



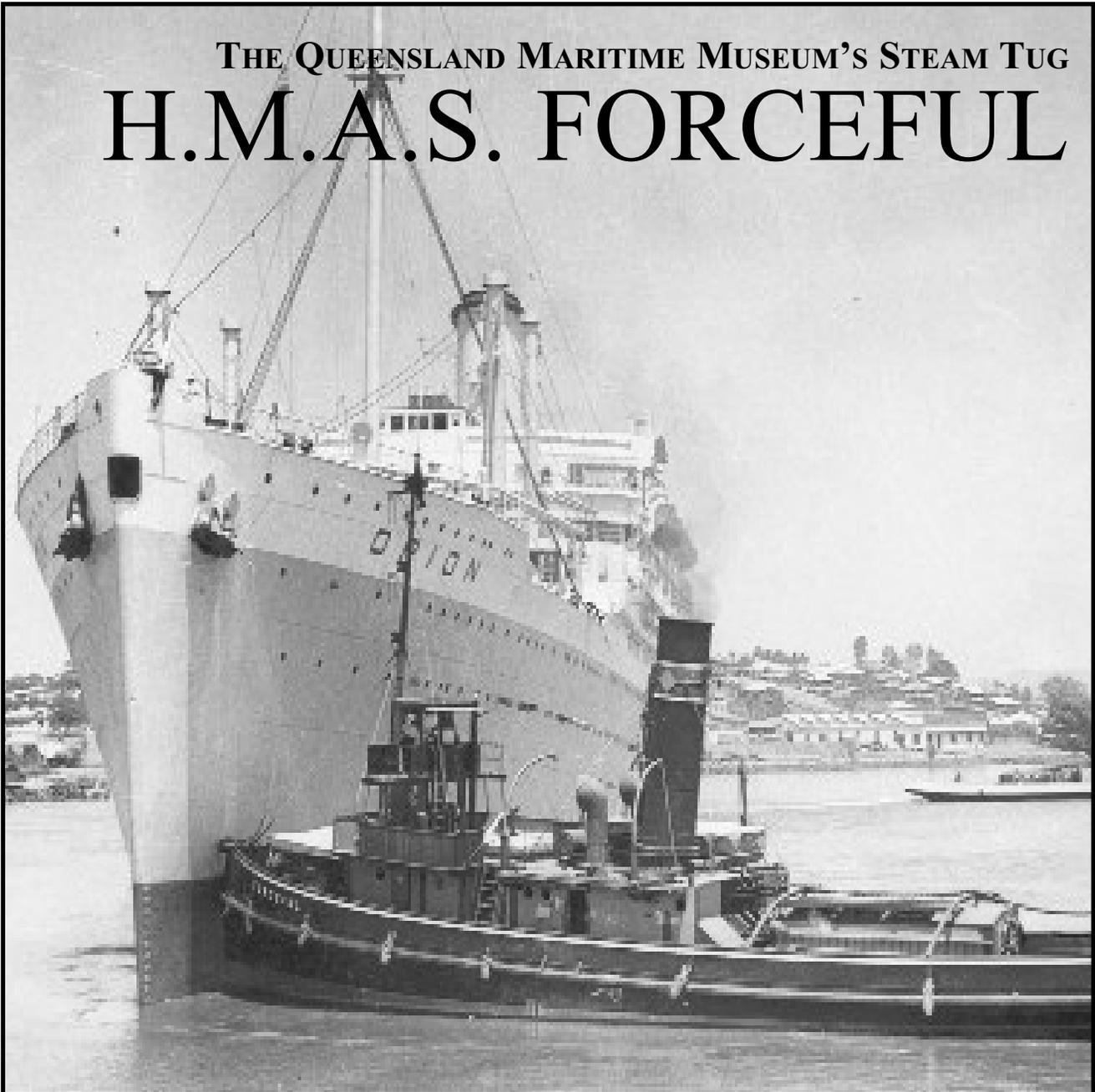
ANCHOR WATCH

APRIL
MAY
JUNE
2006

The Quarterly Journal of the Historic Naval Ships Association

www.hnsa.org

THE QUEENSLAND MARITIME MUSEUM'S STEAM TUG H.M.A.S. FORCEFUL



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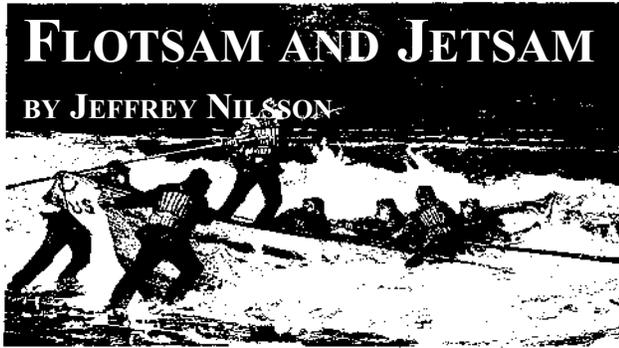
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THE COVER

The Scottish-built steam tug *FORCEFUL* turns the liner *ORION* in our cover image. Though her working days are over, *FORCEFUL* still regularly plies Australian waters near her home at the Queensland Maritime Museum. Her complete story begins on page 5. Photo courtesy Q.M.M. Collection.



This past year has seen quite a number of changes, new faces, new members, and a change of address for your Executive Director.

I continue to marvel at how quickly the year rolls around. Last year at this time, Joe Lombardi and I were preparing for our trip to London to scope out the venue for H.N.S.A. 2006. Now we are in the throes of setting up the conference itself, which will include topics on marketing, fundraising, business continuity, education, and preservation.

Day one will find us in the Thames aboard the cruiser H.M.S. BELFAST, day two out at the historic Chatham Dockyard, where H.M.S. VICTORY was built, day three back in London, and the fourth day (optional) in Portsmouth, where the conferees will have the opportunity to visit H.M.S. WARRIOR, H.M.S. MARY ROSE, and H.M.S. VICTORY.

We have some additional information regarding room rates in Portsmouth: the rate at the Holiday Inn Express in Portsmouth is £80 per night. I have spoken to our travel expert Ms. Susan Spanier at Travel Strategies in Teaneck, New Jersey (1-800-542-5975) about this.

When booking your travel, if you prefer to stay at the Holiday Inn Express in Portsmouth, please advise Ms. Spanier at that time. Because room rates can change instantly, it is possible this rate will have changed by then. There is also a Days Inn available at a reasonable price in the area. You should be aware that Ms. Spanier is able to book London tours of all descriptions and to make theater reservations.

The Historic Naval Ships Association, in collaboration with Tin Can Sailors, Inc., and the U.S.S. JOSEPH P. KENNEDY (DD-850) at Battleship Cove in Massachusetts, are leading an expedition to document A.R.M. NETZAHUALCOYOTL (D-102), formerly known as the U.S.S. STEINAKER (DD-863). Three volunteers will travel, at their own expense, to Manzanillo, Mexico, to document this last GEARING-class (FRAM upgrade) destroyer in operation.

This trip will provide an excellent opportunity for them to film professional-quality video capturing the sights and sounds of a World War II steam destroyer. They will also be taking still photos aboard the ship. Their main focus will be on the engineering plant and on operations that require a trained crew.

The expedition will include our own Rich Pekelney, with Rich Angelini and Rich's father Michael Angelini. H.N.S.A. is seeking \$5,000 (U.S.D.) to cover the cost of the three-man video crew.

The U.S.S. MASSACHUSETTS Memorial has already taken the lead with a significant donation towards these costs. Anything received in excess of the \$5,000 will be used to edit the raw video into a short video production. Remaining funds would be used to reimburse the members of the expedition on their out-of-pocket costs.

