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USS *The Sullivans* Takes On Water



The *Sullivans* took on water as a result of the blizzard that struck western New York just before Christmas.

Now that the ice and snow has melted following last month's **blizzard** teams were able to assess the damage at Buffalo's Naval Park.

USS *The Sullivans* took on water, almost 30 inches in some spots.

It's a ship that has already been going through plenty of work after badly listing and partially sinking following last winter.

"We are in the process of beginning to pump that section of the ship out, which will start (Thursday)," according to Paul Marzello, the president and CEO of the Buffalo & Erie County Naval and Military Park

"Once those sections are pumped out, we'll have some investigators in the ship and looking for those areas where we might have those intrusions and put some interior patching on her."

The joint that connects the USS *Little Rock* to USS *The*

Sullivans was ripped off in the storm. That will have to be reattached.

There was a lot of wind and water damage to the hanger building, and now a naval surveyor, who has been inspecting *The Sullivans* the last two weeks, will likely recommend having the ship dry docked in Erie, Pa. That would come with a long list of issues.

In a conference last year, Marzello said "She is a gift to Buffalo, New York" and "she represents the courage and the honor and the commitment, of not only the five Sullivan boys who that ship is named after but the thousands of veterans that have served this country."

The good news is that the submarine The USS *Croaker* was not damaged during the storm. Marzello said The USS *Croaker* was like a toy boat in a very cold bathtub.

"The compartments, which were B1 and B2, probably more commonly known as the boiler and engine rooms, took in about 30 to 32 inches of water."

Paul Marzello
President & CEO
Buffalo & Erie County
Naval and Military Park

News Around the Fleet

■ Patriots Point Hosts AviCom 2023

On February 1, students from 10 high schools across South Carolina competed in the inaugural AviCom event aboard the USS Yorktown. Hosted by the Patriots Point Flight Academy and in collaboration with the South Carolina Aviation High School Alliance, the first-of-its-kind competition is for students participating in aviation and aerospace education programs. Using Patriots Point's state-of-the-art flight simulators, students were challenged to use their critical thinking, communication, team work and math skills in time restricted and problem plagued flight operations. Each year, thousands of students participate in educational programs at Patriots Point. Their goal is for every South Carolina student to experience one of these programs before graduating.

While students participated in the competition, their leaders enjoyed professional development offered by the Patriots Point's Education Department. The workshop included hands-on teacher activities, lesson plan development and analysis of primary documents recently added to the museum's collection of WWII naval aviation exhibits. This "backstage pass" to the museum's archives included a certificate of completion towards renewal credits. The experience gained by the students and teachers will be valuable as the Alliance develops a new aviation curriculum it hopes to provide all South Carolina students with an interest in the aviation industry.



Congratulations to the following students!

Team Simulated Flight

- 1st - Philip Simmons High School
- 2nd - Pickens County Career and Technology Center
- 3rd - St. Joseph's Catholic High School

Individual Aviation Knowledge Test

- 1st - Dennis Morozov, James F. Byrnes High School
- 2nd - Cason Wells, Academy for the Arts, Sciences, and Technology
- 3rd (tie) - Sam Sablotsk, Philip Simmons High School
- 3rd (tie) - Ethan McCleary, Academic Magnet High School

Individual Aircraft Recognition Test

- 1st - Anderson Spina, Philip Simmons High School
- 2nd - Braxton Anglesey, Battery Creek High School
- 3rd - Cason Wells, Academy for the Arts, Sciences, and Technology

Individual Best Combined Average Score

- Andersen Spina, Philip Simmons High School

■ Battles of Solebay and Texel Unfold in Library

An epic, century-old “Instagram story” featuring pivotal scenes from a dramatic naval conflict waged by British ships has unfolded during research by librarians in Leeds.

The step-by-step, illustrated account, estimated to be more than 50 feet in length, documents every cannon blast and flaming sail from the pivotal battles of Solebay and Texel which took place in the 1670s.

The team at Leeds Central Library this week began the painstaking task of unfurling each individual stage of the impressive document, based on a series of live sketches that were speedily committed to parchment by an unknown artist at the time of the actual battles.

The library’s naval battle document itself dates from around 1908 and is among a collection of more than 3,000 books, pamphlets and periodicals donated by noted Leeds aristocrat and diplomat Sir Alvary Gascoigne in memory of his father the naval and military history buff Colonel F.R.T. Gascoigne.

