



ANCHOR WATCH

JULY
AUGUST
SEPTEMBER
2005

The Official Journal of the Historic Naval Ships Association

www.hnsa.org

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

THE IMPERIAL WAR MUSEUM'S H.M.S. BELFAST

H.M.S. BELFAST DELIVERS A DEADLY CARGO OF FOUR-INCH SHELLS

off the Normandy Coast
in support of the D-Day
Landings, 6 June 1944.

The famed Royal Navy
cruiser, also a veteran of
the Korean War, is today
painstakingly preserved
in the River Thames at
London. *Please see page*

four for more about

*H.M.S. BELFAST, this
month's H.N.S.A.*

Member in the Spotlight.

Photo courtesy H.M.S.

BELFAST.



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JULY - AUGUST - SEPTEMBER 2005

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FLOTSAM AND JETSAM BY JEFFREY NILSSON



Spring has sprung here in the northern hemisphere, and with it a new and exciting tourist season for all of our museums. With approximately forty in attendance, the “winter” Board meeting took place on 14 & 15 March. A few of the discussion items will affect the entire Association.

Dr. Fakan discussed the H.N.S.A. website telling us that it is stable and is one of the most important implementations of the Association. Among new materials added are acoustic recordings of shipboard sounds useful to members, scholars, and the media. Another addition will be an electronic bulletin board where individuals can discuss any aspect of what we do. Many of the papers presented at the 7th Maritime Heritage Conference are also on the site.

Additionally, the board members talked about education, insurance, membership, publications (i.e. the *Historic Naval Ships Visitors' Guide*) and the Operations Manual that Dr. Norm Cary is chairing; marketing, submarines, and more. There were a number of special reports including Canada, the U.S.S. FORREST SHERMAN, Naval Sea Systems Command, the Naval Historical Center, the Naval Historical Foundation, and more.

One item of interest was the H.N.S.A. 2006 Annual Conference, to be held in London, England. This will be the first H.N.S.A. conference held outside the U.S. since Halifax in 2000. Joe Lombardi of Ocean Technical Services and myself went to London early in March to see H.M.S. BELFAST and to talk to Brad King and the folks at the Chatham Dockyard. Both Joe and I were impressed by what will be available. All meetings will be on the ship as it is ideally suited for our needs. There are reasonable hotels very close by. Getting around London is easy by Underground. I have a travel agency putting together a package plan for our members.

We also discussed the Updating of the Strategic Plan, and Dr. John Fakan provided background on previous planning done by the H.N.S.A. board. There was more discussion than would fit in this column, but more will be said during the annual meeting in October. All in all, it was a very productive board meeting, and a chance to gather once again with friends for some camaraderie.

--Jeff Nilsson

NEWS FROM THE FLEET

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

H.M.S. BELFAST THE IMPERIAL WAR MUSEUM London, England, U.K.

*By Nick Hewitt
Interpretation Officer, H.M.S. BELFAST
and
Brad King
Director, H.M.S. BELFAST*

“LAST OF EUROPE’S BIG GUNS: H.M.S. BELFAST”

H.M.S. BELFAST is an improved SOUTHAMPTON-class light cruiser, the last remaining big-gun armoured warship from the Second World War in Europe.

She was built by Harland and Wolff in Belfast, Northern Ireland, and was launched on St Patrick’s Day, 17 March 1938, by Mrs. Neville Chamberlain, the wife of the Prime Minister. On 5 August 1939 she was commissioned by Captain G. A. Scott, DSO, as a cruiser in the Home Fleet. Less than a month later, Britain was at war with Germany.

H.M.S. BELFAST joined the Northern Patrol based at Scapa Flow, the Royal Navy’s base in Scotland’s Orkney Islands. She kept watch between the British Isles and Iceland, intercepting merchantmen that might be carrying cargoes destined for Germany.

On 9 October 1939, she stopped the German Liner CAP NORTE which was trying to reach home from Brazil disguised as a Swedish ship.

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

(Top to bottom, in alphabetical order)

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

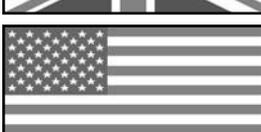
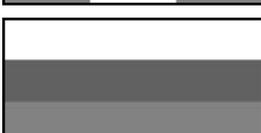
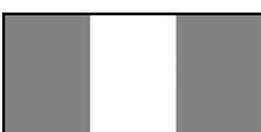
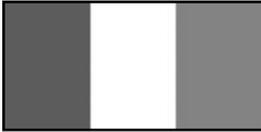
A boarding party from H.M.S. BELFAST took possession of the ship which was escorted to Kirkwall and her crew interned. In a nice Nelsonian twist, the crew received Prize Money at the end of the war.

On 21 November 1939, whilst leaving the Firth of Forth to conduct gunnery practice, BELFAST was severely damaged by a German magnetic mine. Although casualties were mercifully light - 16 men were injured, one later dying in hospital - the ship’s back was broken. Repairs effectively amounted to a complete rebuilding of the midships section of the hull and it was almost three years before she was fit for action again.

In September 1942, under the command of Captain F R Parham, DSO, H.M.S. BELFAST returned to Scapa Flow and became the flagship of the 10th Cruiser Squadron, under Vice-Admiral R. L. Burnett, providing cover for the Arctic convoys transporting supplies to the Soviet Union.

On Boxing Day, 26 December 1943, she played a leading part in the destruction of the German battlecruiser SCHARNHORST at the Battle of North Cape. At one point BELFAST was shadowing the German battlecruiser alone as she tried to escape back to her base in Norway. Had SCHARNHORST turned to fight, BELFAST’s destruction would have been certain.

As it was, every 15 minutes, BELFAST passed along SCHARNHORST’s position and



course to the Commander in Chief, Home Fleet, Admiral Sir Bruce Fraser, who was approaching from the south in the battleship H.M.S. DUKE OF YORK at high speed, cutting off SCHARNHORST's escape route. Outgunned by the battleship and relentlessly pounded, SCHARNHORST sank at around 1925 hours. Only 36 men were rescued from the ship's company of 1,800.

In June 1944, H.M.S. BELFAST took part in the D-Day landings at Normandy, France, as the flagship of Bombardment Force "E" of the Eastern Naval Task Force, providing gunfire support to troops landing on Gold and Juno beaches.

On 10 July, she returned home for a refit and then left home waters on 17 June 1945 to become the flagship of the 2nd Cruiser Squadron of the British Pacific Fleet. However before she could see action, the war against Japan ended, and her first mission was a mercy dash to Shanghai, to bring aid to released internees of the Japanese, whose story was featured in *Empire of the Sun*.

Between 1950 and 1952, H.M.S. BELFAST supported United Nations forces in Korea, where she was given the nickname "that straight-shooting ship" by an American admiral impressed by the speed and accuracy of her gunnery. On 29 July 1952, H.M.S. BELFAST sustained her first battle damage of the Korean War, when she was hit by a 76mm shell. One man, a Chinese rating from Hong Kong, was killed, and four others were seriously injured.

