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Patriots Point Opens Photo Exhibit



Edward Steichen's WWII photos will be on public display at the Patriots Point Naval and Maritime Museum, starting Sept. 2.

"The opportunity to view these photographs and watch 'The Fighting Lady' is something visitors and the local community won't want to miss."

Allison Hunt
Executive Director
Patriots Point

On Saturday, September 2, Patriots Point Naval and Maritime Museum will open a temporary photo exhibition, "The Men Will Always Be There: Edward Steichen and the Naval Photographic Unit." The exhibition is located aboard the historic aircraft carrier USS *Yorktown* and is included in the price of admission.

"Beautiful is not a word you typically think of when describing combat photography," said Meredith Kablick, Director of Collections and Curatorial Affairs. "But he changed the way the military documented the war. He captured the spirit of these men on film."

Steichen, a pioneer of fashion photography, served in the U.S. Navy during World War II as Director of the Naval Aviation Photographic Unit. His 1944 documentary, "The Fighting Lady," filmed on board the USS *Yorktown* CV-10, won an Academy Award for Best Documentary Feature.

In addition to the exhibition, the museum will also offer screenings of "The Fighting Lady" for guests to enjoy in the Smokey Stover Theater.

"The opportunity to view these photographs and watch 'The Fighting Lady' is something visitors and the local community won't want to miss," said Patriots Point Executive Director Allison Hunt. "The images capture emotion and bring the ship, artifacts and battles to life – and that's the goal, to tell great stories and honor the men and women who made great sacrifices to defend our freedom."

Annual pass holders, "Friends of the Fleet," are invited to attend an exclusive preview of the exhibition on Friday, Sept. 1. Visit www.patriotspoint.org to purchase a "Friends of the Fleet" annual pass, or call 843-884-2727. The exhibition opens to the public on Sept. 2.

News Around the Fleet



■ Visit the Largest Canadian Naval Museum Ship

The United States has the largest and most impressive series of museum ships around the country which includes five aircraft carriers and over eight battleships (including the oldest battleship around today and the last battleship ever built). But Canada is a close second with its naval fleet and museums.

HMCS *Haida* is the largest or one of the largest Canadian naval museum ships. HMCS *Haida* served in late World War Two and early Cold War in the Royal Canadian Navy. She is the only Tribal-class destroyer remaining today and is now a National Historic Site in Canada and berthed in Hamilton, Ontario.

Today HMCS *Haida* is preserved as a museum ship in the Ontario city of Hamilton



(Hamilton is located on Lake Ontario just south of Toronto). The ship only has a nominal entry fee and is one of the top attractions to enjoy while exploring Hamilton.

For more information on how you can visit HMCS *Haida* National Historic Site in Hamilton, Ontario, go [HERE](#).

■ Loaded Cannons Recovered from HMS *Rose*

The sunken remnants of what is believed to be British warship HMS *Rose*, which met its fate 244 years ago in the waters off the coast of Georgia in America, have yielded a trove of historical artefacts including 19 cannons that remain loaded with ammunition.

HMS *Rose*, a 20-gun Royal Navy ship, played a pivotal role in suppressing smuggling in the Rhode Island colony during the American Civil War, which is widely believed to have catalysed the formation of the Continental Navy, a precursor of the modern United States Navy.

Recovery of the cannons began almost three years ago by the U.S. Army Corps of Engineers



after the wreck was discovered in Savannah Harbor in Georgia.

The cannons were still loaded when they were hauled up from the ocean floor, sparking a race against time to protect and

conserve these precious pieces of Royal Navy history.

[READ THE FULL STORY](#)

■ NHHC Announces Recipients of 2022-2023 Naval Museum Excellence Awards

The annual awards program recognizes non-federal organizations, including museums and individuals, for incorporating the history and heritage of the United States Navy into their publications, documents, and artifacts at their facilities. Applicants are assessed on their ability to encourage and publicize scholarly materials or lectures that depict the Navy's history and heritage and on the organization's ability to preserve and maintain artifacts on loan from the Navy.