Donations made to H.N.S.A. for this effort should be sent to: Historic Naval Ships Association, Post Office Box 401, Smithfield, Virginia 23431-0401, U.S.A. Checks should be clearly marked "Destroyer Documentation Project." Donations may also be made by Visa or Master Card. All donations are U.S.-tax deductible.

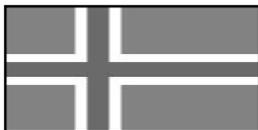
For those of you who are members of the U.S. Naval Institute, you may have read in the January 2006 issue of *Proceedings* the wonderful article written by Ernest F. Imhoff, titled "We Play Ships: Resurrection of a Liberty Ship." The article by this veteran reporter and editor takes us onboard the S.S. JOHN W. BROWN, one of two World War II Liberty ships in the H.N.S.A. fleet still able to get underway.

In the April 2006 issue of *Naval History* magazine, which is also published by the U.S.N.I., the "Naval History News" section highlights articles about the U.S.S. ALABAMA, the U.S.S. ORLECK, H.N.S.A. and the ADAMS-Class Veterans Association.

Also in that same issue of *Naval History* there are articles about the sailing frigate U.S.S. CONSTITUTION and a Museum Report about the National PT Boat Museum at Battleship Cove, Massachusetts. If you would like copies of these articles, please contact me and I will be happy to provide them to you.

In closing, I am taking this opportunity to welcome Lieutenant Commander Ronald Catudal, U.S.C.G. Reserve, as the new Executive Director of the U.S.S. MASSACHUSETTS Memorial in Fall River, Massachusetts.

Jeff Nilsson



NEWS FROM THE FLEET

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

H.M.A.S. FORCEFUL

The Queensland Maritime Museum
South Brisbane, Queensland, Australia

By Rod McLeod, Brian Martin, and Peter Nunan



Q.M.M.'s fully-operational steam tug H.M.A.S. FORCEFUL in the South Brisbane Reach, cruising to Moreton Bay. Photo courtesy Helen Wintle.

Most World War II combatants were not military professionals. Rather they were civilians drafted into the service. His Majesty's Australian Ship FORCEFUL was one of the latter.

The 121-foot-long 1,050-indicated-horsepower coal-fired steam tug, a product of Alexander Stephen and Sons yard on Scotland's Clyde River, reached Brisbane, Australia, on 7 March 1926 after a delivery voyage of 76 days. After trials, FORCEFUL joined Brisbane's other tugs, CHAMPION, CHESTERFORD, FEARLESS, and CORINGA on the river. Most of the ocean towing and rescue

assignments stayed with the powerful 1914 vintage twin-funneled CORINGA.

Still, work on the winding Brisbane River, navigated by oceangoing ships to Victoria Bridge, over 18 nautical miles upstream from

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.

Months of general towing and harbor duties at Fremantle ended when FORCEFUL cleared port at 1645 on 20 October 1942 for Darwin.

The voyage had some curious aspects. FORCEFUL made the entire trip alone, much of which was within close range of the Japanese-occupied Dutch East Indies. The tug's armament was a single 20mm Oerlikon gun, a Vickers machine gun that fired the standard Army rifle .303 inch bullet, and two "Parachute and Cable (PAC) Projectors."

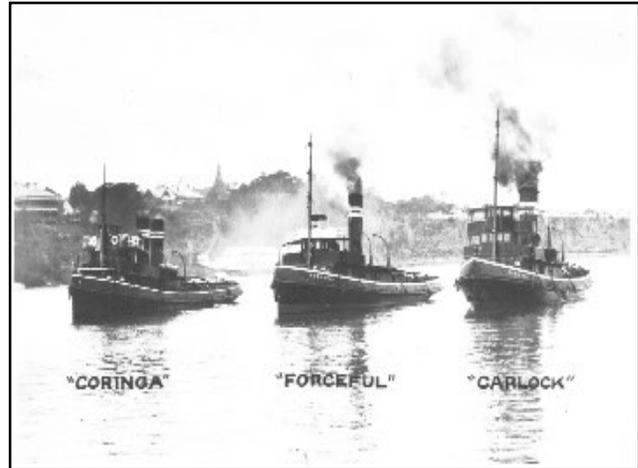
The "PAC Projectors" were Rube Goldberg-type products of those desperate times. Jack Hopper, FORCEFUL's current captain, remembers the wide berth his British merchant navy crewmates gave it in his wartime apprentice days. A rocket fired from a curved deck mounting (called the "pig trough") carried aloft a light wire, which the attached parachute then dangled in the air. An attacking aircraft was expected to obligingly fly into the wire, become entangled, and crash.

The choice of captain was also notable, and not just for the Australian flag and kangaroo tattooed on his forearm. Appointed to command the tug on the day she sailed, Ernest Hutchison was a 50-year-old Royal Australian Navy Reserve (Seagoing) lieutenant who had served in the Royal Navy Reserve in the First World War.

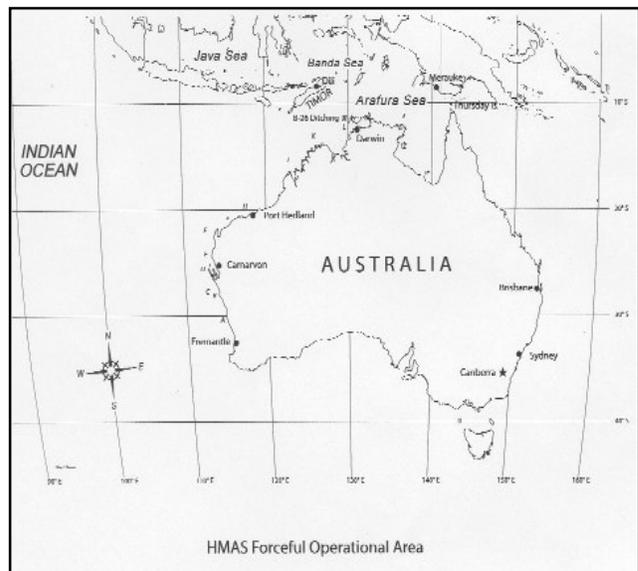
There Hutchison had been twice "Mentioned in Dispatches" in 1917, and, on 19 February 1918, was awarded the Distinguished Service Cross "...for services in action with enemy submarines."

The ten-day voyage was generally uneventful. FORCEFUL bunkered at Carnarvon and Port Hedland. At the latter, each watch enjoyed three hours' leave. The captain later reported the crew was "...a credit to the service." He went on to note that while some of the seamen were inexperienced "...they certainly made up for this by enthusiasm." The engineroom and stokehold personnel, he wrote, "...are all experienced and performed their duties accordingly." Greatest praise went to the cook who "...did an excellent job, providing excellent meals under difficult circumstances."

Strong northwesterly winds and high seas late on 26 October was the only bad weather encountered. Two days before, at 0950 on the 24th, an aircraft brought the crew to Action Stations. Hutchison reported the plane circled the ship and he "...took a complete circle with the ship in order to keep the guns trained on the target." The aircraft, identified as a friendly Anson or Hudson, then waggled its wings and flew off as the crew, at their less than formidable weapons, breathed again. But there was a casualty. In the tight turn, the mess deck flooded and "...dinner, in preparation, rolled off the galley stove."



Above: Brisbane's three seagoing tugs assemble in the Town Reach for a 1929 portrait. Below: H.M.A.S. FORCEFUL's operational area. Both images courtesy Q.M.M. Collection.