Between 1956 and 1959, H.M.S. BELFAST underwent an extended programme of modernisation. Amongst the more obvious changes were the construction of an air-tight "citadel" enclosing the bridge superstructure, lattice masts, and the replacement of all close-range armament with six 40mm twin Bofors Mk V mountings.

She was recommissioned at the end of 1961 and undertook two lengthy overseas commissions, the last of which brought her home from Singapore via destinations as diverse as Australia, East Africa, Canada, and the United States.

After steaming nearly 600,000 miles during her working life, H.M.S. BELFAST went into reserve for the last time at the beginning of 1965. In May 1966, she became an Accommodation ship for the Portsmouth Reserve, and in May 1971 she was prepared for sale and scrapping.

An independent trust was formed, led by one of H.M.S. BELFAST's former captains, Rear-Admiral Sir Morgan Giles, which succeeded in bringing her to London where she opened to visitors on Trafalgar Day, 21 October 1971. H.M.S. BELFAST has been part of the Imperial War Museum since 1978 and is the first ship to be preserved for

the United Kingdom since Nelson's VICTORY. BELFAST never stands still, and since 1978 we have strived to maintain a diverse and exciting programme of special events and exhibitions to attract visitors from all ages and backgrounds. This is particularly true for 2005, the year of the 200th Anniversary of the Battle of Trafalgar and the government-sponsored "SeaBritain" initiative.

Repeating the success of last year, we will be running a week-long series of events to commemorate the anniversary of D-Day, including living history demonstrations of the secondary armament and the work of damage control parties, and "D-Day briefings" where teams of professional actors take on the roles of D-Day staff. The week will culminate in the first-ever simulated firing of all twelve of the main 6-inch guns on 6 June.

A new, special exhibition, "Commonwealth Navies," covering the Second World War histories of the independent navies of Australia, New Zealand, Canada, India, and South Africa, and the many contributions made by Commonwealth citizens serving with the Royal and Merchant Navies, will open to the public on 27 July. In keeping with this theme, October will see a whole month of on-board cultural events, including African and Asian traditional story telling and Maori face painting.

In August, we will be delighted to welcome back to the ship more than 50 people who were interned by the Japanese as children during the Second World War and were entertained on board when BELFAST arrived at Shanghai in 1945. Our aim is to recreate a party held for them at the time, including jelly (jello) and ice cream, "sticky buns" (er...cakes with frosting), and swings on the Boat Deck! Our thriving Veteran's Association will be out in force for what promises to be a wonderful reunion.

As usual, the ship will be running a busy and varied programme of education events throughout the year, including a special "childrens' trail" around the ship based loosely on her last overseas commissions of 1960-1962. Weekend family activities will be themed around subjects like medal making and the Arctic Convoys. Our ever-popular "kip in ship" scheme is booked throughout the year, with hundreds of children preparing to spend the night in our restored 1950s mess decks.

Conservation-wise, our dedicated Technical Team are doing wonders for the ship and are currently restoring the Gun Direction Platform and Flag Deck to their former glory.

So, if any H.N.S.A. members are planning to visit London during 2005, make sure you come and say "hallo"! We're easy to find, as we are moored in one the best tourist locations in London, opposite the Tower of London

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

Albany, New York, U.S.A.

By Tim Rizzuto



Original SLATER crewmembers muster on the ship's fantail during their reunion. Photo courtesy Tim Rizzuto / U.S.S. SLATER

“SLATER SIGNALS”

When we left off last month, it was 5:00 AM and Stan Murawski and I had just left a U-Haul trailer full of ship parts on the pier and headed home to sleep after a fourteen-hour drive from Virginia. The following Saturday we began to offload the two tons of engine parts that included blowers, pistons, pumps, and heads. The job was made much easier by the fact that two new volunteers Ed Dunn, an ex-Seabee, and his son Steve Dunn (an ex-EN2/c who served on the frigates U.S.S. UNDERWOOD and U.S.S. GALLERY) came in to help out. Adam “The Bull” Van Horn, and four other RPI midshipmen, Jeff Sangillo, Ryan Jarvis, Kevin Guldner, and John Camp, also assisted us. Gus Negus had so much help that he had everything stowed and the trailer returned by noon. But he took advantage of his large crew and spent the afternoon restowing his spare parts between the four machinery spaces and, in general, getting better organized.

The following week the Michigan crew began to arrive. It threatened rain all week and it was pretty cool, but they're a pretty hearty bunch. Sunday night the cooks served up a big turkey for the crew. The galley was manned by Paul Monaco, Frank Warner, Frank's son Steve, and son-in-law Mark Winger. They did a great job keeping the crew fed. Unfortunately, the younger portion of the crew, Steve and Mark, had to head back home to work on Tuesday, so we

pulled Roy Brandon off the paint crew to fill in for them. And yes, he cleaned all the paint off his hands before he started cooking.

As usual the competition among the Michigan Crew to be Tim's favorite was intense. Monday morning at 0800 the crew turned to and started to work. It seemed everyone wanted to be in the engine rooms this year to help Gus and Karl Herchenroder with the engine rebuild.

There are a couple other people who deserve to be mentioned. Charlie Markham came with his son Tim. Charlie has a difficult time getting around, but we've always said that when you get too old to work off a bosun's chair, you're still welcome on the SLATER, because you've done your time and served your country.

As has become tradition, the Michigan crew invited all the SLATER regular volunteers to eat lunch with them on Monday. Tuesday was a special day for the crew. There were four members of the U.S.S. BROUGH crew aboard with the Michigan unit. One of the strange events in the history of the U.S.S. BROUGH is that on her shakedown cruise off Bermuda in 1943, her captain Lieutenant Commander K. J. Hartley was killed on the foc's'cle by a freak wave when he went forward to investigate storm damage.

To pay homage to their first skipper, the BROUGH crewmembers invited their Captain's two surviving daughters, Sue Angel from California and Sabina Duke from Nevada, to lunch in the SLATER's wardroom on Tuesday, 3 May. They were given a tour of the SLATER by Ron Zarem and interviewed by Joanne McFadden for an article for DESA news. Also, Kumi Tucker was on hand to do a piece for Channel 13, the local NBC (TV) affiliate. It was a moving event and one that makes us so proud that we were able to preserve a destroyer escort.

That same day documentary filmmaker John Bell came aboard to film some footage for a documentary he is producing on the old U.S.S. PERRY, DMS-17. The PERRY was sunk off Anguar on 13 September 1944. She was an old four piper, and I'm abnormally sentimental about fourpipers, because there aren't any left.

John came aboard with a load of camera gear and set up shop in the CPO quarters. That Tuesday night, John shared his video with the Michigan volunteers and gave an impromptu seminar that was a most interesting exchange for them. The following day we recreated several scenes for John, including the crew eating in the berthing space on wooden tables with crockery fourpiper style, using the “younger” members of the Michigan crew as actors.

That Friday was a big day for us. As the Michigan crew

was preparing to depart, the U.S.S. SLATER WWII Original Crewmembers were arriving. This was the twentieth reunion of the SLATER crew. Since the ship has returned from Greece, they come back to her every other year. This year 24 original crewmembers were among the 60 persons who attended the reunion. Friday, they spent the morning roaming her passageways and reminiscing and sharing their stories with our present day crew.