The winners of NHHC's 2022-2023 Museum Excellence Awards include:

History and Heritage Excellence Pennant:

Stockton Maritime Museum

Maintenance Excellence Pennant:

USS *Hornet* Sea, Air and Space Museum

Pacific Fleet Submarine Museum

Independence Seaport Museum

Curatorial Excellence Pennant:

USS *Hornet* Sea, Air and Space Museum



"The tireless efforts of these organizations in the preservation of Ships and artifacts, as well as their education of the public about the vast and storied history and heritage of the United States Navy deserve recognition," said NHHC Director Samuel Cox. "Their dedication honors the brave men and women who have served, and is crucial to our ability to continue to educate future generations."

The History and Heritage Excellence Pennant is presented to an organization for outstanding overall achievement in its operations, to include, curation/conservation, exhibitory, and Navy history education to the public.

The Maintenance Excellence Pennant is presented to an organization that has

demonstrated outstanding improvement of the condition of an artifact over the past year.

The Curatorial Excellence Pennant is awarded to an organization that has achieved excellence in the curation of the collections in its care, including maintaining and interpreting Navy artifacts on loan from NHHC.

The 2022-2023 Museum Excellence Award recipients will be presented with a plaque and pennant commemorating their achievement, on Sept. 21, during the annual meeting of the Historic Naval Ships Association in Albany, New York, aboard museum ship, USS *Slater*.

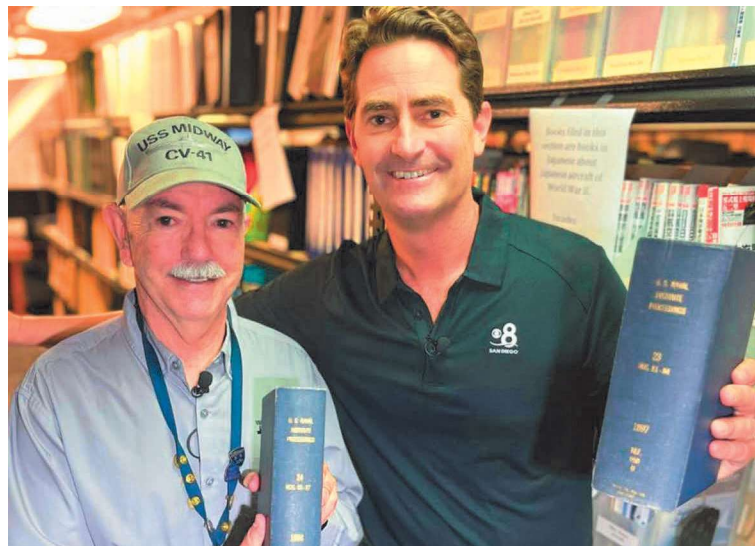
For additional information on the Museum Excellence Awards, visit [HERE](#).

■ USS Midway Looking for New Volunteers

"Welcome to the *Midway*!" said a volunteer dressed in a red shirt. Just about every friendly face you see on the ship isn't getting paid a dime and loving every minute of it. Volunteer Al Hansen joined the Navy at age 16. "My mother signed a piece of paper that said I was 17," said Al who lied about his age because he wanted to support his family and fight in WWII. Now at 96-years old, Al volunteers on the *Midway* with his wife Carole who has volunteered a total of 9,980 hours.

800 people volunteer on the historic ship. "All of these yellow hats and all of the red hats are all volunteers," said Al who was born August 4, 1927, in Hollywood. He served as a waist gunner in the Pacific theater from 1944 through the end of World War II. Many of the *Midway's* volunteers started serving their country in the military and never stopped. Volunteer Phil Eakin was a Navy Commander and is now in charge of the USS *Midway's* library. "Not many people get to come up here," said Phil as he took me on a tour. He has volunteered over 21 thousand hours. Phil and other volunteers are digitally archiving naval history. "People gravitate to what they enjoy and where they fit in," said Phil.

Phil Eakin grew up in northern Indiana. He spent his first five years serving on Navy destroyers



after being commissioned as an Ensign in 1971. He retired from the Navy as a Commander after 21 years of service in 1992. Phil has been a USS *Midway* Museum volunteer senior librarian since October 2006.

[READ THE FULL ARTICLE](#)

■ Day of Remembrance Held in Washington City, UT

It took the better part of a century and a keen-eyed shopper, but one piece of history reclaimed from the attack on Pearl Harbor has found a new home in Southern Utah.

A Washington County U.S. Coast Guard veteran recently was searching for rare military-issue firearms online when he stumbled upon a 48-star American flag listed for sale on a website from an Illinois business.