Another interesting event followed immediately on berthing in Darwin at 1255 on 31 October. Hutchison, who had assumed command the day of departure from Fremantle, on the dockside handed over command to Lt. Good, R.A.N.R.(S), and returned to Fremantle to his previous posting in Intelligence.

There he later received an official Naval Board commendation for what, on the surface, had been a ten-day pleasure cruise. Maybe the commendation was for the ten precisely plotted and timed positions (A-L) he reported Forceful occupied en route.

On 2 December 1942, eighteen-year-old Laurie Crowe and three other Able Seamen joined FORCEFUL. In a 2005 letter, Laurie recalled FORCEFUL's main duty as assisting



H.M.A.S. FORCEFUL's ratings pose aft of the 20 mm. Oerlikon gun. Photo courtesy Q.M.M. Collection.

ships to berth at the main wharf by threading them through the narrow gap between it and the hulk of the bombed NEPTUNE. Other harbor duties included regularly towing a coal barge out to refuel the two old Sydney ferries operating the boom defense gates and, once, towing off a grounded Liberty ship during a bombing raid by 30 Japanese aircraft.

The seventeen-man crew slept in hammocks in the forecabin and deckhouse. Additional cabins housed the skipper and the First Lieutenant, Sub. Lt. Smith.

Only four weeks before FORCEFUL left Fremantle for Darwin, the destroyer H.M.A.S. VOYAGER had to be destroyed when she ran aground on Timor and stuck fast while supplying Australian commandoes on the Japanese-occupied island. So, whenever other ships made the run, FORCEFUL sailed twelve hours before to stand by. Her last such mission was on 9 January 1943, when H.M.A.S. ARUNTA withdrew the last commandoes.

On 4 November 1942, FORCEFUL had herself been the rescuer. The day before, nine United States Army Air Corps' B-26B Marauder medium bombers of the 22nd Bombardment Group had flown from Batchelor south of Darwin to support the Australian commandoes of the 2/2 Independent Company. They successfully bombed their targets in Dili.

But anti-aircraft fire destroyed Lt. Charles Hitchcock's right engine. Hitchcock nursed his malfunctioning left engine for two and a half hours towards Darwin until it too abruptly stopped with 100 miles to go.

Touching down parallel to the Timor Sea's large, rough swells the plane skidded for 100 yards before stopping. The plane's gunner, Sgt. Glenn Campbell, was killed.

In the sea, Hitchcock inflated the liferaft and gathered the survivors—navigator Lt. Albert Pilkington, radio operator S/Sgt. Pershing Arbogast, bombardier S/Sgt. Samuel Miller, flight engineer Sgt. Joseph Schank, and co-pilot Sgt. John Simms, Royal Australian Air Force.

As the small raft held only four men, the other two hung on the side until an R.A.A.F. Hudson dropped a large Australian raft. At dawn next day, 17 hours after the ditching, FORCEFUL retrieved them. All were grateful, even the one whose bare foot was burned when he stepped on a steam line.

FORCEFUL steamed for Brisbane in August 1943 towing a disabled landing ship. On 29 August, Q.M.M.A. member Captain George Kerr piloted the tug up the river with A.B. Laurie Crowe at the wheel. H.M.A.S. FORCEFUL paid off on 11 October and returned to her owners.

The tug was needed. After CORINGA and FORCEFUL had left, the old tugs BEAVER and FEARLESS and the 1929 vintage CARLOCK had struggled to handle the tide of wartime shipping flooding Brisbane. At this time, FORCEFUL probably contributed more to the war effort than when she was a commissioned Navy ship.

As the war moved north and then ended, the pressure eased. After the war, new oil-fired and diesel-powered tugs appeared on the river. By September 1966, when she was relegated to the role of standby tug, wits on the river referred to FORCEFUL and the slightly younger FEARLESS as "Forceless and Fearful."

Her last towing job was on 26 September 1970; two days later, FORCEFUL transferred stores to other tugs before finally tying up. Then, on 10 June 1971, Mr. Ben Macdonald, general manager of Macdonald Hamilton, handed FORCEFUL's papers to the Maritime Museum's president, Dr. Rod McLeod, on FORCEFUL's afterdeck.

A deck crew under Captain Kerr and Aub Binnie's engineer volunteers prepared the tug for a trial run on 8 August. Three days later, volunteers, and guests steamed to the river mouth and back.

For 35 years now, FORCEFUL's autumn and spring steamings have carried thousands down to Moreton Bay. Charters have even included weddings. The Museum volunteers carry out repairs and maintenance in the summer and winter off seasons.

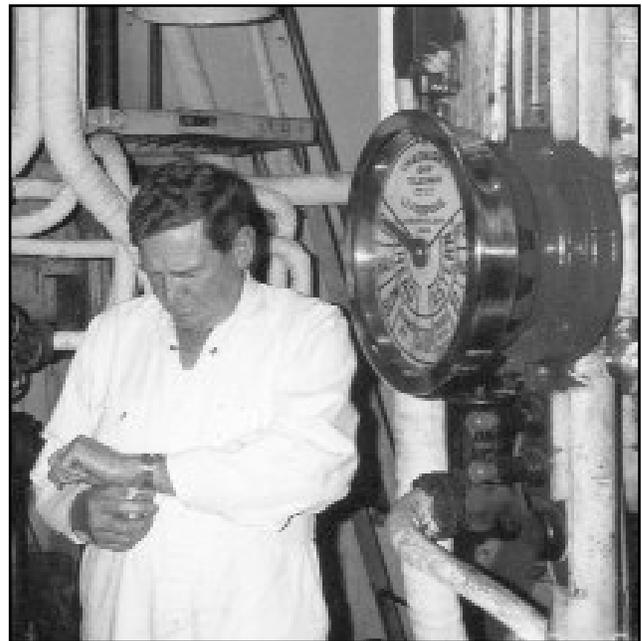
This year, the first of ten Sunday steamings departs at 10:00 a.m. on 2 April. As well, Friday 14 April will see the annual trip to the start of the Brisbane to Gladstone Yacht Race. Another regular excursion is the 22 April Australian Railways Historical Society trip, where FORCEFUL meets



Above: H.M.A.S. FORCEFUL steams away from the Queensland Maritime Museum. Photo courtesy Helen Wintle.

Right: A crewman stands ready at FORCEFUL's imposing engine room telegraph. The telegraph still bears the mark of its maker, Chadburn's Ship Telegraph Company Limited of Liverpool. Note the indicator reads "full ahead."

Photo courtesy Q.M.M. Collection.



a steam train at Pinkenba and transfers passengers to experience steam transport on both land and sea.

During all trips, FORCEFUL passengers are encouraged to join Captain Jack Hopper on the bridge and John Lazenby's crew in the engine and boiler rooms. A commentary, morning and afternoon teas, and a barbecue lunch provided by Madeline Blyth's volunteers complete the experience.

FORCEFUL's long and varied working career in peace and war has ended. In her ongoing phase, the tug, with her volunteer crew, continues to educate and inspire day trippers and honor those who served on her.

**WISCONSIN NAVAL SHIP
ASSOCIATION, INC.**

Sheboygan, Wisconsin, U.S.A.

By Dick Caswell

**“FULL SPEED AHEAD WITH THE
U.S.S. EDSON IN SHEBOYGAN”**

The former Milwaukee-U.S.S. DES MOINES Historic Naval Ship Project, Inc., has changed its name to the Wisconsin Naval Ship Association, Inc., or WINSA for short. WINSA has been working with the City of Sheboygan, Wisconsin, to place the decommissioned U.S. Navy Destroyer U.S.S. EDSON (DD-946) in its harbor to serve as a veterans’ museum, an educational site for young Americans, a tourist attraction, and as a splendid memorial for all veterans. The ship will also be available for use as a Disaster Recovery Command Post and / or emergency shelter during local natural disasters.