That evening they returned for what has become a very special event for us. Each reunion they host a special volunteer appreciation reception to thank our volunteers for the work they have done in preserving "their" ship. It was a major event with almost 200 people in attendance, one of the biggest events we have held aboard. It was a wonderful evening watching the original SLATER crew relate their experiences to the present day SLATER crew and the stories of the ship were passed from generation to generation. Eric Wiedman made the night special for the SLATER Crew by presenting each member with a copy of his master's thesis on the history of the SLATER based on three years of research and spending time interviewing the crew.

We want to thank all the members of D.E.S.A. [Destroyer Escort Sailors' Association]. We received an [U.S.D.] \$8,000 donation from them that is being used to help pay for safety gear including the new life rafts, life rings, fire extinguishers, and some much needed new mooring line. We also want to thank all of you General Electric contributors who helped us make the G.E. matching program. We received a check for \$1,990 to help us make our budgetary goal for the year. Finally, special thanks to Edward Tempany of the U.S.S. ELDRIDGE, who came by to make us the recipient of a life insurance policy he has carried for years. It's another way to help make us stable and get us to a much needed future dry-docking.

See you next month from the "Other Side."

**S.S. AMERICAN VICTORY
MARINERS MEMORIAL AND
MUSEUM SHIP**

Tampa, Florida, U.S.A.
By Charles M. Fuss, Jr.

**"S.S. AMERICAN VICTORY
STEAMING AS BEFORE"**

The S.S. AMERICAN VICTORY will sail on the waters of Tampa Bay, Florida, in a "re-live" history cruise on 12 November 2005. World War II re-enactors, a period band, vintage "enemy" aircraft assaults,

and defending "anti-aircraft fire" add to the sounds and smells of battle to this live portrait of the "greatest generation" in action.

The S.S. AMERICAN VICTORY is one of only two surviving, operating VICTORY ships built between 1945 and 1946. The ship's crew is licensed, documented, and inspected by the U.S. Coast Guard.

Guests celebrating this Veterans' Day event will board the S.S. AMERICAN VICTORY on Tampa's Channelside at 0800 on 12 November 2005. The ship will cast off at 0900 and return approximately by 1600. A continental breakfast and lunch will be served. Parking is available. The cost is \$95 per person, which includes meals and bottled water. Guests should be reasonably mobile and at least seven years of age.

For reservations and more information, please call 813-228-8766, or write to S.S. AMERICAN VICTORY, Berth 271, 705 Channelside Drive, Tampa, Florida, 33602, U.S.A., or visit www.americanvictory.org.

**U.S.S. JOSEPH P. KENNEDY, JR. (DD-850)
BATTLESHIP COVE**

Fall River, Massachusetts, U.S.A.

*By Megan Andersen
Submitted by Robert N. J. Brunelle*

**"HALL OF HEROES: BOSTON EVENT ASSEMBLES
BRAVEST OF BRAVE, PAYS HOMAGE TO
U.S.S. JOSEPH P. KENNEDY, JR. (DD-850)**

Battleship Cove's third annual Boston-area event, "Uncommon Valor: A Tribute to America's Armed Forces," was held on April 2 at the John F. Kennedy Library & Museum. Some 300 guests enjoyed an elegant gala dinner and dancing to the White Heat Swing Quartet, with access to a multitude of exhibits dedicated to America's 35th president and his family.

Battleship Cove President George H. Brenner welcomed the guests to the event, which was chaired by Emily and Dominic DiMaggio and sponsored by Raytheon Integrated Defense Systems.

Former Secretary of Veterans Affairs Anthony Principi, the newly-appointed Chairman of the Base Realignment and Closure (BRAC) Commission, was guest of honor. Mr. Principi is a combat-decorated Vietnam veteran who first saw duty as an officer on board the destroyer U.S.S. JOSEPH P. KENNEDY, JR. (DD-850), permanently berthed at Battleship Cove.

Mr. Principi fondly recounted his experiences on board the destroyer and emphasized the importance of remembering the sacrifices of the armed services. Mr. Principi thanked Battleship Cove for its unwavering determination to preserve five National Historic Landmark naval vessels and ensuring “these ships, and the spirits of the men who served, live on in our nation’s history.”



Naval Academy graduates CAPT Brian McCrane, the last commanding officer of U.S.S. JOSEPH P. KENNEDY, JR. (DD-850); CDR W. Lincoln Mossop, a Battleship Cove corporator and former naval aviator; LT George Brenner, president of Battleship Cove’s board of directors; BRAC Chairman Anthony Principi, a former officer on board DD-850; CAPT Fred Purrington, a former naval aviator and POW during the Vietnam War; and CAPT Thomas J. Hudner, Jr., Battleship Cove’s vice president and a Medal of Honor recipient during the Korean War. Photo and caption courtesy Battleship Cove.



Destroyer Squadron Eight Change of Command, 1951. Recently returned from Korea, Commander Destroyer Squadron Eight, Captain E. S. Von Kleeck, Jr., reads his farewell address on board the U.S.S. JOSEPH P. KENNEDY, JR. (DD-850, on right), as officers and men of Destroyer Division 81 standby to receive their new commander. Photo and caption courtesy Fred Weiss / U. S. Navy / Naval Historical Center / Navsource Naval History.

**U.S.S. OLYMPIA (C-6)
U.S.S. BECUNA (SS-319)
INDEPENDENCE SEAPORT MUSEUM
Philadelphia, Pennsylvania, U.S.A.**

By Karen Cronin

“CASEMATE WORK ABOARD COMMODORE DEWEY’S FLAGSHIP OLYMPIA”

Beginning this spring, work will continue on the remaining six 6-pounder gun casemates on cruiser OLYMPIA’s main deck. The casemates will be removed, disassembled, cleaned, repaired, and reinstalled with new gasketing to make them watertight. In addition, the hammock lockers on the perimeter of OLYMPIA’s superstructure deck have been cleaned, repainted and the deteriorating canvas will be replaced. This project is being funded by the Board of Directors of City Trusts Delaware Avenue Fund.

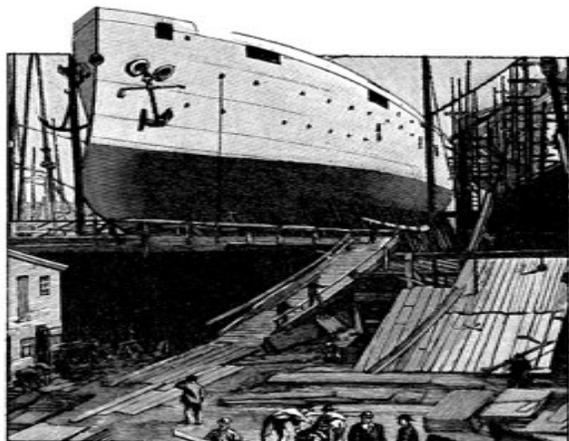
“SUBMARINE BECUNA’S NEW DECK”

With funding from the Pennsylvania Historic and Museum Commission’s Keystone Historic Preservation Grant, BECUNA’s deck will be replaced beginning this spring. This project will return BECUNA’s exterior deck to its “in service” condition and preserve topside structures in the boat’s freeflooding areas.