"Sometimes the search is more fun than the finding," the man, who asked for anonymity, told St. George News. "When I saw that flag, knowing the history of the ship, I knew it had to come home."

On Wednesday August 23, Washington City Council introduced city hall's newest flag, which was donated on the condition that it remain there forever.

Printed on the flag is the inscription that it was found on USS *Utah*, which sunk in Pearl Harbor attack by Japan's military on Dec. 7, 1941, forcing the United States into World War II.

Upon receiving the flag, Washington City civic leaders chose to honor the occasion with an annual day of remembrance for the 58 sailors who lost their lives on USS *Utah*, a U.S. Navy battleship.

Beginning this year on Dec. 7, Washington City will celebrate Pearl Harbor Remembrance Day to honor "the forgotten ship."



The Washington City Council approves a day of remembrance for the USS Utah in Washington City, Utah, Aug. 23, 2023

"Then, we petition our Legislature to enact a resolution in the 2024 Utah legislative session declaring the USS *Utah's* legacy to be perpetually recognized in Pearl Harbor Day observances annually at the state level," Washington City Councilman Kurt Ivie said.

[READ THE FULL ARTICLE](#)

■ Underwater Investigation for Sino-Japanese Ship

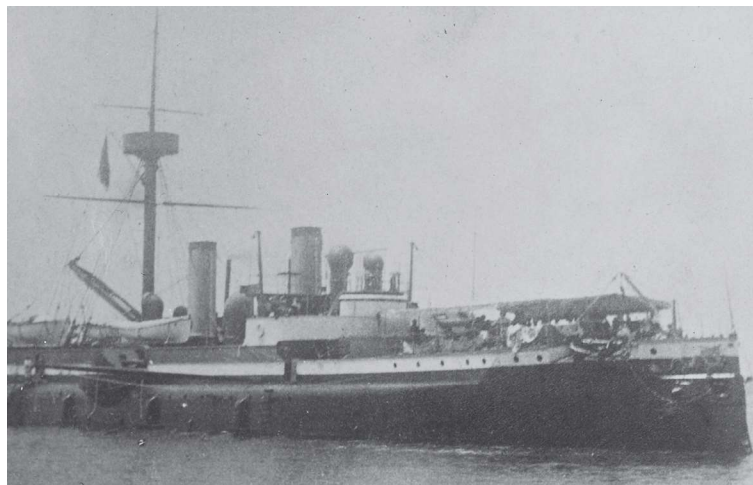
An underwater archaeological investigation project has recently been launched at the site of the sunken warship *Laiyuan*, which fought in the First Sino-Japanese War as an armored cruiser of the Beiyang Fleet of the Qing Dynasty (1644-1912), according to the provincial underwater archaeological research center of Shandong.

This investigation, using sand-extraction excavation techniques, aims to provide initial insights into the preservation condition of the warship, thus offering archaeological materials

for the study of the history of the First Sino-Japanese War, commonly known in China as the Jiawu War, as well as for global naval history.

Laiyuan was completed in 1887 and joined the Beiyang Fleet in December of the same year. In February 1895, the ship was ambushed by Japanese torpedo boats in Weihai Bay, causing it to capsize and sink in the waters south of the Liu Gong Island stone pier. All 30 people on board perished in the incident.

According to Gao Mingkui, director of the research center, about 300 square meters of



seabed will be cleared to confirm the existence of the warship's body and assess its preservation condition within the sediment. Representative artifacts will be collected

to identify the ship, and the researchers will comprehensively evaluate its historical significance.

[FULL ARTICLE](#)

■ Navy Decommissions Ship After Only Five Years

In mid-August, the Freedom-variant littoral combat ship (LCS) USS *Sioux City* (LCS 11) was decommissioned at Mayport, Florida, ending a short-lived service for the vessel and its dedicated crew. The ship's solemn decommissioning ceremony highlighted its significant contributions to defending our nation and preserving maritime freedom.

Sioux City and its crew played a pivotal role in shaping the operational success and deployment capabilities of the modern LCS platform. Defined by its four successful deployments, the ship's operational history has demonstrated both versatility and adaptability throughout its course.