In recent months, we have made considerable progress. On 16 January 2006, the Sheboygan Common Council voted 12 to 4 to authorize contingent lease negotiations between the City of Sheboygan and WINSA. The lease contingencies are that:

1. WINSA successfully completes a feasibility study.
2. WINSA raises the required funds.
3. WINSA secures all required governmental approvals.
4. The Sheboygan Common Council approves the Contingent Lease.

More recently, WINSA met with the Sheboygan City Engineer, the Chairman of the Sheboygan Marina and Harbor Committee, and a U.S. Army Corps of Engineers representative to review engineering issues relating to the proposed berthing site for the U.S.S. EDSON. It was an excellent meeting.

One option discussed, that appears to be very attractive, would simplify and solve some current siting issues. It would involve “notching” the current U.S. South Pier to accommodate the EDSON. By moving the ship out of the navigation channel, it would eliminate one issue entirely and should make the U.S. Coast Guard, U.S. Army Corps of Engineers, Charter Fishing Boat Skippers, and other maritime organizations happy. Several other issues will be easier to solve in this location.

WINSA is currently building community support by briefing local organizations, receiving organizational letters

of project endorsement, and building its grass roots support by having supporters sign blue “Project Support Cards” for bringing the U.S.S. EDSON to Sheboygan. Significant numbers of support cards have already been signed and more come in each day.

It appears that the 418-foot EDSON would be a good fit for Sheboygan’s harbor. Expected to draw 80,000 visitors annually, she would have a major financial impact on the city’s tourism industry. One advantage that the EDSON would give Sheboygan is a competitive edge over other cities when it comes to hosting military and veteran reunions. With over 5,000 organizations of this type in the United States, and 2,300 of them being Navy-related, this will be an extremely attractive advantage.

WINSA looks forward to bringing the U.S.S. EDSON to Sheboygan and the good things that she would do to benefit both the city and WINSA. To learn more about the project, visit WINSA’s website at www.ussedson.net, phone Museum Director Chad Sorce at (414) 727-0417, or send him an email at versendik3@hotmail.com.

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

Manitowoc, Wisconsin, U.S.A.

By Darrick Vormann

Submitted by Bill Thiesen

“FEBRUARY 2006 COBIA UPDATE”

This was Bill Thiesen’s last COBIA work weekend. For those who are unaware, Bill will be leaving us in February to work as a historian for the U.S. Coast Guard based out of Portsmouth, Virginia. All of us wish Bill the best in his new position and would like to thank him for the outstanding job he’s done here at the Museum.

The Naval Reservists spent most of the weekend at the Naval Reserve Center in Green Bay preparing for rate advancement exams that were held on Sunday. EN2 Lori Patterson continues to work on updating the Technical and Restoration Strategic Plan for submarine COBIA. The Reservists have also begun preliminary planning for the restoration of Engine No. 4 while work continues on repainting and installation of the storage lockers on Engine No. 3.

Civilian volunteer Jeff Main continued his work on COBIA’s emergency lighting system. His work on this project is nearing completion. Naval Reservist John Larson and volunteer Jim Smith are working on a new mounting bracket for COBIA’s newly-acquired Target Bearing

Transmitter, or “TBT.” This will be mounted on the bridge when completed, while the original TBT will remain on the rangefinding podium forward of the 40mm on the cigarette deck.

Plans are being made to hold a “steel beach picnic” this summer for the reservists, volunteers, staff, and committee members who through their time and dedication have made COBIA a world-class exhibit. See you onboard!



Above: Jim Smith (in dark jacket on conning tower) checks out COBIA's Target Bearing Transmitter, or TBT. Photo courtesy U.S.S. COBIA / Wisconsin Maritime Museum.

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

Albany, New York, U.S.A.

By Tim Rizzuto

**“FIRE ABOARD SLATER - EXCERPTS FROM
‘SLATER SIGNALS’”**

January. Usually a slow, dull mid-winter month. The SLATER remains moored as before, starboard side to the old Rensselaer lumber dock just forward of the scrap yard. The interior work continues as before. It's always too cold to paint. We write grants, solicit foundations, acknowledge Winter Fund donations, and Les and Annette sell dog tags. There usually isn't much to write about in January, except maybe the occasional fire!

Erik Collin is our shipboard custodian. He is reminiscent of the bosun's mate who used to put up rat guards between his ship and the other ships in the nest. Erik's perspective is

that the rest of us are a bunch of Neanderthal slobs and his purgatory is to spend his life picking up after us and cleaning up the messes we make.

A couple weeks ago Erik threw a fit. The welders were cutting wasted metal out of the forward crew's head as part of the restoration. As a result, the dirt and grime from all the grinding, cutting, and smoke were going through the whole forward second deck. Erik angrily took a napkin to a table on the mess deck and showed me how it was covered with black soot.

That Monday, I got with Doug Tanner, and we re-ran all the welding lead and hoses topside from the breakwater to the fo'c's'le hatch so we could keep all the second deck doors closed while they were working up forward to keep the smoke out. Erik was mollified.

In the true fashion that “no good deed goes unpunished,” Doug Tanner took Wednesday, 4 January, off from work to come in and work on the SLATER. Now, those of you who have been following this saga know that Doug is the safest and most qualified shipfitter in the crew. He normally carries safety to extremes and worries about problems none of the rest of us see. Doug went to work cutting out a section of deck.

I was up in the ship's office, either working on a grant, or taking a nap, depending upon whom you talk to. Around 1100 I headed down because I knew I needed to lock the pier gate for security reasons. I ran into Doug who said, “We have a fire.” For once I had the good sense to take him at his word and immediately went back to the office, dialed 911, and reported the fire.

My second move should have been my third move. What I should have done was gotten on the PA system and yelled, “Fire, evacuate the ship!” What I actually did was run down to the maindeck and open all the topside doors so the fire department would have easy access. Then I went below to make sure everyone was out of the area.

I went into the CPO mess, which was still clear of smoke, grabbed a CO2 extinguisher and emptied it onto the fire. At that point it got too hard to breath and we couldn't see, so Doug and I headed up topside. I just wish I'd closed the door to the CPO mess.

We caught our breath and accounted for all hands. Then we secured electrical power to the ship so there would be no problems spraying water around the inside of the ship. By then smoke was pouring out of the fo'c's'le hatch and the starboard side hatch behind the hedgehog launcher. We waited on deck and it was only a short time before the fire trucks started to arrive. We handed them a copy of the



*Smoke pours from SLATER during her January fire.
Photo courtesy Mike McMahon / The Troy Record.*

Damage Control Book to give them an idea of what they were dealing with.

About that time aerosol paint cans that were in the passageway started to pop off and that spooked everybody. When the fire department learned that no life was at stake, they decided to use a thermal imaging camera to determine the location and extent of the fire before sending personnel below. The Fire Chief instructed most of the crew to remain on the pier while they rigged their hoses and their own ventilation fans in the hatchways.

The fire had become a true media event and by now the parking lot was full of emergency vehicles, personnel, and media. Mark Bruno and Richie Hendrick from the Port came over. And I later heard that even Mayor Jennings was so concerned that he drove over from City Hall to make sure we were okay.

About twenty minutes after arrival of the first emergency personnel, the location of the fire was pinpointed to a shelf in the CPO passageway. A pile of WWII kapok life jackets that had been left on the shelf had ignited from the canvas, causing a very hot, smoky fire. An hour after the fire had started, the SLATER was ours again.