Before Independence Seaport Museum took custody of the BALAO-class BECUNA in 1996, portions of the rotting teak decks along the visitor path had been covered with plywood for safety reasons. During this restoration project, all non-historic plywood will be removed, along with the rotted original teak slats.

The steel deck support structures will be inspected, carefully hydro-blasted, and repairs or replacements made as necessary. All steel work will be painted with epoxy paint. Finally, the deck slats will be replaced with “angelique” timber to closely match the appearance of the original teak. In order to minimize the inconvenience to BECUNA’s 100,000-plus annual visitors, the project will be done in stages over a two-year period.

Editors’ Note: Please see page 17 for photographs of the ongoing preservation work aboard cruiser OLYMPIA and submarine BECUNA.



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.

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

By Peter Nunan

“A 60TH BIRTHDAY FOR DIAMANTINA”

HM.A.S. DIAMANTINA's 60th birthday was celebrated in style, if a little late, at the Queensland Maritime Museum on Saturday, 21 May.

The RIVER-class frigate was commissioned into the Royal Australian Navy on 27 April 1945. Our commemoration was delayed partly to avoid clashing with the reunion of former crew at Rockingham, near Fremantle, the second commission homeport, around the actual date on Anzac Day weekend.

Our celebration began alongside DIAMANTINA afloat in the South Brisbane Dry Dock. Former crewmembers of both commissions joined honored guests, including Brisbane's Mayor and Deputy Mayor, the Queensland Minister for Education and the Arts, and the Senior Naval Officer, South Queensland. Also present as special guests were the Commanding Officer and crew of the present DIAMANTINA, a HUON-class minehunter.

It was a multi-faceted celebration and incorporated the launch of the new book, *H.M.A.S. DIAMANTINA*, detailing the ship's active history between 1945-1946 and 1959-1980.

At the conclusion of the speeches, Commander Robert Plath, SNOSQ, and Captain Ernest van Buuren, Master of the Brisbane branch of the Company of Master Mariners, unveiled a plinth bearing the names of the ships maintained and repaired in the dock during the Pacific War.

These names of 153 French, British, United States, and Australian warships, as well as merchant and Australian and Queensland Government vessels, including DIAMANTINA herself, fellow HNSA member U.S.S. DRUM, and H.M.S. WHIMBREL, recently slated after decommissioning from service in the Egyptian Navy to be preserved in Liverpool in the United Kingdom as a Battle of the Atlantic memorial.

Following afternoon tea, a Royal Australian Navy Guard and the Queensland Detachment of the R.A.N. Band performed a Ceremonial Sunset.

After the band marched and countermarched in quick and slow time to traditional Australian tunes, the drummers detached to Beat to Quarters. They then rejoined the band

to march on the guard. The bugler then sounded "Alert" before the guard saluted the floodlit R.A.N. ensign.

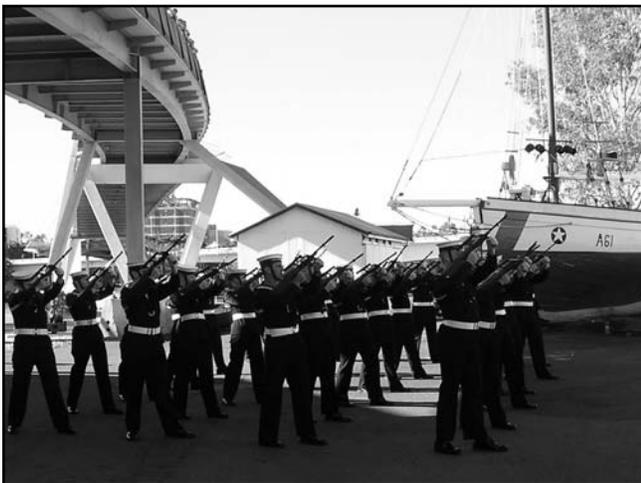
Then, as the band harmonized *The Day Thou Gavest Lord Has Ended* behind the bugler's sunset call, the ensign was slowly lowered and folded.

During the music the guard fired the volley, a tradition to show the ship's powder was dry. The moving ceremony ended with the guard and band marching off into the darkness to *Waltzing Matilda*.

Band, guard, DIAMANTINA II crew and guests then joined the Museum volunteers to conclude the celebrations in a cocktail party on the 60-year-old ship's deck.



Above: Founding and current presidents of the Queensland Maritime Museum, Rod McLeod (far left) and Peter Grant (far right), flank the unveilers during DIAMANTINA's birthday celebration. Below: The Guard prepares to fire a volley. Photos courtesy Peter Nunan / Queensland Maritime Museum.



U.S.S. LST-325 U.S.S. LST-325 SHIP MEMORIAL, INC. Danville, Illinois, U.S.A.

By Dave Henderson



LST-325 steams into Boston Harbor on 9 June 2005. The WWII veteran will steam an estimated 4,250 nautical miles this summer as she visits ports along the eastern U.S. seaboard. Photo courtesy William Ricker / U.S.S. LST-325 Ship Memorial, Inc.

"LST 325's ARRIVAL IN BOSTON HARBOR"

The sight of LST-325 entering Boston [Massachusetts] Harbor and tying up in the Charlestown Navy Yard, only a short distance away from the U.S.S. CONSTITUTION, was an absolutely wonderful sight to behold. The "325" was escorted into the harbor by a Boston fireboat with water cannons shooting several streams of water high into the evening sky. There were also several Coast Guard patrol boats as well as boats from the Boston Police Department and Massachusetts Environmental Police among the flotilla of escort craft.

The setting was a perfect summer evening with a clear sky, 80 degree (F) temperature and a refreshing 10-knot breeze. The "325" negotiated a lot of small boat traffic on her trip through the harbor because, as in many harbors across the country, Wednesday night in summertime is racing night for the local yacht clubs; and so there were numerous sailboats of all sizes darting back and forth across the ship's bow as she slowly made her way to the pier.

The ship looked terrific with a long strand of colorful signal flags strung from the bow to the top of the bridge, and her bright white canvas awnings surrounding the bridge area contrasted sharply with the gray hull.

As she nudged up to the side of the pier, the small crowd of onlookers, mostly LST'ers judging by their caps bearing numbers of their own ships, broke out into spontaneous

applause out of appreciation for the ship and her crew. A look of pride and a touch of emotion could be seen on the faces of the LST vets.

Most of the 325's crew stood along the starboard rail, standing by to man the lines, and they all seemed to truly appreciate the warm welcome. A number of people in the crowd appeared to be out for an evening stroll when they happened upon the activity on the pier and were drawn in by the event.

It wasn't long before these casual observers began asking questions of the vets in their LST caps who seemed to enjoy patiently explaining what an LST was and why this one is here in Boston. From the perspective of those of us on shore, the arrival of the LST-325 was a long awaited, but truly exciting and rewarding event to observe.

