



ANCHOR WATCH

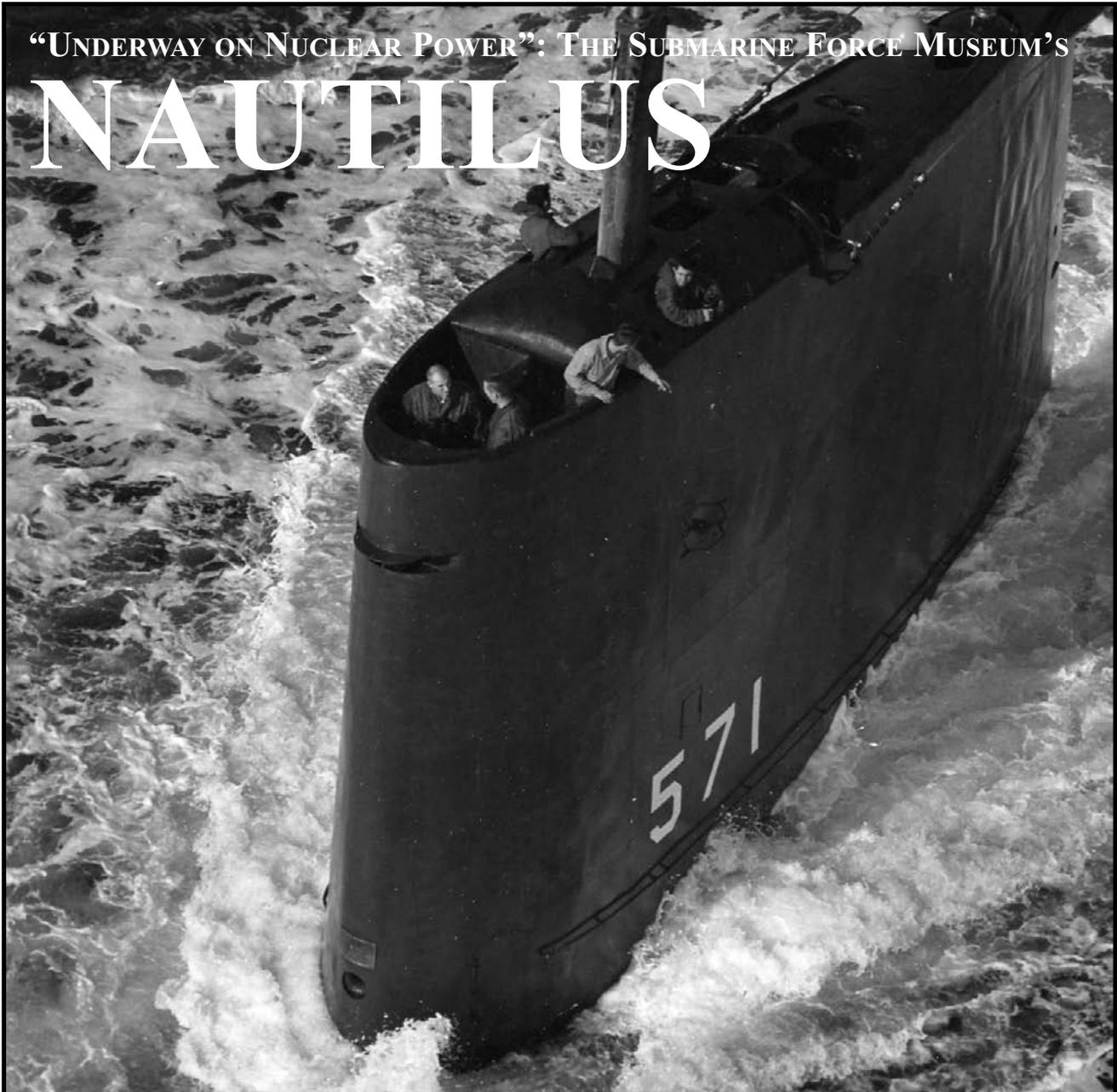
OCTOBER
NOVEMBER
DECEMBER
2006

The Quarterly Journal of the Historic Naval Ships Association

www.hnsa.org

“UNDERWAY ON NUCLEAR POWER”: THE SUBMARINE FORCE MUSEUM’S

NAUTILUS



H.N.S.A. STAFF

Executive Director

CDR Jeffrey S. Nilsson, U.S.N.R. (Ret.)

Executive Director Emeritus

CAPT Channing M. Zucker, U.S.N. (Ret.)

Executive Secretary

James W. Cheevers

Individual Member Program Manager

CDR Jeffrey S. Nilsson, U.S.N.R. (Ret.)

Anchor Watch Editors

D. Douglas Buchanan, Jr.

Scott D. Kodger

Webmaster

Richard S. Pekelney

European Coordinator

CAPT Cornelis D. José, R.N.L.N. (Ret.)

H.N.S.A. OFFICERS

President

CAPT Frank W. Montesano, U.S.N. (Ret.),
U.S.S. LEXINGTON

Vice President

William N. Tunnell, Jr., *U.S.S. ALABAMA*

Secretary

LCDR Sherry Richardson, *H.M.C.S. SACKVILLE*

Treasurer

James B. Sergeant, *U.S.S. ALBACORE*

Immediate Past President

David R. Scheu, Sr., *U.S.S. NORTH CAROLINA*

HONORARY DIRECTORS

Vice Admiral Drew Robertson

Dr. Christina Cameron

John Jamian

Admiral Michael G. Mullen, U.S. Navy

H.N.S.A. COMMITTEE CHAIRPERSONS

Annual Conference

Brad King, *H.M.S. BELFAST*

Awards

James W. Cheevers

United States Naval Academy Museum

Communications

Dr. John C. Fakan, *U.S.S. COD*

Curatorial

Dr. Norman M. Cary, Jr.

Education

Karin Hill, *The Navy Museum*

Insurance

COL Patrick J. Cunningham

Buffalo Naval Park

Marketing

Paul C. Farace, *U.S.S. COD*

Membership

CDR Jeffrey S. Nilsson, U.S.N.R. (Ret.)

Preservation

Joseph W. Lombardi

Ocean Technical Services

Submarines

William N. Tunnell, Jr.

U.S.S. DRUM

DIRECTORS AT LARGE

David P. Burnette

Patriots Point Naval and Maritime Museum

COL Pat Cunningham

Buffalo & Erie County Naval & Military Park

Brad King

H.M.S. BELFAST

Maury Drummond

U.S.S. KIDD

Karin Cronin

Independence Seaport Museum

Alyce N. Guthrie

PT Boats, Inc.

RADM John P. McLaughlin, U.S.N. (Ret.)

San Diego Aircraft Carrier Museum

John McMichael

Seawolf Park

Robert E. Partrick

Associate Member Representative

U.S. Cruiser Sailors Association

Richard S. Pekelney

Individual Member Representative

Timothy C. Rizzuto

U.S.S. SLATER

CAPT David R. Scheu, Sr., U.S.N. (Ret.)

U.S.S. NORTH CAROLINA Battleship Memorial

CAPT Michael J. Schneider

S.S. JOHN W. BROWN

Bruce H. Smith

Port Columbus National Civil War Naval Museum

THE ANCHOR WATCH TEAM

**OCTOBER - NOVEMBER - DECEMBER
2006**

Executive Editor
JEFFREY S. NILSSON

Publisher
ROBERT D. BOARD

Editors
D. DOUGLAS BUCHANAN, JR.
1425 Sussex Road
Wynnewood, Pennsylvania 19096 U.S.A.
Tel: 267-974-8274 / Fax: 610-642-1967
dougbuchananjr@netscape.net

SCOTT D. KODGER
62 Battleship Place
Camden, New Jersey 08103 U.S.A.
Tel: 966-877-6262 x 201
s.kodger@battleshipnewjersey.org

Anchor Watch Editors Emeritus
ROBERT A. WILLSON
ANNE E. McCARTHY

Proofreaders
JEFF CARY
JEFFREY S. NILSSON

Contributors
KIT BONNER
STEPHEN CARLSON
JEFF CARY
STEPHEN FINNIGAN
JERRY GILMARTIN
PAUL JOHNSTON
ANNE McCARTHY
JAN MICHAELIS
JEFF NILSSON
RAY NOBLE
JOHN PENTANGELO
JOHN REED
CHET ROBBINS
PAUL STILLWELL
BOB WILLSON
CHANNING ZUCKER

DISCLAIMER
*Articles represent the views of the authors
and do not necessarily reflect the opinion of the
Historic Naval Ships Association (H.N.S.A.)*

**CONTENTS**

FLOTSAM AND JETSAM, Jeff Nilsson...4

NEWS FROM THE FLEET...5

U. S.S. NAUTILUS / Submarine Force Museum,
Stephen Finnigan...5

U.S.S. PT 658 / Save The PT Boat, Inc., Jerry Gilmartin...7

**H.M.C.S. HAIDA / Friends of H.M.C.S. HAIDA / H.M.C.S. HAIDA
National Historic Site**, Bob Willson...11

U.S.S. CONSTELLATION / U.S.S. CONSTELLATION Museum,
John Pentangelo...12

**S.S. JEREMIAH O'BRIEN / National Liberty Ship Memorial /
S.S. LANE VICTORY / U.S. Merchant Marine Veterans of WWII**,
Jan Michaelis...14

S.S. RED OAK VICTORY / Richmond Museum of History,
John Reed...14

H.N.S.A. NEWS & VIEWS, Jeff Nilsson...15

BOOK REVIEWS, Anne McCarthy...17

NEW FLEET AND ASSOCIATE MEMBERS, Jeff Nilsson...18

H.N.S.A. FLEET PHOTOS...20

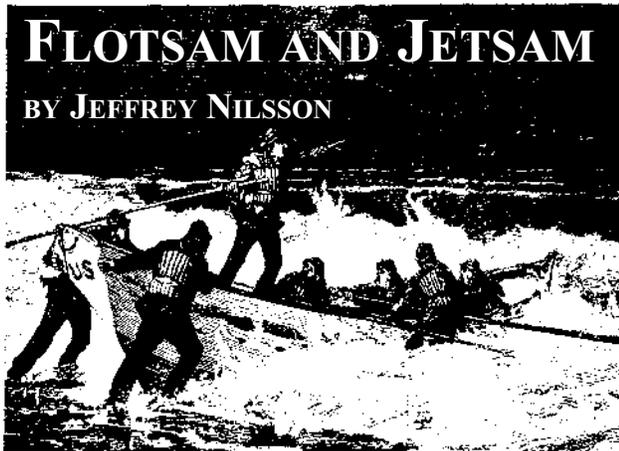
BATTLESHIP TRIVIA CHALLENGE, Jeff Cary,
with Paul Stilwell...21

H.N.S.A. NEW & RENEWING MEMBERS, Jeff Nilsson...22

2006 Annual H.N.S.A. Conference Update...23

THE COVER

The U.S. Navy's first nuclear powered ship U.S.S. NAUTILUS (SSN-571) underway on the surface. NAUTILUS' underwater performance was every bit as impressive as that of her fictional predecessor in Jules Verne's 20,000 Leagues Under The Sea. Photo courtesy Submarine Force Museum.