Considering the devastation we expected to find, we were amazed at how little damage was done. The fire was actually confined to a 10' x 10' area on the forward starboard side of the CPO passageway. All the uniforms normally hanging there had been stowed below and were undamaged. The soot damage to the remainder of the forward end of the SLATER, including officer's country, was minimal.

The crew immediately set to work cleaning up and de-watering. The Albany Water Department loaned us a beautiful pump. Electrical circuits were checked out, damaged circuits isolated and defused, and we powered the ship back up. We removed about 200 gallons of water from bunk lockers and the magazines below.

We will probably spend another \$5,000 making safety improvements and improving our firefighting capabilities. We were very lucky, but now the whole crew is thinking safety and noticing things we never noticed before. We've re-formed our safety committee and we're moving all the flammables out of the machine shop. We're planning fire suppression systems for the paint lockers. We're going to activate the CO2 system for the emergency diesel generator. We've bought ABC dry chemical extinguishers to supplement our CO2 extinguishers in all main compartments and purchased pressurized water extinguishers to keep on site wherever we're doing hot work.

The Saturday after the fire, twenty volunteers showed up, and we held a safety meeting to review what we did wrong and what we did right. The lessons are as old as shipbuilding. I'll review them for all my friends in the ship restoration business. Learn from us. **Always assign a specific individual as fire watch. Make sure you have equipment on the site of hot work to combat all classes of fire: A, B, and C.** We keep a bucket in the CPO mess that we dump the old coffee into. I should have grabbed that and dumped it on the fire. **Make sure that your fire retardant canvas is fire retardant. Remove all combustibles from the work area, and make that area wider than we did.**

Thanks to Tin Can Sailors, Inc. and the Albany Port District for their major donations to our recovery effort in such a timely manner. The public's generosity and continued support of this project is overwhelming. And finally, let's thank the SLATER herself. Her design as a warship to be watertight and withstand battle damage truly helped minimize the effects of the fire. She can still take it.

It's not all bad. It's been a very mild winter. Usually by now you can walk across the Hudson here in Albany. This year the river has not yet gotten cold enough to freeze. I also want to take this opportunity to thank everyone for their support of the Winter Fund. Your support has been as strong as ever, and to date we have raised over fifty thousand dollars in Winter Fund donations. Your support has been amazing and most gratifying.

Editor's Note: Tin Can Sailors, Inc., contributed a \$5,000 emergency grant to SLATER's recovery effort.

**S.S. JEREMIAH O'BRIEN
NATIONAL LIBERTY SHIP MEMORIAL**

San Francisco, California, U.S.A.

By Chet Robbins



Above: The O'BRIEN's "new" Dodge truck about to be hoisted aboard. Photo courtesy S.S. JEREMIAH O'BRIEN / National Liberty Ship Memorial

“THE SHIP THAT SAILS”

Two thousand and five was a very busy year for the JEREMIAH O'BRIEN and her volunteer crew. This year it is going to be busier! Besides a heavy cruise schedule in the San Francisco Bay Area, including Sacramento, we are planning to sail out through the Golden Gate Bridge to San Diego, California, for an October visit.

We had our first “Steaming Weekend” on 21 January 2006. Since last October, our engines have been cold after completing last year’s cruises. We run the engine the third weekend of each month when we aren’t on cruises. Our engine room volunteers usually take a winter hiatus and resume normal activities in January. They started raising steam on Thursday, 19 January, and shortly thereafter the O'BRIEN was a “living” ship again.

Many of our volunteers move aboard the ship for these weekends, and our galley volunteers turn out fantastic chow on our wood- and coal-burning stove for the hungry crew. The sound of Morse code could be heard from the Radio Room, talking to “Hams” across the globe. The Deck Department was busy preparing the ship for upcoming activities, an upcoming dry docking, and our first cruise in April to Sacramento.

The Gunnery Department (U.S. Naval Armed Guard) was lubricating the 5-inch gun on the stern and the 3-inch on the bow. They are also preparing two of our eight 20mm anti-aircraft guns for firing, using oxygen and propane for a pyrotechnic effect; our cruise passengers will love that.

The volunteers in the Ship’s Store were making music on the cash register. We had our quarterly Crew Meeting aboard and a new crewmember orientation. The docent department was just as busy guiding Fisherman’s Wharf visitors around the O'BRIEN educating them as to what a Liberty ship was and the O'BRIEN’s history at Normandy during the D-Day invasion of June 1944.

The National Liberty Ship Memorial, under the guidance of Rear Admiral Thomas J. Patterson, has established a unique relationship with France and the French people, this stemming from the O'BRIEN’s historic voyage to Normandy, France, for the 50th Anniversary of the D-Day landings. The JEREMIAH O'BRIEN was the only merchant ship out of 5,000 vessels to return fifty years later, and with an all-volunteer crew!

The French took particular notice of this all-volunteer effort and, in 2005, a delegation of French citizens flew from France to San Francisco to attend our Second Annual International Memorial Cruise.

On our first International Memorial Cruise in 2004, Rear Admiral Thomas J. Patterson was awarded the Legion of Honor by the French government. In 2005, the French presented the JEREMIAH O'BRIEN with a fully-restored 1943 Dodge “6x6” Ammunition Carrier truck that was used by U.S. General George Patton’s 3rd Army.

The truck’s complete restoration was sponsored by Mrs. Noel Laberthoniere, whose husband owned the truck for many years. This was done to teach her grandchildren that the French did not forget what the Americans had done for France during World War II. The restoration was done by volunteers of the French JEREMIAH O'BRIEN organization. The National Liberty Ship Memorial has two other members that have been awarded France’s highest honor, Odette Le Pendu and Brigadier General Robert C. Tripp.

As a result of this visit to the JEREMIAH O'BRIEN, the French invited a delegation from the National Liberty Ship Memorial to visit and work together with the French Museum System at Normandy, France. The meetings with the top people of “Normandie Memoire,” the French Museum system, were very successful; the hospitality extended to the O'BRIEN personnel was overwhelming. The French expressed a desire to establish a living relationship between Normandie Memoire in France and

the JEREMIAH O'BRIEN in San Francisco. Normandie Memoire is building a 20-foot long, museum-quality diorama depicting Omaha Beach and the O'BRIEN's location during the D-Day landings. It will be shipped from France to San Francisco in time for the opening of our new museum aboard the O'BRIEN.

We are expecting a very large group of French citizens to fly from France to San Francisco for our 20 May 2006 International Memorial Cruise. This will include 45 French schoolchildren who are involved in an exchange program between France and the United States.

Things keep on getting busier aboard the O'BRIEN. Our volunteers are in the final stages of completing our "Troop Berthing" compartment in the No. 3 hold. This project started last year by relocating and building a new Ship's Store in the No. 1 hold, where our new museum is being built. We will have accommodations for 60 schoolchildren and their chaperones.

For those that are thinking of making a trip to San Francisco, or who live in the area, you should consider sailing on this historic Liberty ship. Please check our website at ssjeremiahobrien.org for updated cruise and visitor information.

THE T121 SPICA FOUNDATION
Stockholm / Djupviken, Sweden
By Lennart Törnberg

"SPICA NEWS: SKEPPSHOLMSDAGEN ('THE SKEPPSHOLMEN DAY') 11 SEPTEMBER 2005"

Before noon, it was a quiet day with few visitors. Members of the SPICA Friends Association, who had mobilized a number of guides, had a lot of time to enjoy the sunny weather and the beautiful view of Stockholm.