At sunset, with a line of thunderstorms fast approaching from the west, we left the pier as LST-325's crew was still wrestling the two gangways into position in anticipation of the crowds of visitors expected over the next few days. We now look forward to returning to the ship for a tour, and then on Saturday, watching the festivities when she joins U.S.S. CONSTITUTION for her annual turn-around cruise. That too will be a memorable sight as the two historic ships, side by side, pass Castle Island at the entrance to Boston's Inner Harbor.

A special thanks to Captain Jornlin and all the members of the crew of the LST-325 for bringing this important part of American history to Boston.

Editors' Note: Many Anchor Watch readers have no doubt been tracking LST-325's current voyage via email. As LST-325 steamed to Boston, those on the ship's email distribution list received updates like the one below from June 2, 2005:

LST-325 MORNING SITUATION REPORT 02 JUNE 2005

1. POSITION N 39D 39 - W 72D 11 AT 1415Z
2. SHIP'S SYSTEMS AOK
3. FUEL 44,000 GALS
4. TRACK VAR
5. STEERING 037 D TRUE
6. SPEED 5.5 KTS
7. SEA STATE 1 FT SWELLS; SMOOTH, OUT OF NE
8. WIND FORCE 20 KTS
9. WIND DIRECTION NE
10. SHIP'S COMPANY 35, aok
11. ETA BUZZARD'S BAY 1800 EDT, 03 JUN (DOCKING 1930 AT SLACK WATER)
12. WX FOG, 52D, BAR 1022, STEADY

For more information about LST-325, or to sign up for future updates, please visit www.LSTMemorial.org.

LT-1967

San Diego, California, U.S.A.

By Rosanne Bentley



Built in Louisiana in 1951, the U.S. Army tugboat LT-1967 saw service in the Pacific during the Korean War era. The tug is today preserved at San Diego, California. Photo courtesy LT-1967.

“LT-1967: A UNITED STATES ARMY KOREAN WAR-ERA TUGBOAT”

Picture this... You're enjoying another beautiful Saturday afternoon in San Diego on the waterfront. Alongside the dock is a big (107-ft.) tugboat. Nothing too surprising there, but then you do a double take because, stenciled on the bow, is "U.S. ARMY - LT 1967." "Army," you think to yourself, "what's an Army boat doing in San Diego?"

So, like many others have been doing, you stop at the information table in front of the tug and strike up a conversation with someone who knows all about this interesting vessel. It turns out to be Captain Jeff Bentley, Executive Director and Founder of Coordinated Maritime Services (C.M.S.), the non-profit organization that owns the tug and is restoring it.

You will be fascinated to learn that this is the only Army vessel in San Diego. This not-so-little tugboat has a very interesting story to tell. This an important project of national scope right here in San Diego, a symbol of pride for active and retired Army.

The tug was donated to C.M.S. by a private party designated for use as a maritime training school ship. Local Army recruiters have partnered with C.M.S. in developing community programs that benefit young people with career exploration and maritime training. The tug will wear many hats as a maritime training vessel, Army tugboat museum, and a living historical tribute to veterans of the Korean

War. Other missions will include serving as back-up fire/salvage, oil spill response, U. S. Homeland Security Training, overnight youth camps, and underway merchant marine training.

LT-1967 was built in 1951 by Higgins Boat Yard in New Orleans, Louisiana, and designed by Rosenblatt & Sons for the United States Army Corps of Engineers. It was one of hundreds built throughout the United States during the height of the Korean War. "We are looking for pictures, stories, log books, recollections, anecdotes, and historical accounts of the plight of these vessels," states Captain Bentley. "As far as we know, the LT-1967 was stationed out of Stockton [California, and], deployed to Kawajalein, Marshall Islands, where it was used to service the Air Force installation."

In 1997, Captain Bentley founded the 501(c)3 nonprofit organization, Coordinated Maritime Services, dedicated to discovery of the working waterfront. Coordinated Maritime Services provides maritime career discovery and education. Training programs are hands-on and cover the gamut of maritime occupations. C.M.S. courses and information help to motivate and train the maritime professionals of tomorrow. Coordinated Maritime Services is a one-stop solution for educators and those looking for a career in both off-shore and on-shore maritime services.

C.M.S. opened The Maritime Information and Career Resource in San Diego as a bridge between the jobseeker and industry. There is no other organization in San Diego that offers comprehensive training in waterfront commerce with discovery and exploration of the working waterfront.

For more information, please call 619-200-7417 or visit us online at www.SdMaritimeInformationCenter.org.

THE NAVAL UNDERSEA MUSEUM

Keyport, Washington, U.S.A.

By Bill Galvani

"MK. 14 TORPEDOES AVAILABLE FOR LOAN"

The Naval Undersea Museum received thirteen WWII-era Mk 14 torpedoes in May. Their arrival culminated eleven years of effort to demilitarize the torpedoes and move them to the museum from Hawthorne Army Depot.

Because the torpedoes were live rounds complete with more than 600 pounds of explosive in the warhead, the demilitarization process was complicated. It involved removing the warhead from the main body and heating the explosive until it melted to the consistency of cookie dough and flowed out of the warhead.

Cooperating in the project were Mr. Dusty Rhodes (team leader) of the Naval Undersea Warfare Center Division Keyport, Day & Zimmermann Company (the contractor that operates the Hawthorne Army Depot), Naval Reserve personnel, and additional personnel from NUWC Division Keyport.

The museum plans to loan the torpedoes to organizations able to maintain, protect, and preserve them. The museum has awarded torpedoes to several H.N.S.A. members, though none has yet been shipped, and it is open to receive applications from other interested H.N.S.A. members.

The museum also has other Mk 14 and Mk 13 air-launched torpedoes available for loan.

The Navy Working Divers held their annual conference at the Naval Undersea Museum 28 March - 1 April. The meeting drew approximately 200 active duty senior U.S. Navy divers from all over the United States and also Japan, Guam, Italy, and other overseas diving detachment.

The meeting included training sessions, workshops, safety presentations, and a variety of presentations aimed at improving the knowledge and skill of Navy divers. The work of the divers and the mission of the museum fit together well, and the meeting gave many of the divers their first chance to see the museum and its activities.



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, 409 Main Street, Smithfield, Virginia, 23430-1375, U.S.A.
E-mail: hnsa01@aol.com

**U.S.S. SARATOGA (CVA-60)
U.S.S. SARATOGA
MUSEUM FOUNDATION
Providence, Rhode Island, U.S.A.**

By Frank Lennon



Above: The supercarrier U.S.S. SARATOGA (CVA-60) at anchor in Hampton Roads, Virginia, U.S.A., during the International Naval Review, 12 June 1957. Decommissioned in 1994, the ship is currently laid up on donation hold status at Newport, Rhode Island. Photo courtesy PHI Castiglia / U.S. Navy / Naval Historical Center / NavSource Naval History. Opening sentence of caption courtesy NavSource Naval History.

**“SARA’ MUSEUM EFFORT
REACHES MILESTONE”**

As a nation at war, we pause on this Memorial Day to honor the sacrifices made by American men and women in uniform. That need to recognize, honor, and remember is the driving force behind our efforts to open the U.S.S. SARATOGA Museum.