As you read this issue of *Anchor Watch* during the first part of October, a number of our museums will be enjoying the hospitality of Mr. Brad King and his stalwart staff of **H.M.S. BELFAST** in London.

I have just completed my first “News from the Historic Fleet” column for the Tin Can Sailors newsletter and HNSA’s own *Anchor Watch* and, after having breathed a deep sigh of relief, began putting “Flotsam and Jetsam” together. I know that I have asked through an executive director memorandum that HNSA-affiliated museums send me their own newsletters, but I am taking this opportunity to ask again – perhaps to a wider audience. Please folks, send me copies of your museum newsletters if your museum publishes one.

On 6 September, our own **Chan Zucker** was honored by the Tidewater Council of the Boy Scouts of America at its annual Awards Dinner. Chan received the Distinguished Eagle Scout Award which is granted to Eagle Scouts who, after twenty-five years, have distinguished themselves in their work. Chan as you know, served as a U.S. Navy officer retiring at the rank of Captain, and then served as the Executive Director of the Historic Naval Ships Association. Congratulations, Chan.*

We have brought in a number of new Fleet and Associate Members over the past year. They include the following Associate Members: The **Battleship SOUTH DAKOTA Memorial** in Sioux Falls, South Dakota; the **Watson Museum and Research Library**, in Braintree, Massachusetts; the **Melik Society** in London, England; the **Coast Guard Cutter ALERT Preservation Team** of Houston, Texas; the **Gyrodyne Helicopter Historical Foundation** of Reno, Nevada; and the **Baltimore and Chesapeake Steamboat Company** in Baltimore, Maryland.

New Fleet Members include the **National Maritime Museums of Sweden**, which itself includes the **National Maritime Museum**, **The Naval Museum** and the **VASA**

Museum. The Naval Museum has five ships – a minesweeper, a missile boat, a full-rigged sailing ship, a motor torpedo boat and a submarine.

We have also brought in the **Motor Torpedo Boat Veterans**, a group of four Swedish motor torpedo boats, including **T121 SPICA**, and finally, the **LILAC Preservation Project** in New York City, New York. A brief description of each new member is contained on page 18 in my other article in this issue of *Anchor Watch*.

The **Canada Marine Discovery Centre** has a new name and street address – it will now be known as the **Parks Canada Discovery Centre**. Their new address is 57 Discovery Drive, Hamilton, ON L8L 8K4, Canada.

The destroyer **U.S.S. KIDD** continues to get itself in the limelight. On 26 July, the KIDD served as the focal point of the televised “CBS Early Show” in conjunction with CBS’s “Great American Series.” They have also been scouted by Paramount Pictures. The film-production company has been evaluating the ship for use in filming scenes for the upcoming movie *The Curious Case of Benjamin Buttons*. This film is based on a story by F. Scott Fitzgerald. It will star Brad Pitt and Cate Blanchett, and is scheduled to go into production at year’s end.

The **U.S. Brig NIAGARA** took part in the American Sail Training Association’s “Great Lakes Tall Ships Challenge” this past summer. There were events in Cleveland, Bay City, Green Bay, and Chicago. She also made calls at Sturgeon Bay, Port Huron, and Detroit. It was a busy summer for the ship.

The **Great Lakes Naval Memorial and Museum** has signed a 30-year lease with the City of Muskegon, Michigan, for the waterfront site that it has occupied since 1987. The site includes the moorings for the submarine **U.S.S. SILVERSIDES** and the former U.S. Coast Guard Cutter **McLANE**. Bob Morin and his board consider this long-term lease to be an important step in seeking donations for a new waterfront facility. Preliminary plans for the facility have been posted on their website (www.glnmm.org). It will include a library, theater, and classroom for the museum’s growing educational program. It will also include a larger exhibit area and climate-controlled artifact storage. There will be provision for a larger gift store, and a community room for conventions and banquets. The museum continues to raise funds to dry dock WWII veteran SILVERSIDES.

Captain Chris Sinnett has relieved **Captain Eric J. Shaw**

FLOTSAM & JETSAM CONTINUES ON PAGE 22.

*Used by permission of *The Virginian-Pilot*



NEWS FROM THE FLEET

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

U.S.S. NAUTILUS (SSN-571)
THE U.S. NAVY SUBMARINE FORCE MUSEUM
 Groton, Connecticut, U.S.A.
By Stephen Finnigan, Curator



Above: NAUTILUS underway on the surface. The pioneering nuclear-powered submarine, perhaps best known for her famous voyage under the North Pole, is today preserved at the U.S. Navy's Submarine Force Museum. Photo courtesy Submarine Force Museum.

“HISTORIC SHIP NAUTILUS”

In July 1951, the U.S. Congress authorized construction of the world's first nuclear-powered submarine. On 12 December of that year, the Navy Department announced that she would be the sixth ship of the fleet to bear the name NAUTILUS. Her keel was laid by President Harry S. Truman at the Electric Boat Shipyard in Groton, Connecticut, on 14 June 1952.

After nearly eighteen months of construction, NAUTILUS was launched on 21 January 1954 with First Lady Mamie Eisenhower breaking

the traditional bottle of champagne across NAUTILUS' bow as she slid down the ways into the Thames River. Eight months later, on 30 September 1954, NAUTILUS became the first commissioned nuclear-powered ship in

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.



Above: First Lady Mamie Eisenhower christens the brand-new NAUTILUS on 12 January 1954. Photo courtesy Submarine Force Museum.

the United States Navy. On the morning of 17 January 1955, at 1100 EST, NAUTILUS' first Commanding Officer, Commander Eugene P. Wilkinson, U.S.N., ordered all lines cast off and signaled the memorable and historic message, "Underway on nuclear power." Over the next several years, NAUTILUS shattered all submerged speed and distance records.

On 23 July 1958, NAUTILUS departed Pearl Harbor, Hawaii, under top secret orders to conduct "Operation Sunshine," the first crossing of the North Pole by a ship. At 2315 pm on 3 August 1958, NAUTILUS' second Commanding Officer, Commander William R. Anderson, U.S.N., announced to his crew, "For the world, our country, and the Navy--the North Pole." With 116 men aboard, NAUTILUS had accomplished the "impossible," reaching the geographic North Pole at 90 degrees north.

After a stop in Portland, England, NAUTILUS came home to a ticker tape parade in New York City. President Eisenhower awarded NAUTILUS the first peacetime

"Presidential Unit Citation."

In May 1959, NAUTILUS entered Portsmouth Naval Shipyard, Kittery, Maine, for her first complete overhaul--the first of any nuclear-powered ship--and the replacement of her second fuel core. On completion of her overhaul in August 1960, NAUTILUS departed for a period of refresher training, then deployed to the Mediterranean Sea to become the first nuclear-powered submarine assigned to the U.S. Sixth Fleet.

Over the next six years, NAUTILUS participated in several fleet exercises and steamed over 200,000 miles. In the spring of 1966, she again entered the record books when she logged her 300,000th mile underway. During the following twelve years, NAUTILUS was involved in a variety of developmental testing programs while continuing to serve alongside many of the more modern nuclear-powered submarines she had preceded.

In the spring of 1979, NAUTILUS set out from Groton, Connecticut on her final voyage. She reached Mare Island Naval Shipyard, Vallejo, California on 26 May 1979--her last day underway. She was decommissioned on 3 March 1980 after a career spanning 25 years and almost half a

million miles steamed.

In recognition of her pioneering role in the practical use of nuclear power, NAUTILUS was designated a National Historic Landmark by the U.S. Secretary of the Interior on 20 May 1982. Following an extensive historic ship conversion at Mare Island Naval Shipyard, NAUTILUS was towed to Groton, Connecticut, and arrived on 6 July 1985.

On 11 April 1986, eighty-six years to the day after the birth of the Submarine Force, Historic Ship NAUTILUS, joined by the new Submarine Force Museum, opened to the public. In 2000, an addition was added to the museum to portray the future years of submarine development. In 2004, a new permanent exhibit was installed honoring the Medal of Honor recipients for the Silent Service. The museum continues today to support military ceremonies and functions and hosts some 150,000 visitors a year.

U.S.S. PT 658
SAVE THE PT BOAT, INC.
 Portland, Oregon, U.S.A.
By Jerry Gilmartin



*Above: PT 658 at speed. With a tremendous effort, Save the PT Boat, Inc., has restored this boat from a sunken and derelict state to the condition you see here.
 Photo courtesy Save the PT Boat, Inc.*

“U.S.S. PT 658 LIVES UP TO THE ‘PLENTY TOUGH’ MOTTO OF PT BOATERS”

Moored to the Navy Operational Center Pier, floating in the Willamette River, located not far from downtown Portland, Oregon, sits what may

be one of the last operational and completely restored U.S. Navy World War II PT (Patrol Torpedo) boats in existence. Welcome aboard the PT 658, a 78-foot Higgins PT Boat, built in early 1945 and delivered to the U.S. Navy just one month before the end of World War II. If you did not know the date, one could easily mistake photographs of this boat for those taken in August 1945, at the very culmination of development of this type of heavily-armed yet highly maneuverable craft, popularly known as “Devil Boats,” “Mosquito Boats” or “Plywood Wonders.”