Rhian Isaac, senior librarian at Leeds Central Library, who is currently researching the library’s Gascoigne Collection, said: “There’s an astonishing amount of detail included in this document, with each individual ship and naval manoeuvre captured so minutely, you can actually see the battles played out step-by-step, much like an Instagram or social media story would do today.

“The sheer scope and scale of the illustrations makes it a real challenge to piece it all together, but it’s fascinating to be able to connect so directly with the original artist’s enthusiasm for naval history and with their desire to capture every step of what were clearly important events.



“That passion for creating a visual record of significant moments, even before the age of cameras and mobile phones, is something which is clearly a common thread for people throughout history and it’s a privilege to have such a superb example in our collection.”

The Battle of Solebay was the first naval battle of the Third Anglo-Dutch War and saw an estimated 190 warships involved in a fierce conflict in what is now Southwold Bay in Suffolk.

A joint Anglo-French fleet anchored in the bay was surprised by Dutch ships but the battle ended in a hard-fought draw, with both sides claiming victory.

The Battle of Texel marked the final major naval clash of the conflict off the coast of The Netherlands. A gruelling encounter, the battle saw both sides suffer badly in hours of fighting which cost the lives of around 3,000 sailors.

Sir Alvary Gascoigne’s collection, which includes the accounts of the battles, was donated to Leeds Libraries in 1968 and included army and navy lists from the early nineteenth century and regimental histories.

The last private owner of Lotherton Hall, his long and distinguished diplomatic career took him across the globe.

“We’re extremely fortunate to have such a detailed and fascinating record of the history of Leeds in our collection which really captures the city’s unique heritage..”

Mary Harland
Leeds City Council



■ Ships of the Sea Maritime's New Savannah Model

Ships of the Sea Maritime Museum has welcomed a model of the USS *Savannah*, the newest of six ships named in honor of the city of Savannah gifted by the Savannah Navy League.

The new model is a replica of the U.S. Navy's *Independence*-variant Littoral Combat Ship (LCS), a high-speed, agile, multi-mission combatant designed to defeat growing coastal threats and provide access and dominance in the coastal water battlespace.

LCS-28 was commissioned in Brunswick on February 5, 2022.

Commissioning Chairwoman Patricia Yovich said, "Savannah Navy League Commissioning Team thought Ships of the Sea Museum would be an excellent place to showcase the replica of the new LCS for two reasons: the museum is a tourist attraction that features the history of Savannah ships, and the proximity of the new USS *Savannah* LCS-28 model to where the first Savannah is located."

The new model joined three other USS *Savannah* models in the museum's collection, whose histories range from 1820 to 1947.

The current models include the USS *Savannah*, a coastal galley that provided harbor defense for the port of Savannah; the USS *Savannah*, a frigate that served as the flagship of the Pacific Squadron; and the USS *Savannah*, a *Brooklyn*-class light cruiser.

"Ships of the Sea is honored to receive such a resplendent gift from the Navy League," said Interim Director and Curator Wendy Melton. "The model of USS *Savannah* (LCS-28) will be a welcome addition to our collection and aid in the museum's mission to interpret this region's exalted maritime history."

Ships of the Sea is housed in the William Scarbrough House which was built in 1819. The museum not only exhibits ship models but also



Visitor looking at the new addition. (Photo taken by Hollie Lewis)

paintings and maritime antiques to help interpret the rich story of Savannah's maritime history.

Visitor Stu Fox, co-owner of Fox Cattle Co. Meats in Shelbyville, Illinois has driven to Savannah multiple times and while in the city today, decided to visit Ships of the Sea Maritime Museum.

"I think the building more than anything, it's very cool, and the ships and stuff but I like architecture better than anything. I think it's a nice little museum, it's in a wonderful house and it has a lot of history here."

"People are very happy to see it," said Sara Feldman, Ships of the Sea Maritime Museum Communications & Development Coordinator. "It's our first new model in nearly 10 years."

On why it has taken 10 years to get a new model Feldman said, "We have limited space and we really try to focus on ships that have a connection to Savannah."

■ Submit Your Response to the AASLH National Visitation Survey

The 2023 American Association for State and Local History (AASLH) National Visitation Survey is now open! Your response to the survey will help AASLH create the National Visitation Report. This is the only report that monitors and assesses nationwide visitation trends at history institutions of all types and sizes. Your response will help your organization and the field. Everyone will benefit from being able to compare their visitation with the survey results. Submit your response [HERE](#).

The survey closes on March 15. Thank you for your participation!



■ NMRN Signs HMS *Victory* Deal with Warlord Games

The National Museum of the Royal Navy (NMRN) has signed a license with Warlord Games for a scale model of HMS *Victory* for its Black Seas range.