In December 2020, July 2021, December 2021, and October

2022, *Sioux City* completed deployments to the US Fourth, Fifth, and Sixth Fleets. These deployments showcased its seamless integration with carrier strike groups, joint maneuvers with other US Navy warships, and exercises with partner navies. *Sioux City's* presence also played a critical role in enabling the free flow of commerce in key trade corridors, ensuring maritime security for global trade.

One of *Sioux City's* remarkable achievements was its participation in counter-drug trafficking operations alongside the US Coast Guard. This collaboration resulted in the seizure of over 10,000 kilograms of cocaine, with an estimated street value of \$500 million. Such contributions underscore the



LCS's capabilities and commitment to upholding maritime security.

During the decommissioning ceremony, Capt. Daniel Reiher, Commander of the Littoral Combat Ship Training Facility Atlantic,

commended the ship's crew and emphasized that while *Sioux City's* service may have come to an end, its legacy will endure.

[FULL ARTICLE](#)

■ Royal Navy Concerned by Illegal Chinese Salvage

Secretary of the Navy (SECNAV) Carlos Del Toro honored naval history, heritage, and heroes today during the 80th commissioning anniversary ceremony of the aircraft carrier USS *Intrepid*.

Nearly 200 former crew members returned to the ship, which is now the *Intrepid* Sea, Air & Space Museum located at Pier 86, 12th Avenue and 46th Street in New York City. The ceremony featured a special presentation to the World War II crew members, a moment of silence, and a performance of Taps to honor the fallen.

"Throughout World War II, USS *Intrepid* endured aerial torpedo and kamikaze attacks, her crew never faltering in their damage control duties to keep the ship in the fight," said SECNAV Del Toro during remarks at the ceremony. "*Intrepid* preserves the legacy of the men who served onboard, including members of our 'Greatest Generation, who bravely fought for our Nation's freedom."

Former crew members from World War II, the Cold War, and the Vietnam War, as well as many of their family members, attended the ceremony at the museum.

"This museum, along with several others like it around our country, serves as a poignant reminder that we are indeed a maritime nation, and that a strong Navy has always been the cornerstone of our ability to preserve the peace, both near and afar," said SECNAV Del Toro.

"Having the heart and the soul of *Intrepid* from all around the country (here) and having the opportunity for all of us to personally interact with all of you is an honor," said *Intrepid* President Susan Marenoff-Zausner. "It's because of you, literally, that I and you have the privilege to be here today."

Intrepid's history includes becoming the first aircraft carrier in our fleet to launch aircraft with steam-powered



Secretary of the Navy Carlos Del Toro delivers remarks during the 80th anniversary of USS *Intrepid* commissioning at the *Intrepid* Sea, Air & Space Museum.

Nearly 200 former crew members returned to the ship, located at pier 86 in New York City, for the anniversary. (U.S. Navy Photo)



Ed Coyne, 97, from New York is recognized during the 80th anniversary of USS *Intrepid* commissioning. A plank owner of the ship, Coyne was among nearly 200 former crew members who attended the anniversary (U.S. Navy Photo)

catapults. After a modernization period, *Intrepid* sailed in the US Sixth Fleet, deploying multiple times throughout the Atlantic Ocean, Mediterranean Sea, and throughout the Caribbean.

Intrepid also played an integral part in our nation's space program, serving as the principal recovery ship for Project Mercury Aurora 7 space capsule in 1962 and for the first Gemini mission in 1965.

Intrepid was decommissioned in 1974 and was set to be scrapped. New York City developer and philanthropist Zachary Fisher spearheaded a campaign to save *Intrepid* from the scrap yard. The ship opened as the centerpiece of the *Intrepid* Museum in 1982.

"These Sailors continue to serve our Nation long after taking off their uniforms, inspiring and guiding our next generation of Sailors, just as their former ship continues to do today."

Carlos Del Toro
Secretary of the Navy

■ Constitution is Getting a Mast Makeover

The oldest warship afloat looked skeletal moored in the Charlestown neighborhood of Boston with no sails.

A ship without sails is common for the modern Navy, but for USS *Constitution*, the sheets of advanced polyester designed to look like flax cloth are a crucial part of the 226-year-old frigate's structure.

The reason for the bare look is *Old Ironsides* is going through a major repair, *Constitution* commander Cmdr. Billie June Farrell told USNI News. During the periodic review, the crew found rot in the masts, prompting the repairs, she said.

