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HMS Unicorn Accredited



HMS Unicorn was given official museum accreditation in early October.

"Accreditation proves our quality museum offering including the high standard of care of our museum collection and our excellent community and volunteering work."

Matthew Bellhouse Moran
Museum Director
HMS Unicorn

Berthed at Victoria Dock, HMS Unicorn is the oldest ship in Scotland and third oldest in the world.

Launched in 1824, it is the only ship of its size and age to have never been rebuilt - consisting of 95% of the original timbers.

The ship was handed over to the Unicorn Preservation Society in 1968, before opening as an attraction to the public in 1975.

And now, 48 years on, the landmark has been officially accredited by the national body representing Scotland's museums.

This means it is properly managed and governed to the nationally agreed industry standard and shows the museum takes proper care of its collections.

The accreditation comes just three months after the future of the HMS Unicorn was secured after a huge £1.1 million donation.

Given by the National Heritage Memorial Fund (NHMF), the money will pay for urgent work required for the continued preservation of

Scotland's oldest ship.

A U.S. billionaire, John Paul DeJoria - co-founder of Paul Mitchell hair products - has also previously supported the fundraising efforts with £20,000.

There are also long-term plans to move HMS Unicorn to nearby East Graving Dock at City Quay.

Matthew Bellhouse Moran, museum director at HMS Unicorn said:

"Unicorn has undergone rapid organizational transformation over the last two years, and accreditation status is testament to how far we have come. Accreditation proves our quality museum offering including the high standard of care of our museum collection and our excellent community and volunteering work. I'm very proud of the achievement of our small team toward this major milestone ahead of our 200th anniversary."

News Around the Fleet



■ USS *Salem* Featured on Atlas Obscura

Docked within the Weymouth Fore River is one of the last remnants of the old Fore River Shipyard owned and operated by General Dynamics. USS *Salem* (CA 139) was one of three heavy cruisers built for the U.S. Navy and is currently the only surviving example of that class of ship anywhere in the world. Like all museum ships, *Salem* carries a unique story about its service and preservation. However, it also has a reputation only a handful of other preserved vessels have; allegations of paranormal activity and reportedly being haunted.

Salem was commissioned in 1949 with construction taking place during the latter years of the Second World War. *Salem* spent much of her career in the Mediterranean around Europe,



North Africa, and the Middle East conducting training exercises with other NATO countries and allies.

The ship was decommissioned in 1959 and kept as part of the reserve fleet.

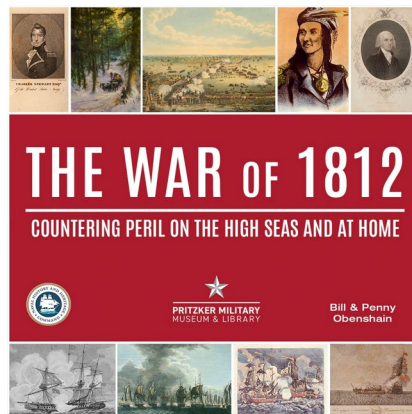
In 1994, she was returned to Quincy to begin a new life as a museum ship and it is here rumors and stories began to emerge of paranormal phenomena.

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■ New War of 1812 Exhibit at Pritzker Library

The Pritzker Military Museum & Library is proud to announce its newest exhibit, "The War of 1812: Countering Peril on the High Seas and at Home", which chronicles the conflict from an American perspective primarily through illustrations of figures, battles, and landscapes. Associate Director and Curator, Drew Ulrich, set out to provide a 360-degree experience that transcends visitors back to witnessing monumental milestones within a forgotten era of historical struggle. The exhibit opened on October 20, 2023.

"We are thrilled to bring this intriguing exhibit to the Pritzker Military Museum & Library (PMML). Like our mission, it



provides an in-depth look at how the war impacted the times in which citizens and soldiers lived," stated Interim PMML President Roberto Bravo.

The extraordinary, rare

pieces which make up the exhibit are commissioned and sponsored by the Naval History & Heritage Command located at the Washington Navy Yard in Washington, DC. Additional funding is provided by the Bill & Penny Obenshain.

The exhibit will be open from October 20, 2023 through July 27, 2024.

For more information on "The War of 1812: Countering Peril on the High Seas and at Home," visit their [website](#) and their [exhibit page](#).

■ NHHC Awards Top honors for Historic Navy Preservation Efforts

Naval History and Heritage Command (NHHC) presented the 2022-2023 Naval Museum Excellence Awards during the annual Historic Naval Ship Association (HNSA) Conference in Albany New York, Sept. 21. 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 were 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 were:

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



A core NHHC mission is to honor those who served in the Navy and to educate the American people on the nation's rich Navy legacy.