HMS *Victory*, Vice-Admiral Lord Nelson's flagship at the Battle of Trafalgar on Oct. 21, 1805, is in Portsmouth's Historic Dockyard in the U.K. It is the world's oldest naval ship still in commission with more than 244 years of service. HMS *Victory* is currently undergoing a conservation and restoration project. The decade-long project will ensure the ship

is protected for the next half century as its shell is removed and replaced with new oak. Repairs will be made to the ship's structural framework and it will be fully re-rigged.

Warlord Games, formed in 2007, designs, manufactures and distributes historical and science fiction miniatures in plastic, metal and resin.

"As a company built on the foundations of thousands of years of military history, we are delighted to be able to contribute to the maintenance of one of this country's most-



treasured historical vessels," says Paul Sawyer, head, product development and design, Warlord Games. "HMS *Victory* is a key part of our Black Seas game range and we are proud to be an official licensee and to

be able to use the HMS *Victory* logo on our packaging for this great ship."

Licensing is part of the NMRN's fundraising campaign to restore HMS *Victory* and to fund research into naval heritage.

■ MARAD Seeks Public Comment on *NS Savannah*

The U.S. maritime Administration is seeking public comment on a draft plan to decommission the *NS Savannah*, the world's first nuclear powered merchant ship.

The Maritime Administration (MARAD) has drafted a Programmatic Agreement (PA) among the Nuclear Regulatory Commission (NRC), the Advisory Council on Historic Preservation (ACHP), and the Maryland State Historic Preservation Office (SHPO), regarding the decommissioning and disposition of the vessel in compliance with the National Historic Preservation Act of 1966 (NHPA).

The *NS Savannah* was launched in 1959 as the world's first nuclear-powered merchant ship under the "Atoms for Peace" program, which

was established by President Eisenhower in 1953.

MARAD is authorized to possess, operate and maintain the vessel under a license first issued by the former Atomic Energy Commission. MARAD operated the ship starting in 1962 until 1970, at which point it was removed from service and defueled in 1971.

The *NS Savannah* has been listed on the National Register of Historic Places (NRHP) since 1982 and designated as a National Historic Landmark (NHL) in 199.

According to the license, MARAD has until December 3, 2031 to decommission *NS Savannah's* nuclear power plant, which will require the decontamination, dismantlement, and



disposal of systems, structures, and components that make up the nuclear propulsion plant, as well as any other contaminated materials and surfaces. The nuclear power plant is comprised of one 80 MWth pressurized water nuclear reactor; two primary coolant loops and steam generators; one pressurizer; and such other systems,

structures and other components.

Once removed, the items will safely stored and transported to a disposal site in the U.S.

The decommissioning process will terminate the license, at which point MARAD will proceed to the disposition of vessel.

READ THE FULL ARTICLE

■ US Lawmaker: Pueblo Must Be Returned

The US representative for Florida's 17th congressional district, Rep. Steube Gregory, introduced a resolution in January that called for the return of the USS *Pueblo* seized by North Korea on January 23, 1968.

The House "maintains North Korea's seizure of the vessel USS *Pueblo* and its detention of the crew were in violation of international law," says the resolution.

The resolution also adds the House "declares that USS *Pueblo* is the property of the United States government and should be returned to the United States."

On January 21, North Korea's official newspaper Rodong Sinmun reported that Pyongyang would wipe out "not only a port or an airfield of a warmonger or invader but their entire land if a second USS *Pueblo* enters our territorial waters again."

The USS *Pueblo* and its 83 crew members were detained during an intelligence gathering mission in the East Sea for Naval Intelligence and the National



A US lawmaker has introduced a resolution calling for the return of a US Navy ship seized by North Korea 55 years ago. (Twitter)

Security Agency. It was posing as an environmental research vessel when it sailed into international waters off North Korea's eastern coast

The proposed resolution argues the ship had "strict orders to remain at all times at a distance more than 13 nautical miles from the near point in North Korean territory, to avoid any possible

incident."

"The United States has no reason to believe the orders were not obeyed," adding the ship was carrying three 50-caliber machine guns at the time of its seizure but that not a single shot had been fired.

[READ THE FULL ARTICLE](#)

■ HMAS *Vampire* Passes Sydney Harbor

A decommissioned warship usually on display at the Australian National Maritime Museum has been moved through Sydney Harbour to Garden Island for conservation work.

The HMAS *Vampire* was moved by three tugboats from Darling Harbour as the ship has no functioning engine.

