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Operation Santa on the Mighty Mo



This is the 4th Annual Overnight Stay for Keiki of Military Families (Battleship Missouri Memorial)

The Battleship *Missouri* Memorial hosted its 4th annual "Operation Santa," an overnight encampment for keiki of deployed and active-duty military families stationed at Joint Base Pearl Harbor-Hickam. From Friday, December 9 at 4:00 p.m. to Saturday, December 10 at 8:30 a.m., 43 children ages 8-16 years old participated in Operation Santa 2022.

"We are very excited to welcome back "Operation Santa" after having to postpone this event for the past couple of years due to COVID-19," said, Mike Carr, president & CEO of the USS *Missouri* Memorial Association. "We understand the challenges our military families face when a parent is deployed overseas during the holiday season and is why we make such a big effort to make Christmas as memorable as we can for these families."

Friday kicked off with an interactive tour of the USS *Missouri* followed by activities, games and

a movie showing. The evening slowed down with a gourmet traditional Christmas dinner on the ship's mess deck. Each keiki received a souvenir booklet, got a chance to earn an encampment graduation certificate, and had the opportunity to craft a special video message to send to their loved one overseas. Saturday morning families woke up to a surprise visit from Santa and gifts for every attending child.

"Operation Santa picked up right where it left off and had all the children beaming with joy and Christmas cheer," said Dan Parsons, Director of Education at the USS *Missouri* Memorial Association. "Nothing is better than seeing the children's expressions and knowing we helped play a part in making their Christmas extra special."

Operation Santa 2022 was made possible with the support of the Military and Family Support Center at Joint Base Pearl Harbor-Hickam.

"We understand the challenges our military families face when a parent is deployed overseas during the holiday season"

Mike Carr
President & CEO
USS *Missouri* Memorial
Association

News Around the Fleet

■ Brickwrecks: Sunken Ships in LEGO

Mysterious shipwrecks are brought to the surface in the new exhibition, bringing creative LEGO® brick models together with maritime archaeology and real objects recovered from shipwrecks, in a fun-filled family summer activity program.

LEGO® brick models created by Ryan 'The Brickman' McNaught replicate shipwrecked vessels and wreck sites from around the world in intriguing detail - including RMS *Titanic*, Swedish warship *Vasa*, Dutch trading vessel *Batavia*, HMS *Pandora*, the Barangaroo Boat - recently discovered during construction works for Sydney Metro - and many more.

Discover stories behind real shipwreck artefacts and underwater images, and deep-dive into a web experience featuring the museum's maritime archaeologists.

Visitors can get hands-on with LEGO® building and augmented reality experiences, alongside a summer holidays activity program that includes shipwreck stories, maritime archaeology dig sites, ship model making, science experiments and a Minifigure™ kids' museum trail.

Explore archaeology techniques, sink the *Vasa*, rebuild the portico from the *Batavia* wreck, pilot a remotely-operated-vehicle (ROV) beneath the ice to find the *Erebus*, see if you'd survive the *Titanic* sinking, clean oil pollution from a penguin and build your own LEGO® brick and DUPLO® models.

From the exhibition opening, museum model makers will



progressively build the colossal LEGO® brick *Titanic* model, and there is a competition to win the *Titanic* LEGO® model set to build at home.

Museum Director and CEO Daryl Karp said 'This new exhibition combines magnificently detailed LEGO models, with fascinating real-world objects from the National Collection, as we tell the stories of iconic shipwrecks from Australian waters and around the world.

'This exhibition is all in the detail. Brickwrecks reveals incredible underwater discoveries from the world of maritime archaeology - including the work of the museum's own team - with dynamic, hands-on learning experiences. We are proud to partner with the

Western Australian Museum in presenting this exhibition.'

The featured wrecks include models of:

- *Vasa*, a Swedish warship that sank in 1628 in Stockholm harbor.
- HMS *Pandora* which wrecked in 1791 on the Great Barrier Reef whilst on its way to hunt down the *Bounty* mutineers
- HMS *Terror* and HMS *Erebus*, both wrecked in 1848 off King William Island, Canada, whilst searching for the Northwest Passage through the Arctic

Brickwrecks: Sunken ships in LEGO® bricks is a collaboration between the Western Australian Museum, the Australian National Maritime Museum and Ryan "The Brickman" McNaught, now open at the Australian National Maritime Museum.

■ NHHC Historians Talk with Carrier Strike Group 4

Rear Adm. Jeffrey "Caesar" Czerewko, CSG 4 Commander, welcomed both historians to the command and emphasized the importance of critical thinking and diving deep into the "why" of past failures and successes.