Having restored the boat to this pristine condition, the members of the nonprofit group “Save the PT Boat Inc.” are justifiably proud of their boat. They have suffered through an arduous journey over the last twenty-two years, when the group first started restoring a different PT boat, the PT 659. That boat eventually became the source of the engines and running gear to the PT 658. The 658 was chosen over the 659 as the better candidate for restoration due to the better material condition and historical authenticity of the hull.

Additionally, the group has withstood several major setbacks to their goal of restoring and operating this boat. The boat has weathered two sinkings, a gale warning, an electrical fire (when the boat was almost destroyed), and innumerable other obstacles in the way of final restoration of the boat. “We knew when we began that this task would take more time than some of us had,” said PT Veteran Frank Lesage (GM1/c PT205) during the boat’s dedication ceremony on 7 June 2005. “People told us it was impossible, that she’ll never float again, let alone run on her own power - but you never tell a bunch of old PT boaters that it can’t be done.”

Several of the original group of veterans have since passed away before seeing the completion of the boat. Molly McCready carried on in the can-do spirit of her late father, founding member (and PT boater) Al McCready (RON33 QMC, PT 491), by christening the boat with a bottle of champagne on her first swing at the 658’s bullnose.

This boat stands as a testament to the perseverance and innovative spirit of PT Boaters as a whole, who often faced great odds in battle against combatants ten times their size, coupled with being on a craft that was and still is considered “expendable.” The PT Boaters were usually located at or near the bottom of the U.S. Navy supply chain, and crews often had to resort to creative methods of obtaining needed supplies. But this spirit is the same one that made it possible to surmount the obstacles faced by the restoration crew.

HULL AND SUPERSTRUCTURE

PT 658 was constructed at Higgins Industries Boat Works,

New Orleans, Louisiana. Her keel was laid on 24 February 1945, and she was launched on 11 April 1945. After fitting out, PT 658 was completed on 30 July 1945, just one week before the first atomic bomb was dropped on 6 August 1945, ending the war in September. The boat was actually on her way (as deck cargo aboard an LST) to be “lend-leased” to the Soviet Union when the transfer was cancelled, and the ship turned around and offloaded at Port Hueneme, California.

The hull consists of two layers of wood (3/8” spruce and 3/4” mahogany) fitted over two-inch mahogany frames spaced twelve inches apart. In between the two layers of wood is airplane-type canvas coated with “doping” to improve the watertight integrity of the hull.

The interior spruce layer is laid at 45-degree angles to the outer layer of mahogany planks. The outer layer is parallel to the waterline, and is connected to adjacent planks through the use of oval shaped “joiner-plates” used to join the butt joints from the inside of the boat. These construction techniques make for a light, yet surprisingly strong hull, and one able to be repaired close to the front lines.

The overall hull form is a classic “step” type planing hull, which requires a speed of about 25-28 knots to lift the bow out of the water, greatly reducing the underwater mass and power needed to push the boat through the water. One drawback of this type of hull design was found to be an extremely visible wake. At full speed, the wake is twenty feet high and 100 feet long. Enemy aircraft could spot a PT boat at night in tropical areas from miles away by searching for their luminous wakes.

Some say that even future President U.S. Navy LT (jg) John F. Kennedy was mindful of this threat as he commanded PT 109, since Japanese aircraft had bombed several PTs in his squadron in the weeks prior to the collision and loss of the “109.” The standard operating procedure from Kennedy’s squadron commander was to cruise slowly on station so as not to stir up the telltale wake. The “109” was cruising slowly when it was hit, partially in response to this policy.

The interior hull of PT 658 is divided below deck into eight watertight compartments from bow to stern. Starting at the bow is the forepeak (or chain locker), the forward crew’s berthing and galley, and next is the officers’ wardroom. Aft of the wardroom is the forward tank room (fuel tanks), engine room, and the aft tank room. Near the stern are the aft crews’ quarters and the lazarette (rudder room).

The boat’s deckhouse consists of the chartroom and radar



Above: Ray Noble took this dramatic shot from a highway bridge of PT 658 racing down the Columbia River at 20 knots. Photo courtesy Ray Noble / Save the PT Boat, Inc.

room, constructed of mahogany plywood and frames. The aft end of the charthouse contains a windscreen and helm controls. The sides of the charthouse contain two plexiglass windows with dogged cover plates for light control. The rear of the charthouse is faired into the two circular five-foot diameter 0.50 caliber machine gun tubs. There’s a popular myth that these boats were constructed completely out of plywood, but most of the hull is made from mahogany planks.

MACHINERY

PT 658 is powered by three late-war modification model 5M-2500 Packard V12 marine engines. Designed to run on 100-octane aviation gasoline, these engines develop 1,800 horsepower at 2,500 rpm. The model designation denotes the displacement of the engine, which is roughly 2,500 cubic inches. Each piston is 6-1/8” diameter and has a stroke of 6-3/8”.

Hearing the roar and feeling the surge of these engines is a big thrill as they push her at speeds of 42+ knots. The entire boat feels alive when these engines are running, and many PT boaters say they’re the soul of the boat. Indeed, several times during World War II, the throaty roar of passing PT boat engines were mistaken by shore-based



Above: The U.S. Marine Corps provided a crane to lower PT 658's Packard engines into her engine room. All three engines were in place within three hours. Photo courtesy Save the PT Boat, Inc.

anti-aircraft batteries as incoming aircraft.

All of this power comes at a price. Each engine consumes roughly 66 gallons of 100-octane gasoline per hour at cruising speed. Consumption soars at higher speeds; at 2,500 rpm, each engine gulps about 165 gallons per hour. The fuel capacity (3,000 gallons) gives the boat about twelve hours duration, or about 550 miles, round trip.

WEAPONRY

Pound for pound, the late-war U.S. Navy's PT boats were the most heavily-armed vessels in U.S. service. Responding to the needs of the crews on the front lines, what had started out as a lightly-armed torpedo launching patrol vessel was transformed into a heavily-armed gunboat, able to deal effectively with ships, planes, and small craft.

The PT crews were also exposed to gut-wrenching, up close, and personal combat, which often occurred in the pitch black of tropical nights at ranges as close as 100 yards. Being exposed to heavy automatic weapons fire from pointblank range was all too common in the ranks of the battle-weary PT boat crews. The crews sometimes modified their boats personally to include more weaponry as the war progressed.

PT 658 is an example of a heavily-armed late-war PT boat. It includes two twin Browning M2 0.50 caliber machine guns. These guns have an effective range of 2,500 yards, and could shoot 550 rounds per minute per gun. Each gun is belt-fed and is mounted in a 360-degree traversing turret ring. The turret ring has ammunition cans holding 1,100 rounds per gun. More ammunition was stowed below in a

locker directly below the chartroom.

Next are two Model M4 20MM Oerlikon Cannons. Each holds a 60-round spiral magazine and delivered 480 rounds per minute. Their maximum effective range was 5,500 yards. One of these cannons is deck-mounted on the port side, just forward of the charthouse; the other is mounted midships on the centerline aft of the engine room hatch. The mountings of the 20MM Oerlikon cannons are constructed so that they may be trained vertically to be used also as an anti-aircraft weapon.

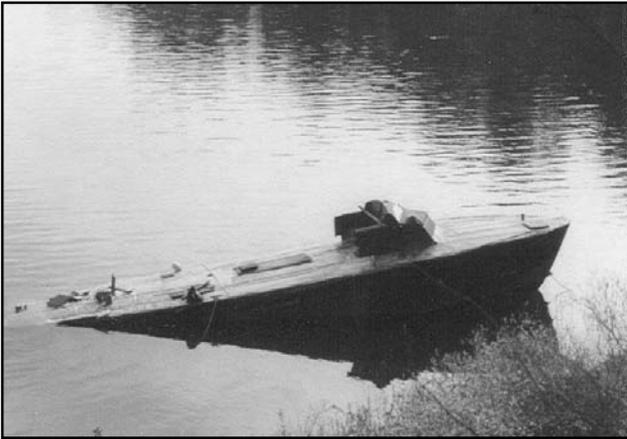
Mounted centerline on the bow of PT 658 is a 37MM Oldsmobile M4 Automatic Cannon. Originally cannibalized from crashed P-39 "Airacobra" fighter planes, these cannons were found to be effective when used in attacks against supply barges. Fitted with a 30-round magazine and delivering 180 rounds per minute with a maximum effective range of 9,000 yards, these guns were a favorite of many crews. It only took a few hits on most barges with the 37MM cannon to sink it.

The largest gun mounted aboard PT 658 is a single air-cooled Bofors 40MM cannon. It packed the biggest punch of any of the guns on the boat. Shooting a two-pound projectile, the Bofors Automatic cannon had a range of 5,400 yards and could fire up to 120 rounds per minute. The cannon was operated by a crew of four: a pointer, a trainer, a loader, and an assistant loader.

PT 658 also carries two US Navy Mark 6 depth charges. These depth charges can be set to explode anywhere between 30 and 600 feet depending on the dial setting of the pistol type detonator. They have a 300 pound charge of TNT and a total weight of 420 pounds. The PT Boats used these weapons either to sink barges (by dropping one next to a target barge) or to discourage enemy destroyers from chasing a fleeing PT boat after it had attacked the enemy formation. No submarines were sunk by PT boats using depth charges during the war. Two subs, however were sunk by the use of PT boat torpedoes against the sub.

PT 658 was also equipped with a smoke generator. The 35-gallon titanium tetrachloride generator tank mounted on the stern produced billowy white smoke that lingered long enough to cover seven miles at top speed. The smoke could be used to screen landing craft from enemy shore guns or to screen a torpedo attack by a PT boat.

Last but not least, are the weapons that gave the PT 658 the punch needed to knock out larger vessels. These "heavy hitters" are the four Mark 13 torpedoes, mounted in roll-off style launching racks. Two existing racks (along with two additional racks currently being added by the crew) accommodate four torpedoes recently acquired from the



Above: PT 658 in a sorry state in San Francisco Bay. Compare this image to the beautifully-restored boat you see on the following page. Photo courtesy Save the PT Boat, Inc.