But at 2:00 p.m., an avalanche of visitors came over the gangway. SPICA's guides got to take it easy in the morning, but were forced to work hard for the rest of the day. I want to express my gratitude to the crew with the words "WELL DONE, SHIP'S COMPANY!" After closing time, we had some fun and offered ourselves and the remaining visitors the best music there is: the sound of a gas turbine at maximum rpm!

A "DAY IN PARADISE," 8 OCTOBER 2005

Our "Paradise" is the former Torpedo Boat Base at Gålö, about 50 km (30 miles) south of Stockholm. More than 400 members of The Motor Torpedo Boat (Mtb) Veterans and the SPICA Friends visited Gålö on 8 October, our "Day In Paradise." T26 and T46 took veterans and their families for a breathtaking tour at a speed in excess of 40 knots through the archipelago.

SPICA, alongside in Djupviken, served hot coffee to the chilled-to-the-bone passengers. Unfortunately, T26 had an engine breakdown and had to limp back to port after only two tours with passengers. With the broken-down piston engine on T26, SPICA decided that it was time to listen to THE SOUND; as at every "Day in Paradise," the sound of gas turbines at top rpm could be heard at Gålö.

"WINTER SEASON, 2005-2006"

During the winter season, mid-September to late May, there are working days every second Saturday. We have put great effort into the heating system, as this is necessary to make SPICA a seagoing museum ship. This year, we've had about 50cm of snow and temperatures between -5° to -15°.

Two overhauled gas turbines have been brought aboard and the installation work has begun. The middle turbine will also be changed in Spring 2006. Another problem is the torpedo tubes. They are damaged by corrosion; a decision whether to change them or not will be made this summer. The Bofors 57mm Gun is in good shape and is just waiting for the caring hands of a skilled technician to be operative. No live ammunition, of course!

The washrooms will also be renovated so that the toilet outflow is no longer pumped out of the hull, but to a tank meeting environmental regulations.

"SUMMER 2006"

SPICA will be moored at the VASA Museum in the center of Stockholm from 8 June to the beginning of September, and will be open to the public on weekends. The SPICA Friends also arrange parties for companies and groups who want to offer their customers and members an exclusive place to meet.

We're sure that this summer will be as successful as in 2004 and 2005. Back at Gålö in September, our work to make SPICA seagoing will continue. According to plans, SPICA will arrive in Stockholm for summer 2007 under her own power. Tickets will be available!

**U.S.S. ALABAMA (BB-60)
U.S.S. ALABAMA BATTLESHIP
MEMORIAL PARK**

Mobile, Alabama, U.S.A.

By Bill Tunnell

**“BATTLESHIP MEMORIAL PARK OPEN
AGAIN TO DAYTIME VISITORS”**

January 9, 2006 marked the Grand Reopening for U.S.S. ALABAMA Battleship Memorial Park. Congressman Jo Bonner was the featured speaker, along with city, county, and state dignitaries. A presentation by Dr. William R. Miller, a former Battleship World War II crewman, was also featured.

The Alabama First District Congressman’s wife, Mrs. Jane Bonner, broke a ceremonial bottle of champagne on the famed battleship’s Turret No. 1 to symbolically “rechristen” the World War II Battleship U.S.S. ALABAMA (BB-60).

Park hours will be slightly altered as repairs to the Park continue. The Park will open daily at 9:00 am and close at 4:00 pm every day of the week. Scout overnights and corporate events and ceremonies are on hold until the Battleship is level again, after listing at better than three degrees for several months after Hurricane Katrina.

**DUNKIRK HISTORICAL LIGHTHOUSE
AND VETERANS PARK MUSEUM /
U.S.S. SPHINX (LST-963 / ARL-24)**

Dunkirk, New York, U.S.A.

By George Sparrow

Christened as Landing Ship Tank LST-963 in 1944, and later converted to the U.S.S. SPHINX (ARL-24), our “fighting lady” served in the Pacific Theater during World War II. She also participated in the atomic bomb tests off the Marshall Islands in 1945. She later served in the Korean Conflict and the “brown water navy” of the Vietnam War. SPHINX earned five World War II medals, the Korean Service Medal, the Vietnam Medal, the coveted Navy “E,” and eight battle stars for her actions in Vietnam. In 1985, SPHINX was recommissioned and joined the fight against illegal drugs as a “spy ship” for naval intelligence. She was finally decommissioned in 1992.

In 2002, President Bush signed into law a bill to transfer SPHINX to the Dunkirk Historical Lighthouse and

Veterans Park Museum. The bill included provisions for financial assistance for both environmental remediation and for towing, but these funds are not available to us. We have used about all the funds that hundreds of old sailors have donated to the “Save the SPHINX” fund, but we now have to move the ship from Williamsburg, Virginia, by October or lose her. If you would like more information on how to assist our efforts, please contact me, George Sharrow, at 717-921-2963, or by email at whitehats@paonline.com.

Editor’s Note: There’s lots more from George Sharrow on the SPHINX story, and we’ll bring it to you in the next Anchor Watch issue.

FLEET PHOTOS

Below: Battleship NEW JERSEY (BB-62), in Camden, New Jersey, has her AN/SPS-49(V)3 air search radar skylifted into place. Bottom: the radar (see arrow) in its final position. Photos courtesy Battleship NEW JERSEY Museum and Memorial.



AIRCRAFT CARRIER TRIVIA CHALLENGE

By Jeff Cary

1. One WWII-era U.S. Navy aircraft carrier was used as a target during the 1946 Bikini Atoll nuclear bomb tests. Name this ship.
2. Originally designed as a cruiser with two 18" guns, this British warship was completed as a seaplane carrier and was later rebuilt as a pioneering aircraft carrier. Name this ship.
3. What is the name of the newest addition to the U.S. Navy's carrier fleet?
4. The Japanese defeat at the Battle of Midway in 1942 was that nation's first defeat at sea in 350 years. Can you name the four Japanese carriers lost there?
5. This carrier was built as H.M.S. VENERABLE, completed early in 1945, and commissioned into the Royal Netherlands Navy on 28 May 1948. Name this carrier.
6. During the Vietnam War, two U.S. Navy fleet carriers suffered serious fires in the Tonkin Gulf. Name them.
7. During WWII, what was the fundamental difference between a light carrier (CVL) and an escort carrier (CVE)?
8. The Italian Navy's newest VSTOL carrier is scheduled to enter service in 2007 as a replacement for VITTORIO VENETO; name this new carrier:
9. Name the only U.S. Navy carrier present in Tokyo Bay on 2 September 1945.
10. In April of 1942, two U.S. Navy carriers sailed towards Japan to launch Jimmy Doolittle's raid on Tokyo. Name the carrier that carried Doolittle's B-25 Mitchell bombers. Bonus: Name the escorting carrier that day.
11. This carrier, known as "Maggie," served in the Royal Canadian Navy from 1948 to 1957. Name her.
12. What were the "Woolworth Carriers?"
13. Name the first escort carriers built for both the U.S. Navy and the Royal Navy, respectively.

Please see page 21 for answers to this month's trivia challenge.

THE HISTORIC NAVAL SHIPS ASSOCIATION

NEW AND RENEWING MEMBERS

1 December 2005 to 28 February 2006

PATRON

RADM E. K. Walker, Jr. USN (Ret)

FRIEND

Guy Archambault, CAPT, USN (Ret)

John Goheen

David Hansen

Richard A. Horvitz

Mel Rodelli, CAPT, USNR, (Ret)

REGULAR

Julian R. Benjamin,

RADM, JAGC, USNR (Retired)

Kenneth Bienfang

James E. Drouillard

Lonnie Hinkley

Lawrence B. Indra

Mercedes Jeffords

Richard G. Latture

Mark S. Williams

PARTING SHOT *Contributed by Anne McCarthy*

During WWII, big league baseball pitcher Robert W. Feller served as a gunner aboard the battleship U.S.S. ALABAMA (BB-60).