We have now reached a significant milestone in our seven-year volunteer effort to create this non-profit memorial, education center, and family attraction at the former Quonset Point Naval Air Station on Rhode Island’s beautiful Narragansett Bay. Rhode Island Governor Donald Carcieri has given the project a green light, marking the first time that a senior state official has formally blessed the project.

The Quonset Development Corporation board will vote on the Governor’s recommendation on June 20. For the first

time we will have a berth reserved for us -- no strings attached -- other than the requirement to raise the balance of the money needed to open the doors. We will have two years in which to raise [U.S.D.] \$10 million.

We are seeking to turn this vision into reality.

Our short-term challenge is to raise \$100,000 to fund the upcoming nationwide capital campaign, as well as to provide working capital.

[For more information about the U.S.S. SARATOGA Museum Foundation’s fundraising efforts, please contact Frank Lennon at 401-831-8696 or through email SaratogaMuseum@aol.com. --Editor]



Above: U.S. President Dwight D. Eisenhower (left), with Admiral Arleigh A. Burke, U.S.N., Chief of Naval Operations, visiting U.S.S. SARATOGA (CVA-60) on 6 June 1957. Between and behind them is the Presidential Naval Aide, Captain Evan P. Aurand, U.S.N. Photo courtesy U.S. Navy / Naval Historical Center / NavSource Naval History. Caption courtesy NavSource Naval History.

**U.S.S. COBIA (SS-245)
WISCONSIN MARITIME MUSEUM**

Manitowoc, Wisconsin, U.S.A.

By Darrick Vormann

Submitted by Bill Thiesen



Launched at Groton, Connecticut on 28 November 1943, the GATO-class diesel-electric submarine U.S.S. COBIA is today preserved at the Wisconsin Maritime Museum in Manitowoc, Wisconsin. COBIA sank six Japanese vessels during World War II. Photo courtesy U.S.S. COBIA / Wisconsin Maritime Museum

**“COMBINED COBIA UPDATES
FOR APRIL / MAY 2005”**

Tom Aschenbrenner and Phil Walters finalized plans to install CAT 5 cable to hook up a Periscope #1 web cam to the Wisconsin Maritime Museum’s web site. Work on board COBIA included replacing the linoleum tiles on the “Potato Hatch” ladder treads in the crews mess and cleaning up the lower levels in the engine rooms. We had three NRAC Reservists come down from the Green Bay center on Saturday. They toured the Museum and Jerry Calenberg gave them an orientation tour of COBIA.

On Sunday, COBIA’s Naval Reservists and civilian volunteers showed up in full force. Together they were able to accomplish many tasks including relocation of a large and heavy low-pressure steam piston to its new home on display with the Chief Wawatom steam engine. Jerry Calenberg and the naval reservists made significant progress in cleaning and fitting the restored torpedo lashing straps in their correct location.

Bill Thiesen recently traveled to Chicago and received from Lou Lorca the range finder for the 3-inch forward gun mount. After it is re-attached, the Museum hopes to find a 4- or 5-inch gun mount to replace the 3-inch gun. This

would be more historically representative of the ordnance carried by COBIA during her later war patrols. Using their specialized training skills, the Navy Reservists were able to trouble shoot some minor engine problems in the morning, and fire up the No. 1 & 2 main engines in preparation for the afternoon’s memorial ceremony. The Reservists will work with Jerry Calenberg (who was qualified in submarines) to document their training skills and experience used in the engine start-up procedure. This will allow them to put together a written manual so that NQPs can also assist with the engine start-ups.

The plywood wall in the crews’ mess was also removed to return this area of the boat to its original configuration while on combat patrols during the war. In addition, other items from the NAVSEA inspection were corrected over the work weekend. Phil and Pat worked on the 600-pound Grove air reducer located in the after engine room; Tom tracked down several hard to find electrical defects on the ECM equipment; Nathan and Paul installed software updates for a management interface system in the conning tower simulator.

Bill Thiesen spoke with the submarine veterans prior to the ceremony and updated them on some of the on-going projects and events. The museum’s membership is at the highest it has ever been and continues to grow. The overnight program continues to be a huge success with over 2,000 participants through May. It will exceed last years’ total (over 3,000 in 2004) by a considerable margin, as it is booked solid for the remainder of the year. The contract to install the new heating and air system is being finalized with work to begin this summer.

The memorial ceremony for the U.S.S. LAGARTO (SS-371) brought together several submarine groups “to perpetuate the memory of those shipmates who gave their lives in submarine warfare.” LCDR Jeff Knuth commander of the Green Bay Navy Reserve Center also spoke on “why we need to remember.” This was followed with the reading of the 23rd Psalm, tolling of the ship’s bell, a 21-gun salute by the Vietnam Veterans post, the tossing of a memorial wreath, and the playing of taps. The Navy Reserve Color Guard marched up the gangway to the playing of *Anchors Away* as the main engines roared to life.

Upcoming events at the museum will include engine start ups for the H.O.G. Rally and River Walk Festival on June 24, 25, and 26. August 10 through 20 will see the COBIA Veterans return for their annual meeting, and loading of the MK-14 torpedo, if it has been received from the Naval Undersea Museum in Keyport, Washington.

Editors’ Note: Submarine U.S.S. LARGARTO (SS-371) was lost with all hands on 3 May 1945. LAGARTO was built at Manitowoc, Wisconsin, by the Manitowoc Shipbuilding Company.

ASSOCIATE MEMBERS IN THE NEWS

MILWAUKEE - U.S.S. DES MOINES (CA-134) HISTORIC NAVAL SHIP PROJECT, INC.

Milwaukee, Wisconsin, U.S.A.

By CAPT Richard F. Caswell, CEC, USNR (Ret)

JACKSONVILLE HISTORICAL SOCIETY

Jacksonville, Florida, U.S.A.

By Jerry Spinks



Cruiser U.S.S. DES MOINES (CA-134) in Norfolk, Virginia, in 1954 with battleship U.S.S. MISSOURI (BB-63) and cruiser U.S.S. MACON (CA-132). Across Pier 5 is the ESSEX-class aircraft carrier U.S.S. RANDOLPH (CV-15). Photo courtesy Larry Bohn / Navsource Naval History.

“DONATION HOLD FOR U.S.S. DES MOINES MAY BE EXTENDED”

After a recent battle for the Veterans Park berthing site for the U.S.S. DES MOINES in front of Milwaukee County’s Lakefront Development Advisory Commission (LDAC), some may mistakenly think the efforts to bring the U.S.S. DES MOINES to the Milwaukee area as a naval museum are dead.

Indications are that when the U.S. Navy’s CNO Ship Donation Board meets on 28 June 2005, it will extend the donation hold for the U.S.S. DES MOINES through at least May 2006. While Veterans Park remains an option, four additional berthing sites have been identified.

With all four sites, there is a potential cost reduction either by eliminating the need for a breakwater and/or by eliminating or minimizing dredging. To stay up-to-date, follow the project’s progress at www.ussdesmoines.org or contact the Milwaukee - U.S.S. DES MOINES Naval Ship Project, P.O. Box 144, Greendale, Wisconsin 53129-0144, U.S.A.