In order to complete fixes, the ship needed to be "downrigged" because the shrouds and rigging provide structural support to the frigate, Farrell said.

The ship normally has three masts, each with four spars jutting out horizontally, and a fighting top platform on each. Rigging, including climbing nets, hangs from the masts.

Constitution is undergoing repairs to its mainmast, as well as the fighting top on the mainmast, Avionics Technician 2nd Class Julian Hedden told USNI News during a visit to the ship. Repairs are also being done on the spars to the mizzenmast, mainmast and portmast.

To repair the fighting top, construction crews under the Navy's Maintenance and Repair supervision had to remove half of the mainmast, Hedden said.

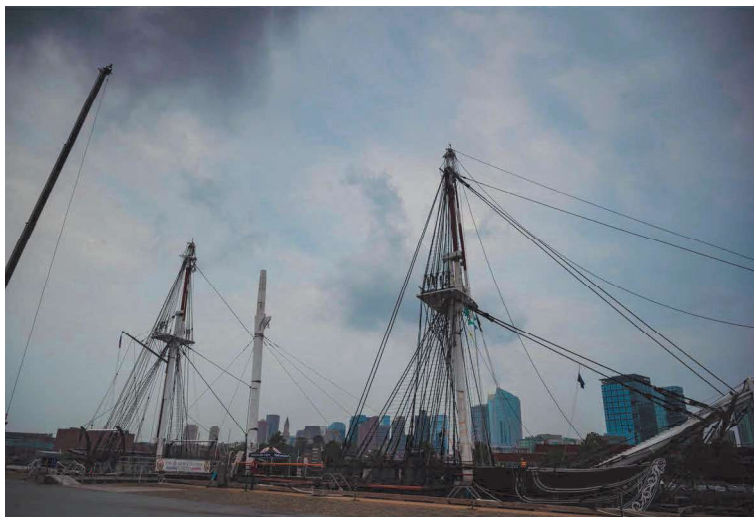
Currently, the front and rear masts are missing their spars, as well as some of their rigging, although nets are still attached. And the mainmast, which is missing half, looks like a bare tree struck by lightning. The mast appeared largely untouched when USNI News visited in August.

The ship instead has supportive stays to maintain its structure while the repairs are being done, Farrell said. Repairs are done by the Navy's Maintenance and Repair division, through Naval History and Heritage Command Boston Detachment under the Naval Sea Systems Command.

Hedden arrived in February when repairs were getting underway, he said. In April, Maintenance and Repair crew members replaced *Constitution's* helm, according to the Navy.

Downrigging began in May, according to a blog post from the USS *Constitution* Museum, which sits across the pier from the ship. Two dry docks separate the museum from the ship it memorializes. The Navy uses the dry docks to complete repairs on the ship, Farrell said, although the current repairs are being done pierside. Most repairs can be done while the ship is in water, but there are operations that require a dry dock, like between 2015 to 2017 when the copper hull was fixed.

For the current repairs, the main mast needed to be removed in order to get to the main topmast, the second part of the main mast, according to the



USS Constitution moored in Boston on Aug. 7, 2023. (USNI News Photo)



A sailor repairs a cannon aboard USS Constitution on Aug. 7, 2023. (USNI News Photo)

museum blog. The topmast was made in 2009 from Douglas fir, while the new one will be made from southern yellow pine.

Due to *Constitution's* age, special wood is required for repairs, Farrell said. The hull is made from different types of oak, harvested from *Constitution Grove* on Naval Support Activity Crane in Indiana. *Constitution Grove* was established during 1973 repairs on the ship, when the white oak required was difficult to secure, according to the service.

The ship will likely be under repair until 2024 when rigging will be put back, according to the ship museum.

