

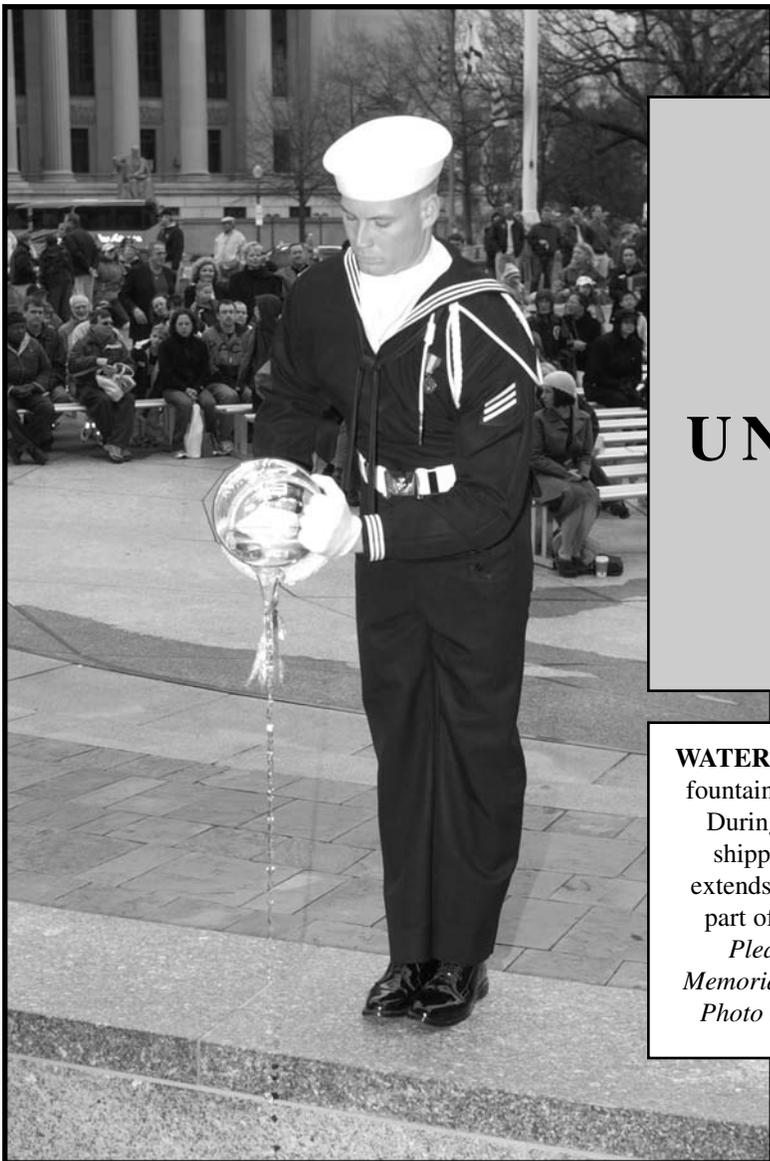


ANCHOR WATCH

APRIL
MAY
JUNE
2005

The Official Journal of the Historic Naval Ships Association

www.hnsa.org



H.N.S.A. MEMBER
IN THE SPOTLIGHT

THE UNITED STATES NAVY MEMORIAL

WATER FROM THE "SEVEN SEAS" is poured into the fountain of the U.S. Navy Memorial in Washington, D.C.

During the ceremony, a Navy Chaplain blesses naval, shipping, and fishing fleets worldwide. The blessing extends to all Sailors of the seven seas, whether they are part of a national fleet or from a small fishing village.

Please see page six for more about the U.S. Navy Memorial, this month's H.N.S.A. Member in the Spotlight. Photo courtesy Mark D. Faram / U.S. Navy Memorial.

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FLOTSAM AND JETSAM BY JEFFREY NILSSON



We have gotten off to a fast start to the New Year. January came and went, and now February is a memory. Very shortly we will be in Annapolis for the “winter” Board of Directors Meeting. There will be much to cover in a day and a half, and hopefully I will have news to report on from that event. It is always nice to see the Board members and have the opportunity to mix and mingle and to meet new people that come to be a part of the meeting.

I am pleased to tell you that slowly but surely, our Fleet and Associate memberships are growing. Our individual membership roster is also growing, but not fast. This is an area that could use some real pushing. I’m sure that all of you know someone who would be a good candidate for membership in H.N.S.A. The membership application on the back of the *Anchor Watch* is there for a purpose, and can be photocopied very easily. Help your association to grow by doing a little recruiting.

Since the last issue of the *Anchor Watch*, we have welcomed the following new Fleet members aboard - **Bellingham International Maritime Museum** in Bellingham Washington, and **Save the PT Boat, Inc.** in Portland, Oregon.

Our new Associate members are the **Dunkirk Historical Lighthouse and Veteran’s Museum** in Dunkirk, New York; the **National Maritime Heritage Foundation** in Washington, D.C.; and **Forty Eight Stars, Inc.** of Palatka, Florida.

At the U.S. Navy Memorial in Washington, D.C., Rear Admiral E. K. Walker, Jr., U.S.N. (Retired) is holding down the fort until a permanent replacement for Rear Admiral Johnson, who recently retired, can be found.

Aboard the aircraft carrier U.S.S. HORNET, M. Scott Armanini is now the C.E.O., as Ralph Johnson, who was Acting C.E.O., has retired, but will continue with the museum on a volunteer basis.

On 10 December 2004, Chan Zucker and I attended the christening of the Schooner VIRGINIA at the Otter Berth (near Waterside) in downtown Norfolk, Virginia. The 122-foot-long Schooner VIRGINIA is a recreation of the original pilot boat VIRGINIA that sailed the Chesapeake Bay from 1917 to 1926. During that nine-year period, VIRGINIA was owned and operated by the Virginia Pilot Association. In her heyday, VIRGINIA was a training vessel and a floating barrack for Virginia’s bay pilots.

The First Lady of Virginia, Lisa Collis, christened the new VIRGINIA; state governor Mark Warner attended and was the featured speaker. Other speakers included Captain Bill Pinkney, the former master of the sailing vessel AMISTAD AMERICA, and Gary Jobson, the sailing commentator for the ESPN sports network. Fair winds, VIRGINIA.

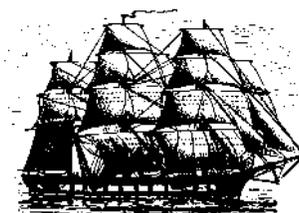
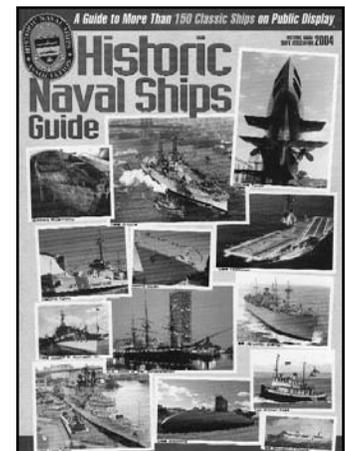
--Jeff Nilsson

HISTORIC NAVAL SHIPS ASSOCIATION VISITORS’ GUIDE 2004

The 2004 edition of the Historic Naval Ships Visitors’ Guide is still available for distribution. The Guide has been expanded from 100 to 116 pages. To place your order, please email Jim Cheevers at cheevers@usna.edu.

The booksellers’ price per copy, including postage, is \$5.00 in the U.S., \$6.00 in Canada, \$6.50 in Europe, and \$7.50 in Australia. (All prices in U.S. dollars.)

For bulk quantities, please order in multiples of 42, as that is how they are packaged. If you need smaller quantities, please order in multiples of 10.



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APRIL - MAY - JUNE 2005

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VETERANS IN THE NEWS

**“PASSING OF
U.S.S. SQUALUS SURVIVOR ”**
Portsmouth, New Hampshire, U.S.A
By Doug Buchanan

Gerald McLees, a survivor of the famous sinking of the submarine U.S.S. SQUALUS (SS-192), died at his home in Portsmouth on 30 December 2004. In 1939, McLees found himself trapped with 32 other men aboard the sunken submarine U.S.S. SQUALUS off the New England coast.

At 8:40 AM on 23 May 1939, as SQUALUS made a test dive during an exercise, her main induction valve opened, flooding the boat's after compartments. The rush of water drowned 26 of her crew, and SQUALUS settled on the bottom of the Atlantic at a depth of 243 feet. Miraculously, 33 men—including McLees—remained alive in the forward compartments.

Later that day, a flotilla of U.S. Navy craft located SQUALUS and began an unprecedented rescue operation. Using a new diving bell developed by Charles “Swede” Momsen, the 33 trapped men, again including McLees, were safely returned to the surface.

McLees continued to serve in submarines for the remainder of the war, including patrols in his former submarine SQUALUS, which had been salvaged and renamed SAILFISH. He retired from the U.S. Navy in 1956.

McLees was ninety years old at the time of his death.

Research sources for this article include “Last Local SQUALUS survivor dies at 90,” by Michael Goot, Portsmouth Bureau Chief, Foster’s Daily Democrat, and the U.S. Naval Historical Center.





A new ANCHOR WATCH column...

