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## New Executive Director at NMHS

The National Maritime Historical Society (NMHS) is pleased to announce the appointment of Cathy Green as its new executive director. With more than 25 years of experience in the maritime heritage field, she brings a wealth of knowledge and a deep passion for maritime history to her new role.

Cathy Green's career spans various facets of the maritime world, with professional work in shipboard education, history and archaeology. As both a grant writer and grant administrator with the National Oceanic and Atmospheric Administration, she managed environmental grant programs on the Great Lakes, showcasing her commitment to conservation and sustainability within maritime ecosystems. Ms. Green has also been a prominent figure in the museum community, most recently as executive director of the Wisconsin Maritime Museum, where her visionary leadership and innovative approach revitalized the institution's impact and relevance in the community.

In her new role, Ms. Green will spearhead initiatives to build on the success of the Society and expand its outreach, enhance educational programs, and strengthen partnerships within the maritime heritage community and beyond. "We are thrilled to welcome Cathy Green as the new executive director of the National Maritime Historical Society," said NMHS board chair Jim Noone. "Her exceptional leadership skills, extensive background in the maritime field, and dedication to promoting our maritime heritage make her the ideal candidate to lead NMHS into the future. We look forward to the exciting path ahead



under her guidance."

"I am honored and excited to join the National Maritime Historical Society as executive director," said Green. "I look forward to collaborating with the dedicated team at NMHS and leveraging our collective efforts to preserve the rich maritime heritage that has shaped our nation and our world. Together, we will inspire future generations to understand and appreciate the profound significance of our seafaring past."

Please join us in welcoming Cathy Green to the **National Maritime Historical Society**.

"I look forward to collaborating with the dedicated team at NMHS and leveraging our collective efforts to preserve the rich maritime heritage that has shaped our nation and our world."

Cathy Green  
Executive Director  
National Maritime Historical Society

# News Around the Fleet

## ■ Pacific War Museum Makes *USA Today* Top 10

The National Museum of the Pacific War in Fredericksburg, Texas, made the *USA Today* list for the 10 best history museums in the United States for 2024. The museums were chosen by an expert panel and voted by readers as the best in the United States.

Located in the hometown of Fleet Admiral Chester W. Nimitz, the commander in chief of the U.S. Pacific Fleet during World War II, is the National Museum of the Pacific War. Through immersive and interactive exhibits, the museum offers a comprehensive and in-depth exploration of the Pacific theater during World War II and pays tribute to the sacrifices made by servicemen and women from various nations.



The National Museum of the Pacific War is number 8 on the list. See what other museums made it [HERE](#).

## ■ Battleship *North Carolina* Begins New Project

Battleship USS *North Carolina* is beginning work on its Living with Water project.

This approach to counter the effects of tidal flooding is the Battleship's response to mitigate increased parking lot flooding. According to a news release, by reengineering the shoreline, creating a constructed wetland and elevating the parking lot, the project will reduce battleship vulnerability to river flooding.

Living with Water will restore natural aquatic habitats for an array of wildlife, including shrimp and blue crabs. Native trees, shrubs, and marsh plants will support nesting and migratory birds. The living shoreline is



expected to lessen wave and tidal erosion, while the created wetland will capture, hold and direct the flood waters.

In 2020, the National Fish and Wildlife Foundation awarded the Battleship *North Carolina*

\$1.25 million for the Living with Water project. The nature-based infrastructure aims to mitigate the risks posed by ongoing tidal flooding and improve water quality in the Cape Fear River.

# ■ Government of Canada Honors Hometown Heroes

Last November, Andy Fillmore, Member of Parliament for Halifax, paid tribute to Commander (Ret.) Rowland Marshall and Lieutenant-Commander (Ret.) Sherry Richardson through Parks Canada's Hometown Heroes program on behalf of the Honourable Steven Guilbeault, Minister of Environment and Climate Change and Minister responsible for Parks Canada. The ceremony was held in Halifax, Nova Scotia at the Maritime Museum of the Atlantic in the presence of dignitaries and family members.

Inspired by his father's service in the First World War and determined to follow in his footsteps, Rowland Marshall joined the Royal Canadian Naval Volunteer Reserve in 1944 at the age of 16. While on convoy duty on HMCS *St. Pierre* (K680) in May 1945, Marshall's squadron took the surrender of 15 German U-boats and escorted them to Northern Scotland. Following the war, he served on several ships and establishments in Canada and the United Kingdom, including HMC ships *Ontario*, *Magnificent*, *Toronto*, *Lauzon Athabasca* and *Saguenay*. In 1962, he transferred to the Naval Reserve and joined HMCS *Scotian*. He remained in the Reserves and later the supplementary reserve list for a total of over 40 years. He holds a doctoral degree from the University of Ottawa and was an associate professor of philosophy at St. Mary's University, and twice served as chairman of the department.