H.N.S.A. PEOPLE IN THE NEWS

“CAPTAIN CHANNING ZUCKER WINS HIGHEST SURFACE NAVY ASSOCIATION HONOR”

At the Surface Navy Association’s Eighteenth National Symposium in Arlington, Virginia, on 6 January 2006, H.N.S.A. Executive Director Emeritus **Captain Channing Zucker** was presented with the Association’s highest honor, their Special Recognition Award.

The citation read: “For nearly half a century you have served your nation and Navy in a myriad of important assignments. From your early days serving in Cruiser-Destroyer type ships to your groundbreaking accomplishments in the oceanographic and mapping service you have devoted yourself to professional excellence.

In retirement from uniformed service, you have continued your cycle of support to our Navy serving as Executive Director of the Historic Naval Ships Association, President of the Tin Can Sailors Incorporated, and as a member of the board of the USN Cruiser Sailors Association.

Your efforts have been instrumental in preserving an important lifeline to our naval heritage in bridging our historic Naval ships with the veterans who served in them in two vital ways: first, by memorializing the ships themselves, and second, by administering and supporting veterans organizations that have kept the history of these ships and magnificent crews as alive today as they were when they were in service. These efforts have been paramount in preserving our heroic and historic past.”

Editor’s Note: On behalf of the entire Anchor Watch team, congratulations, Chan!



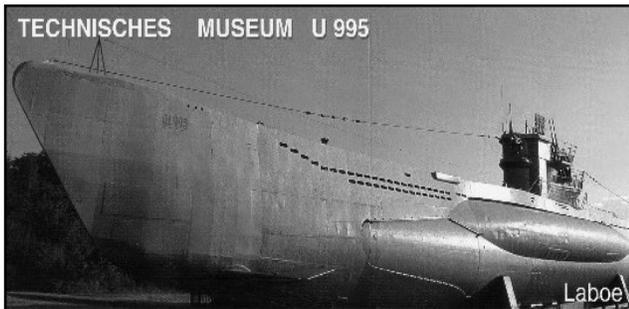
Above: Naval Surface Forces, U.S. Atlantic Fleet Force Master Chief Jim Monroe, U.S.N., (left) presents the Special Recognition Award to Captain Zucker.



Above: Captain Zucker address the audience at the Surface Navy Association’s Eighteenth National Symposium in Arlington, Virginia, on 6 January 2006.

-NAVAL HISTORY FEATURE-
“U-995: THE ONE THAT GOT AWAY”

*By CDR Eric Dietrich Berryman, U.S.N.R. (Retired)
 Hampton Roads Commandery, Naval Order of the United States*



Only two German combat submarines survive, each of a different class and both from the Second World War: U-505, a Type IXC on display in Chicago, Illinois, and U-995, a Type VIIC/41, now a museum in the small seaside community of Laboe, Germany. Given their wartime losses, the survival of any U-Boat from the 1939-1945 era is remarkable. Below is the story of one such survivor: U-995.

On 4 May 1945, in the port of Kiel, U-4712 became the 782nd German U-boat lost to hostile action during World War II. At the post-war Potsdam Conference, Allied leaders disposed of the surviving U-boats by allocating 49 hulls among various countries. A Tripartite Naval Commission demanded all other U-boat hulls be destroyed, a task Britain's Royal Navy later completed as "Operation Deadlight." Norway got four U-boats as war reparations, including U-995. Recommissioned as KAURA on 6 December 1952, the former U-995 deployed for about a decade.

U-995 was built by Blohm and Voss and commissioned on 9 September 1943. The VIIC/41 Type U-boat was a modified Type VIIB design, developed in response to British anti-submarine successes in 1940 and 1941. The suffix "41" indicated the year the change decision was made. Design alterations allowed greater surface speed by shaving off 11 tons, a lengthened bow and widened foredeck made for better seakeeping, and an increased dive capability with a thicker pressure hull allowed an operating depth of about 122 meters (400 feet). Crush depth was around 245 meters. U-995 achieved a remarkable career record of 240 meters. Type VIICs constituted the workhorse of the U-boat arm.

Oberleutnant zur See (LTjg) Hans Georg Hess became U-995's second and last commanding officer. At age 21 (b. 6

May 1923), he was the youngest permanently-assigned commanding officer of an active combat submarine in the German Navy, and perhaps of any navy in any country in the 20th century. (Ludwig-Ferdinand von Friedeburg (b. 21 May 1924) commanded U-155 from August to November 1944 during an interim appointment that terminated when the captain returned.)

Hess was technically competent and a veteran seaman of both the surface German Navy and its submarine arm. He loved and respected his men and they answered him in kind. Together they steamed in harm's way and came home undefeated. Up to this writing, Hess maintains steadfast contact with his former crew, meeting with them yearly. They call themselves "The Sports Fans."

U-995 was known in the fleet as "U-Catch-the-Hat" after its unofficial badge of two boys chasing one another – the logo of a children's board game. The badge incorporated outlines of pertinent landmarks in U-995's patrol area: Spitzbergen, Barents Island, and Norway's North Cape. The boat's signature tune was a popular song of the day, "Das Karussell."

U-995 patrolled in extreme northern waters with particular emphasis on the Murmansk run. From 8 October 1944 to 14 February 1945, when he took his command to the yards at Trondheim, Norway, to be retrofitted with a snorkel, Hess fired 35 torpedoes for ten ships sunk or damaged including two destroyers, five freighters, an escort of the ATHERSTONE class, a cutter (where he rescued two young Russian seamen from the frigid winter waters) and an American Liberty ship, the 7,000 ton S.S. HORACE BUSHNELL.

Hess stayed close to shore and accepted the added risk of underwater obstacles and grounding because Allied surface ships and air patrols were an even greater risk. American submarine ace "Mush" Morton in U.S.S. WAHOO used the same brave inshore tactic in the Soya Strait when his luck ran out and he was spotted and sunk by a Japanese shore battery. Hess drew a better hand. His context is a scant five-month period, but it was enough for captain, crew, and boat to notch a place in naval history.

On 9 February 1945, U-995 navigated through a minefield laid by retreating German forces to the entrance of the northern Norwegian port of Kirkenes, occupied by the

-“U-995: THE ONE THAT GOT AWAY,” CONTINUED-



At 21, Han Georg Hess was the Kriegsmarine's youngest regularly assigned combat submarine skipper. Both photos with this article are courtesy Eric D. Berryman.

Russians. Unseen, Hess transited the 35km-long fjord and fired a torpedo into the hull of a merchant ship at the pier. Luftwaffe aerial reconnaissance confirmed the hit. Kirkenes recalled Gunther Prien's 1939 exploit in the heart of the Royal Navy base at Scapa Flow. Soon afterwards, Hess was notified by radio of the award of the Knights Cross – becoming the youngest recipient of the German Navy's highest award.

The Norwegian Navy made a gift of KAURA to Germany, but acceptance was tepid. Kiel, Wilhelmshaven, and Munich got first choice but declined. In 1970, the boat went into the yards to be stripped of most post-war retrofits in order to conform as much as possible to the 1945-era Type VIIC/41 profile. U-995 opened to the public as a “Technical Museum” in March 1972 under the auspices of the German Navy League (DMB).