SUNSIGHTS

BY DOUG BUCHANAN

Marketing Your Educational Programming Through Teacher Conferences

Has your organization presented at a teachers' conference recently? Probably most of you have been able to send a staff member or volunteer to one of these events. If you haven't recently, consider the value of this kind of up-front exposure to teachers and other professional educators.

Like most professions, teachers hold and attend professional development conferences aimed at helping them hone their skills and to network with other educators. The conferences are usually multi-day events that combine breakout sessions, exhibition halls, award dinners, and organizational meetings. There are specific conferences at nearly every organizational level (national, regional, and local) and for nearly every subject taught. Many conferences accept applications for creative and instructional breakout sessions from non-teachers.

In New Jersey, math teachers meet every year at the annual conference of the Association of Mathematics Teachers of New Jersey (AMTNJ). History teachers can choose between two conferences, one sponsored by the New Jersey Council for the Social Studies (NJCSS) or another sponsored by the New Jersey Council for History Education (NJCHE). There are conferences for science, literacy skills, and other subject areas.

Many New Jersey teachers also attend the annual meeting of the New Jersey Education Association (NJEA), a massive convention center conference that attracts some 40,000 professional educators each year. Any time teachers gather together like this is an opportunity for your organization to market its educational resources. Presenting a breakout session is a great way to give teachers something of value and to spread the word about your organization.

On 18 February 2005, my colleague Dr. Tom Banit of Kean University and I gave a presentation at the annual meeting of the Middle States Council for the Social Studies (MSCSS). This year's conference took place at the Convention Center Sheraton Hotel in Atlantic City, New Jersey, and was attended by about 300 social studies teachers from the northeastern United States.

Months before the conference, Tom and I sat down and drafted an application to present a breakout session as representatives of the Battleship NEW JERSEY Museum and Memorial. Since the conference was to be held in February (observed as Black History Month in the U.S.A.), we selected "African Americans in the U.S. Navy, 1904-2004" as our topic. In our application we described our subject and how we intended to organize our session. MSCSS approved our application and assigned us a time slot.

We developed new materials, including a 30-page handout and a PowerPoint presentation featuring seldom-seen historic images. Since we were also representing the Battleship NEW JERSEY Museum and Memorial at the conference, we distributed free classroom materials from the NEW JERSEY and touched on the NEW JERSEY's connection to our topic (the NEW JERSEY's first African-American officer, for example, joined the ship's crew in 1954 and later became a noted surgeon).

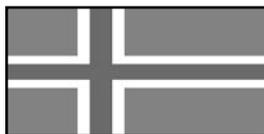
Though attendance for our late-afternoon session was slight--only six teachers--our audience was enthusiastic about the topic. We gave a narrative overview of our subject and conducted two exercises that could later be used in the classroom. Each teacher would hopefully return to their school ready to teach their colleagues and students about African Americans in the U.S. Navy. Hopefully, each teacher would also be more likely to select the Battleship NEW JERSEY as a future field trip destination to support their classroom instruction.

If you have talented volunteers who are comfortable in front of groups and interested in education, encourage them to seek out local or regional teacher organizations and to apply as a presenter. The costs to present a session are usually minimal; at MSCSS, Tom and I were each asked to pay a registration fee of [U.S.D.] \$50, a small price for good exposure to a self-selecting audience. What's more, the materials you develop for your breakout session can be re-used or adapted for other programs.

Be sure to look beyond history and the social studies; our ships are loaded with great lesson ideas for mathematics, science & technology, literacy, physical education, and more. If you have questions or comments for future columns, please email me at dougbuchananjr@netscape.net.

--Doug Buchanan

NEWS FROM THE FLEET



H.N.S.A. MEMBER IN THE SPOTLIGHT

UNITED STATES NAVY MEMORIAL

Washington, District of Columbia, U.S.A.

By Tami Faram

Director, Public Relations, U.S. Navy Memorial Foundation

“NAVY MEMORIAL GEARS UP FOR SPRING IN WASHINGTON”

The United States Navy Memorial is truly one of the treasures of Washington, D.C. The Memorial, with its expansive “granite sea,” its “Lone Sailor” statue -- which serves as a tribute to Sailors past and present -- and its four surrounding fountains are a tremendous draw for Pennsylvania Avenue visitors -- especially in the spring and summer months. Right now, the U.S. Navy Memorial Foundation staff is gearing up for what promises to be another great tourist season.

On Saturday, 9 April 2005, the annual “Blessing of the Fleet” ceremony will be held to honor Sailors, Marines, Coast Guard members, Merchant Mariners, fishermen, and seagoers who are part of the worldwide fleet. During the ceremony, a Navy Chaplain blesses naval, shipping, and fishing fleets worldwide. The blessing extends to all Sailors of the seven seas, whether they are part of a national fleet or from a small fishing village.

Then members of the Navy’s Ceremonial Guard pour water, taken from the “seven seas,” into the Memorial’s four fountains. This brings the fountains to life as they are “charged” for the new season. Following the ceremony, Sailors from the White House Mess will serve their traditional Navy Bean soup for all in attendance. The “Blessing of the Fleet” always

draws hundreds of people to the Navy Memorial to ring in the spring season.

This year, the Navy Memorial Foundation will also unveil a new exhibit that honors the U.S. Naval Reserve. The exhibit, which will encapsulate the Reserves’ ninety years of service, will be unveiled and then open to the public following the “Blessing of the Fleet.” The exhibit will remain open throughout the spring and summer months.

The Navy Memorial Foundation is also constructing a new Ship’s Store that will open for business in late spring. The Store, which is a new addition to the Navy Memorial on 7th and Pennsylvania Avenue, will attract many more tourists to the Penn Quarter area of Washington, D.C. Currently the Ship’s Store is located in the Memorial’s Naval Heritage Center. That store, which continues to be a popular stop for those visiting the Memorial, will remain open in the Heritage Center as the Memorial’s main gift shop. The new store will serve as an additional shopping experience for visitors and Navy Memorial members.

The Navy Memorial’s Navy Log is also busy expanding its more than 265,000 members. The Navy Log is the Foundation’s database of sea servicemembers - Navy, Marine Corps, Coast Guard, and Merchant Marine. That database includes sea service members past and present. It is continually updated with the latest promotions, achievements, and awards for Log enrollees. The Navy Log is the largest permanent database of sea service members in the nation. For more information about the Navy Log, link to the U.S. Navy Memorial Foundation’s Web site at www.lonesailor.org.

Another program that continues to expand is the Foundation’s Statue Outreach Program,

FLAGS OF THE H.N.S.A. FLEET

(Top to bottom, in alphabetical order)

Australia, Canada, France, Greece, Israel, the Netherlands, Norway, Peru, Russia, Turkey, the United Kingdom, and the United States of America.

which contains both the 7-foot bronze “Lone Sailor” and “Homecoming” statues. These replicas were created by sculptor Stanley Bleifeld. The “Lone Sailor” represents all sea servicemembers past and present while the “Homecoming” represents the military family and their ongoing commitment and sacrifice.

The most recent statue dedicated was a new “Lone Sailor,” located on Ocean Boulevard in Long Beach, California. The 11 December dedication was the seventh “Lone Sailor” erected in a sea service community. Others are located in Washington, D.C.; Recruit Training Command at Great Lakes, Illinois; West Haven, Connecticut; San Francisco, California; Norfolk, Virginia; and Waterloo, Iowa. “Homecoming” statues are located in Washington, D.C.; Norfolk, Virginia; San Diego, California; and Kirkland, Washington. Two more “Lone Sailor” statues are slated for dedication in Burlington, Vermont, and Fort Lauderdale, Florida.

Another of the ongoing missions of the U.S. Navy Memorial Foundation is to perpetuate our nation’s naval heritage to future generations. In that regard, the Foundation is this year expanding its two-year partnership with the Police Athletic League of New York. The Foundation’s PAL-NY program brings inner-city youth to the nation’s capital to get a glimpse of the Navy and Marine Corps, and to visit to the National Archives, the White House, and the U.S. Capitol.

The Navy Memorial Foundation will also continue its other ongoing educational partnerships this summer with the U.S. - Japan Maritime Youth Exchange program, the Top Gun program with Navy Sea Scouts, and its V-12 Internship program.

Another enjoyable summer event at the Memorial is the “Concerts on the Avenue,” with the United States Navy Band. Every Tuesday evening, ensembles from the Band perform a free concert under the stars in the Memorial’s beautiful setting. The band plays jazz, country, rock, big band, and patriot music. The first concert of the season begins in late May and continues every Tuesday through early September.

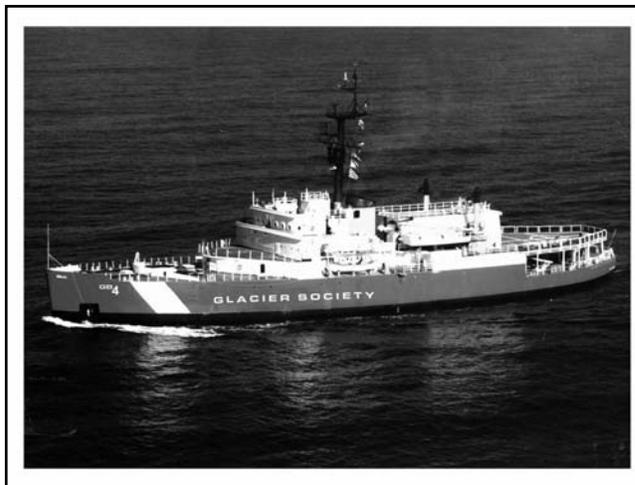
Other events are planned throughout the year at the Navy Memorial to commemorate certain sea service communities or naval battles. And throughout any given year the Memorial holds hundreds of wreath layings, plaque dedications, reunions, re-enlistments, and promotions for individual and groups.