[READ THE FULL ARTICLE](#)

■ Hidden WWI Shipwreck at Bottom of TX River

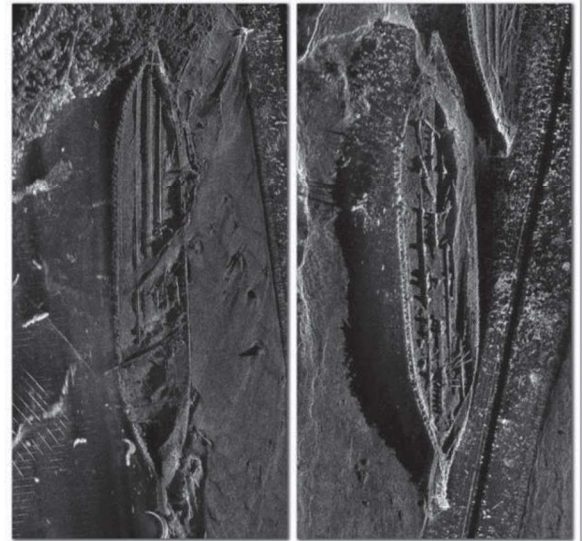
A "hidden shipwreck" from World War I has been revealed at the bottom of a Texas river thanks to a summer heat wave and low rainfall, Texas historians said Thursday.

The wreck was found in the Neches River by a local man, Bill Milner, according to a Facebook post by the Ice House Museum, located in Silsbee, Texas. Portions of the wreck were in water that was just knee-deep, the museum said. Milner found the wreck while jet skiing in the area last week, and hit something in the water. It turned out to be the remains of five different ships.

The museum contacted the Texas Historical Commission to investigate and research the ships and later said that maritime archaeologist Amy Borgens told them that the wreck has been known to the Texas Historical Commission since the 2000s.

On Tuesday, the commission was able to confirm that the vessels were from the U.S. Shipping Board Emergency Fleet Corporation. These large ships, with hulls as long as 282 feet, were built in Beaumont, Texas during World War I. Since many vessels were unfinished, they were abandoned in the area at the conclusion of the war or converted to barges or sold for scrap.

Nearly 40 wooden-hulled vessels from the same corporation that are in east Texas rivers,



the commission said on Facebook, making them "one of the largest collections of WWI vessel abandonment sites in the United States."

The commission said that anyone who finds a shipwreck or other underwater wreckage should "play it safe and leave it alone."

[READ THE FULL ARTICLE](#)

■ Battleship *New Jersey* to Leave Waterfront

The most-decorated battleship in U.S. Navy history will leave the Camden waterfront for the first time in more than 20 years.

Battleship *New Jersey* moved to the waterfront in 2000, opening as a museum and memorial in that location a year later. USS *New Jersey* (BB-62) will embark on a mini voyage to dry-dock for major work in Philadelphia's Navy Yard – just a few miles away.

A departure date has not been set. But the Home Port Alliance – the organization that maintains the ship – believes the work will occur in 2024 and take roughly eight weeks.

The ship has been dry-docked – a process of removing a ship from the water to enable work below the waterline – several times prior, most recently from 1990-91. The New Jersey Historical Commission will provide \$5 million to dry-dock the battleship for repairs.

A tug boat will transport the ship, which can't move under her own power anymore.

"The priority for this project is to remove the marine growth on the hull, repaint the hull, inspect the through-hull openings and other sensitive areas, and replace the anodes used for cathodic protection," a news release says.



The Battleship New Jersey will temporarily depart for dry-docking. She's been anchored off of Camden since 1999. (Tupungato)

■ Bringing the Former HMS *Ambuscade* Home

A Scottish maritime heritage group, Falls of Clyde International (FOCI), has embarked on a project that will return the Type 21 frigate PNS *Tariq*, (formerly HMS *Ambuscade*) to her birthplace on the Clyde. Here we look at the history of the vessel and consider the plan to preserve her as a museum ship.

FOCI was founded with the intention of bringing the tall ship, *Falls of Clyde* back to Glasgow for renovation and to be used as an active sail training ship. She was built on the Clyde in 1878 and is the only surviving iron-hulled and four-masted full-rigged ship in the world. She is currently berthed at Honolulu, Hawaii and FOCI has been working to restore and rescue her since 2014. They had a contract with authorities in Hawaii to remove her, although this was withdrawn in 2021 due to an insurance issue but work is ongoing to start again. This will provide the funds for the tow and some of the restoration work. (The full story is outside the scope of this article but there is more on their [website here](#)) The plan to bring PNS *Tariq* to Glasgow is a separate venture by FOCI, but part of a wider vision to establish an attraction that celebrates the epic maritime and shipbuilding history of the Clyde.