Naval Underwater Weapons Museum in Keyport, Washington. The Mark 13 contained 600 pounds of “Torpex” explosive in its warhead and could travel at a set speed of 33.5 knots.

Plans are being made for obtaining and installing two eight-cell 5-inch spin-stabilized outboard rocket launcher tubes and a 60mm mortar on the bow. These were installed on PTs during the war; PT 658 will have them as soon as we can obtain them.

RECENT MISSIONS

PT 658 enjoys a popular base of support from the Portland metropolitan area. Recently, the boat has gotten underway for special events only as directed by the U.S. Naval Historical Center at the Washington Navy Yard in Washington, D.C. Regularly crewed by a collection of PT veterans and dedicated volunteers, PT 658 has taken part in several public outings.

The Annual Portland Rose Festival Fleet Week in June 2006 saw the PT 658 escorting ships from the U.S. Navy, the Canadian Navy, and the U.S. Coast Guard into downtown Portland. Several high ranking official U.S. Navy visitors, (including several admirals) were transported at 23+ knots on board PT 658 as part of the festivities. Each of the admirals had the opportunity to pilot the boat underway. Included in the entourage was RADM William D. French, USN, Commander, NRNR; RADM Kevin M. Quinn, USN, COMCARSTKGRU THREE; RADM Richard R. Houck, USCG, Commander 13th USCG District; the Honorable Mayor Royce Pollard, of Vancouver, Washington, and many others.

Most significantly, the PT 658 has participated in several PT Boaters’ “Bull Sessions,” which included taking several groups of WWII PT boat veterans underway on the PT 658. Another veterans’ group headed by Ed Jepsen (himself the former captain of U.S.S. PT 231), held their reunion and made a side trip to see PT 658.

Most recently, in July 2006, the “PT Boats Inc.” National PT Boaters Reunion was held in Spokane Washington, and after it was over, a large contingent (45 people) traveled to Portland in order to come aboard and get underway on the PT 658. Some notable members of this group included the former commanding officer of PT 150, and later Squadron Commander of RON39, LCDR Russ Hamachek (U.S.N. Retired). Also on board was PT boat curator of the Battleship Cove Museum, in Fall River, Massachusetts, Don Shannon.

WHAT’S NEXT FOR PT-658?

As with any wooden boat, there is much more to do to help PT 658. Final details for restoring the interior of the boat and appearance are now being completed. New depression ring railings surrounding the 0.50 caliber MGs are being fabricated and mounted. Three newly acquired Mark 13 torpedoes must be refurbished and mounted on the boat. The engines constantly need repairs, not to mention the cost of supplying them with fuel. A new desk and table are being built for the wardroom. A spare Packard engine has been acquired, and needs an overhaul to be used as a replacement. We’ve installed a new gently-inclined brow, improving access to the boat from the Navy Pier.

Our biggest hurdle is building a boat house and museum to store PT 658 indoors. Getting the boat out of the weather is of paramount importance to the material condition of the boat. The organization has recently begun collecting volunteer donations to be able to afford a suitable boathouse. All monies come to PT 658 from volunteers and donations. The boat has a website maintained by the group, www.savetheptboatinc.com. It features photographs, items of interest, and donation information.

Please feel free to visit Portland and come see PT 658. It’s literally a one-of-a-kind treasure. Visits to the boat are possible most Mondays and Thursdays between 0900 and 1400. There is no charge; please see our website for the most up-to-date contact information. PT 658 is currently located at Swan Island at the Navy Operational Center, in Portland Oregon. She is moored to the barge at the end of the Navy Pier in the Swan Island Lagoon.

Please call us at 1-503-286-3330 or 1-888-782-6284, or write to: Save The PT Boat, Inc., P.O. Box 13422, Portland, Oregon 97213 U.S.A.



Above: A “dressed” PT 658 at the Antique Wooden Boat Show June 2005 in Tomahawk Bay. Photo courtesy Save the PT Boat, Inc.

**H.M.C.S. HAIDA
FRIENDS OF H.M.C.S HAIDA /
H.M.C.S. HAIDA NATIONAL
HISTORIC SITE**

Hamilton, Ontario, Canada

By Bob Willson, Anchor Watch Editor Emeritus

**“TWINNING’ CEREMONY PRODUCES A NEW
TRANSATLANTIC PARTNERSHIP”**

On 28 June 2006, in the city of Gdynia, located on the Baltic Coast and home port of the Polish Navy, a ceremony was held to mark the twinning of H.M.C.S. HAIDA and ORP (Ship of the Republic of Poland) BLYSKAWICA. This is believed to be the first time that two destroyers, from two different navies, ships that operated together in a multi-national allied destroyer flotilla, have been twinned.

The two WWII destroyers formed part of the British-led

10th Destroyer Flotilla during 1944. Both ships have been preserved by their nations as memorials to the personnel who fought and died in WWII and as museums to perpetuate the history and traditions of their navies.

The Canadian delegation at the ceremony, led by Carla Morse, representing Parks Canada, included HAIDA Association member David Fairbarns, a Canadian veteran who served in H.M.C.S. HAIDA from 1943 to 1945; his wife Muriel; Stanislas Brodzki, a Polish Canadian who served in ORP PIORIN, a sister ship of BLYSKAWICA in the Tenth Destroyer Flotilla; and Bob Willson, representing the Friends of H.M.C.S. HAIDA. Honorary CAPT(N) Chris Korwin-Kuczynski represented the Canadian Navy and the Canadian Department of National Defence, was further represented by LCOL .Waler Perchal (Royal Regiment of Canada), and LCOL Andrew Patterson (48th Highlanders of Canada).

The Royal Regiment has a special affiliation with the Polish Navy. Sixty-five survivors of that regiment were rescued from the beaches of Dieppe by a Polish destroyer after the failure of that disastrous raid on 19 August 1942.

The band of the Royal Regiment of Canada, with pipes and drums of the 48th Highlanders of Canada, added colour and drama to the ceremony, the highlight of which was the signing of the Polish copy of an agreement that will



Above: The Polish Navy destroyer ORP (Ship of the Republic of Poland) BLYSKAWICA in her home port of Gdynia, Poland; together BLYSKAWICA and HAIDA formed part of the British-led 10th Destroyer Flotilla in 1944. Both ships have been preserved by their nations as memorials to the personnel who fought and died in WWII and as museums to perpetuate the history and traditions of their navies. Below: The "twinning" ceremony on 28 June 2006. Photos courtesy Bob Willson.



facilitate the sharing of information, expertise, and goodwill between the two ships.

The importance of the event was signified by the attendance of His Excellency David Preston, Canadian Ambassador to Poland.

The Canadian bands were outstanding. In their scarlet uniforms, with Busby headdress, they performed magnificently. The combination of the pipes, highland drumming, and the sound of the traditional military band overwhelmed our Polish hosts. The professionalism of our militia musicians and their impeccable conduct was a huge credit to Canada

Everyone who participated in the ceremony owes a great debt of gratitude to the Polish government and the Polish

Navy. During the four days in Gdynia they provided excellent accommodation in a nearby hotel, all meals, including two banquets, and transportation by coach for ceremonial events and sight seeing.

The Canadian representatives paid their respects at the Monument to Solidarity in Gdansk, the Monument to the Unknown Warrior in Warsaw, and, close to the Canadian embassy, monuments to the Polish Land Army that resisted the Germans and the Russians throughout WWII and to Canadians soldiers and airmen who lost their lives fighting on land and in the skies over Poland.

On 1 July, all the visiting Canadians were hosted at a large Canada Day party at the Canadian Embassy in Warsaw.

The Polish Navy has been invited to Hamilton in September 2007 to sign the Canadian copy of the twinning document and complete the agreement.

**U.S.S. CONSTELLATION (IX-20)
U.S.S. CONSTELLATION MUSEUM
Baltimore, Maryland, U.S.A.
*By John Pentangelo, Curator***

**"U.S.S. CONSTELLATION MUSEUM UNVEILS
WARDROOM AND OFFICERS' QUARTERS"**

U.S.S. CONSTELLATION Museum is proud to announce the unveiling of the Wardroom and Officers' Quarters, the largest restoration and exhibit development project since the ship reopened to the public after its return to sloop-of-war configuration in 1999.

On 19 May 2006, over 350 guests descended to the berth deck for a first look at the furnished staterooms and the open dining area now portrayed as they looked when CONSTELLATION's officers occupied them during the Civil War. The space beautifully compliments the previous restorations of Sick Bay and the Captain's Cabin.

Shipwrights and volunteers embarked on this challenging and rewarding project supported by grants from the Institute of Museum and Library Services and the Baltimore City Heritage Area, and generous private donations and corporate sponsorship. The once-gloomy area of the ship has been completely transformed by historically appropriate white paint, new furniture, and period reproduction lamps.



Above: The restoration and interpretation of U.S.S. CONSTELLATION's Wardroom challenges visitors to think about the roles and responsibilities of officers in the U.S. Navy during the Civil War. Photo and caption courtesy U.S.S. CONSTELLATION Museum.

These improvements create a warm and inviting space where one can immediately imagine the surgeon making notes at his desk, lieutenants swapping stories about former commanders, and staff officers stamping their feet to a lively musical number.

In addition to brightening the space, the restoration crew undertook some major building and preservation projects. Shipwrights built six cabins in "officers' country" forward of the wardroom. These bulkheads, present on the original plans, were removed over 130 years ago when the vessel was converted into a practice ship for cadets at the United States Naval Academy in Annapolis, Maryland.

Although a staff changing area and restoration workshop occupy space inside these cabins, the ship's dispensary and a portion of the midshipmen's steerage quarters offer interpretive information and are open to the public. Shipwrights even installed new decking in order to open the midshipmen's quarters for public exploration.

Of course, the little details are what really bring the wardroom to life. Period reproduction lighting fixtures give the space a lively and elegant touch. Trim, moldings and original walnut bunk rails were all restored where possible. Where these wondrous examples of nineteenth-century craftsmanship became lost to the ravages of time, staff fabricated new pieces with skill and precision.