With an eye for adventure on sea and land, Sherry Richardson has contributed to her country and community for decades. She first joined the Naval Reserve Division HMCS *Donnacona* in Montreal in 1954. She served the Royal Canadian Navy in VU 32 Air Squadron as an air electronics technician before being commissioned in the Canadian Intelligence Corps, with part of



her training being a three-year Russian language course. She participated in Arctic operations as part of Bedford Institute of Oceanography, served at National Defence headquarters, and then returned to Halifax to MARCOM headquarters. From 1994 to 1999, Richardson served as the first female Commanding Officer of HMCS *Sackville*, Canada's naval memorial. Throughout her lifetime, she has been an active volunteer in the military and in her community.

To mark the 100th anniversary of the Naval Reserve in 2023, Parks Canada is honoured to add Commander (Ret'd) Rowland Marshall and Lieutenant-Commander (Ret'd) Sherry Richardson to the Hometown Heroes program. These individuals join a growing list of Canadians who have been recognized for their contributions as strong community leaders who are in alignment with the Parks Canada mandate and its priorities, and for their efforts to help protect and promote natural and cultural heritage in Canada as part of the Hometown Heroes program.

Read about their many accomplishments [HERE](#).

More on the Hometown Heroes Program [HERE](#).

"By sharing the exemplary stories of Hometown Heroes with Canadians, we express gratitude for their service, and create a proud legacy that Canadians will remember and learn from for generations to come."

Andy Fillmore  
Member of Parliament  
for Halifax

## ■ Bell of USS *Jacob Jones* Recovered

The bell of USS *Jacob Jones*, the first U.S. Navy destroyer to be sunk by enemy action, has been recovered from the ship's resting place near the UK's Isles of Scilly.

The survey and salvage operation was conducted by the UK Ministry of Defense's salvage unit (SALMO) after a request was made to the British Royal Navy by the US Naval History and Heritage Command (NHHHC).

*Jacob Jones* (DD-61) was one of six *Tucker*-class destroyers designed and built for the U.S. Navy before the United States entered the First World War. Laid down in August 1914 and commissioned in February 1916, she patrolled the New England coast until being sent to the British Isles in April 1917. She served as a convoy escort and was instrumental in saving the survivors of three other stricken ships, until her sinking on 6 December 1917, while returning to Queenstown, Ireland after returning from escort duty in France.

The last resting place of USS *Jacob Jones* remained lost until 11 August 2022 when the wreck was discovered by a team of British technical divers. Work to survey the wreck has continued since its discovery, and the bell was recovered by ROV in early February, 2024, 107 years after her sinking.

'The ship played an important role safeguarding convoys carrying the troops and supplies from the US to the United Kingdom and France that were critical to Allied



victory,' said Rear Admiral Sam J Cox (retired).

'The wreck of the ship is a hallowed war grave and is the last resting place for many of the 64 men who were lost in the sinking,' added Admiral Cox. 'US Navy policy is to leave such wrecks undisturbed, however, due to risk of unauthorized and illegal salvaging of the ship's bell, NHHHC requested Ministry of Defence assistance.'

[READ THE FULL ARTICLE.](#)

## ■ Pearl Harbor MOH Recipient Laid to Rest

Distinguished World War II Veteran and Medal of Honor recipient Seaman First Class James Richard Ward was laid to rest with the solemnity befitting his heroism in a ceremony at Arlington National Cemetery on 21 December. He was accorded full military honors.

Ward was assigned to the USS *Oklahoma* (BB-37) when she was sunk during the attack on Pearl Harbor on 7 December 1941. He was posthumously awarded the Medal of Honor for remaining on board and guiding his shipmates to safety with a flashlight.

A total of 16 service members, ranging in rank from seaman to rear admiral, were awarded Medals of Honor related to events at Pearl Harbor, 11 posthumously. Ward's family was presented the Medal of Honor in March 1942.

In 2003, the USS *Oklahoma* Project set out to identify the remains of the sailors lost with the *Nevada*-class battleship. Of the 394 service members originally deemed unaccounted for, 361 sailors and Marines have since been individually identified. In 2022, the Defense POW/MIA Accounting Agency announced that it had positively identified Ward's remains.



# ■ Intrepid Sky Gazers See Solar Eclipse From Flight Deck

A solar eclipse is a pretty dramatic event – but you can ramp up the drama on Monday, April 8 by witnessing it against the stunning backdrop of the New York City skyline and the Hudson River from the flight deck of the Intrepid Museum!