For more information about upcoming events, or for other information regarding the Memorial, please visit the Memorial online at www.lonesailor.org, or call 202-737-2300.

U.S.S. / U.S.C.G. / M.V. GLACIER (GB4) SOCIETY

Stratford, Connecticut, U.S.A

By Avril M. Westmoreland



The former U.S. Navy icebreaker GLACIER will soon embark on a new and unique mission: providing humanitarian relief for Arctic peoples in need. Photo courtesy GLACIER Society.

The former icebreaker U.S.S. / U.S.C.G. GLACIER, renowned for its history of exploration, scientific research, rescue operations, and polar support, is gearing up to take on a bold new mission under a new name: The M.V. (“Merchant Vessel”) GLACIER GB4. The ship will return to public service as a healthcare delivery platform to provide critically-needed medical service to thousands of indigenous peoples in the Arctic Basin.

The humanitarian effort is the mission of the Connecticut-based international non-profit GLACIER Society. The Society helps to improve the lives of people in eight circumpolar countries by delivering medical care and supplies to remote coastal regions. The Society also supports polar medical and environmental research and conducts educational programs.

Built by the Ingalls Shipbuilding Corporation (now a division of Northrop Grumman), Pascagoula, Mississippi, U.S.A., the GLACIER was launched on 27 August 1954, and commissioned on 27 May 1955.

Considered a prototype in icebreaker construction, she was one of world’s largest and most powerful icebreakers, capable of breaking ice up to twenty feet thick. GLACIER’s U.S. Navy service lasted until 30 June 1966, when she was transferred to the U.S. Coast Guard. GLACIER was decommissioned in May 1987.

The historic icebreaker conducted 39 missions to the

Antarctic (29 missions) and Arctic (10 missions) and has been approved for transfer to the GLACIER Society. After being mothballed to the U.S. Maritime Administration's reserve fleet in Susun Bay, California, for nearly two decades, the GLACIER will soon move to a pier in San Francisco Bay for extensive re-fitting.

The GLACIER Society is based in Stratford, Connecticut, U.S.A. For more information, please call 203-375-6638 or visit www.glaciersociety.org.

**U.S.S. SLATER (DE-766)
DESTROYER ESCORT
HISTORICAL MUSEUM**

Albany, New York, U.S.A.

By Tim Rizzuto



Winter snow covers the preserved destroyer escort U.S.S. SLATER on a chilly Albany day. Photo courtesy Tim Rizzuto / U.S.S. SLATER

“SLATER SIGNALS”

Friday, 21 January 2005: The air temperature was minus seven [Fahrenheit]. The happiest sight of the day was the wisp of smoke coming out of the stack. The furnace is working okay. Draft marks are fine, eight and a half forward, nine foot aft. List is still half a degree to starboard, as it has been since 1997. Despite being packed in by ice, there's no excess tension on the mooring lines. The agitators are working well, keeping the water

between the ship and the pier free of ice, so we have some cushion. We lost the tire by the starboard breakwater.

I really wasn't expecting anyone but Erik Collin to show up today, but Dave Hamilton rolled in to chip paint, so we cranked up the kerosene heater in B-4 to thaw out the air compressor. By 0930 I could hear the happy sound of a needle scaler running on the reefer deck.

It should be noted that on Monday, January 3rd, Clark Farnsworth celebrated his 83rd birthday by working on a chock in the machine shop.

The chippers--Ed Whitbeck, Chris Fedden, Dave Hamilton and now Jim Gelstrom--have just about got the reefer deck portside storeroom finished. Chris has already started back in the laundry, which will be their next project. They have to warm up the air compressor with kerosene, and then keep the air tools on an electric space heater to keep them running. It's a tough job in the cold.

Like any good deck officer, I make it a point to avoid the machinery spaces as much as I can. I have been accused of not knowing where they are. I don't know what possessed me, but for some reason I went into the aft engine room a couple weeks ago. I was stopped in my tracks by what I saw. In the lower level, portside is the shiniest, prettiest, most beautiful restored eight-cylinder diesel I have ever seen. I knew that Gus Negus and Karl Herchenroder were making progress on getting it to run, but I had no idea of the strides they were making cosmetically. The engine is a work of art.

We owe a great debt to Gary Grimmel of Rensselaer Iron and Steel, the scrap yard adjacent to the SLATER. Gary has been really great about sending a huge front-end loader over to our parking lot every time it snows and clearing us out.

When we lost one of our tire fenders, Gary had a replacement tire dropped off at our gangway. He's a great neighbor. With the price of steel as high as it is, he pretty much cleared out his yard this month and sent everything he could load off to Turkey. We always get a little nervous when they're loading scrap. Those ships are so big; they could easily cut us in thirds and hide a piece of SLATER in three holds. Don't worry; nobody has made us any offers.

Thanks to Paul Cora of the Baltimore [Maryland, U.S.A.] Maritime Museum, we received three pallets of light bulbs. Paul has a connection with Philips Lighting and they keep the [U.S. Coast Guard cutter] TANEY and the other ships in Baltimore supplied. Paul took pity on us during his last visit and asked Philips if they could supply bulbs for the SLATER. I think we're set for about ten years.

We also took delivery of sixty-one forest green flameproof vinyl mattress covers. These were paid for by a grant from the Wright Family Foundation and made locally by Tough Traveler in Schenectady.

Our Education Coordinator of seven years, Nancy Buxton, has left our employment. Nancy played a major role in seeing the U.S.S. SLATER evolve from that rusty hulk to a world-class historic ship exhibit. She established a successful education program from scratch under the most adverse conditions.

On Sunday, 16 January, Pat Perrella was invited to do a presentation at the Albany Institute of History and Art on the SLATER's collection of artifacts. The Albany Institute truly represents museum professionalism at its highest level, and to be invited to make a presentation there was indeed an honor.

We have compiled an annual report of our accomplishments for this past year. In a nutshell, our overall spendable income from all sources except the endowment was [U.S.D.] \$382,025. Our total expenses were \$362,679, so we're running in the black.

We increased our endowment by donations of \$50,820. Our attendance was up 19% over 2003 for a total of 12,006 visitors. But before you get excited about that, remember that in 2003 we were down 30% from 14,508 visitors in 2002, so we're still climbing out of the cellar. No ENRON accounting here.

Thanks to all of you who continue to support us through the winter fund. And as I wrap this up on Monday, 24 January, go back to the first line. The outside air temp *this* morning was minus fourteen with a foot of new snow. No kidding. Don't say it can't get worse.



NAVAL HISTORICAL FOUNDATION Washington, District of Columbia, U.S.A.

By CDR David F. Winkler, U.S.N.

“THE MEMORIAL THAT HAPPENS TO BE A STADIUM”

The football stadium at the U.S. Naval Academy in Annapolis, Maryland, has long been known as “the memorial that happens to be a stadium.” While it has always stood for the service and sacrifice by the U.S. Navy / U.S. Marine Corps team, recent renovations and upgrades provided a unique opportunity to tell a more detailed story of that impressive history. A series of memorial arches formed an important part of this upgrade, and the Naval Historical Foundation, with assistance from the Naval Historical Center and Marine Corps Historical Center, was called on by the Naval Academy Alumni Association to produce the historic texts for the arches. When the project is complete, twenty pairs of panels will feature a chronological summary of naval operations and engagements.

“ORAL HISTORY PROGRAM CONTINUES TO CAPTURE NAVY RECOLLECTIONS”

The Naval Historical Foundation's Sea Service Oral History Program, now in its third year, has seen the conversion of over 8,000 oral history interviews from audio tape to digital compact disk files. Initiated with a generous grant from the New York City-based Dillon Fund, the special high-speed equipment and associated computers has permitted the archivists of the Marine Corps Historical Center to digitize the complete Coast Guard oral history collection, over 60% of the Marine Corps collection, and approximately 10% of the Navy collection.

“EARLY NAVAL HISTORY ARTIFACTS DONATED TO U.S.S. CONSTITUTION MUSEUM”

Veterans Day 2004 [November 11 in the U.S.A.] provided the Naval Historical Foundation a great opportunity to transfer part of its important collection to the U.S.S. CONSTITUTION Museum in Boston, Massachusetts. Now that historical interpretation role has some new assets, as Foundation Executive Director Todd Creekman donated five Congressionally-authorized silver medals from the War of 1812 period, celebrating victories by the sailing frigates U.S.S. CONSTITUTION and U.S.S. UNITED STATES, and by the overall U.S. fleet victory at the Battle of Lake Champlain.

**U.S.C.G.C. TANEY / U.S.S. TORSK
BALTIMORE MARITIME MUSEUM**

Baltimore, Maryland, U.S.A.