"The Navy has limited resources to meet its mission of sharing our Navy's heritage," said Jeff Barta, Deputy Assistant Director of NHHC's Museums Division, who currently manages 10 of the Navy's museums across the country. "Our partnership with our HNSA partners really acts as a force multiplier for us. We're able to share best practices and optimize what we do have. What this means is this collaboration expands our shared goals to recognize our service veterans and to inspire our next generation of Navy heroes.

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 Stockton Maritime Museum earned recognition for their efforts

in History and Science, Technology, Engineering and Math (STEM) programming.

The USS *Hornet* Sea, Air and Space Museum demonstrated their dedication to naval heritage with the care and restoration of an S-2 Tracker Aircraft.

The Pacific Fleet Submarine Museum earned the Maintenance Excellence Pennant through the successful dry-docking of USS *Bowfin*.

The Independence Seaport Museum earned recognition for their efforts on the below waterline hull maintenance of USS *Olympia* through the innovative use of a cofferdam.

The USS *Hornet* Sea, Air and Space Museum was recognized for their recent exhibit on the history of African Americans in the Military, as well as their display and conservation of a Biological Isolation Garment (BIG).

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■ Visitors are Returning to the *Queen Mary*

A fog of uncertainty has loomed over the *Queen Mary* for many years.

Amid a string of failed operators, a global pandemic and a yearslong closure, the historic ocean liner's outlook was bleak. But since reopening in April, the number of people visiting and staying aboard has steadily grown, casting some hope through the gloom, according to the people trying to chart a course for its future.

Now, the impending reintroduction of crowd favorites such as the Royal Sunday Brunch in December as well as new paranormal tours and attractions kicking off in October are sure to boost visitor counts, according to the ship's operator, Evolution Hospitality.

"People are wanting to come onto the ship," said Steve Caloca, Evolution's managing director of the ship.

The recovery comes in the wake of the *Queen Mary* shutting down in March 2020 to adhere to the COVID-19 restrictions. It remained closed even as other businesses were allowed to open when the previous operator, Urban Commons, filed for bankruptcy amid a tangle of unmet expectations and broken promises that left behind significant financial wreckage.

After that, Long Beach took control of the ship for the first time in more than four decades when nobody bid for the contract to operate the *Queen Mary*, which went to auction as part of the bankruptcy proceedings.

With tens, if not hundreds, of millions of dollars in



long-term repairs and maintenance needed aboard the ship, the city weighed options that even included scrapping the iconic ocean liner or transferring it to the Port of Long Beach.

Ultimately, the city committed to reopening the ship itself as a tourist destination, and by April, it did so by welcoming visitors back for a limited number of guided tours.

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■ Ceremony Honors Victims of *Cole* Attack

With the presentation of colors, the singing of the national anthem and a prayer, the solemn remembrance of the lives lost during the *USS Cole* attack on Oct. 12, 2000, began at Naval Station Norfolk.

The remembrance ceremony was held on the 23rd anniversary of the attack.

"You remember every detail of that day," said Mona Dunn.

Dunn's 22-year-old son, Cherone, was one of the sailors killed.

The ship, which was based in Norfolk, was attacked during a refueling stop in Yemen.

Terrorists detonated explosives on a small boat next to the ship.

"It was around eight o'clock that I saw the news story on CNN that said four killed," said Dunn. "So, it's still emotional because a piece of my heart left when my child was killed."

The ceremony also included a bell ringing, a double-ring for each of the seventeen sailors as their names were read aloud and a wreath carried around and placed the base's *USS Cole* Memorial.

Paul Abney also attended the ceremony.

He was a master chief sonarman on board the *USS Cole* when it was attacked.

"Each day every year, it poses an opportunity to grieve those that we lost. It's a high and a low," said Abney. "The high comes from seeing crew



USS Cole was attacked by terrorists in Yemen on Oct. 12, 2000, blasting a 40-foot-wide hole near the waterline. 17 Sailors perished.

members, some, it's been years since we've seen."

"As a gold star family, as a gold star mom, we don't want others to forget that we have our freedoms in this country today because of our servicemen and women," said Dunn.

View the ceremony video [HERE](#).

■ Museum Chiefs Battle for Sunken WWII Ship Memorial

Museum chiefs are reportedly battling with the British government over plans for a memorial for the sailors who lost their lives in one of Britain's worst naval disasters of the Second World War.

Professor Dominic Tweddle, the head of the National Museum of the Royal Navy, told the *Mail* on Sunday, that the Ministry of Defence (MOD) and Foreign Office had blocked his plans to commemorate the sinking of HMS *Prince of Wales* and HMS *Repulse* by the Japanese in 1941.