For example, shipwrights refurbished surviving storage drawers and fit them into each existing bunk, while they completely rebuilt the lieutenant commander's bunk. All

who worked on the restoration, applied great care to ensure the seamless blending between old and new elements.

As a fitting tribute, Ship's Manager Paul Powichrowski restored the wardroom's original sideboard (one of the few surviving pieces of CONSTELLATION furniture) and returned it to its rightful place at the forward bulkhead.

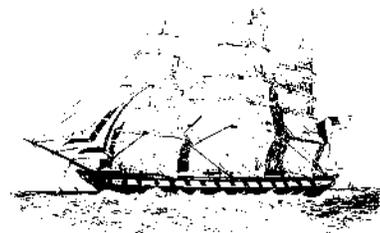
Ten staterooms open into the wardroom's common area. The line officers were berthed on the starboard side while the staff officers occupied the port side cabins. Each cabin now has a secretary bureau, desk chair, washstand, and bedding as prescribed by the 1854 Table of Allowances.

Several staterooms, including the ones occupied by the lieutenant commander, master, surgeon, and Marine lieutenant, have been completely furnished with personal objects, writing implements, papers, books, and uniforms. A new dining table and chairs complete the restoration as a symbol of this communal area where officers dined, relaxed, rested, and formed bonds with each other.

In conjunction with the restoration, a new interpretive exhibition, *Damn the Torpedoes: Leadership at Sea in the Civil War*, offers visitors an introspective look at the challenges the officers met in order to help win the war on the water. Those who walk the deck and examine the cabins will also get a glimpse into the lives of each room's wartime occupant. Interpretive labels identify the duties of each officer and present a short biography of the man who performed these duties. Other labels focus on the education of midshipmen, the privileges of rank, and the use of volunteers to meet the needs of a growing officer corps.

We encourage all of our friends and colleagues to stop by and see all that we have accomplished with this magnificent new restoration and exhibit. Discover what life was like for an officer in the U.S. Navy aboard the only surviving vessel to see active service during the American Civil War.

For more information, please contact John Pentangelo, Curator/Development Coordinator, at the U.S.S. CONSTELLATION Museum, Pier 1, 301 E. Pratt Street, Baltimore, Maryland 21202-3134 U.S.A., or call 410-539-1797, extension 446.



**S.S. JEREMIAH O'BRIEN
NATIONAL LIBERTY
SHIP MEMORIAL
San Francisco, California, U.S.A.**

**S.S. LANE VICTORY
U.S. MERCHANT MARINE
VETERANS
OF WORLD WAR II
San Pedro, California, U.S.A.
*By Jan Michaelis***

**"WWII HISTORY RELIVED:
S.S. LANE VICTORY & S.S. JEREMIAH O'BRIEN,
SURVIVORS OF THE 'GHOST FLEET,' WILL
ARRIVE IN SAN DIEGO 26 SEPTEMBER 2006"**

The S.S. LANE VICTORY, berthed in San Pedro, and the S.S. JEREMIAH O'BRIEN, berthed in San Francisco, will arrive in California's San Diego Harbor on 26 September to take part in the U.S. Navy's Fleet Week activities. These two fully-operational cargo ships, both designated Historic Landmarks, will steam together from San Pedro to San Diego following the coastline as to be visible at certain points along the way.

The S.S. LANE VICTORY is one of more than 530 "Victory" cargo ships built late in WWII to replace the hundreds of merchant marine ships lost to enemy attacks. The "LANE" hauled munitions in the South Pacific at the close of WWII; during the Korean War, she ferried troops and evacuated 7,000 civilians as Communists advanced on Inchon; during the Vietnam War, she was called to duty for a third time, then was laid up until 1989, when the United States Merchant Marine Veterans of WWII restored her and now operate the ship on its "Victory at Sea" summer day cruises.

The S.S. JEREMIAH O'BRIEN is one of over 2,500 "Liberty" ships built during WWII. In 1943, she crossed the Atlantic for the first of four voyages; in June and July of 1944, O'BRIEN made 11 trips from the United Kingdom to the Normandy beachheads in France carrying supplies to support the D-Day invasion. She then spent eighteen months steaming from the Gulf Coast to South America, and in Pacific and Australian waters. O'BRIEN offers cruises each summer from Berth 45 in San Francisco.

GHOST FLEET SURVIVORS

With many of their sisters, both ships were laid up at Suisun Bay, near Benicia, California, after the war. The years passed and various groups of dedicated WWII merchant mariners began the process to save, restore, and create fully-operational "steaming museums" dedicated to remembering the horrific losses suffered in WWII by the civilian merchant marine and the U.S. Naval Armed Forces.

The LANE VICTORY and the JEREMIAH O'BRIEN represent the 'Victory' and 'Liberty' class cargo ships of the merchant marine. Their motto was "We Deliver the Goods," and they did. Their cargoes included food, supplies, equipment, munitions, and everything necessary to support troops in time of war.

For more information on Fleet Week, please visit www.sdmaritime.org or call 619-234-9153.

**S.S. RED OAK VICTORY (AK-235)
RICHMOND MUSEUM
OF HISTORY
Richmond, California, U.S.A.
*By John M. Reed***

**"KUDOS TO THE RED OAK VICTORY
AMATEUR RADIO CLUB (ROVARC)"**

In September 2005, four members of the ROVARC began working to get the S.S. RED OAK VICTORY's original radio room equipment operational and licensed for commercial operation. Alan Craddock brought together Tom Horsfall, Steve Hawes, and Jean Moran for the project. After months of talks with the U.S. Federal Communications Commission (FCC), Jean was able to have the ship's Merchant Marine radio call sign (KYVM) reissued.

While Jean worked with the FCC, Steve and Tom began repairing the FT-106 console that houses the ship's original radio equipment. All of this equipment is now operational, including a separate Vietnam-era HF AM transmitter and receiver. On February 26, 2006, KYVM was officially brought back to life with Morse code transmissions to and from radio station KPH in Bolinas, California. A hearty "well done" to all for this excellent achievement!

H.N.S.A. NEWS & VIEWS

Compiled by Jeffrey Nilsson, Anchor Watch Executive Editor

On 1 October, the 27,000-ton ESSEX-class aircraft carrier **U.S.S. INTREPID (CV-11)** will “go on leave.” The museum will close on that date in preparation of being towed on or about 6 November from Pier 86 on the Westside of New York City to the Bayonne Drydock and Repair Corporation in Bayonne, New Jersey, for “infrastructural repair, upgrade and maintenance.” The pier reconstruction and repairs are expected to take 18 months. These plans were confirmed by New York Governor George Pataki on 6 July when he said that the State of New York would add \$5 million to city and federal funds totaling \$58 million. Landing on the flight deck in a New York National Guard UH-60 Black Hawk helicopter, Pataki joined other politicians and officials in praising the INTREPID not only as a museum, but also for the educational programs for teens and support for military veterans and their families. While the ship is in dry dock, the aging pier is to be demolished and rebuilt; 13,000 cubic yards of silt will be dredged from the river bottom by the U.S. Army Corps of Engineers. Extensive maintenance will be performed on INTREPID’s interior exhibits, its collection of historic aircraft, the submarine **U.S.S. GROWLER (SSG-577)** and the British Concorde supersonic jetliner that joined the INTREPID’s exhibits two years ago.

Until recently, it was expected that the **U.S.C.G.C. MOHAWK (WMEC-913)** would become a tourist attraction in downtown Miami, Florida next to the American Airlines Arena. That all changed on Friday, 7 July when she was towed to her new home in Key West, Florida, accompanied by a contingent of tugs, police boats and a PT boat. Frans Boetes, the founder of the Miami Dade Historical Maritime Museum, was inducted as a captain in the famed Conch Republic Navy. The Conch Republic Air Force—consisting of an old biplane—performed a flyover. Commander John David, Commanding Officer of MOHAWK, was also on hand for the ceremony.

We have received word from the **U.S.S. FORREST SHERMAN (DD-931)** that Ann Sherman Fitzpatrick, the daughter of Admiral Forest Sherman, and a Life Member of the FORREST SHERMAN Foundation, passed away peacefully in her sleep on 2 July 2006. Ms. Fitzpatrick was born in Pensacola, Florida, and was a graduate of Holton Arms School in Washington D.C. Most recently, Ms. Fitzpatrick had served as the ship’s sponsor of the **U.S.S. FORREST SHERMAN (DDG-98)**. Donations in Ms. Fitzpatrick’s name may be made to the Forrest Sherman Foundation.

A number of ship museums were able to take advantage of a recent Special Open House (“strip ship”) event aboard the ex-**DES MOINES (CA-134)** in Philadelphia, Pennsylvania. Among those museums present were the **U.S.S. SLATER (DE-766)**, **U.S.S. JOSEPH P. KENNEDY, JR. (DD-850)**, **U.S.S. ORLECK (DD-886)**, and a number of other HNSA ships.

U.S.S. SLATER had time well spent in the recent strip ship trip to Philadelphia and the ex-**DES MOINES**. In particular, two desks from the commissary office were obtained. These will be

cleaned up and installed in SLATER’s Ship’s Office. They were also able to come up with about 20 1.5-inch white canvas hoses, all of which will be displayed to the public.

They also came away from the ex-**DES MOINES** with interior and exterior 1MC speakers, WWII steel battle lanterns, compartment fans, old-style sound-powered telephone headsets and jack boxes, two target bearing indicators, several battle helmets and liners, blue-gray kapok life jackets, vent diffusers, mess trays, spare parts for GM278A engines, two portable examination tables for the battle dressing stations, and the two old-style typewriter desks. And that’s just a partial listing.

Due to some heavy rains late in June, **SLATER** became, for a few days at least, an annex for the Albany, New York, Yacht Club. The club was in danger of having their docks breaking loose, and Tim Rizzuto, Ship’s Superintendent, was asked if they could take a few of their boats. As it was, the docks did break loose with yachts attached. It turned out that the **SLATER** took six for the weekend and those that did not tie up with them were tied off along the shore. The brief experience as a marina operator has convinced Tim that it’s not a career he will pursue further.