By Paul Cora

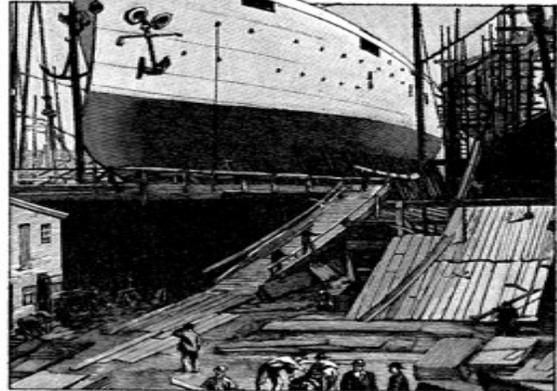


Saying thanks to a volunteer: GM2 Craig Gibson, U.S.C.G., receives a certificate of appreciation for volunteerism from museum curator Paul Cora during the 7 December 2004 Pearl Harbor Memorial. GM2 Gibson devoted many hours of his spare time to painting and restoration tasks aboard U.S.C.G.C. TANEY in 2004. Photo courtesy Baltimore Maritime Museum.

During fall 2004 the Baltimore Maritime Museum was able to complete the stabilization of the bridge wings on the U.S. Coast Guard Cutter (U.S.C.G.C.) TANEY after the removal of deteriorated wood decking. The bridge wings will re-open to the public in spring 2005.

Detail work continues on the largely finished restoration of TANEY's armory to its active appearance. This space was formerly used as a museum maintenance office, but is now an exciting tour enhancement displaying many authentic artifacts related to the ship's peacetime law enforcement missions including a demilled Browning M-2 fifty-caliber machine gun. Looking to the near future, the museum eagerly awaits the publication of an in-depth article on TANEY's World War II combat record in the July 2005 issue of *WWII History* magazine.

December 7, 2004 saw more than 120 veterans and military and civilian dignitaries gather aboard U.S.C.G.C. TANEY for the annual Pearl Harbor Memorial Ceremony. In addition to remarks delivered by members of the Pearl Harbor Survivors Association, this year's Principal Speaker was Lt. Gen. H. Steven Blum, Chief of the National Guard Bureau. The ceremony culminated with the dropping of a memorial wreath from TANEY's fantail by five Pearl Harbor survivors accompanied by a rifle salute carried out by an honor guard from Coast Guard headquarters.



**REFIT YOUR RESUME:
PUBLISH IN THE
"ANCHOR WATCH"**

Readers are encouraged to submit articles for publication in the *Anchor Watch*. Newsworthy events and programs, recent accomplishments, and articles of scholarly interest are welcome. Articles should be titled and submitted electronically, preferably by email. Articles should be sent in the body of an email and can be up to 500 words in length. Whenever possible, articles should be accompanied by clear photographs in electronic (.jpeg) format with a resolution of 200 dpi or greater. Photographs should have accompanying captions.

Rolling year-round deadlines for submissions are February 28, May 31, August 31, and November 30.

SEND YOUR SUBMISSION TO:

Anchor Watch

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Fall 2004 saw the unveiling of an exciting new exhibit aboard LIGHTSHIP 116. "Mascots: Seagoing Dogs of the Navy and Coast Guard" makes use of over fifty historic photographs to highlight the role of dogs as morale builders and companions aboard U.S. Navy and U.S. Coast Guard vessels from the 1880s through the 1950s.

Among the featured mascots with H.N.S.A. connections are "Jim" of the battleship U.S.S. TEXAS, "Scrappy" of the aircraft carrier U.S.S. YORKTOWN, an unnamed dog from the protected cruiser U.S.S. OLYMPIA, and "Soogie" of the U.S.C.G.C. TANEY. The opening of the 400-square-foot exhibit now allows public access to the entire second deck of LIGHTSHIP 116 aft of the anchor windlass room.



Mascot "Jim" of the battleship U.S.S. TEXAS catches a penny thrown in the air by one of the ship's officers, circa 1918. "Jim" is one of more than twenty-five dogs highlighted in the Baltimore Maritime Museum's new exhibit, "Mascots: Seagoing Dogs of the Navy and Coast Guard." Photo courtesy Baltimore Maritime Museum.

Aboard the submarine U.S.S. TORSK, volunteers have restored the "X-Mas Tree" hull opening indicator board to operating condition. It now shows the status of hull openings.

Many long hours spent on the boat's internal communications (IC) systems have also paid off and TORSK's dive alarm is now working. 2004 also saw the restoration of the IC circuits for the motor order telegraphs, planes and rudder emergency indicators, hydrogen detector, bilge alarms, and mast positions.

Among the many ongoing projects is the restoration of more original lighting to working condition, and the

organizing and cataloging of archival materials. The TORSK Volunteer Association is also proud to announce the creation of a veterans oral history project that will document and interpret the boat's history from 1944 to 1968.

LIGHTSHIP OVERFALLS (LV118) / OVERFALLS MARITIME MUSEUM FOUNDATION

Lewes, Delaware, U.S.A.

By David Bernheisel

On a chilly day in late October, a group of scruffy-looking guys gathered for a barbeque at the LIGHTSHIP OVERFALLS (LV118) in Lewes, Delaware. Their morning's work completed a five-year, 5,000 volunteer-hour-project to restore the deck, superstructure, and living spaces of the ship. To say that there was a festive atmosphere in this group, dubbed The Dirty Hands Gang, is a gross understatement.

This work gives LIGHTSHIP OVERFALLS a new lease on life. She came to Lewes, Delaware in 1973 after 34 years of service. Her first 25 years in Lewes were hard, as her maintenance was inconsistent; time and the elements took a toll on her.

Then, in 1999, a small group formed with the intent of saving and preserving the once-proud ship. The group put emphasis on building an organization capable of accomplishing a major restoration and ship management project (The Dirty Hands Gang was just one aspect of this). In 2001, this group became the Overfalls Maritime Museum Foundation (O.M.M.F.) which now has 355 members and is totally committed to finishing the restoration and ensuring that the ship is sustainable indefinitely.

With the ship looking her best, the Foundation was anxious to show her off. The first opportunity came in early December when the OVERFALLS was featured on the Lewes Christmas House Tour. Three hundred visitors toured the ship that day. In addition to sparkling from the restoration work, the ship had a "lived-in" look. The bunks were made, uniforms were in the cabins, pots and pans in the galley, lifejackets and fire extinguishers in place. You could almost see the old crew going about their daily chores.

Then, to put icing on the cake, the whole ship was decorated for Christmas. Elaine Simmerman, O.M.M.F. Chair of the Board who was dressed in a seaman's uniform, said, "We have never looked better, I am so proud

of this ship and our organization.”

A few selected individuals saw the completed work before the Christmas Tour. One was Michelle Freeman, a representative of the Carl M. Freeman Foundation (the philanthropic arm of a major local developer), who toured the ship in response to O.M.M.F.’s application for a Freeman Foundation grant.

Mrs. Freeman indicated that she was quite impressed with the work, and the [U.S.D.] \$10,000 check that arrived later indicated that she was not just making polite conversation. O.M.M.F. also received a \$50,000 matching grant from the State of Delaware. These funds, and others to come, will be used to save the hull of the ship.

To stop saltwater corrosion and allow access to the hull for maintenance, the ship will be lifted out of the water and placed in a dry land cradle. Until funds are available for “The Big Lift,” intermediate projects are being done. As *Anchor Watch* went to press, electricians were working on the ship to upgrade the wiring, put signal and navigational lights in place, and set the stage for subsequent projects.

LV118 was built in East Boothbay, Maine in 1938, at a cost of \$223,900. Her first duty station was Cornfield at the east end of Long Island Sound, her second was Cross Rip near Martha’s Vineyard, and her last was Boston, Massachusetts. When she came to Lewes, she was renamed OVERFALLS in honor of the lightship station about five miles from the town in the mouth of Delaware Bay.

Even though the restoration is on going, OVERFALLS is open to visitors. Visit us online at www.overfalls.org for more information, or e-mail Dave Bernheisel at Bernheisel@Juno.com for a brochure. Be sure to ask Dave about having the OVERFALLS group coming to your organization with a slide presentation telling the OVERFALLS story.



Above: LIGHTSHIP OVERFALLS (LV118) on the canal in downtown Lewes, Delaware. Below: Christmas in the renovated and decorated mess decks. Left to right are Bill Henry, Jack Leshar, Dave Weber, and Elaine Simmerman (Chair of the Board of OVERFALLS Maritime Museum Foundation). Photo courtesy David Bernheisel / OVERFALLS Maritime Museum Foundation.



PEOPLE IN THE NEWS

Where would most H.N.S.A. museum ships be without their talented and enthusiastic volunteers? Volunteer docent **John Makara** of the **Battleship NEW JERSEY Museum and Memorial** in Camden, New Jersey, U.S.A., is helping spread the word about the NEW JERSEY’s history. John researched and wrote an article about the “Big J” that *Sea Classics* magazine selected for publication. John’s article, “U.S.S. NEW JERSEY’s 16-Inchers Smash Viet Cong” will appear in the March 2005 issue of *Sea Classics* on page 10. Congratulations, John! Congratulations are also in order to **Joe Lombardi** for taking home H.N.S.A.’s “Old Walrus” Award from the 2004 Maritime Heritage Conference. Joe received the award during H.N.S.A.’s Annual Luncheon aboard the **U.S.S. WISCONSIN**. Congratulations, Joe!