The *Mail* reported that Prof Tweddle wanted to

bring up artefacts from the shipwrecks in the Pacific to create a memorial in Portsmouth but said he was "somewhat disappointed with the response that the MOD wants it to stay in Malaysia for some unknown reason."

Earlier this year, it emerged that the *Prince of Wales* had been targeted by Chinese pirates who had looted material from the ship.

In May, Malaysia detained a Chinese-registered vessel, which was suspected of shipwreck looting.

Ammunition believed to be from the HMS *Prince*



of *Wales* and HMS *Repulse* was found on board after it had anchored illegally at the site in the South China Sea.

Authorities in Malaysia have since recovered

much of the stolen objects, Prof Tweddle wants to bring them back to Britain.

[READ THE FULL ARTICLE](#)

■ World War I-Era Ship Found in Lake Superior

A century after it sank, the wreckage of a 238-foot-long steel bulk freighter known as the *Huronton* has been discovered by the Great Lakes Shipwreck Historical Society.

The *Huronton* sank to the bottom of Lake Superior on Oct. 11, 1923, after it was hit by a 416-foot-long bulk freighter known as *Cetus*.

The two ships were traveling too fast for conditions in opposite directions through heavy fog and smoke from forest fires when the bow of the *Cetus* ripped into the side of the *Huronton*, creating a massive hole in the port side of *Huronton*, according to a press release from the GLSHS. The force of the collision essentially locked the two ships together.

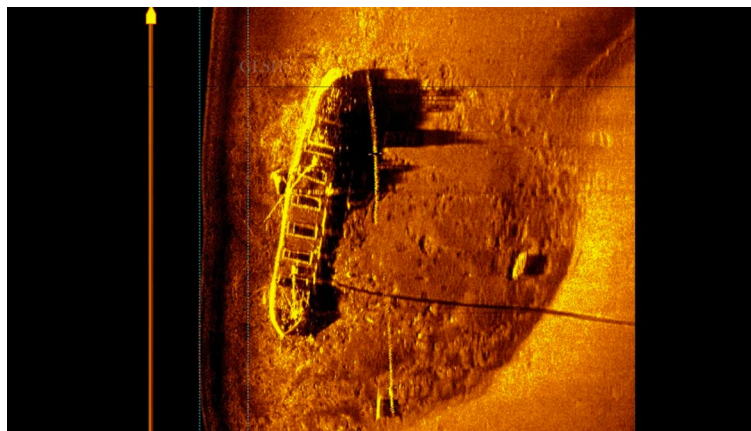
The captain of the *Cetus* kept his engines

running and pushed forward into the *Huronton*, essentially plugging the hole for a short time and giving the crew of the *Huronton* enough time to board the *Cetus* safely.

Even the crew's mascot, a bulldog, was able to be rescued from the sinking ship and carried to the *Cetus* before the *Huronton* went beneath the waves.

"Finding any shipwreck is exciting. But to think that we're the first human eyes to look at this vessel 100 years after it sank, not many people have the opportunity to do that," said GLSHS Executive Director Bruce Lynn.

"I think about some of the more interesting aspects of what we do as an organization, but the searching for, discovery and documentation of shipwrecks ... especially if it's a vessel that sank



a hundred years ago, is pretty exciting because, it's truly a part of our past."

The GLSHS found the wreckage approximately 800 feet below the surface thanks to the society's sonar towfish, which was being pulled

across the lake. A small area was marked as a possible point of interest and when the crew returned to check it out, they discovered the *Huronton* wreckage.

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■ Introducing the *Intrepid* Museum's New Look

The *Intrepid* Sea, Air & Space Museum, which opened its doors more than four decades ago in 1982, will now be officially named the *Intrepid* Museum, reflecting the next phase in its evolution as a leading cultural institution. The Museum also introduced a new logo, website and messaging that continue to honor and pay homage to its storied past and all who served aboard *Intrepid*, while also reflecting the *Intrepid* Museum's commitment to remaining dynamic and relevant for generations to come.

The new icon is a stylized depiction of the aircraft carrier *Intrepid* as seen from the bow. It is framed by three color panels that suggest the Museum's collection of space vehicles (black), seafaring vessels (sea blue), and aircraft (sky blue).

The logo features three pillars that represent different manifestations. While "Sea," "Air" and "Space" are literal, reflecting the types of artifacts in the Museum's collection, the pillars also guide efforts to serve visitors, whether in-person at the Museum or through digital programming. They embody that the *Intrepid* Museum is "Bold," "Dynamic" and "Immersive"; the Museum's content depicts the "Past," "Present" and "Future"; as a cultural institution, it upholds its core values of "Integrity," "Innovation" and "Inclusivity"; and that it always stays true to its founding mission to "Honor," "Educate" and "Inspire."