In June, volunteers from the **U.S.S. JOSEPH P. KENNEDY, JR. (DD-850)** also had the unique opportunity to acquire rare and missing pieces of equipment from the ex-**DES MOINES**. For over thirty years many key pieces of equipment and artifacts were missing for the restoration of the **KENNEDY** to her late 1960s appearance. Key areas concentrated on were the 5” gun mounts, 5” handling rooms, MK 25 Fire Control Radar system, and the MK 37 Fire Control Director. With these items, their volunteers can now concentrate on completing these systems and areas according to their restoration goals.

The **U.S.S. TURNER JOY (DD-951)** announces that it has inaugurated an overnight program aboard ship. The folks at Bremerton Historic Ships have made considerable effort to maintain **TURNER JOY** in a manner that anyone who served in her would be proud to see. For complete information, visit www.ussturnerjoy.org and click on the “USS TURNER JOY DD 951 Bremerton Historic Ships Association” link that appears. You’ll be able to view a full description of the overnight program.

Early in June, the **U.S.S. KIDD (DD-661)** in Baton Rouge, Louisiana, hosted the Amateur Radio Club while they took part in the Museum Ships-On-The-Air event. The ship hosted the annual “Star-Spangled Celebration.” The event featured live musical entertainment throughout the day from bands and artists native to Louisiana. There were tours aboard the ship, plus an aerial reenactment featuring a World War II aircraft “attacking” the ship. The festivities wrapped up in the evening with a massive fireworks display over the majestic Mississippi River sponsored by WBRZ-TV and *The Advocate*.

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

Compiled by Jeffrey Nilsson, Anchor Watch Executive Editor

On 26 July, CBS-TV's "The Morning Show" televised live weather segments aboard **KIDD** with weatherman Dave Price. This was part of a 16-city tour of the United States as part of the "Great American Vacation Giveaway." One lucky couple in Baton Rouge was nominated by a friend to receive a luxury vacation for two to Sonoma, California, due to their generosity toward hundreds of people affected by Hurricane Katrina.

As usual, maintenance and restoration continue in spite of the numerous activities aboard ship. Lastly, the Crew Roster for **KIDD** has been completed after six long years of transcribing. Special thanks go to shipmate Joe Schulte for all his hard work and for going through 17 years worth of muster rolls to accumulate the names and information.

New interpretive signage has been installed at selected points aboard **U.S.S. THE SULLIVANS (DD-537)**, at Buffalo Naval Park, in Buffalo, New York, as part of an Eagle Scout Project. The scouts selected the location, did the research, wrote the interpretation and designed the signs which will become the standard for signage throughout the park. Funding for the project was obtained through a grant from a local bank.

Another word about the ex-**DES MOINES**: Tim Rizzuto expressed it better than I could. He said, "She was a reminder of a time in which sailors expressed their pride in their ships and their Navy in a way that is different from today's Navy. Spaces...were maintained to standards you could only call 'museum quality.' They were immaculate. The weaponry, compartmentation, and the way things had been mothballed all said one thing, 'This ship had been built to fight.' To strip such a ship seemed like a criminal act. It is heartbreaking to think that in a few months she will be gone. Having seen her, I realize how important it is for our last surviving heavy cruiser memorial, **U.S.S. SALEM (CA-139)**, to survive and prosper." Barry Witte, emailed former crewmembers saying, "Speaking on behalf of the **SLATER**'s restoration crew, please share with your crew the fact that parts of **DES MOINES** will live on indefinitely on the **U.S.S. SLATER** and other museum ships."

The following ship museums give their thanks to **Tin Can Sailors, Inc.** for the very generous grants that were made at the March 2006 board meeting of the Historic Naval Ships Association; they are: **Bremerton Historic Ships Association (U.S.S. TURNER JOY)**, **Buffalo & Erie County Naval & Military Park (U.S.S. THE SULLIVANS)**, **U.S.S. KIDD Veterans Memorial, U.S.S. MASSACHUSETTS Memorial (U.S.S. JOSEPH P. KENNEDY)**, and **Patriots Point Naval and Maritime Museum (U.S.S. LAFFEY)**. Each museum received \$19,000. **The Destroyer Escort Historical Museum (U.S.S. SLATER)** and **Seawolf Park (U.S.S. STEWART)** each received \$5,000. There was also a grant to the **Naval and Marine Corps Relief Society** in the amount of \$10,000 and a grant to the **Historic Naval Ships Association** in the amount of \$7,500. A total of \$103,500 grant funds were delivered that day. Since the inception of this program, over \$1,500,000 has been donated to

"the greyhounds of the fleet." The destroyers of the Historic Naval Ships Association fleet are deeply indebted to Tin Can Sailors for their support and those ships are indeed fortunate to have such a generous benefactor as Tin Can Sailors, Inc.

The **Smithsonian's National Museum of American History** in Washington, D.C., closed on 4 September 2006 for infrastructural renovations on the lower three public floors, including new HVAC systems, elevators, escalators, and new bathrooms. The administration estimates that these renovations will take 18 months and expects to reopen in summer 2008. While closed, the NMAH staff are planning to refresh the exhibit and interpretation of the **Revolutionary Gunboat PHILADELPHIA** on the museum's third floor. *Contributed by Paul Johnston.*

Five members of the **Birmingham Naval Reserve Association** presented a check for \$257,000 Monday to **Battleship Memorial Park (U.S.S. ALABAMA)** officials to help the park recover from damage caused by Hurricane Katrina last Aug. 29. *As reported by the Mobile Register.*

CALL FOR PAPERS! The **United States Merchant Marine Academy** will host the **2007 Annual Meeting of the North American Society for Oceanic History and the National Maritime Historical Society**. The Conference will take place 17-20 May 2007 at Kings Point, New York, overlooking Long Island Sound. The theme will be "The Merchant Marine in Peace and War." The Program Committee solicits papers and panels that deal with the roles the merchant marine has played in exploration, trade, nation building, labor relations, diplomacy, and warfare. Papers describing interdisciplinary methods to examine the merchant marine's history such as literature, art, public history, and underwater archaeology are encouraged. Although the conference will highlight the merchant marine, the Program Committee also seeks papers and panels that deal with other perspectives of maritime and naval history. Panel proposals must include a.) a brief statement of the panel's scholarly contribution b.) abstracts of each paper, not to exceed 250 words per paper c.) a brief C.V. for all panel members and d.) contact information for all panel members including phone number, address, affiliation, and email. Individual paper proposals should include a statement of scholarly contribution, a 250-word abstract, a brief C.V., and contact information. The Program Committee also encourages NASOH and NMHS members who are interested to volunteer for service as panel chairs by sending a brief C.V. and letter of interest. The deadline for proposal submission is 1 December 2006. The Program Committee will accept printed or electronic proposal packets. Packets should be sent to: Captain Channing M. Zucker, USN (Ret.), 4640 Hoyslake Drive, Virginia Beach, Virginia 23462-4547, U.S.A., (757) 499-6919 or chanz@cox.net.

Further information about the conference can be found at www.nasoh.org or by contacting Dr. Joshua M. Smith, Assistant Professor of History at the U.S. Merchant Marine Academy, at smithj@usmma.edu.

NEW AND RECENT BOOKS OF MARITIME INTEREST

Reviewed by Anne E. McCarthy, Anchor Watch Editor Emeritus

TEDDY SUHREN, ACE OF ACES: MEMOIRS OF A U-BOAT REBEL

by Teddy Suhren and Fritz Brustal-Naval
Translated by Frank James
Naval Institute Press
ISBN: 1-59114-851-0
248 pages, numerous pictures

Teddy Suhren was awarded his first Knight's Cross for his service in U-48, when as first watch officer, U-48 sank 54 ships. Then in command of U-564, Suhren claims to have sunk 33 ships. It is certain he sank 23 for 125,000 tons. He was the third man to receive Crossed Swords with Oak Leaves, after Kretshmer and Topp. On one of his patrols, Suhren took on torpedoes while still at sea. After 15 patrols, he became an instructor. At the time, youngsters had only ten days of training!

It was of interest to note German propaganda claimed Liberty and Victory ships were badly built and would have to be overhauled after each voyage, thus overwhelming Allied docks with repair work. In turn, transport of war materials would dwindle.

Descended from a doctor said to have treated German and Russian royalty and claiming he had an inside track with Admiral Dönitz, Suhren seems puffed up with his own importance. Although no one under 25 was allowed to command a U-boat, an exception was made for him.

Suhren seemed to take it in stride he was allowed to sit through one of Hitler's "endless monologues" and was invited to tea with Hitler. Although a good memoir of one man's life in Germany before and during WWII, the book leaves the reader without much factual information about his service in U-boats.

BLACK SHOE CARRIER ADMIRAL: FRANK JACK FLETCHER AT CORAL SEA, MIDWAY AND GUADALCANAL

by John B. Lundstrom
Naval Institute Press, 2006
ISBN: 1-59114-475-2
639 pages, 27 photographs, 28 maps
Excellent notes (52 pages) and bibliography (12 pages)

This hefty tome provides the reader with a wealth of well-researched information. In the early days of WWII, non-aviators routinely had command of U.S. Navy aircraft

carriers. When Fletcher broke his flag in YORKTOWN (CV-5), the first ship with radar, she was his first carrier.

The available ships were poorly trained for fueling at sea and had to deal with inadequate equipment. At the same time, they were outnumbered by the Japanese, not only in ships, but in the number of experienced men and better aircraft. They lacked sufficient destroyers for adequate protection. The complexities and planning of carrying out a strike against the enemy are fully explained, with many details of behind the scenes activities, including an in-depth look at consumption of fuel.

Prior to the landings on Guadalcanal, three carriers — SARATOGA (CV-3), ENTERPRISE (CV-6), WASP (CV-7) — conducted 703 takeoffs and 687 landings, a first for naval aviation.

Admiral Fletcher was the top U.S. naval officer to be awarded a Purple Heart for what he considered a "trifling wound" when SARATOGA was torpedoed on 24 August 1942. NORTH CAROLINA (BB-55) took one of the torpedoes meant for the carrier.

As of 1 May 1942, the Japanese had twelve carriers available — six were lost while Admiral Fletcher commanded U.S. forces, the first loss being SHOHO, which elicited the famous "Scratch one flattop" message. Admiral Fletcher is listed in YORKTOWN (CV-10)'s Carrier Aviation Hall of Fame.

