run down through a wall of one room and into the crew mess, corroding the steel deck. Volunteers went to work lifting out plywood, removing steel and a built-in table and chiseling out concrete and rust before a new steel plate, with the help of shipyard welders, could be installed.

Launched in 1933 and decommissioned nearly 40 years later, the Coast Guard lighthouse tender maintained the navigational aids on the Delaware River and Delaware Bay. It was the Coast Guard's last ship operating with piston-driven steam engines. The boat has been a feature of the Tribeca waterfront since 2011.

Since the pandemic, the *Lilac* has not been able to host regular tours and programming. Now it can, and Habstritt's next task is planning for the summer. "We haven't had a normal season for two years," she said. "I have to remember how to do that."

■ How to Support *Orleck* During Renovations

Piece by piece, volunteers have been hard at work – gearing up to transform USS *Orleck* into the centerpiece of the Jacksonville Naval Museum.

Action News Jax was on USS *Orleck* when it sailed down the St. Johns River and docked along the Northbank Riverwalk in March.

Justin Weakland is the Vice President of Jacksonville Naval Museum.

“We have teams of volunteers on here, probably 10 to 20 at a time,” Weakland said. “They’re actually going through the ship cleaning it, sweeping it and then they’re taping up everything and

getting it ready to paint out the entire inside. So, it’s a ton of work.”

Weakland said active-duty sailors and veterans are on board each day doing refurbishment work.

“Bringing a museum ship here is a huge project,” Weakland said. “Our insurance is \$40,000 a year alone, right? The paint is \$50,000 for the paint. We need big community support from volunteers, and then we’re getting corporate sponsorship too for the ship.”

On Friday Action News Jax reporter Kennedy Dendy received an inside look at the work underway.

USS *Orleck*, one of the most decorated



ships in U.S Navy history fired more than 11,000 shots during the Vietnam War.

Jacksonville Naval Museum leaders envision a space where veterans and history-buffs can gather – field trips, reunions and so much more.

“Just imagine a bride and groom getting

married on top of the pilothouse and then they can have the reception on the flight deck,” Weakland said. “So how great is that? It’s just a beautiful thing.”

[READ THE FULL ARTICLE](#)

[DONATE](#)

■ WWII Warship HQS *Wellington* Opens

Rarely open to the public, an important WWII warship now moored in the Thames is currently open for a couple of days every week until later this year.

It’s not just a museum ship though, it’s also a Livery Hall used by one of the City of London’s old livery companies, so a visit can either be to see an important part of WWII heritage, or a visit to an unusual Livery Hall, or both.

HMS *Wellington* was built at Devonport in 1934 and served as an anti-submarine escort ship for North Atlantic convoys during WWII. After World War II, she was converted from being His Majesty’s Ship *Wellington* to Headquarters Ship (HQS) *Wellington* at

Chatham Dockyard, which saw the armaments removed, and the huge engine rooms converted into a large Court room for the Honourable Company of Master Mariners.

In 1948, the ship was permanently moored at Temple Pier, and barring the occasional departure, has been there ever since.

The ship is occasionally open to the public for Open Day type tours or the occasional short exhibition, but this year it’s open all summer, giving most of us our first chance to go onboard.

Depending on the tides, the walkway from the Embankment to the ship is either a simple walkway, or a very steep



walk down, and then back up to the ship entrance.

In here, there’s either a guided tour, or you can wander around pretty much everywhere at your leisure, although not into the Master’s quarters as your correspondent seeing

an unblocked staircase assumed was open to go up, only to be called back down by the Clark fairly sharpish.

[READ THE FULL ARTICLE](#)

■ USS *Little Rock* on DoD List for Scrapping



While the focus has been on the museum ship USS *The Sullivans* these past couple of weeks, another current Navy ship with ties to Buffalo now faces an uncertain fate in Washington once again.

You may remember from December 2017 the commissioning ceremony at the Buffalo and Erie County Naval Park for the current USS *Little Rock* which is now based in Florida.

It made history as the first Navy ship to officially join the fleet after being commissioned near its former name-sake the old USS *Little Rock* cruiser also at the Naval Park

But USNI News reports the Pentagon now proposes in its new budget request to Congress that the new *Little Rock*, which cost taxpayers more

than \$360 million, be decommissioned or scrapped because of potential costly repairs for their unique combining gear transmission systems.

The suggested Defense Department budget actually calls for nine of the *Freedom* variant ships of the LCS or Littoral Combat Ships should be taken out of service after only a few years because of constant repair issues.

Defense News reports the USS *Little Rock* had a temporary power loss in January and had to return to its home port in Mayport, Florida. The published report indicated the ship was actually conducting sea trials when the power problem occurred. That followed a 19 month period of maintenance work in dry dock at a Florida shipyard. The article says the power loss was not specifically linked to the previous transmission problem.

The USS *Little Rock* also drew national attention after it was forced to spend the winter season in the port of Montreal on the St. Lawrence River. The ship had to wait until March to finish its transit to its Florida base because of ice jamming the river.

The USS *Little Rock* and a sister ship USS *Detroit* were also on the Defense Department's hit list last year but survived as industry and members of Congress fought to save it.

[READ THE FULL ARTICLE](#)

■ Concerns raised over USS *Kidd* after Sister Ship Sank

A lot of people are having major concerns about the USS *Kidd* after news broke about her sister ship, USS *The Sullivans*.

USS *The Sullivans* in Buffalo, New York started taking on water overnight after it may have been punctured.

"It's just a great way to teach people about our history, and if we don't learn about our history, we will just keep repeating it into the future," explained Rosehn Gipe, the museum's executive director.

The museum has been working for years to raise money to get the retired navy ship some much-needed

repairs.

"These are fragile ships. They are affectionately known as tin cans. They need to be cared for, and they need to be saved," Gipe said.

USS *Kidd* museum organizers are asking legislators for money to start a process that will catch any potential problems, so the ship doesn't go underwater like *The Sullivans*.

"You would bring the ship into what they call a dry dock, set blocks underneath it and then drain the water out of that dock so that the ship is sitting up on top of the blocks," Gipe explained.



The ship can't be fully examined for damage while it's where it is on the blocks.

"The ship sets down on the cradle on the exact same spot every single time, so while we can look at the hull in between those blocks.

We can't address any problems that may be developing where the blocks meet the hull," she said.

[READ THE FULL ARTICLE](#)

■ Offers Open for Two Oerlikon 20 mm Barrels

Lewis & Grant Auctions is accepting offers for two Oerlikon 20mm barrels and that they can contact **Bill Lewis** for more information.



Historic Naval Ships Association

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

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