In conjunction, the Museum also launched an updated website at IntrepidMuseum.org, with design features that reflect the new logo and color scheme, improved ticket functionality, and enhanced navigation for both desktop and mobile. The simplified name and new logo are accompanied by a new tagline that incorporates the visitor experience: "Be Curious. Be Inspired. Be Intrepid."



The new logo simplifies the shape of the bow of the ship, which is the view most people encounter when approaching the Museum's entrance. When this shape is rotated, it cleverly transforms into the silhouette of an aircraft in flight and a spacecraft ascending into the sky.

The Intrepid Museum worked with Tronvig and GreyBox Creative in support of its rebrand initiative. "It's an honor to help shepherd the brand metamorphosis of a New York City icon," said James Heaton, founder of Tronvig.

" As we've grown and evolved as a museum, it became clear that our brand needed to evolve with us. The new, more contemporary design of our logo broadens our ability to define ourselves."

Susan Marenoff-Zausner
Intrepid Museum President

■ *Alexander Henry* Icebreaker Now a Historic site

On October 18, the Honourable Steven Guilbeault, Minister of Environment and Climate Change and Minister responsible for Parks Canada, announced the designation of the Canadian Coast Guard Ship (CCGS) *Alexander Henry* as a national historic site under Parks Canada's National Program of Historical Commemoration. National historic sites illustrate the nation's defining moments, contributing a sense of time, identity, and place to our understanding of the story of Canada.

The former Canadian Coast Guard Ship *Alexander Henry* is a retired light icebreaker, buoy tender, and navigational aid ship that served on the Great Lakes from 1959 to 1985. The vessel is one of the best surviving examples of the government's icebreaker construction programme of the late 1950s and represents the Government of Canada's commitment to marine navigation during a time of increasing industrial shipping and trade.

As the main Canadian icebreaker committed to Lake Superior, CCGS *Alexander Henry* provided exemplary service to marine navigation and served many functions. One of the ship's roles was to extend the shipping season as long as possible, breaking channels in the ice from the Lakehead at the northernmost ports in the system during the freeze-up in early winter and around break-up in the spring. *Alexander Henry* also maintained navigational aids, bringing lighthouse keepers and supplies to the various light stations, maintained buoys during the shipping season, and performed life-saving search and rescue missions.

The Government of Canada, through the Historic Sites and Monuments Board of Canada, recognizes significant persons, places, and events that have shaped Canada. Sharing these stories helps foster understanding and reflection on the diverse histories, cultures, legacies, and realities of Canada's past and present.

The designation process under Parks Canada's National Program of Historical Commemoration is largely driven by public nominations. To date, more than 2,200 designations have been made nationwide. To nominate a person, place or historic event in your community, please visit the [Parks Canada website](#) for more information.



Canadian Coast Guard Ship Alexander Henry docked in Thunder Bay, Ontario, 2022. (Parks Canada / Will Pratt)



According to Parks Canada, it is one of the best surviving examples of the federal icebreaker construction program of the late 1950s. (Parks Canada)

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■ HMS Victory £45m Restoration Underway



The world's most famous warship was in far worse condition than experts believed when they started a £45m revamp, with her timbers reduced to 'potting compost'.

On the eve of the anniversary of her finest hour – leading the Fleet to a decisive triumph over the Franco-Spanish fleet at Trafalgar in 1805 – the team heading the restoration of HMS Victory have revealed how urgent the overhaul was.

The ship is undergoing the most comprehensive maintenance project in her recent history, a 15-year project to restore her to how she looked as Nelson's flagship.

A lot of the ship is currently hidden behind protective tarpaulin, having much of her rigging, masts and sails removed.

The conservation team began work on her hull in May 2022 when scaffolding was erected around the ship to allow her to dry out – Victory is now drier than at any time in her 250-year-plus history – and for work to be carried out in all weathers and for visitors to watch the shipwrights.

The restoration of the hull focuses on replacing decayed planks and damaged frames.

Andrew Baines, the project director, said: "Although a cursory look at Victory in early 2022 might

have given the impression that the ship was in good condition, in reality a thin skin of paint and filler masked planking that was almost entirely rotten on the ship's starboard side.

"As soon as the outer, sound, layer was removed, the team of shipwrights were confronted with material that no longer resembled timber and was much closer to potting compost."

The decayed wood has been removed – but in doing so it's revealed that the rotting had spread to the frames to a much greater extent than had been assumed, meaning more repair and replacement work.

And while traditional shipbuilding methods fared Victory well for most of her career, more recent restoration work – after 1955 – perhaps caused as much harm as good. Nothing fitted or installed before the mid-50s needs replacing.

[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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