U.S.S. LST-325
U.S.S. LST-325 SHIP MEMORIAL, INC.

Evansville, Indiana, U.S.A.
 By Scott Schonauer, Stars & Stripes



LST-325 stranded at low tide on 12 June 1944, while delivering materiel to the Normandy beachhead. Originally conceived in the United Kingdom and known as a Tank Landing Craft (TLC), the [LST] design was brought to the United States by a delegation from the Admiralty and was submitted to the United States Navy's Bureau of Ships in November 1941. Photo and caption courtesy NavSource Naval History.

**“LST-325 GETS A HOME ON
OHIO RIVER IN INDIANA”**

NAVAL STATION ROTA, Spain — A World War II ship that returned to prominence after a group of gray-haired veterans sailed it from Greece to the United States has finally found a home.

The LST-325 will head to Evansville, [Indiana], where it will become a floating museum on the Ohio River.

A group of veterans that own and operate the ship agreed to move the relic from Mobile, [Alabama], to Evansville this summer.

“It’s going to be great,” said Bob Jornlin, the ship’s “captain” and president of its board of directors. “We’re [going to be] more centrally located ... We’re going to get new workers and a whole bunch of people who haven’t seen the ship.”

Veterans approached 15 cities across the nation to see if they wanted to become the ship’s home. They chose Evansville over Jeffersonville and Peoria, [Illinois], two other cities that lobbied for the ship.

A shipyard in Evansville built 167 LST ships during World War II, more than any other city.

The tank-landing ships carried troops and equipment ashore during the war and are remembered as an unglamorous but critically important maritime workhorse by those who served aboard the vessels.

Evansville plans to dock the ship at a new pier closer to downtown and possibly add a new museum to accompany it, Mayor Jonathan Weinzapfel told Stars and Stripes.

“Our community is really excited about this,” he said. “It’s a way that we can pay tribute to our past and also to the many contributions people of Evansville made over the years to the war effort. It’s an exciting time for the city of Evansville.”

The ship has remained in Alabama temporarily since the veterans, in their 60s and 70s, sailed it to Mobile nearly four years ago. The veterans group hoped to make the Gulf of Mexico coast its permanent home, but a docking fee of \$150 a day and other expenses made it too expensive, Jornlin said.

A crew of more than two dozen veterans with an average age of 72 sailed the ship from Greece to Alabama in November 2000. They made the journey against the wishes of the U.S. government and some of their family members, but they arrived in Mobile with the 325-foot ship to a hero’s welcome on January 10, 2001.

The story of the ship attracted national headlines, and one writer wrote a screenplay about the trip. The group has spent [U.S.D.] \$600,000 to fix the ship and give it a new coat of haze-gray paint. Veterans plan to sail it from Mobile to Boston and Washington, D.C., this June to take part in World War II tribute ceremonies.

“She’s in as good of shape as she has ever been, probably the best shape since she was new,” Jornlin said.

Sadly, some of the veterans who helped bring the LST-325 to the United States won’t be able to see their dream of finding a permanent home for the ship become reality. Several of the original crewmembers and those who helped get the ship ready for the trip have since passed away, including the ship’s executive officer, Jackson Carter.

Crewmembers hope to use tugboats to push the ship up the Mississippi River to Evansville sometime this summer.

This article was originally published in Stars & Stripes (European Edition) on 3 January 2005.

**H.M.A.S. DIAMANTINA (K377)
QUEENSLAND MARITIME MUSEUM
South Brisbane, Queensland, Australia**

By Peter Nunan

In the recent administration reorganisation, our office manager for the past twelve years, Jon Elcock, left to develop his other interests. Jon contributed much with his quiet efficiency and humor and our good wishes go with him.

The new Chief Executive Officer, Ian Jempson, joined on 13 February. Ian served in the Royal Australian Navy from 1982 to 1998. His seagoing service as Principal Warfare Officer and Navigation Officer was in nine ships ranging from the patrol boat WOLLONGONG through the replenishment ship WESTRALIA to the frigate SYDNEY.

From 1998 to 2004, Ian was the General Manager of the Waltzing Matilda Centre at Winton, western Queensland. Winton is the nearest town to Combo Waterhole where the events immortalised by Banjo Paterson in the song "Waltzing Matilda" occurred. Coincidentally, Combo Waterhole is on the Diamantina River after which our main exhibit, H.M.A.S. DIAMANTINA, is named.

Our new Operations Manager will join in late March. David Ellem's sea service was on merchant ships. David comes to us from a management position in the coastal pilot service.

Planning on the dock repair continues. The present timetable envisages a start in April with DIAMANTINA back in the restored dry dock in June.



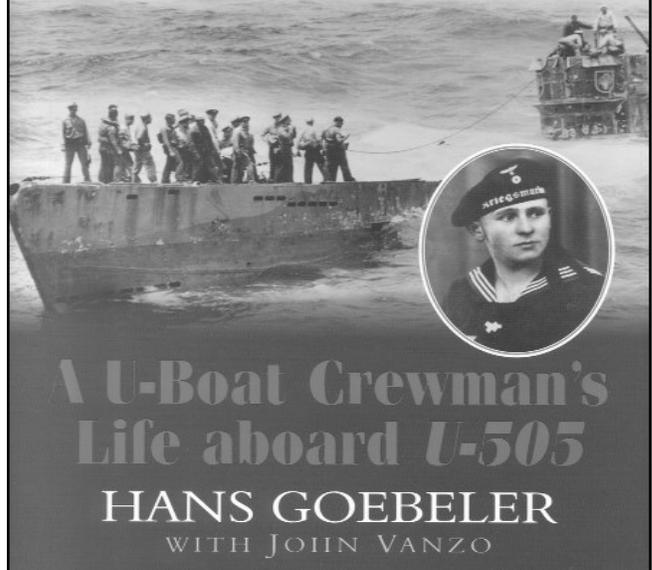
**NOTE FOR
INDIVIDUAL MEMBERS**

If you have questions concerning your membership, please contact our Individual Member Program Manager, Jeffrey Nilsson, at Historic Naval Ships Association
5245 Cleveland Street, #207
Virginia Beach, VA 23462-6505
U.S.A.

Phone: (757) 499-1044
E-mail: hnsa01@aol.com

NEW IN PRINT

**Steel Boat,
Iron Hearts**



Steel Boat, Iron Hearts

by Hans Jacob Goebeler with John Vanzo
24 photos, maps, notes, index, dust jacket.
Savas Beattie, L.L.C.
Corporate Offices
521 Fifth Avenue, Suite 3400
New York, New York, U.S.A. 10175
288 pages, \$32.95

A former U-505 crewmember, Hans Jacob Goebeler retired with his family to America and passed away in 1999. He made all of U-505's World War II patrols. John Vanzo teaches political science and geography at Bainbridge College in Bainbridge, Georgia, U.S.A.

Originally published in paper for private distribution, *Steel Boat, Iron Hearts* has been revised with a new forward by Axel-Olaf Loewe, the U-505's first captain. *Contributed by Sarah Stephan.*

Editors' Note: A formal review of Steel Boat, Iron Hearts will appear in a future issue of Anchor Watch.

HISTORIC NAVAL SHIPS IN THE NEWS

U.S.C.G.C. MACKINAW (WAGB-83)

CHEBOYGAN, MICHIGAN, U.S.A.

By Mike Fornes, Cheboygan [Michigan] Daily Tribune Staff Writer



U.S.C.G.C. MACKINAW downbound on the St. Clair River at Port Huron. Photo and caption courtesy Paul Hoffmeyer. To see more of Paul Hoffmeyer's excellent images of contemporary Great Lakes shipping, please visit <http://gr8lkships.tripod.com/>.

“VILLAGE BACKS CITY AS MUSEUM PORT; MACKINAW CITY SUPPORTS CHEBOYGAN TO OBTAIN MOTHBALLLED ICE CUTTER”

MACKINAW CITY - The Mackinaw City Village Council has endorsed Cheboygan's efforts to acquire the U.S. Coast Guard cutter MACKINAW following its decommissioning in 2006 for conversion to a maritime museum.

The endorsement, discussed at the Feb. 3 meeting of the Council, resulted in letters being written to the Coast Guard and the Cheboygan City Council.

“It's a regional thing, really, that will benefit the entire Straits of Mackinac area - Cheboygan, Mackinaw City and St. Ignace,” stated Village President Robert Heilman. “All of us want the ship to stay here, and Cheboygan is the homeport, so we want them to know that we're backing their efforts to get it.”

Cheboygan Mayor James Muschell, who co-authored a resolution binding Cheboygan County and the city in a united effort to acquire the vessel for the purpose of turning it over to the Icebreaker MACKINAW Maritime Museum Park, Inc., said that while he has yet to actually

receive the letter, he eagerly awaits it.

“This is great news, that's for sure,” Muschell said Thursday. “We need all the help we can get and having them in our corner is a good thing.”