The vessel, which sits on the water while on display at the museum, will undergo \$3 million in repairs, including work on its hull.

The museum's chief executive, Daryl Karp, said the ship was due for major conservation work.

"Her keel was laid 70 years ago [and] we've had roughly five million visitors go on to her," Ms Karp told ABC Radio Sydney.

Ms Karp said while the ship took a lot to maintain, it was



important to have the display on the water.

"We're continually having to take it onto dry dock, to check it for rust, to repair things," Ms Karp told Breakfast presenter James Valentine.

HMAS *Vampire* was built on Sydney's Cockatoo Island in the 1950s, with its keel laid in 1952.

The ship was one of three *Daring*-class destroyer ships built

in Australia.

Ms Karp said the vessel was one of the last big gun ships to be built, as subsequent fighting ships were equipped with missile weaponry.

"She and her two sister ships were the first all-welded ships to be constructed in Australia," Ms Karp said.

[READ THE FULL ARTICLE](#)

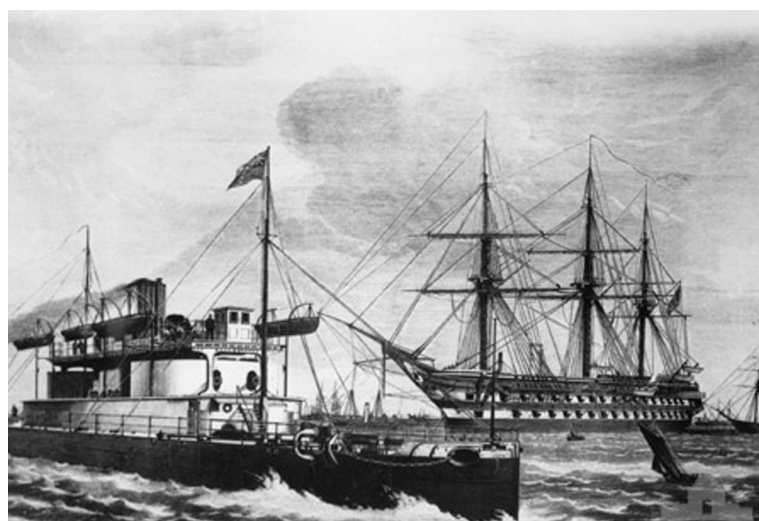
■ Why Hasn't *Cerberus* Been Recovered or Displayed?

By Tom Lewis, Spectator Australia (JAN 2023)

It seems very strange that in Australia we have – neglected, forlorn, and abandoned – one of the foremost examples of military technology in the world, but it is not in a museum. This cutting-edge vessel is lying half-submerged off a beach near Melbourne. It should be inside being conserved. But for years there has been little but argument about the wreck of the warship *Cerberus*.

What makes this shipwreck unique? Three things. This rather curious ship is one of the world's last monitors; the only surviving vessel of the Australian colonial navies, and one of only three surviving ships on the planet with Coles turrets. *Cerberus* was also the first British warship powered purely by steam; the first warship with a central superstructure, and the first with gun turrets mounted on its central superstructure.

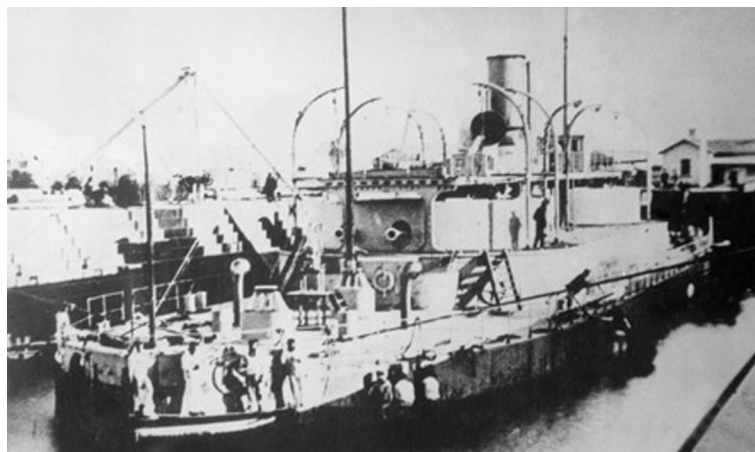
To explain; first, *Cerberus* is one of nine examples of a monitor – a special type of warship – left in the world. In the mid-1800s, wind-powered navies were fast disappearing to be replaced by ships with engines, with armour protecting their guns, engines, and crews. The first major engagement between these new 'ironclads' was fought between the *Monitor* and the *Virginia* in 1862 during the American Civil War. From then



Artist's impression of *Cerberus* and the training ship *HMVS Nelson* (Public Domain)

on, engines and armour would be considered characteristic for all new warships.