"At CSG 4, we design, plan and execute comprehensive training that replicates the high-end fight and we recommend certification of those units to U.S. Fleet Forces Command for world-wide deployment," said Czerewko. "We also believe in continuous improvement and adapt a learning mindset for our own processes, as well as for our training audiences in order to maximize naval power. An historical perspective is critical to help us navigate the uncertainty and ambiguity inherent in war. An enduring relationship with the Naval History and Heritage Command will help achieve our objectives of enhanced lethality and effectiveness for our naval forces."

During the discussion, Whitmire explored the concepts of extreme versus calculated risk by referencing noteworthy events such as Doolittle's Raid and the Battle of Midway. She also broadly highlighted the use of rules of engagement, the attrition of forces, identifying acceptable risk, and the idea of mission accomplishment.

"We cannot fully apply past lessons to the present, but we can make connections to shape our perceptions and adapt to our warfighting environment," said Whitmire. "We remember the past and develop a more



Anna Holloway, a Naval History and Heritage Command historian, gives a presentation to Commander, Carrier Strike Group (CSG) 4 staff members. (U.S. Navy Photo by MC2 Isaac Maxwell)

strategic lens as we move forward as a nation."

Dave Gellene, CSG 4's exercise director, has served at CSG 4 since 2007. Since his time with the command, he has experienced over 60 exercises and is proud of the command's reputation to prepare strike group commanders and their assets for deployment.

"CSG 4 has a critical mission to ensure deploying units are ready to answer the call," said Gellene. "Our exercise scenarios reflect real-world competitors, aggressors, and events that our warfighters may actually see on deployment. CSG 4 is a learning organization and we strive for excellence. Discussions like the one with Naval History and Heritage Command are critical as we work to refine how we train and educate the fleet."

[READ THE FULL ARTICLE](#)

Lori Whitmire, a Naval History and Heritage Command historian, gives a presentation to Commander, Carrier Strike Group (CSG) 4 staff members. (U.S. Navy Photo by MC2 Isaac Maxwell)

"The impact of public opinion, media, social media, and politics will most certainly shape any conflicts in the near or far-distant future."

Lori Whitmire
Historian
Naval History and
Heritage Command



■ HMS *Captain* Set For Recovery After 150 Years

HMS *Captain* was intended as a supership that would secure Britain's naval supremacy in a turbulent Victorian world.

Instead it became the greatest maritime disaster of its age and was expunged from national memory.

More than 150 years after it sank, claiming the lives of nearly 500 men, academics and descendants of its designer believe they may have located the *Captain's* wreck and finally can bring closure to a traumatic story.

Among those hoping to be there when it is identified is Sir Sherard Cowper-Coles, a former diplomat and great-grandson of the ship's designer, Captain Cowper Coles.

The *Captain* was commissioned in 1869 at a time when Victorian Britain was suffering self-doubt over its superpower status and naval designers were split over the future of warship technology.

By the 1870s, ironclad ships were becoming commonplace, but the shift towards turret guns over traditional broadsides of multiple cannon had only just begun.

The United States, which Britain feared being dragged into a war with, had developed low-sitting monitors with turrets and no sails, but these were not capable of crossing the open ocean and relied on coal power.

Captain Coles, a pioneering naval inventor, came up with a radical design that combined a low-sitting iron ship and rotating gun turrets with the masts and sails of a traditional ship.

The Royal Navy proved sceptical, but Captain Coles stirred up support from the public and the press and successfully lobbied the Navy for his design to be built.

While initial trials of the *Captain* proved successful, she was caught in heavy seas off the coast of northwest Spain and capsized, killing about 480 sailors, including Captain Coles, and triggering



horror and outrage in Britain.

The court-martial over the disaster blamed the public for pressuring the Navy into building the ironclad, which was found to be unstable. The use of sails meant it was liable to heel in high winds, but its low freeboard left little margin for error.

"The ship was controversial from the get-go," said Dr. Howard Fuller of the war studies department at the University of Wolverhampton, who is leading the project to find the wreck.

"Engraved into the memorial at St Paul's for all time is the verdict of the court-martial, which condemned, very oddly, the British public for having that ship built in the first place."

The loss of the *Captain* was deeply traumatic to British society and it was effectively expunged from the national memory.

"The cream of the Royal Navy was aboard, she was the newest ship in the fleet. It really was like HMS *Queen Elizabeth* [the aircraft carrier] going down," said Sir Sherard. "[The memory] was sort of suppressed and the Navy has never called another ship *Captain*."