HMS *Ambuscade* was the 4th of 8 Type 21 frigates commissioned into the RN between 1974-78. She was the first of five of the class built by Yarrow Shipbuilders at Scotstoun on the Clyde. *Ambuscade* served all over the world, including participation in the Falklands War where she spent 83 days continuously at sea, steamed 29,229 miles and fired 500 4.5" rounds. She was involved in a serious collision with the USS *Dale* in April 1983, fortunately, there were no casualties but she had to be dry-docked in Mumbai and have a complete new lower bow section fabricated and fitted. The later part of *Ambuscade's* career was predominantly spent as either West Indies or Falkland Islands

guard ship. Along with the five other surviving Type 21s, she was sold to the Pakistani Navy, formally being handed over in a ceremony at Devonport on 28th July 1993.

PNS *Tariq* proved a great asset to PN, spending about 830 days at sea and covering more than a million nautical miles in the three decades following transfer from the RN. She was formally decommissioned on 5th August 2023.

In 2020 FOCI approached Humza Yousaf (Currently Scottish First Minister who has Pakistani heritage) for help in securing the *Tariq* as a future museum ship in Glasgow. Subsequently, Pakistan has kindly agreed not to sink her as a target as originally intended. Instead, they will donate the ship free of charge to FOCI, although the charity will be responsible for towing her back to the UK. During her final few years in service, the Pakistani Navy has spared no expense in keeping the ship in good condition and she was dry-docked as recently as 2022. The PN has been keen to demonstrate the pride and standards of care taken in maintaining the ship to the RN and future owners.

Most observers of naval heritage efforts are rightly sceptical about any new proposal to preserve warships as there have been so many failures. Typically a well-intentioned small group has launched a campaign to save their favourite former war canoe, grossly underestimating the costs and complexity involved. These efforts often generate media coverage and modest initial support in the community but lack the funding, expertise and credibility needed to deliver the project.

To succeed there are several big hurdles to overcome. The current owners must agree to part with the vessel.

[READ THE FULL ARTICLE](#)



■ Distinguished Flying Cross Awarded to Radioman

During World War II, Navy Aviation Radioman 3rd Class Peter L. Smith doggedly helped battle the Japanese from the Solomon Islands to Okinawa. Thanks in part to the unflagging efforts of his son, the sailor's efforts to help win the war in the Pacific have finally been recognized.

During an Aug. 16 ceremony aboard the *Intrepid* Sea, Air & Space Museum in New York City, Secretary of the Navy Carlos Del Toro posthumously awarded Smith the Distinguished Flying Cross, for outstanding achievement in aerial flight, and the Air Medal.

His son, James, accepted the medals on his father's behalf.

"My father, like many thousands of his generation during the war, did his job – day in and day out," Smith said, according to a Navy release.

His dad, a native of Troy, New York, enlisted in the Navy in February 1942, just two months after the attack on Pearl Harbor. He initially served as a storekeeper, but soon volunteered for flying duty and completed training as an aviation radioman and an air gunner, according to the release.

In June 1943, Smith was assigned to VC-28, a composite squadron operating out of Henderson Field on Guadalcanal. During that time, he was part of a three-man crew manning a TBF Avenger torpedo bomber and participated in 15 combat missions supporting ground troops at New Georgia in the Solomon Islands.

He was then reassigned to Torpedo Squadron 28, a carrier-based squadron embarked with the light aircraft carrier *Monterey* in 1944.

"During his time with VT-28, Smith flew in operations to retake the Marianas, Saipan, Tinian and Southern Palau from Japanese forces," according to the release. "He also supported the assaults on the Philippines and strikes against



Okinawa."

In all, Smith helped carry out more than 150 combat and support missions with Torpedo Squadron 28.

After the war, Smith hung up his Navy uniform returned home to work for the New York State Department of Labor. He died in 2009, according to his obituary on Legacy.com.

During the ceremony aboard the *Intrepid*, Del Toro thanked James Smith for "his tireless work to ensure his father received the recognition he deserved and for preserving his father's story of service during World War II."

"I am humbled by the opportunity to honor Peter L. Smith – one of our Navy's hundreds of thousands of World War II veterans – for his service to our nation during a defining period in world history," Del Toro said, according to the release. "After the war, Smith, like so many members of this greatest generation, returned to their civilian careers, but forever remained proud of their service."

[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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