“Outstanding news,” said Jim Stevens, who chairs a committee trying to keep the cutter in Cheboygan. “That really makes my day hearing that.” Muschell and Stevens agreed that the political ramifications of such a letter could be powerful, assuring those lobbying for the cause that placing the ship in Cheboygan would not undermine any desires of Mackinaw City's Council to obtain it.

U.S. Representative Bart Stupak, D-Menominee, and U.S. Senator Carl Levin, D-Michigan, are actively campaigning to have the General Services Administration transfer the ship to the city of Cheboygan, which would then develop the nautical museum under the auspices of Cheboygan County and have the local volunteer group run it with a business plan they developed.

“We can't afford it, it's that simple,” Heilman said flatly. “We want Stupak and Levin to know we think it belongs in Cheboygan.” A copy of the letter obtained by the Cheboygan Daily Tribune was addressed to Capt. John Yost in the Washington, D.C. Office of Cutter Forces, United States Coast Guard. The letter, dated Feb. 8, was also sent to the city of Cheboygan.

“The Village of Mackinaw City supports the efforts made by the city of Cheboygan, Michigan to obtain the cutter MACKINAW” the letter states. “The Village hopes that the Coast Guard will take the necessary measures to ensure the cutter remains in Cheboygan, Michigan. The cutter is an important historical structure to the Straits area.”

However, the letter, signed by Village Manager Jeff Lawson, may not prohibit a reserve effort by a Mackinaw City group in case the Cheboygan plan doesn't take hold. Developer and ferryboat operator Bill Shepler stated Thursday that there are still local interests in harboring the giant icebreaker in Mackinaw City.

The story originally appeared in the Cheboygan [Michigan] Daily Tribune. Reprinted with the permission of Rich Adams, editor of the Cheboygan Daily Tribune.

HISTORIC NAVAL SHIPS IN THE NEWS

U.S.S. IOWA (BB-61)

Stockton, California, U.S.A

By Yasmin Assemi, *The [Stockton, California] Record*



The battleship U.S.S. IOWA (BB-61) enters drydock at the Philadelphia, Pennsylvania, Naval Shipyard on 2 August 1962. The decommissioned battleship is at anchor in California awaiting her fate. At least two organizations are planning applications to the U.S. Navy to operate the ship as a museum. Photo courtesy NavSource Naval History / U.S. Navy / Richard Tyner.

“STOCKTON’S SHIP COMING IN? PORT GUNNING FOR HISTORIC U.S.S. IOWA”

The Port of Stockton [California] wants to bring the largest and last unclaimed U.S. Navy battleship to Rough and Ready Island and convert it to a public museum. But it won't be easy. Port officials are assembling an application for the U.S.S. IOWA and expect nationwide competition if and when the ship gets put on donation [hold] status. The ship is on reserve status as part of the Suisun Bay Reserve Fleet in Benicia. The Navy and both houses of Congress must approve any Navy ship's transfer to donation status. The process could take years.

The Port of Stockton wants to be ready and has designated a potential site and launched a feasibility study. Still undetermined, however, are the transportation and maintenance costs. The U.S.S. IOWA was President Franklin D. Roosevelt's favorite ship. It is the only [U.S.] Navy ship with a bathtub, which was built to accommodate Roosevelt, who suffered from the aftereffects of polio.

“In the end, we want the ship to have the best home possible, because it's an important piece of American

history,” port Director Rick Aschieris said. Stockton's application proposes to donate a dock and pier area, a 90,000-square-foot building for use as a historical pavilion and more than fifteen acres for parking.

The plans include construction of a road system and a bridge to improve access to the site. The battleship would sit at the east end of Rough and Ready Island, west of Interstate 5. Proponents say it would bring more patriotic spirit to the area and benefit youth training, education, Navy recruitment, and veterans programs.

The economic benefits can't be denied. The ship could bring tens of millions of dollars in revenue to the city, along with a sizable number of new jobs. Stockton Mayor Gary Podesto said the move would complement the city's effort to attract worldwide tourism to Stockton. “As we're developing various places to go, all these little things add together to attract good-sized conferences and conventions,” Podesto said.

Port officials are conducting a feasibility study to see if Rough and Ready Island could support the ship, but they are confident it can. Aschieris was reassuring about logistical problems as well, saying the San Joaquin River and the Stockton Deep Water Channel are deep enough to accommodate the battleship. Port of Stockton officials say the Navy would save more than \$600 million in modernizing and armaments costs if it gave Stockton the battleship. “Our basic indications are this would work and work beautifully in Stockton,” Aschieris said. “It's kind of our way of thanking the Navy.”

The ship would be towed for about two days to make the 45-mile journey from Benicia to Rough and Ready Island and would be maintained by a charitable organization set up by the Port of Stockton, Aschieris said. “It's the right place to bring that ship,” said Jim Dodge, a retired Navy captain and president of the Stockton Council of the U.S. Navy League.

This story was originally published in The [Stockton, California] Record on 29 December 2004 and has been edited for length. Reprinted with permission of Audrey Cooper, editor of The Record. Please see page 15 of the January-February-March 2005 Anchor Watch for an article about efforts to bring the U.S.S. IOWA to San Francisco.

ANSWERS

1. H.M.S. BELFAST is Europe’s only surviving “big gun” warship. She is today maintained by the United Kingdom’s Imperial War Museum at London.
2. The first U.S. Navy warship to enter Tokyo Bay at the end of World War II was the U.S.S. SAN DIEGO (CL-53).
3. The world’s oldest floating steel warship is the protected cruiser U.S.S. OLYMPIA (C-6), preserved at Independence Seaport Museum in Philadelphia, Pennsylvania, U.S.A.
4. The world’s first nuclear-powered cruiser was the U.S.S. LONG BEACH (CLGN-9).
5. The U.S. Navy’s last cruiser lost to enemy action was the U.S.S. INDIANAPOLIS (CA-35).
6. The PRINZ EUGEN accompanied the BISMARCK on that ship’s fateful sortie into the Atlantic.
7. Roosevelt traveled on the U.S.S. BALTIMORE (CA-68).
8. The U.S.S. SAN DIEGO (CA-6) was torpedoed and sunk by the U-156 in July 1918. This ship was commissioned as the U.S.S. CALIFORNIA (ACR-6).
9. The ship is the U.S.S. SALEM (CA-139). The SALEM is today preserved by the United States Naval Shipbuilding Museum in Quincy, Massachusetts, U.S.A.
10. The cruiser FS COLBERT (C 611) visited three U.S. ports in 1976 and is today preserved at Bordeaux, France by SARL / Le Croiseur Colbert à Bordeaux.
11. The three GRAF SPEE pursuers were H.M.S. AJAX, H.M.S. EXETER, and H.M.N.Z.S. ACHILLES.
12. The 21st century’s only surviving early 20th century armored cruiser is the B/S GEORGES AVEROFF, launched in 1910 and preserved in Athens, Greece.
13. The U.S.S. LITTLE ROCK (CLG-4) was outfitted to carry “Talos” missiles in 1960. The ship is on display today at the Buffalo & Erie County Naval & Military Park, in Buffalo, New York, U.S.A.
14. The only surviving ship from the 1905 Russo-Japanese War’s Battle of Tsushima is the AURORA, today on display at St. Petersburg, Russia.

1. Europe’s only surviving “big gun” armored warship is a cruiser. Can you name it?
2. The first major U.S. Navy warship to enter Japan’s Tokyo Bay on 2 September 1945 was a cruiser. Name it.
3. The world’s oldest floating steel warship is a cruiser. Can you name it?
4. Name the world’s first nuclear-powered cruiser.
5. The U.S. Navy lost its last cruiser to enemy action on 30 July 1945. Can you name it?
6. Name the German Navy cruiser that accompanied the BISMARCK on its ill-fated maiden voyage during World War II.
7. In April 1945, a U.S. Navy cruiser was recalled from the Battle of Okinawa to transport President Franklin D. Roosevelt from San Francisco to Hawaii. Can you name it?
8. The only U.S. Navy capital ship lost during World War I was a cruiser. Name it. Bonus: What was this ship originally christened as?
9. This heavy cruiser, today preserved in Massachusetts, was a true peacekeeper, never once firing its guns in anger. Name it.
10. This cruiser represented France during the United States’ bicentennial in 1976; she was the French Navy’s last cruiser. Name this ship.
11. Initially, three Allied cruisers chased a German “pocket battleship” across the South Atlantic to its destruction on the River Plata, off Montevideo, Uruguay. Name these three cruisers.
12. This ship is the 21st century’s only surviving early 20th century armored cruiser. Name this ship.
13. This preserved CLEVELAND-class cruiser was outfitted to carry “Talos” missiles in 1960. Name it.
14. The only surviving ship from the 1905 Russo-Japanese War’s Battle of Tsushima is a cruiser. Can you name it?

QUESTIONS

By Jeff Cary
CRUISER TRIVIA

H.N.S.A. SNAPSHOTS



U-BOAT: HANDLE WITH CARE



U-505 MOVES TO NEW HOME

The captured German World War II submarine **U-505** is being moved into a new custom-designed exhibit hall at the **Museum of Science and Industry (MSI)** in Chicago, Illinois, U.S.A. The U-boat was captured in June 1944 by U.S. Navy Task Group 22.3. A new memoir by U-505 crewmember Hans Goebeler, titled *Steel Boat, Iron Hearts*, has been released by Savas Beatie, L.L.C. Please see page fourteen of this issue of *Anchor Watch* for more information. For more on the story of U-505, visit www.msichicago.org.