[READ THE FULL ARTICLE](#)

■ Maritime Museum Association of San Diego Wins Award

We are happy to announce that Maritime Museum Association Of San Diego has been selected as the Winner for the 2022 San Diego Awards in the category of Historical Society.

[READ MORE ABOUT THE MARITIME MUSEUM ASSOCIATION OF SAN DIEGO](#)

[MORE ABOUT THE SAN DIEGO AWARDS](#)



■ Nebraska Man Turns Battleship Wood into Guitars

When most of us see an abandoned factory or forgotten pile of wood, we see a ruin--something to discard completely.

But not Phil Whitmarsh. He sees history, and his task is to make you hear it.

The World-War-era battleship USS Texas took to the water for the first time in a long-time in late August. It was heading toward Galveston for \$35 million in repairs, which prompted Whitmarsh to see out some of the ship's aged deck wood and turn it into one of the many electric guitars he's crafted at the Nebraska Innovation Studio since the beginning

of the pandemic.

Whitmarsh first got his idea to turn wood from historic buildings into guitars from an artisan in New York.

"Because the building was so old, he believed that at a cellular level, that those beams had become hard woods and would resonate really well in musical instruments," Whitmarsh, the founder of Old Market Guitars, said.

So Whitmarsh got his hands on wood from the Woolworth building in Omaha's Old Market during planned renovations and set to work making two prototype guitars: Mary



Kate and Ashley.

Whitmarsh also started work on guitars with wood from a factory in Wisconsin.

Whitmarsh got his deck wood from the USS Texas just a few weeks ago. It didn't form the deck of the ship during its

support mission on D-Day, but it has been there for decades now. And Whitmarsh says the wood has special character.

[READ THE FULL ARTICLE](#)

■ Is the Lightship *Overfalls* Haunted?

Is the historic Lightship *Overfalls* in Lewes haunted?

According to paranormal investigator Rick Warner, there is no doubt about it, and he claims to have collected proof during a recent Phantom Detectives investigation of the ship.

"Big Red," docked at Canalfront Park, is an iconic landmark in the Cape Region and is one of the few lightships that has been restored to a museum.

Warner was very excited when he talked about the *Overfalls*. "We have established there is paranormal activity picked up on the ship," he said. "We have video and audio evidence to back it up."

That's the conclusion he and his team reached after spending the night of Nov. 15 on the lightship. While Rick and founder Joshua Chaires

set up their equipment, physic medium Melissa Ferrazzano went to work. They focused on the captain's and crew's quarters.

"Melissa is able to pick up on the history really well and tune in to people who have passed away. Her accuracy rate is very high," Warner said.

Warner said Ferrazzano asked if any spirits were present. "She heard a female voice say hello and then help me," he said. "It was also picked up on a video file. She heard banging noises and feet shuffling. This was all picked up in multiple recordings."

The evidence includes several Structured Light Sensor camera images, a thermal image and several Electronic Voice Phenomenon recordings.



Prior to the start of the investigation, Ferrazzano said she was honored to be able to be part of the event at the historic lightship. "People didn't pass away here, but it was their home," she said. "There are spirits here who want to tell their story. As soon as we started setting up equipment, we got readings. It's going to be exciting and amazing."

Warner said they were contacted by a person connected with the lightship concerning reports of possible paranormal activity. He said they could return to do a follow-up investigation.

[READ THE FULL ARTICLE](#)

■ *Missouri* Holds Dedication for Senator Inouye

The Battleship *Missouri* Memorial held an intimate dedication ceremony on 16 December at Pier Foxtrot 5 honoring the late Senator Daniel K. Inouye with a blessing of the newly installed bronze plaque memorializing his service, dedication, and connection to the Mighty Mo.

The ceremony was thoughtful and truly represented Senator Inouye's remarkable legacy. The Battleship *Missouri* Memorial expressed their eternal gratitude for Senator Inouye's service to our country, state and community, and the continuous efforts he made in bringing the Mighty Mo to its forever home at Pearl Harbor.

"Without the efforts made by Senator Inouye, the Mighty Mo would never have been able to call Hawaii its home," said, Mike Carr, president & CEO of the USS *Missouri* Memorial Association. "It is with our deepest gratitude and privilege to memorialize Senator Inouye's legacy with this bronze plaque to



Pictured, left to right: Matt Guard, Alma Grocki, Murray Clay, Mike Carr, Steve Colon, Ken Inouye, Maggie Inouye, Jessica Inouye, Jennifer Sabas and Kahu Kelekona Bishaw (Battleship Missouri Memorial)

help share his remarkable story and involvement with this historic battleship."