The former aircraft carrier-turned-tourist attraction will host a special celebration on the day the sun goes dark, and visitors will receive commemorative eclipse glasses so they can watch the cosmic phenomenon in safety. Museum educators will be on hand to explain and explore the science of eclipses.

The eclipse will begin around 2pm ET, with 89% totality for New York City set to occur at 3:25pm ET. Due to capacity constraints, access to the flight deck for viewing will be on a first-come, first-served basis. Guests should arrive early to secure their spot.

While at the Museum, visitors can also explore the new temporary exhibition, *Apollo: When We Went to the Moon*, which opens March 26 and highlights the remarkable history of humanity's voyage beyond our home planet, and the extraordinary individuals who made it happen. The



exhibition, along with the space shuttle *Enterprise*, is located in the Museum's Space Shuttle Pavilion.' Going to be elsewhere on Eclipse Day? On April 7 from from 11am to noon, the museum will host an online inclusive family

program, offering tips about safely watching the celestial event, and explaining how to make simple eclipse viewers.

For more info, go [HERE](#).

# ■ 2024 CNO Essay Contest Announced

The Chief of Naval Operations (CNO), the Naval History and Heritage Command, and the U.S. Naval Institute announce the 2024 CNO Naval History Essay Contest. Papers must be submitted by no later than 30 April.

Essay entries should apply lessons from throughout naval history to solving challenges facing today's U.S. Navy.

Essays will be accepted from entrants qualified in the Professional Category, the Rising Category, and the Midshipman/Cadets Category.

**The Professional Category** includes historians, professors, history curators, archivists, and those with history-related doctoral degrees; authors of books on naval history (not including self-published works); and civilians who have published articles in an established historical or naval journal or magazine.

**The Rising Category** includes those who do not fall within the Professional Category and are either: active duty, reservists, veterans, or federal civilian personnel of the U.S. Navy, Marine Corps, Coast Guard, or Merchant Marine; or members of foreign militaries who have orders and are serving in an official billet in one of the above services.

**The Midshipmen/Cadets Category** includes students enrolled at the U.S. Naval Academy, U.S. Coast Guard Academy, the U.S. Merchant Marine Academy, and the state maritime academies, as well as students enrolled in an official naval NROTC program.

All entries in each category must include either enumerated footnotes or enumerated endnotes; a bibliographic list of sources at the end of the essay is not permitted as a substitute for the footnotes or endnotes. Word counts—excluding footnotes or endnotes—are 3,500 words maximum for the Professional Category and 3,000 words maximum for the Rising Category and Midshipmen/Cadets Category. The word count should be included on the title page.

For a full list of rules and entry specifications, go [HERE](#).



# ■ No Treas at Sea: Secret NAVOCEANO Voyages

Sandy Wright, NC State Class of 1967, recounts his time at sea with fellow classmates as they embarked on secret voyages to safeguard the United States from nuclear war. Originally published in the NC State College of Natural Resources News.

Amid the domestic turmoil and Motown sounds of the mid-1960s, a group of NC State forestry graduates set sail across the Atlantic and Pacific oceans as members of a secretive research project. It was an exhilarating period in our lives as we sought to complete an objective that proved to be more important than we could have ever imagined.

By the time my classmates and I graduated with our bachelor's degrees in forest management in 1967, the Cold War and Vietnam War had made it difficult for recent graduates to find employment. But the federal government, through the U.S. Civil Service Commission, had begun hiring students with strong educational backgrounds in science and mathematics. And it was paying a premium salary because of the cost of living in Washington, D.C.

It wasn't long after graduation that I, along with Ben Schwanda, Ken Johnson, Scott McKeller and Les Brouillard, decided to temporarily step away from forestry to join the U.S. Naval Oceanographic Office (NAVOCEANO). Many of us were assigned to the Gravity Division as geophysicists. Les was assigned to the Hydrographic Charting Division as a nautical cartographer, joining our classmates Herb Kirk and Bill Chandler, who had been selected as the division's interns during the summer months preceding graduation.

When we joined NAVOCEANO, we never imagined participating in research that would contribute to the direct defense of our country. The Cold War with Russia, brought on by the nuclear arms race, prompted NAVOCEANO to assign



The U.S. Naval Oceanographic Office utilized WWII-era Liberty ships during the Cold War to collect data about the ocean floor. (Photo: Naval History and Heritage Command)

many geophysicists, including myself and my fellow NC State classmates, to sea cruises aboard WWII-era Liberty ships and newly-constructed oceanographic vessels to collect data about the ocean floor and its features.