ABOVE: U-505 begins its four-story decent into its new home, a 75 x 300-foot, 42-foot deep underground exhibit hall.

INSET: An artist's rendition of MSI's new U-505 exhibit hall.

LEFT: A member of the relocation crew looks on as U-505 is positioned for the descent into its new exhibit space.

Images courtesy Scott Brownell / Chicago Museum of Science and Industry.



H.N.S.A. NEWS & VIEWS

HALIFAX, NOVA SCOTIA, CANADA: The interim solution for heat in **H.M.C.S. SACKVILLE** (K-181) at her winter berth in HMC Dockyard, Halifax has shown promise. The problem has been that the copper steam pipes throughout the ship have deteriorated to an unusable state. The forced air ventilation system and previously unused steam radiators in the forced air supply have been reactivated. It is expected that the steam heated forced air, augmented by electric heaters, will supply adequate heat until a new, probably electric, heat system is installed later this year.

SOMERSET, MASSACHUSETTS, U.S.A.: **Tin Can Sailors**, the Association of Destroyer Veterans, is pleased to announce additional grants this year. The total for the Thomas J. Peltin Destroyer Museum Grant Program for the past fourteen years, including this year's grants, is [U.S.D.] \$1,521,900. Named now for the late president and executive director, Tom Peltin, who passed away in 2004, the Grant Program's recipients for standard grants are the museum ships **U.S.S. JOSEPH P. KENNEDY, JR.** (DD-850); **U.S.S. THE SULLIVANS** (DD-537), **U.S.S. LAFFEY** (DD-724), **U.S.S. KIDD** (DD-661), **U.S.S. TURNER JOY** (DD-951), and the **U.S.S. ORLECK** (DD-886). In addition, project grants have been authorized this year for two remaining destroyer escorts, the **U.S.S. SLATER** (DE-766) in Albany, New York, and the **U.S.S. STEWART** (DE-328) in Galveston, Texas. Tin Can Sailors also makes an annual grant to the Historic Naval Ships Association (HNSA) in the amount of \$7,500 and another for \$10,000 to the [U.S.] Navy and [U.S.] Marine Corps Relief Society. Tin Can Sailors is proud to be able to continue with the Grant Program. For additional information, please contact Tin Can Sailors, Inc., P.O. Box 100, Somerset, Massachusetts, 02726, U.S.A., or call (508) 667-0515. *This update was contributed by Terry Miller.*

PHILADELPHIA, PENNSYLVANIA, U.S.A.: **Independence Seaport Museum**, home to Cruiser **U.S.S. OLYMPIA** (C-6) and Submarine **U.S.S. BECUNA** (SS-319), announced a new scholarship program for economically disadvantaged children and youth from Philadelphia public schools. The program will enable students to visit the Museum and participate in the Museum's formal educational programs conducted by its three full-time professional educators. The scholarship program is made possible through significant philanthropic support from Seaport Museum board member Gerard Sweeney, on behalf of Brandywine Realty Trust, and the Hamilton Family Foundation. The scholarships will cover the costs of renting buses, as well as the per-student costs of the Museum's educational programs, which means that

children and schools least able to pay for the Museum's experienced educators, exhibits, and curriculum materials can still participate. The scholarship program has quickly proven to be a success. Within weeks of its availability, three schools had signed up to take advantage of the opportunity.

BALTIMORE, MARYLAND, U.S.A.: The **U.S.S. CONSTELLATION Museum** in Baltimore has announced plans for a Heritage Center on the adjacent pier. The building will be on the far side of the pier, creating a wide pedestrian walkway between the building and the ship. The value of this experience became apparent when sloop-of-war **CONSTELLATION** was berthed along the seawall at the U.S. Naval Academy in Annapolis, Maryland, last October. The structure will house exhibits on all three ships to carry the name **CONSTELLATION**, plus a community space for lectures and special exhibits. The pier will also be redesigned with hands-on exhibits and activities available to the general public.

The **ADAMS Class Veterans Association (ACVA)** is composed of former crewmembers of the twenty-three **CHARLES F. ADAMS** class of U.S. Navy guided missile destroyers (DDGs) and other persons interested in saving, restoring, and preserving an **ADAMS**-class DDG as an historic museum ship. Only two of the class remain in existence, the class ship, **U.S.S. CHARLES F. ADAMS** (DDG-2) and the **U.S.S. BARNEY** (DDG-6). The **ADAMS** has been placed in a donation hold status by the Naval Sea Systems Command. This means that it is available to any municipal or private non-profit organization that can satisfy the U. S. Navy's ship donation requirements. The ACVA hopes to be that organization. If you are interested in becoming a member, contact the association's executive secretary David Myerly at DaveDDG2@aol.com or 5 Bush Road, Denville, New Jersey, U.S.A., 07834-2906, for an application. There are no dues, but donation checks are gratefully received. Information about the association is available at www.adamsclassddgvets.org.

NEW YORK CITY, NEW YORK, U.S.A.: The U.S. Congress is planning to spend [U.S.D.] \$31 million for the first phase of a project to turn the **INTREPID Sea-Air-Space Museum** into a permanent command center for government agencies in the event of terrorist attacks. Some of the funds will be used for the reconstruction of Pier 86 in New York City where the decommissioned aircraft carrier is berthed. The alternate emergency management headquarters for the government would include 100,000 square feet of office space with state-of-the-art communications equipment. It would be similar to the FBI's temporary

H.N.S.A. NEWS & VIEWS, CONTINUED

headquarters on the INTREPID after the terrorist attacks of 11 September 2001, when agency employees were forced to evacuate their offices. About 750 federal agents and 400 police officers were stationed on the INTREPID. The retired "flattop" also served as a helicopter landing pad.

BAY CITY, MICHIGAN, U.S.A.: The decommissioned destroyer **U.S.S. EDSON** (DD-946), formerly of the INTREPID Sea-Air-Space Museum in New York City, may go to a new home at the Saginaw Valley Naval Ship Museum in Bay City. Please call (989) 686-3125 for more information.

WILMINGTON, NORTH CAROLINA, U.S.A.: The maintenance staff of the **U.S.S. NORTH CAROLINA** (BB-55) recently undertook restoration of the battleship's ribbons board that hangs on the port side of the bridge. Replacing the deteriorated wooden battle stars and the "A" which denoted service in the Atlantic became a project for the Cape Fear Community College's metal trades shop. Students scanned the samples in to a computer-aided-design software program, sharpened and cleaned up the digital images, and used the program to drive a milling machine to produce the new "A" and seven stars, two silver and five bronze, representing "The Showboat's" fifteen World War II engagements.

DUBUQUE, IOWA, U.S.A.: The National Mississippi River Museum & Aquarium has received a Save America's Treasure Grant of \$255,637 from the National Park Service. The grant will be used to help restore the U.S. Army Corps of Engineers dredge **WILLIAM M. BLACK**. Launched in 1934, the dredge worked the Missouri and Mississippi Rivers. The grant will be used to repair corrosion, leaks, and dry rot that threaten the vessel's stability.

MANISTEE, MICHIGAN, U.S.A.: The **S.S. CITY OF MILWAUKEE** has been moved to its new berth alongside U.S. Highway 31 in downtown Manistee. Work on the stern, starboard side and port side gangways is complete. The port gangway provides handicap access to the ship. Painting of the ship in its "Grand Trunk" colors has also been completed.

CORPUS CHRISTI, TEXAS, U.S.A.: The aircraft carrier **U.S.S. LEXINGTON** (CV-16) recently opened a Pearl Harbor exhibit in the enclosed fo'c'sle area as a tribute to those who were there on that historic day in 1941. Some of the survivors attended the ceremony. The "Blue Ghost" is heavily involved in several major construction projects. They include updating the fire main, installing a sprinkler

system and air conditioning in Hangar Bay 2. These projects will make the carrier a safer and more comfortable place to visit and will increase the staff's ability to conduct special events during the warm summer months.

HAMILTON, ONTARIO, CANADA: **H.M.C.S. HAIDA** welcomed Dan Kendrick to the ship in September. Dan was HAIDA's 50,000th visitor. Alice Willems, Manager of Parks Canada, personally welcomed Dan aboard. As it turned out, Dan had actually served aboard HAIDA after joining the Navy in 1949. Congratulations are in order to *Anchor Watch* editor emeritus and former HAIDA skipper Bob Willson; in October, the Historic Naval Ships Association presented Bob with the Russell Booth Award for his outstanding editorship of this journal. Congratulations, Bob!

MILWAUKEE, WISCONSIN, U.S.A.: Is the **Milwaukee - U.S.S. DES MOINES Historic Naval Ship Project** dead? The answer is a resounding no! Unfortunately, in a recent meeting, the Lakefront Development Advisory Commission did not endorse the project's Veterans Park location. Since their recommendation is only advisory to the Milwaukee County Board, we could continue the approval process for Veterans Park before the Parks Committee, but a better course of action for now seems to be on the table. Milwaukee County Executive Scott Walker suggested a location on the north shore of the Milwaukee River just west of the Hoan Bridge. A preliminary review of the site indicates that it would be an excellent location for the U.S.S. DES MOINES. Dredging and a breakwater will not be required [at this site] and [it] eliminates almost \$4,500,000 in cost and the imagined environmental issues.