Kahu Kelekona Bishaw conducted a beautiful and heartfelt blessing that touched everyone in attendance including, the Senator's son, daughter-in-law, granddaughter, close friends, and past colleagues.

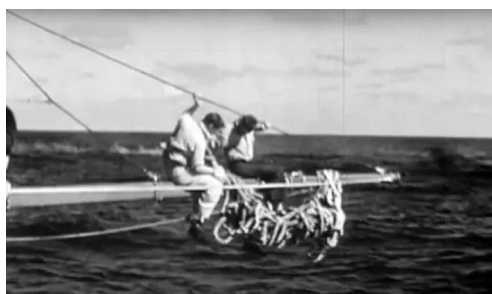
"It fills me with great joy and

pride to see Senator Inouye's legacy being recognized and honored by the Battleship *Missouri* Memorial," said, Jennifer Sabas, Director of the Daniel K. Inouye Institute. "The bronze plaque and sign provides more than just information, but a promise and commitment to never stop sharing the stories of our country's heroes."

■ *USS Kidd* Adds Another Piece to the Puzzle

The staff of the USS *Kidd* Veterans Museum added one more piece to their 40-years-and-running restoration puzzle last week on December 5th: a wooden boat boom, used to moor the ship's whaleboats when they were deployed. While the boom may be new to those who were born in the 21st century, longtime fans of the museum and residents of Baton Rouge may remember a time when the venerable destroyer displayed such an item after first coming to town.

"It's both an old and new item," said Tim NesSmith, Ship Superintendent and Education Outreach Coordinator. "Not long after *Kidd* arrived in Baton Rouge in 1982, our staff and volunteers were traveling to Reserve Fleets around the country, salvaging parts for her restoration. They came back from Philadelphia at some point with the



boat boom of her sistership, USS *Capterton* (DD650). It was installed and was there for several years before the weather got to it."

The wooden boom eventually succumbed to South Louisiana's humidity and rot set in. Unable to be salvaged, it was removed and sent home with a volunteer, the late Jesse Eaves of Denham Springs. A master woodworker, it was hoped that Eaves would be able to fashion a replacement. But crucial factors like time and funding are believed to have delayed the replacement,



pushing it further down the priority list, until the boom fell out of memory for all but a few.

In 2018, when the film crew for *Greyhound* was in pre-production, director Aaron Schneider approached NesSmith with video footage of a destroyer rescuing aviators at sea using a cargo net draped from a boat boom. He was unaware that it was actual footage of *Kidd* from World War II.

[READ THE FULL ARTICLE](#)

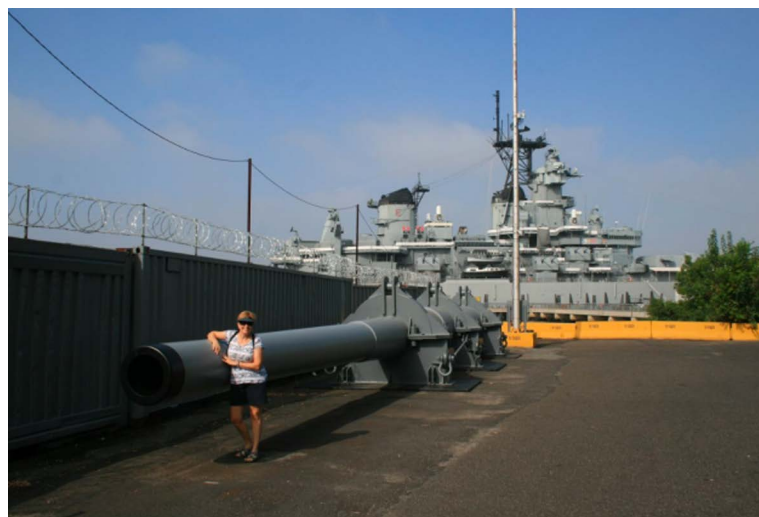
■ Homes for the Big Guns: Preserving Navy Heritage

By Terrance McGovern, *Naval History Magazine* (DEC 2022)

In June 2011, the Coast Defense Study Group (CDSG.org) was asked to help find safe homes for eight historic 16-inch/50 Mark 7 barrels located at St. Juliens Creek Naval Annex in Chesapeake, Virginia, or the barrels would be auctioned off through the internet with the requirement that they be cut into six-foot sections. At that time, the U.S. Navy was completing the purging all the *Iowa*-class materials in their inventory, and as the Navy felt that they had allowed plenty of time for qualified organizations to claim these barrels, it was now the time to liquidate them (as they did for 14 similar 16-inch barrels in storage at Hawthorne, Nevada, in June 2011).