KEEP YOUR INTERNS BUSY

with an assignment to write an article for the *Anchor Watch*. Your organization will get some good publicity; they'll get a nugget for their C.V. Send an article of up to 1,000 words in the body of an email, accompanied by photographs in electronic format with captions and a resolution of 200 dpi or greater. Articles can highlight your latest news or scholarly topics. Rolling deadlines for submissions are 28 February, 31 May, 31 August, and 30 November.

SEND SUBMISSIONS TO:

Doug Buchanan, Editor, 1425 Sussex Road, Wynnewood,
Pennsylvania, 19096 U.S.A., dougbuchananjr@netscape.net

NEW FLEET AND ASSOCIATE HNSA MEMBERS

By Jeffrey Nilsson, Anchor Watch Executive Editor

NEW FLEET MEMBERS

In the past year, we've brought in a number of new Fleet and Associate Members. Starting with the new Fleet members, we'd like to welcome the following:

LILAC PRESERVATION PROJECT. The LILAC, a lighthouse tender, was launched in May 1933. She has an overall length of 173 ft. and a load displacement of 1012 tons. She was powered by two 500-HP triple expansion engines, supplied with steam from two oil-fired Babcock & Wilcox watertube boilers. The engines turned twin four-bladed propellers, each 7 ft. 5 in. in diameter. She became a U.S. Coast Guard vessel with the dissolution of the Lighthouse Service in 1939 and was designated WAGL-227 at the beginning of WWII.

During the war, she was involved in Port security in the Delaware. She was decommissioned in 1972 and from then until 2003 when she was acquired by the Tug PEGASUS Preservation Project. The LILAC Preservation Project, a chartered non-profit organization was subsequently established to take over ownership.

The LILAC Preservation Project is a group of New Yorkers dedicated to restoring the LILAC to operating condition, both because of her importance as the last largely intact steam lighthouse tender, and again to have an operating steam vessel based in New York Harbor. Public visitation is on a limited basis due to ongoing restoration work on ladders and other safety concerns. They are working toward having the ship open on a regular basis. She is located on the north side of Pier 40 on the west side of Manhattan. Norman J. Brouwer is the Curator and the mail address for the ship is 64-45 210th Street, Bayside, New York, 11364, U.S.A.

MOTOR TORPEDO BOAT VETERANS. This group of Swedish motor torpedo boats T26, T46, and T56, along with T121 SPICA, belong to the Motor Torpedo Boat Veterans Association. The Association is located in Stockholm, Sweden. Their address is c/o Sjoofficerssallskapet, Stockholm, Langa Raden 8, SE-111 49, Stockholm, Sweden. Their email address is ole.holmberg@teliasonera.com; their web site is www.mtbveteraner.org. Their amateur radio call sign is SK0MTB ("Sierra Kilo Zero Motor Torpedo Boat").

THE NATIONAL MARITIME MUSEUMS OF SWEDEN. The National Maritime Museums of Sweden

includes three museums: The National Maritime Museum, The Naval Museum and the VASA Museum. The National Maritime Museum contains artifacts that relate to commercial shipping and pleasure boats, while the Naval Museum lets you experience the history of the Royal Swedish Navy, from the days when Sweden was a major power to the present. The Naval Museum has a long tradition going back to 1752, when Adolf Fredrik, then King of Sweden, decreed that a Ship's Model Room be established in Karlskrona. Ever since then the Museum has been charged with the collection and conservation of artifacts which could document the history and development of Sweden's Navy. The VASA Museum is just that, a museum dedicated to the famed 1628 man o' war VASA. Their mailing address is: The National Maritime Museums of Sweden, Post Office Box 48, SW – 37121, Karlskrona, Sweden.

NEW ASSOCIATE MEMBERS

THE BALTIMORE & CHESAPEAKE STEAMBOAT CO. of Baltimore, Maryland, is the oldest operating steam-powered, coal-fired tugboat in the country. Their tug BALTIMORE was built in 1906 by the Skinner Shipbuilding Company in Baltimore. The hull is constructed of riveted iron and the deckhouse is wood. A single "scotch" boiler provides steam for the compound reciprocating engine. The mission of the Baltimore and Chesapeake Steamboat Company is to maintain the steam tug BALTIMORE and operate it as an educational museum highlighting the tug's unique place in American history. The company intends to make the BALTIMORE a nationwide focal recognition artifact for teaching industrial history and in linking of that history to the greater fabric of American society and material culture. Robert Pratt is the Marketing and Web Site Manager; their address is Post Office Box 9690, Baldwin, Maryland, 21013, U.S.A.

THE BATTLESHIP SOUTH DAKOTA MEMORIAL FOUNDATION. This organization is located at 3001 West 33rd Street, #205, Sioux Falls, South Dakota, 57105, U.S.A. Captain David R. Witte, U.S.N.R. (Retired) is the President. The objectives of the Foundation is to provide support to and participate in the activities of the Battleship SOUTH DAKOTA Memorial, a museum containing naval artifacts and artifacts of the U.S.S. SOUTH DAKOTA (BB-57).

NEW FLEET AND ASSOCIATE HNSA MEMBERS, CONTINUED

By Jeffrey Nilsson, Anchor Watch Executive Editor

CUTTER ALERT PRESERVATION TEAM, INC.

WSC-127 ALERT was launched and commissioned on 27 January 1927. She was built by the American Brown Boveri Electric Company of Camden, New Jersey, at a cost to the American taxpayers of \$63,000. The hull was of riveted steel construction, and powered by twin 150-HP Winton diesel engines. ALERT is a member of the ACTIVE class of cutters, one of thirty-three, of which the first was WSC-125, the ACTIVE.

The ACTIVE class of ships was ordered by then-U.S. President Calvin Coolidge in an attempt to assist with the capture and arrest of liquor smugglers on the upper east coast of the United States. The mission of enforcing prohibition and seizing illegal liquor was short-lived and the ALERT was transferred to the West Coast of the United States and was assigned search and rescue duty in the Bering Sea and providing supplies and assistance to native inhabitants of the Ketchikan, Alaska, area.

During WWII, ALERT was assigned to the U.S. Navy in the WESTSEAFRON Naval Force conducting submarine patrols and other war-related activities. After the war, she resumed to search and rescue and was reassigned to the United States Coast Guard. ALERT was decommissioned after 42 years of service on 10 January 1969.

ALERT is the only survivor of the ACTIVE Class. From 1969 until 1990, she was used for various purposes including the training of Sea Scouts. From 1990 until 2005, she sat idle and unused. In 2005, the Cutter ALERT Preservation Team, Inc. was formed and took over ownership of ALERT. After some long overdue maintenance, ALERT is once again operable. You may reach director Mr. Rex Harris at the Cutter ALERT Preservation Team, Inc., 1120 West 11th Street #100, Houston, Texas, 77008-6658, U.S.A.

GYRODYNE HELICOPTER HISTORICAL

FOUNDATION. The Gyrodyne Helicopter Historical Foundation is dedicated to the advancement of the education and preservation of the history of the ships, men and the company that built, operated, and flew the U.S. Navy's QH-50 Drone Anti-Submarine Helicopter (DASH) and to the preservation of the history of the U.S. Army's past and continued use of DASH. The principal of this organization is Mr. Peter Papadakos; their address is Post Office Box 3838, Reno, Nevada, 89505, U.S.A.

ICEBREAKER MACKINAW MARITIME MUSEUM.

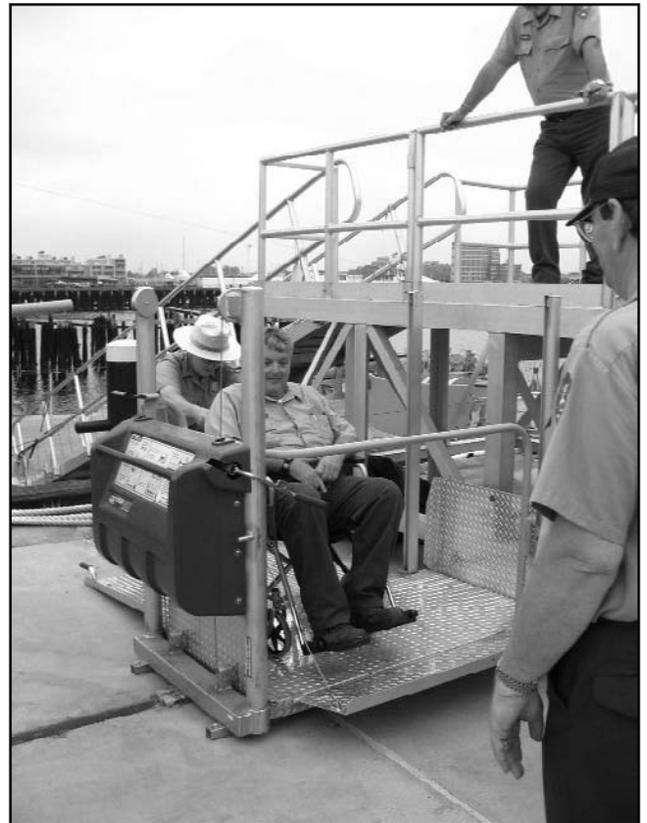
Following her decommissioning, the Icebreaker MACKINAW (WAGB 83) is now moored at the Chief Wawatam railroad dock in Mackinaw City, Michigan; their mailing address is Icebreaker MACKINAW Maritime Museum, Post Office Box 39, 131 South Huron, Mackinaw City, Michigan, 49701, U.S.A. Mr. Sandy Planisek is secretary; their email address is beacon2006-icebreakermackinaw@yahoo.com. They will soon be operating as a public museum telling the story of MACKINAW's 62-year career breaking ice on the upper Great Lakes. Tours aboard MACKINAW will start soon. The staff is working very hard with their contractors to complete the project.