A CORRECTION: The "hedgehog" anti-submarine projectiles recently received aboard the destroyer escort **U.S.S. SLATER** (DE-766) were donated by the **Gyrodyne Helicopter Historical Foundation** (G.H.H.F.), not the Hawthorne Army Ammunition Depot as stated on page 17 of the January-February-March 2005 *Anchor Watch*. The G.H.H.F. was also responsible for the DASH "Snoopy" model drone helicopter aboard the destroyer **U.S.S. JOSEPH P. KENNEDY, JR.** (DD-850), currently berthed in Fall River, Massachusetts at **Battleship Cove**. Inquiries concerning these two projects should be directed to Mr. Peter Papadakos, the G.H.H.F.'s executive director, at (775) 329-2295. His foundation's support of the ships in the historic fleet is most appreciated.

--Compiled by Channing Zucker

HISTORIC NAVAL SHIPS IN THE NEWS

U.S.S. TICONDEROGA (CG-47)

Pascagoula, Mississippi, U.S.A.

By John Surratt, *The Mississippi Press*



U.S.S. Ticonderoga (CG-47) is towed out of Naval Station Pascagoula immediately following the ship's decommissioning ceremony on 30 September 2004. Photo courtesy Bernard A. Cardali / NavSource Naval History.

“NAVY REMOVES HISTORIC ‘TICO’ FROM ACTIVE WARSHIP LIST”

PASCAGOULA, MISSISSIPPI, U.S.A. - TICONDEROGA's life as a [U.S.] Navy warship is coming to a close. Thursday morning, the remainder of its crew will man the decks for the last time. Speakers will talk with pride of its many deployments and the crews that walked its decks during the past 21 years. The crew will leave the ship, its power will be shut down, its pennants and jack lowered, the officer of the deck will bring down the spyglass and ship's log, and the TICONDEROGA will be towed off to an uncertain future. The Navy's first Aegis cruiser, once a trend-setter for the fleet, has become obsolete.

TICONDEROGA is going out of service, not because its Aegis Weapons System is out of date, but because the newer ships now require smaller crews and because the cruiser's missile launch systems cannot fire the Tomahawk Cruise Missile, one of the Navy's prime offensive weapons. And it is impractical to install a vertical launch system in the TICONDEROGA and the other four cruisers, known as Baseline 0 and Baseline 1. It is not cost effective to modify TICONDEROGA and the other four cruisers to a vertical launch system that would allow them to launch Tomahawks, said Cmdr. Glenn Zeiders III, TICONDEROGA's captain.

Sitting at the Naval Station Pascagoula quay, the TICONDEROGA looks nothing like the ship that pulled into the naval station on August 3. The radar domes and many masts have been pulled. The windows on the bridge where many an officer and enlisted sailor stood watch are now covered with sheet metal and silicon. The vents, stacks and intakes and all open areas are covered and sealed to prevent air and water from getting inside. All doors are locked and sealed. Much of its equipment has been removed and sent to other ships or warehouses where they will be used as spare parts or in upgrades for other cruisers.

Its battle Es are still painted on the side of its bridge, but the plaque with its campaign ribbons designating the ship as a veteran of Operation Desert Shield, Operation Desert Storm and other missions has been pulled to be stored by the Navy with other items from its past. “I hate to see it,” said Petty Officer 1st Class Adam Hoven, an electrician's mate who has been on the TICONDEROGA for 27 months and a Pascagoula native. “I feel like I'm losing two homes. My wife is from here, also.”

Originally envisioned as an Aegis destroyer, [TICONDEROGA] was redesignated a cruiser in the 1970s and built at then-Ingalls Shipyard using modified plans from the SPRUANCE-class destroyers that had been built at the yard.

TICONDEROGA's seal bears the motto “First Aegis Cruiser,” a tribute to its construction as the Navy's first Aegis warship and the test platform that led to the construction of an additional 25 cruisers and the [U.S. Navy's] ARLEIGH BURKE class of destroyers.

When TICONDEROGA leaves Pascagoula, it will be towed to the Navy Inactive Ships Maintenance Facility in Philadelphia, where it will be put in mothballs and may eventually be cut for scrap. [Captain] Zeiders hopes the ship will avoid that fate and be taken by an organization that will turn it into a museum. “It's disappointing and sad,” Zeiders said. “We've got sailors who have been here as long as five years. We all look at this as home. Sailors love their ships and they have fond memories of their ships.”

This story was originally published in The Mississippi Press on September 26, 2004. Reprinted with permission.

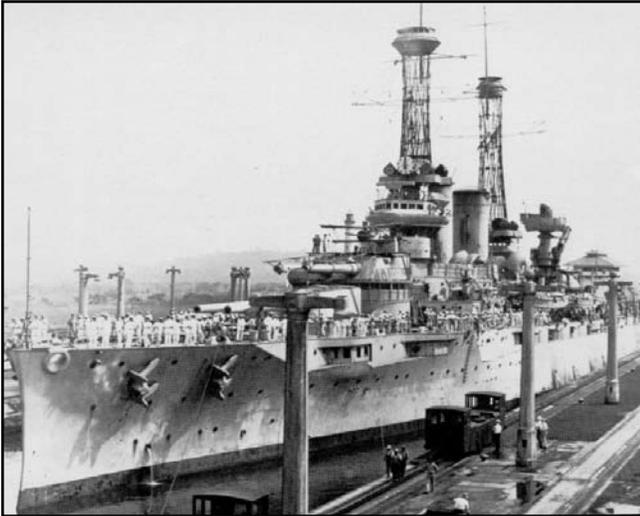
VETERANS IN THE NEWS

“GREAT WAR VETERAN PASSES ON”

Chula Vista, California, U.S.A

By Lt. Col. Robert Johnson, U.S. Air Force, Retired

Adjutant, Department of California Veterans of World War I of the U.S.A.



The U.S.S. TEXAS transits the Panama Canal on 25 July 1919, showing the battleship as she appeared during Paul Elliott's service aboard. Photo courtesy NavSource Naval History / U.S. Navy / National Archives.

World War I U.S. Navy veteran **Paul Elliott** passed away on 14 January 2005 at the Sharp Chula Vista Medical Center in Chula Vista, California, U.S.A., after a brief illness. He was 105.

Paul Elliott served in World War I as a Pharmacist's Mate aboard the battleship U.S.S. TEXAS (BB-35) during 1917-1919 and was her oldest living veteran. He later again served in the Navy as a Hospital Corpsman in World War II.

Elliott was born in Terre Haute, Indiana on February 6, 1899. He had three brothers. Elliott enlisted in the Navy in 1917, did basic training at Great Lakes Naval Station, Illinois, and was then assigned to the U.S.S. TEXAS. On the U.S.S. TEXAS he participated in patrols with the British Grand Fleet in the North and Baltic Seas. After the Battle of Jutland, the German Fleet stayed in port for the rest of the war.

At war's end, Elliott witnessed the German Fleet surrender at the Firth of Forth in Scotland. In mid-December 1918, the U.S.S. TEXAS set out to sea from England and met up

with the [ocean liner] U.S.S. GEORGE WASHINGTON and escorted her to Brest, France. On board was President Woodrow Wilson, who was en route to the Paris Peace talks. Elliott was discharged from the Navy in September 1919.

After World War I, Elliott resided in Detroit and St. Louis and eventually ended up in the Los Angeles area in 1928. He recalls driving out to California in a Chevrolet and using dirt roads most of the way. He reenlisted in the Navy during World War II, serving as a Hospital Corpsman in the San Diego area in 1943-44.

Elliott knew how to enjoy the finer things in life such as a good cigar every day and a glass of red wine in the evening. His favorite President was Theodore Roosevelt and the most vivid moment he remembered was the bombing of Pearl Harbor in December 1941.

In November 2004, Elliott was moved to California's newest State Veterans Home in Chula Vista to get more specialized care. Paul supported veteran and Masonic causes and in 1993 traveled back to Chicago to the Veterans of World War I convention during which he received the World War I 75th Anniversary Commemorative Medal.

Paul Elliott's extended family includes his son Albert, four grandchildren, eight great-grandchildren, and seven great-great-grandchildren.



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*Editors' Apology - To Ms. Elizabeth Faust and
Mr. John F. Pedroza, we apologize for the misspelling
of your names in the January - February - March 2005
Anchor Watch.*

**H.N.S.A.
CRUISER GALLERY**



The guided-missile cruiser U.S.S. LITTLE ROCK passes near the El Moro fortress, San Juan, Puerto Rico, U.S.A., circa 1960. Photo courtesy NavSource Naval History / U.S. Naval Historical Center.



The Royal Navy cruiser H.M.S. BELFAST steams smartly alongside the aircraft carrier U.S.S. BATAAN off Korea, May 1952. Photo courtesy U.S. Naval Historical Center / U.S. Navy / National Archives.



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