The CDSG was able to convince the Navy to give us more time to find organizations that would both be able to take care of a 16-inch/50 barrel and pay for the cost of moving a 68-foot object weighing about 119 tons. As these barrels are similar to the ones that were once located in World War II 16-inch coastal defense batteries, we approached the current owners of such sites to see if they would be interested in preserving and interpreting a barrel at their site.

As these barrels also saw wartime service during



A New Jersey barrel went to the Battleship New Jersey Memorial in Camden, New Jersey, to be a display next to the ship. (Author)

World War II and the Korean War, we reached out to those who would have interest in displaying a barrel from such famous ships as the USS *Missouri* (BB-63), *Iowa* (BB-61), and *New Jersey* (BB-62). (See attached image of St. Julien's Creek Annex in May 2011 with the eight 16-inch barrels identified by which battleship they served on and in which turret position. These barrels were placed at St. Julien's Creek during the 1980s as replacements when the four *Iowa*-class ships were brought back into active service.) *Naval History* reported on these efforts in



A Missouri barrel at the U.S. Fish and Wildlife Refuge at Cape Charles, Virginia (location of the former Battery Winslow at Fort John Custis), to be placed in the battery's casemate. (Author)

its news section in December 2011 and provided an update on the *Arizona* Memorial project in August 2012.

Moving forward to 2022, we are happy to report that seven barrels have found good homes, and the last barrel hopefully will be preserved this year. It was a great accomplishment to have seven barrels leave St. Julien's and make their way to new homes, given the challenges of raising funds and organizing the transportation and display. Here is a summary of the efforts since 2011:

- A USS *Missouri* barrel went to the Cape Henlopen State Park (location of former Battery Smith at Fort Miles) in Delaware to be part of the Fort Miles Museum as a complete gun and proof carriage.

- Another *Missouri* barrel went to the U.S. Fish and Wildlife Refuge at Cape Charles, Virginia (location of the former Battery Winslow at Fort John Custis), to be placed in the battery's casemate.

- Another barrel off the *Missouri* was taken by rail to the Arizona Capitol Museum to become part of its World War II memorial (where it is joined by a 14-inch barrel off the USS *Arizona*).

- A USS *New Jersey* barrel went by rail to the Hartshorne Woods Park in Monmouth County Parks, New Jersey (location of the former Battery Lewis at the Navesink Highlands Military Reservation), to be placed in the battery's casemate.

- Another *New Jersey* barrel went to the Philadelphia Navy Yard in Pennsylvania to be display on its parade ground.

- Another barrel off the *New Jersey* went to the Battleship New Jersey Memorial in Camden, New Jersey, to be a display next to the ship.

· Another barrel from the *New Jersey* went to the Mahan Collection Foundation in New Jersey, where it will be displayed with the transportation truck and trailer that was used during World War II to move barrels to coastal defense batteries.

In addition to the above recent achievements, an additional barrel from the *New Jersey* was moved from St. Julien's Creek Annex to Trophy Park at the Norfolk Naval Shipyard in the 1990s.

The final barrel remaining at St. Julien's Creek is #270, which served in the USS *Iowa* during World War II and the Korean War. (This barrel is also the first production barrel of the Mark 7 series). The fate of this historic barrel currently is being decided, as the USS *Iowa* Veterans Association and the CDSG have been fundraising the \$150,000 needed to move and display the barrel for the U.S. Navy on board Joint Expeditionary Base Little Creek-Fort Story (to be placed near the Old Cape Henry Lighthouse) at Virginia Beach. This USS *Iowa* 16-inch Battleship Barrel Memorial will honor our Navy veterans who homeported in Hampton Roads, Virginia, as well as the Army troops who defended Chesapeake Bay during World War II at Fort Story.

While the project has raised \$90k so far, we continue to seek both corporate sponsorships and individual contributions to raise the remaining funds needed to display and transport *Iowa* Barrel #270. Interested donors can contact tcmcgovern@att.net or they can go to www.cdsg.org using the "Donate" button to make a donation to the CDSG Fund in the name of this project. The CDSG is a 503(c)(3) organization, so donations will be tax-deductible.



A USS New Jersey barrel at the Hartshorne Woods Park, Monmouth County Parks, New Jersey (location of the former Battery Lewis at the Navesink Highlands Military Reservation), to be placed in the battery's casemate. (Author).



Historic Naval Ships Association

To Support the Preservation of Historic Naval Vessels &
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