“A JACKSONVILLE SHIPBUILDER’S HOME”

A shipbuilder’s house and his ships have something in common: when either the house or the ships are 120 years old, they will leak. And so it was in December 1999 when the Jacksonville Historical Society assumed responsibility for restoring the 1879 home of Jacksonville, Florida, shipbuilder James E. Merrill.

Like many a worthwhile maritime restoration project, Mr. Merrill’s Eastlake Victorian home had an important history, good bones, and much neglect. Time and an oak tree growing through its original metal roof had let in more rain than even a heart pine building could stand. It did not help matters that the decorative front porch and fireplace mantels were stolen shortly before restoration started.

The Merrill House was moved and restored to tell part of Jacksonville’s history through the life of one of its shipbuilders, James E. Merrill and members of his family, including: his father, James Gilman Merrill, his brother, Alexander R. Merrill, and his sons, James C. Merrill and Kenneth A. Merrill. These gentlemen were active in area shipbuilding and repair from 1866 through World War II and beyond.

After moving with his family from South Carolina to Jacksonville in 1866, James Merrill worked in his father’s blacksmith business. In 1879, James E. Merrill and his brother, Alexander Merrill, formed their own ironworks that did a flourishing business making boilers for the maritime and construction trade.

In 1879, the Merrill brothers joined Arthur D. Stevens, an engineer from Worcester, Massachusetts, to form Merrill-Stevens Engineering Company. This business was later called Merrill-Stevens Dry Dock and Repair Company and built concrete ships during World War I.

In 1942, James E. Merrill’s sons, James C. and Kenneth Merrill, were running the Merrill-Stevens yard. The U.S. Maritime Commission and the Merrill-Stevens yard joined forces to establish the St. Johns River Shipbuilding Company on a 140-acre site along the St. Johns River in Jacksonville. When completed, this new shipbuilding facility covered 140 acres, contained 38 buildings, employed more than 10,000 workers, and produced over one hundred Liberty ships of various models during World War II.

ASSOCIATE MEMBER NEWS, CONTINUED

The restoration of Jacksonville shipbuilder James E. Merrill's home is important in telling the maritime history of Jacksonville. The telling of this story might even bring a historic ship to Jacksonville, and no doubt that ship will probably leak.



December 1999: The former home of Jacksonville, Florida, shipbuilder James E. Merrill is moved to make way for civic improvements. The house is 150 feet from where it was built in 1879 and a block from its current location. Photo courtesy Jacksonville Historical Society.



Beautifully restored and in a new location, the Merrill House will be operated as a museum by the Jacksonville Historical Society to tell the story of post-U.S. Civil War Jacksonville, including its maritime history. Photo courtesy Jacksonville Historical Society.

H.N.S.A. NEWS & VIEWS

BALTIMORE, MARYLAND, USA: U.S.S. FORREST SHERMAN (DD-931) Foundation, Inc., president Kurt Wagemann reports that 2005 might be the year that his organization finally completes its quest to obtain the destroyer on donation from the U.S. Navy, relocate her to Maryland and commence her restoration. NAVSEA has made a site inspection of the planned berth in Baltimore, and a Maryland member of the U.S. House of Representatives has introduced in Congress the final piece of legislation needed to release the funds necessary to restore the ship. Kurt advises that the bill is moving ahead and has been endorsed by the chairman of the House Armed Services Committee. The final information needed to complete their application has been submitted to NAVSEA.

SAN DIEGO, CALIFORNIA, USA: A Soviet-era FOXTROT submarine has been added to the vessels at the Maritime Museum of San Diego in California. Its new berth is not far from the aircraft carrier U.S.S. MIDWAY (CV-41). The two vessels were adversaries at one time. The museum's executive director Raymond Ashley commented that nowhere else in the world can one see an American aircraft carrier along with the submarine that hunted it. The museum is working to develop a partnership with the San Diego Aircraft Carrier Museum that would promote both museums. Plans call for the submarine to be restored to its appearance when in commission. A similar carrier and submarine exhibit could occur on the East Coast where a group hoping to acquire U.S.S. SARATOGA (CVA-60) already has a Soviet-era JULIETT guided-missile submarine on display in Providence, Rhode Island.

BATON ROUGE, LOUISIANA, USA: The volunteer crew aboard the destroyer U.S.S. KIDD (DD-661) remains as faithful as ever. Bill Woods and Beef Lewis managed to get the signal generator for the collision alarm up and running. Bill Long has completed a bunk chain project. Ed Gilliam has been welding the support frames for the fire retardant foam mixing unit. Fred Beach has been working to hold the faucets and sinks in the chiefs' head together, as the diaphragms are no longer commercially available. Tracy Lewis has been painting the overheads in the aft engine room. Says maintenance supervisor Bob Holt, "Sometimes it's the little things that make your day. Having our veterans come aboard for reunions and tell us 'She looks better than when I was aboard her!' or 'She looks better than my old rust bucket ever did!' ... Well, what better seal of approval can there be?"

--Compiled by Channing Zucker

SUBMARINE TRIVIA CHALLENGE

By Jeff Cary

1. On 3 July 1945, an Imperial Japanese Navy submarine sank the U.S.S. INDIANAPOLIS (CA-35) as she returned from delivering an atomic bomb to Tinian. Can you name this submarine?
2. Which submarine is credited with the first sinking of an enemy vessel in WWI?
3. Name the famous “father” of the modern torpedo.
4. Inventor John Holland, the Irishman who built the first practical submarine for the U.S. Navy, had one great competitor in the sub building business. Name Holland’s rival.
5. What were Admirals Karl Doenitz & Charles Lockwood famous for?
6. Name the submarine commanded by Captain Edward L. Beach that completed the first underwater circumnavigation of the globe. Bonus: What year did this voyage take place?
7. What is the British sub H.M.S. CONQUEROR best known for?
8. For the movie *K-19, The Widowmaker*, producers chartered the only former Russian submarine open to visitors in the Western hemisphere at the time. Can you name it and its location?
9. What was “the Happy Time”?

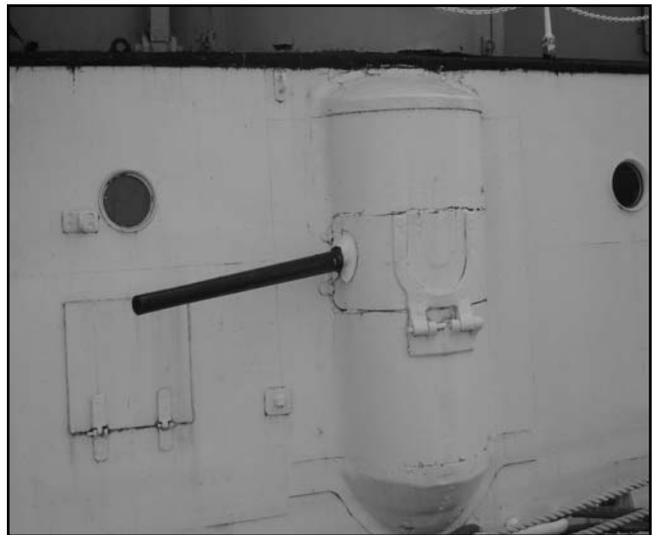
Please see page 19 for answers to this month’s trivia challenge.