Sea cruises, also known as SURVOPS, routinely consisted of a Military Sealift Command service crew, who operated the ship, a U.S. Naval detachment of officers and enlisted sailors, corporate technicians and civilian scientists. During these expeditions, we utilized technologies such as sonar, gravity meters and magnetometer equipment to collect raw data about the ocean. We usually spent 25-30 days at sea followed by a week of import, then back out to sea for one or two more rounds of data collection.

Much of the data captured during these voyages led to the research and publication of charts of the world's oceans. It also allowed us to accurately map the ocean floor for the first time in history. Mountain peaks, valleys, canyons, troughs, and plains were precisely depicted in the form of numbers on large mylar sheets. Some of the early data gathering was processed on Univac (IBM) computers the size of refrigerators – a stark contrast to the digital cell phones available in today's world.

[READ THE FULL STORY.](#)



# ■ USS Asheville Monument Unveiling



*Asheville unveils a new monument to honor the USS Asheville crew, lost in WWII. A testament to valor and the enduring spirit of sacrifice and freedom. (BNN Breaking)*

On a solemn Sunday, the city of Asheville, North Carolina, became the site of a powerful tribute to World War II valor with the unveiling of a new monument dedicated to USS *Asheville* and its gallant crew. Lost in combat on March 3, 1942, during a fierce encounter with Japanese warships, the entire 166-member crew was commemorated on the 82nd anniversary of their sacrifice. This gesture of remembrance was made possible through the collaborative efforts of the North Carolina Submarine Museum Foundation and the city, marking a poignant moment in the historic Riverside Cemetery.

## **Legacy of Valor**

USS *Asheville*, encountering overwhelming odds against three Japanese warships in the aftermath of the Pearl Harbor attack, fought bravely before succumbing to the sea along with its crew. The event stands as a testament to the courage and dedication of these service members, whose ultimate sacrifice was not forgotten. Sam Cox, a retired rear admiral with the U.S. Navy, emphasized the nation's duty to remember its fallen sailors, a promise kept alive through memorials and ceremonies. The unveiling in Asheville not only honors these heroes but also serves as a reminder of the price of freedom.

## **Community Support and Dedication**

The unveiling ceremony witnessed significant community support, a testament to Asheville's commitment to honoring its namesake ship's legacy. The initiative to memorialize the USS *Asheville* crew reflects a broader recognition

of the sacrifices made by service members and the importance of keeping their stories alive. Additionally, the dedication of individuals like a South Asheville native, tirelessly working to keep tours of USS *Constitution* going, underscores a continued respect and appreciation for naval history and heritage.

## **Continuing the Legacy**

As the USS *Asheville* name lives on through a nuclear submarine currently on patrol near Taiwan, the Navy's commitment to remembering and honoring its past is evident. The new monument in Asheville not only commemorates a specific group of World War II heroes but also symbolizes the enduring spirit of all those who serve. Through such tributes, the legacy of bravery, sacrifice, and dedication continues to inspire future generations, ensuring that the stories of heroes like those aboard USS *Asheville* are never forgotten.

As the city of Asheville and its community come together to honor the memory of USS *Asheville* crew, the unveiling of this monument serves as a poignant reminder of the cost of freedom and the valor of those who defend it. This act of remembrance not only pays tribute to the past but also strengthens the bond between military history and community pride, ensuring that the legacy of courage and sacrifice endures.

# ■ New Jersey to Leave Camden for Dry Docking

America's most decorated battleship will leave its home, dominating Camden's waterfront, for the first time in decades. Later this month, Battleship *New Jersey* will travel down the Delaware River to the Philadelphia Naval Shipyard for historic dry dock maintenance.

"This battleship is just a tremendous piece of history," said Marshall Spevak, CEO of Battleship *New Jersey*. "This is a once in a generation opportunity really to see the ship move."

The ship is scheduled to depart from Camden on Thursday March 21st at exactly high tide, 12:10 p.m. The museum will host a send-off ceremony on the pier at 11 a.m. It will mark the first time the battleship has moved from Camden since she arrived in 2000.

"People are calling in telling us they are flying in from other parts of the country to be here on the 21st," said Spevak.

Battleship *New Jersey* will be dry docked for the first time in 32 years

According to Spevak, the \$10 million dry dock project is long overdue. It is also vital for the battleship's longevity.

"Typically decommissioned navy ships are supposed to be dry docked every 20 years. We are almost at 35 now," said Spevak.

The maintenance work in Philly is expected to take about 60 days. The battleship will return to Camden once the work is complete, but people



will also have the chance to see the battleship in Philly. The museum is selling rare dry dock tours on the weekends, offering people the chance to walk underneath the battleship.

"I'm not sure when the next time an *Iowa*-class battleship will be in dry dock," said Spevak. "That's why we are saying it is really a once in a generation opportunity."

[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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