THE MELIK SOCIETY. The MELIK Society is located at 202 Lambeth Road, London SE1 7JW, United Kingdom. The mission of the Society is to advance public awareness of British and Sudanese history, and to establish a permanent memorial to those brave men on both sides who fought in the campaigns from 1883 through 1899. The immediate objectives are: to assist in the restoration and maintenance of the remaining gunboats MELIK and BORDEIN so that they can be exhibited to the general public; to stimulate public interest in Anglo-Sudanese history by research and publishing information; to establish in the U.K. a database of Sudanese military history; to encourage goodwill and cooperation between the British and Sudanese organizations involved in the preservation of Sudan's historical artifacts.

WATSON MUSEUM AND RESEARCH LIBRARY.

Mr. James E. Fahey is the director of this facility, located at 85 Quincy Avenue, Braintree, Massachusetts, 02185-4416, U.S.A. Their telephone number is (781) 843-5856. The mission of the Watson Museum is to bring together those who have a common interest in history so that they may find enjoyment through their association and mutual encouragement in their particular interests in this field; to engage in historical research and education; to collect and preserve historical data; to create and maintain collections, and to promote interest in the preservation of historical records, documents, artifacts, and sites in the museum's collections. The museum is situated on the historic site of the former Fore River Engine and Ship Building Co., founded by Thomas A. Watson. The company built the destroyers LAWRENCE (DD-8) and MACDONOUGH (DD-9), and the circa 1897 Diamond Shoals Light Ship. Mr. Watson was Alexander Graham Bell's assistant in the development of the telephone.

H.N.S.A. FLEET PHOTOS



Above: Visitors to the Liberty ship S.S. JEREMIAH O'BRIEN in San Francisco, California, will be able to view the spectacular new 20-foot diorama seen in these three images. The 1/72nd scale diorama depicts the scene around the O'BRIEN on 18 June 1944, just off the French Normandy coast, and twelve days after D-Day. The diorama was funded by the people of Normandy, France. Several of the modelmakers accompanied the diorama on its delivery from France to the O'BRIEN in California. Photos courtesy National Liberty Ship Memorial.

In the previous Anchor Watch issue, we brought you an article by Stephen Carlson on the destroyer U.S.S. CASSIN YOUNG's new accesibility project for visitors with wheelchairs. Here now are two photos to illustrate the project. Top: The new aluminum brow at low tide, creating an angle that is too steep to allow wheelchair access. Above: Park Ranger Emily Prigot pushes a wheelchair with staffmember Ed Coughlin playing the passenger onto the lift during training on 29 June 2006. Photos courtesy Boston National Historic Park.

BATTLESHIP TRIVIA CHALLENGE, PART 1

By Jeff Cary with Paul Stillwell

1. Name the only three pre-1922 Washington Treaty U.S. battleships with 16" guns.

2. The only known incident of a destroyer sinking a battleship took place in 1944. Name the two ships involved.

3. During the Battle of Okinawa, the Imperial Japanese Navy committed the last of its great battleships to an almost *kamikaze*-like mission, resulting in its sinking by American forces. Name this battleship.

4. What two U.S. Navy battleships actually had bathtubs installed on them?

5. Name the only two German battleships built during WWII.

6. In the modern era (from the fall of 1895 through WWII), how many battleships did the U.S. Navy build?

7. How many U.S. Navy battleships were at Pearl Harbor on 7 December 1941? Can you name them? *Bonus: Which was the only one to get underway?*

8. Which American states have never had a commissioned battleship named after them?

9. Name the four U.S. Navy battleships used as targets at the Bikini Atoll nuclear bomb tests in 1946.

10. After the Korean War, the U.S. Navy decommissioned all four IOWA-class battleships. As of 8 March 1958, the Navy was without a single battleship in service for the first time in 63 years. Name the last battleship decommissioned.

11. Two pre-1922 Washington Treaty U.S. Navy battleships were sold to Greece's Hellenic Navy and were re-named. Do you know their former & "new" names? *Bonus: What was their fate?*

12. Had the U.S. Navy built more battleships after the IOWAs, what would have been the name of the next battleship class? *Bonus: Can you name the other four ships in this class?*

Trivia Challenge author Jeff Cary can be contacted at MRTBYRD@COMCAST.NET.

ANSWERS

1. U.S.S. COLORADO (BB-45), U.S.S. MARYLAND (BB-46), and U.S.S. WEST VIRGINIA (BB-48)
2. U.S.S. MELVIN (DD-680) and the IJN battleship FUSO
3. The YAMATO, sunk on 7 April 1945
4. U.S.S. IOWA (BB-61), As U.S. President Franklin D. Roosevelt's "favorite" ship, she was fitted with a tub to accommodate the President while onboard. U.S.S. NEW JERSEY (BB-62) also had one. It was installed by Captain Ed Snyder (in his cabin), during NEW JERSEY's recommissioning for the Vietnam War.
5. TIRPITZ and BISMARCK
6. 57
7. U.S.S. WEST VIRGINIA (BB-48), U.S.S. PENNSYLVANIA (BB-38), U.S.S. CALIFORNIA (BB-34), U.S.S. OKLAHOMA (BB-37), U.S.S. ARIZONA (BB-39), U.S.S. MARYLAND (BB-46), U.S.S. NEVADA (BB-36), and U.S.S. TENNESSEE (BB-43). Only NEVADA managed to get underway during the attack.
8. Montana, Alaska, and Hawaii
9. U.S.S. ARKANSAS (BB-33), U.S.S. NEW YORK (BB-34), U.S.S. NEVADA (BB-36), and U.S.S. PENNSYLVANIA (BB-38)
10. U.S.S. WISCONSIN (BB-64)
11. U.S.S. MISSISSIPPI (BB-23) became the LEMNOS, and U.S.S. IDAHO (BB-24) became the KILKIS. They were sunk by German aircraft during WWII.
12. U.S.S. MONTANA (BB-67), U.S.S. OHIO (BB-68), U.S.S. MAINE (BB-69), U.S.S. NEW HAMPSHIRE (BB-70), and U.S.S. LOUISIANA (BB-71)

**THE HISTORIC
NAVAL SHIPS ASSOCIATION**

WELCOME ABOARD NEW AND
RENEWING MEMBERS

JUNE - JULY - AUGUST 2006

LIFE MEMBERS

Captain S. Greg Krawczyk, U.S.N. (Ret.)
RMC Jacob L. Ritzen, U.S.N. (Ret.)
John E. Walsh

PATRON MEMBERS

Royal J. Holly
Steve D. Szoke

FRIEND MEMBERS

Catherine Brown
Erle H. Brown
Thomas Cadwallader
Colonel Patrick J. Cunningham, U.S.A. (Ret.)
Mike McLaughlin
John P. Nolta, Jr.
James W. O'Neill
Anne M. Pach
Jerry R. Possehl
R. Jon Stouky
John P. Waugh

REGULAR MEMBERS

William A. Bache
Gilles Balis
Paul J. Cardoza
Stephen Decatur
Admiral Aristotelis Dimitsas, H.N. (Ret.)
Rosie Dimtisas
Elmer J. Engman
Rev. Michael D. Halley
Bruce W. Hatch, Jr.
James E. McCullum, Jr.
Marion McDavid
Kenneth Nee
William F. Pack, III
William R. Ponton, Jr.
John Reeder
Captain Joseph Valenta, U.S.N.R. (Ret.)

**FLOTSAM AND JETSAM,
CONTINUED FROM PAGE 4**

as Commanding Officer of the U.S. Coast Guard's sail training ship **EAGLE**. The change of command took place on 29 July 2006.

The former FLETCHER-Class Destroyer **U.S.S. CHARRETTE** (DD-581), which was transferred to the Royal Hellenic Navy in June 1959 and was christened **VELOS D-16**, has been retired from active service and has joined the armored cruiser and HNSA Fleet Member **GEORGIOS AVEREOF**.

The **GEORGIOS AVEROF** and the **VELOS** are now part of the Hellenic Navy's Sea Park in the Gulf of Athens. The **CHARRETTE** earned 13 Battle Stars for service in WWII. In May 1973, the commanding officer of **VELOS**, **Commander Nicholas Pappas**, with his officers and crew, staged a revolt against the Junta that had earlier seized his government. After a number of meetings, discussions, and international pressure, the Junta fell from power on 24 July 1974. By special decree, Pappas and his crew were exonerated. Commander Pappas eventually went on to reach the rank of Vice Admiral and to become the Navy's Chief of Staff. Mr. Kit Bonner provided much of the background information for this item.

It is not too early to be thinking about H.N.S.A. 2007. We will be meeting in San Diego from 9 -12 October. H.N.S.A. 2007 will be in conjunction with the 8th Maritime Heritage Conference. Plans are already being formulated for this event. **Dr. Ray Ashley** and his group from the **Maritime Museum of San Diego** (Steam Yacht **MEDEA**) are providing overall leadership for this event, while Mac McLaughlin and Chan Zucker are teaming up to fine tune the H.N.S.A. portion of this conference.

Jeff Nilsson



Questions About Your Membership?

Please contact Jeffrey Nilsson at:
Historic Naval Ships Association
Post Office Box 401
Smithfield, Virginia
23431-0401 U.S.A.
E-mail: hnsa01@aol.com

H.N.S.A. FLEET PHOTOS



More in a series of photos from Kit Bonner of the battleship U.S.S. TEXAS (BB-35) at the San Jacinto State Historical Park in La Porte, Texas, and the ships of the CAVALLA Historical Foundation in Galveston, Texas, submarine U.S.S. CAVALLA (SS-244) and the destroyer escort U.S.S. STEWART (DE-238). Top left: TEXAS in her berth as viewed from the starboard bow. Middle left: a closeup shot of TEXAS's "sliding collar" anchorage system. Lower left: ranges in TEXAS's galley, looking aft. Below: The GATO-class submarine CAVALLA. Bottom: The Houston-built STEWART in her dry berth. She is the second ship named for U.S. Navy Rear Admiral Charles Stewart, commander of the frigate U.S.S. CONSTITUTION from 1813 to 1815. Photos courtesy Kit Bonner.



ANCHOR WATCH

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 _____

City _____ State / Province _____ ZIP / Postal Code _____

Country _____ Telephone _____ E-mail _____

Method of Payment Check Money Order Visa / MasterCard

Amount _____

Is this a gift membership? Please circle one: **YES / NO**

Card Number _____ Expiration Date _____

Signature _____

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