Monitors only had a brief lifespan in around 50 years of wildly competing warship designs. Their concept was to be a floating gun platform used in harbours and near coasts rather than a seagoing ship. Their hulls were broad and rather flat, which means they risked being swamped. Finally, navies settled on the dreadnought design, with a streamlined metal hull and a combination of armour, guns, and speed which made the monitor



Photograph showing stern view of Victorian colonial breastwork monitor *HMVS Cerberus* at Williamstown, Victoria. She is in her original configuration with two pole masts and extensions to the flying deck.

obsolete. After serving as a floating artillery base deterrent in Port Phillip Bay until 1926, *Cerberus* was scuttled as a breakwater in her present location in Half Moon Bay.

The second special characteristic of *Cerberus* is its main weapon, the Coles gun turrets. These are named after their inventor, Captain Cowper Phipps Coles of the Royal Navy. Each of the Australian ships has two guns. While most original ironclads had their weapons projecting through ports in the sides or in turrets with the guns able to be traversed – moved sideways – only a little, the Coles turret revolved. This was the forerunner of the turrets you see today even on the most advanced warships, usually alongside missiles. The naval gun still survives and delivering artillery fire from the sea is still most useful. For example, RAN destroyers carried out many fire missions in the Vietnam War, and in 2003 *HMAS Anzac* delivered scores of rounds from its 127mm gun in the Iraq War, completing seven fire missions over a period of three days.

There are now only two other ships with a Coles turret known. *Schorpioen*, a monitor built in France for the Royal Netherlands Navy in the 1860s, survives as a museum vessel in the Dutch Navy Museum. The Peruvian turret ship *Huáscar* in Chile also has a Coles turret. For Australia to let the only other piece of this technology in the world fall apart before our own eyes is nothing but neglect.

Third, *Cerberus* is a last survivor of a very strange period in Australia's history, one where we had small individual navies for several of the colonies which eventually became states. Yes, Queensland had its own navy; so too did South Australia, and Victoria. NSW was the home of the Royal Navy's squadron, and so had a permanent presence of warships.

Why did the colonies have their own navies? Australia, 150 or so years ago, was a very different place to today. The tiny colonial settlements had



Cerberus in 2007 (Public Domain)

much to be wary of. Invasion by another country was a real enough possibility: Japan, Russia, even the United States were feared. And a naval warship appearing off Melbourne, for example, was a terrible weapon. It could heave to off your port and open fire with its guns, shelling your buildings and people with little fear of retaliation. What could you do even with a small army? Nothing except open fire with what artillery pieces you possessed, in which case the ship would merely sail away to another location and open fire there. This led many colonies to purchase warships to deter enemies.

Cerberus, even as a wreck, is the last such substantial example of a colonial warship. There is the hull of *Protector*, from South Australia, sunk as a breakwater off Heron Island on the Great Barrier Reef, but only a section remains, whereas *Cerberus's* site contains four 10-inch guns; two turrets, a steering tower, and much of the hull and decks. There is enough left to make a substantial and significant exhibit.

Over the years since the obsolete warship was sunk there have been many efforts to rescue what is left, often led by the Friends of the *Cerberus* Inc. In 1993 the wreck collapsed somewhat, and subsequently the guns were taken out of the turrets and deposited on the seabed, with a

protective coat added. This was both to remove weight from the turrets and to conserve them: being fully immersed in seawater is better for rust control than being constantly wet and then dry. A suggestion was made to stop the wreck settling further every year by filling it with concrete, but this has now been replaced by a suggestion to pump polyurethane under the turrets.

The wreck is technically owned by the City of Bayside Council, but asking a Council to engage in what is really needed - to remove the wreck and place it in tanks to leach the salt away - would be well beyond them. The state of Victoria needs to come to the task and not only remove and conserve the wreck, but come up with a display centre and staff. This has been done successfully in many places around the world, and results in a tourist attraction being created. The *Mary Rose* in the UK, the *Batavia* in WA, and the *Vasa* in Sweden are examples. America's *Monitor*, perhaps the most famous of this ship type, was recently recovered and is being prepared in this manner.

If Victoria does not want to do this, then the federal government should. In that case, lifting the *Cerberus*, placing it in Canberra's National Museum, and securing a vital asset not only for Australia but for the world should be done as soon as possible.



Historic Naval Ships Association

To Support the Preservation of Historic Naval Vessels &
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