Upper right: Submarine BECUNA (SS-319), berthed at Independence Seaport Museum in Philadelphia, Pennsylvania, is receiving a new deck. The World War II submarine’s exposed superstructure is visible in this image.

Middle right: Cruiser OLYMPIA (C-6), also berthed at Independence Seaport Museum, will receive extensive work to refurbish the 1892 cruiser’s hull-mounted 6-pounder gun casemates.

Lower right: OLYMPIA’s hammock lockers, which run the length of the ship’s spar deck, will also be refurbished during a current project aboard the Spanish-American War veteran. Photos courtesy Independence Seaport Museum. Please see page 8 for the complete story.

FLEET PHOTOS



HISTORIC NAVAL SHIPS IN THE NEWS

U.S.S. AMERICA (CVA-66)
Philadelphia, Pennsylvania, U.S.A.
By Tom Tramantano



“FOND FAREWELL TO ‘AMERICA’S FLAGSHIP’”

The decommissioned KITTY HAWK-class aircraft carrier AMERICA (CVA-66) sank on 14 May 2005 as part of a carefully-planned U.S. Navy live fire test. She was the largest warship ever sunk.

AMERICA was commissioned 23 January 1965, with Captain Lawrence Heyworth, Jr., in command. She was known as “AMERICA’S FLAGSHIP.”

AMERICA served the United States in every conflict or national emergency, from the 1967 U.S.S. LIBERTY incident, the Vietnam War, Desert Storm, and Enduring Freedom in Bosnia in 1996. In the process, she earned five Battle Stars, three Navy Unit Commendations, three Meritorious Unit Commendations, seven Expeditionary Medals, two National Defense Service Medals, four Armed Forces Service Medals, three Vietnam Service Medals, three South West Asia Service Medals, a Humanitarian Service Medal and medals from the countries of Vietnam, Kuwait, and Saudi Arabia, as well as a Letter of Commendation from the Secretary of the Navy. She also earned the admiration of some 70,000 officers and men who called the ship home over the years.

On 9 August 1996, after thirty-one years of decorated service, she was decommissioned and put into the fleet reserve at the Philadelphia Naval Shipyard. In 1998, she was stricken to be sold as scrap. Towed from Philadelphia, Pennsylvania, on 19 April 2005, she was taken some 300 miles off the eastern coast of the United States and sank on 14 May.

After trying to find a home for the AMERICA as a museum, her former crewmembers have expressed sadness, disbelief, and anger. Most feel however, that her going back to the sea she had sailed on for so long and by providing information to protect future sailors, is better than being scrapped.

Today the U.S.S. AMERICA Carrier Veterans Association, Inc., (C.V.A.) has formed a grassroots project to convince the U.S. government and the U.S. Navy to name the Navy’s next carrier, CVN-78, the “U.S.S. AMERICA”. Information about the C.V.A., and the campaign to name the CVN-78 “AMERICA” can be found at www.ussamerica.org.

Left: The decommissioned supercarrier AMERICA is towed down the Delaware River from Philadelphia toward the open Atlantic for her final voyage, 19 April 2005. Photos courtesy U.S.S. AMERICA Carrier Veterans Association, Inc.

**THE HISTORIC
NAVAL SHIPS ASSOCIATION**

**NEW AND RENEWING
MEMBERS**

1 March 2005 to 31 May 2005

PATRON

Joseph Dollard
John Sims Roberts

FRIEND

Captain Guy A. Archambault, USN (Ret)
David C. Bailey, Jr
Colonel Patrick J. Cunningham, AUS (Ret)
Ronald C. Frankowsky
James O'Neill
Lawrence G. Reid
Richard Ullrich
Kurt Wagemann
John P. Waugh

REGULAR

Scott Centerbar
J. D. Clements
John H. Downes
John Gilbert
Michael H. Gilmer
Gerald W. Gooley
Jerry Jones
Jeff Lattery
Gordon Lattey
John E. Lunz
Fred Maul
Eric Mayne
Arthur T. McArdle
Brian C. Miskell
John M. Rich
Brett Richards
Abbie Salyers
Thomas Tramantano

BOOK REVIEW

By Doug Buchanan

**U.S.S. SOLOMONS CVE-67: The History, Memories,
and Photos of an Escort Carrier in the Atlantic Theater
During World War II**

by Joseph E. Comeau, Jr.; 547 pages, 810 photos and documents, softcover, Trafford Publishing.

Joseph Comeau's book on the history of this can-do carrier and her World War II crew reads like a veteran's scrapbook, which it is in a way. There's no narrative in the traditional sense; the book consists of first-hand accounts, rare personal snapshots, and reproductions of contemporary documents, such as a "Welcome Aboard" pamphlet produced for new arrivals aboard the SOLOMONS. Comeau's father, Joseph E. Comeau, Sr., served aboard the SOLOMONS, and the book is a tribute to Comeau Sr. and his shipmates. The book is a wealth of obscure photos and the small details of life aboard a "jeep" carrier during the Atlantic War.

SUBMARINE TRIVIA CHALLENGE: ANSWERS

1. The I-58
2. The U-9 sank 3 British cruisers off the Dutch coast.
3. British inventor Robert Whitehead.
4. Simon Lake.
5. They were commanders of the German & U.S. Navy submarine forces in WWII, respectively.
6. The U.S.S. TRITON (SSN-586), 1960.
7. Sinking the Argentine Navy cruiser GENERAL BELGRANO in the 1982 Falklands War.
8. JULIETTE 484, Providence, Rhode Island, U.S.A.
9. Before advanced radar, sonar, and other Allied countermeasures, German U-Boats went virtually unchallenged in the early years of the Battle of the Atlantic, known as the "Happy Time."



YOU ARE INVITED TO JOIN THE HISTORIC NAVAL SHIPS ASSOCIATION.

Individual membership is open to all persons interested in the preservation of our proud naval heritage.

REGULAR MEMBER (U.S.D. \$25) benefits: Membership Certificate, Historic Naval Ships Visitors' Guide, *Anchor Watch* Journal, free or reduced admission and 10% gift shop discount at participating Fleet Member ships and parks.

FRIEND MEMBER (U.S.D. \$75) benefits same as **REGULAR** above plus H.N.S.A. patch and lapel pin.

PATRON MEMBER (U.S.D. \$150) benefits same as **FRIEND** above plus H.N.S.A. baseball cap.

LIFE MEMBER (U.S.D. \$500) benefits: same as **PATRON** above for a lifetime.

MEMBERSHIP APPLICATION

I wish to become a member of the Historic Naval Ships Association.

Name _____

Street _____

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Return to: HISTORIC NAVAL SHIPS ASSOCIATION
 600 Market Street, Portsmouth, New Hampshire, 03801-3361, U.S.A.