Deep ambivalence about display of anything World War II informs all DMB exhibit decisions and explains why there has never been any DMB representation at H.N.S.A. events, or application for membership. DMB's president,

retired Bundesmarine Captain M. Kaempf, makes the reason plain. His organization “does not intend to present the history and destinies of persons or crews in Laboe because we know and appreciate that views and valuations may differ. We do not want to tell heroic stories. What we intend is to draw the attention of visitors to the great [tragedy] of the dead at sea, to the great numbers of those who never came back and to the fact that we never should forget.”

U-995 is challenged by much the same preservation problems that beset all museum vessels, especially outdoor displays where weather takes a heavy toll. The hull has multiple coats of paint and there has been pilferage of easily removed items. Internal security does not include thick, clear plastic barriers (as in U.S.S. TORSK, in Baltimore, Maryland, for instance) with the consequence that many items have been broken off, pried loose, or just unscrewed.

Even large details have been pilfered, like the gyro compass and the torpedo adjusting gear. Topside, the radio direction finder was stolen years ago. A makeshift replacement is the wrong shape. The concrete cradles supporting the hull have shifted in the sand, twisting and further stressing the hull. Still, U-995 attracts some 385,000 visitors yearly.

Two-thousand four hundred and fifty merchant ships were sunk or seriously damaged by U-boats in the Battle of the Atlantic; the figure rises to 2,775 when other areas are taken into account. These casualties were largely the work of the 1,160 U-boats commissioned in the Second World War. The U-boats and their crews paid dearly: at war's end, Germany's submarine losses were nearly seventy percent.

U-995 is a unique relic of an epic sea battle. The boat's history is a straightforward record of duties accepted and bravely discharged. She is a worthy historic ship exhibit by any standard.

Editor's Note: The Anchor Watch welcomes similar articles of scholarly content from its readers. Please see the submission guidelines on page 21 of this issue, or contact Doug Buchanan at dougbuchananjr@netscape.net for more information.

H.N.S.A. NEWS & VIEWS

Compiled by Channing Zucker

Maintenance never stops on ships in the Historic Fleet. Here is a sampling of recent work accomplished on **U.S.S. KIDD** (DD-661) in Baton Rouge, Louisiana. After wrapping up painting on the 20mm guns, Tracy Lewis then tackled the twin 40mm guns forward and the nearby exterior bulkheads on the 01 level. Next he put a fresh coat on the exterior bulkheads amidships on the main deck and primed the handling room for Mount 52. Electricians Ken Litz and Mac Mackensen cleaned and painted the facings of circuit breaker panels and secured them against the curiosity of the general public. Garrett Lynch and Beef Lewis removed a double-sided water fountain that had given up the ghost and installed a new one.

Good things are happening aboard **U.S.S. LST-325** at her new homeport of Evansville, Indiana. Their skipper, Captain Bob Jornlin, credits his volunteers for the organization's success. Some are tour guides who generously give their time to explain all about LSTs and their role in the wars of our country. He says they have become professionals and can tell the visitors more than they ever wanted to know about LSTs and LST-325 in particular. He also has maintenance volunteers, including electricians and welders, and those who check the bilge alarms and the steel cables holding the ship in its mooring. The ship is easy to find with many signs in Evansville giving directions to her berth.

The World War II frigate **H.M.A.S. DIAMANTINA** (K377), on display at the Queensland Maritime Museum in Brisbane, Australia, was the recent recipient of some free labor, courtesy of the U.S. Navy. **U.S.S. RONALD REAGAN** (CVN-76) paid a port visit to the city in January. A group of thirty-six Sailors from the carrier and her embarked squadrons spent a full day on the frigate. They removed debris, hoisted several fixtures from below decks, and cleaned most of the spaces aboard the ship. Ian Jempson, the Museum director and a retired Lieutenant Commander in the Royal Australian Navy, coordinated the project. He remarked that his staff was pleased to have the much-needed American help. He noted that his volunteers at the museum are getting on in years, and the Sailors stepped in and took on all the dirty jobs.

The historic naval ship community was saddened by the recent passing of **Alyce Forster "Mrs. Boats" Newberry** in Germantown, Tennessee, home of **PT Boats, Inc.** headquarters. Her husband, James M. "Boats" Newberry, founded the organization in 1946. When he passed away in

1985, she carried on with it, assisted by her daughter, Alyce Mary Guthrie. Together, they planned and managed annual reunions, ran the ship's store and attended to the administration of the organization. Alyce Mary, now the executive vice president, is assisted by a small staff that includes her daughter Allyson Bethune. The PT Boat Museum with PT 617 and PT 796 is located at Battleship Cove in Fall River, Massachusetts.

Progress continues to be made on restoration of the 75-year-old diesel-electric tug **LUNA** in South Boston, Massachusetts. Volunteers have repaired and strengthened edges of the boat deck, including deck beams, the deck, and the soffit below. The pilothouse has been stripped, sanded, and refinished. Two new mahogany name boards with gold gilt lettering were installed on it. The starboard stairwell has been completely rebuilt and a stack cover has been fabricated to help retain warm air that escapes through stack vents. A vintage cowl ventilator is being restored for the foredeck ventilation of the fo'c'sle. **LUNA** was requisitioned by the U.S. Navy in World War II. During this period she participated in the launch of warships, tended ships at the Charlestown Navy yard, assembled convoys, and rescued ships torpedoed and damaged in coastal waters.

Officials are now saying that dry-berthing may be the best way to preserve the battleship **U.S.S. TEXAS** (BB-35), located in LaPorte, Texas, 20 miles east of Houston. The 91-year-old ship was last dry-docked for repairs in 1988, at a cost of \$15 million. Now, 18 years later, the hull needs work again. A permanent solution, dry-berthing, is now being examined. Voters in 2001 approved \$100 million in capital bonds for work on parks, including the **TEXAS**. But the Legislature has declined to authorize issuance. Instead the Parks and Wildlife Department that oversees the battleship has been encouraged to apply for a federal grant through the Texas Department of Transportation, with the required 20 percent local match coming from private sources or the U.S. Defense Department.

Thanks to a very generous supporter, the destroyer **H.M.S. CAVALIER** (D73) at Chatham, England has been presented with an engraved bell for everyday use. It has been hung on the torpedo deck. **CAVALIER** is the last remaining British World War II destroyer. She serves as a memorial to the 153 destroyers and nearly 30,000 lives lost in destroyers of the Royal Navy sunk during the war. Completed in 1944, she began her career escorting Arctic convoys and participated in major operations off the coast

H.N.S.A. NEWS & VIEWS, CONTINUED FROM PAGE 20

of Norway. In 1945, she escorted R.M.S. QUEEN MARY and R.M.S. QUEEN ELIZABETH, carrying troops across the Atlantic. At the end of the war in Europe CAVALIER joined the Pacific Fleet.

In an attempt to increase the number of visitors to the corvette **H.M.C.S. SACKVILLE** (K181) in Halifax, Nova Scotia, last year and improve the quality of the visit experience, several young male actors were hired to provide animated tours of the ship. They performed five-minute vignettes in various locations throughout the ship, to illustrate shipboard life on the messdecks, bridge, engine room and weapons spaces. Though partially improvised, the performances were based on research, reading material, videos and conversations with veterans and guides. The actors moved about with visitors three days per week, three hours each day. They were dressed in period uniforms, circa 1944. This first summer was a "proof of concept" and development season for the 'Wavy Navy Players' program for both the ship and the actors.

WANTED: SEA STORIES

The *Anchor Watch* welcomes sea stories and other news from all H.N.S.A. members. If you haven't seen your ship or organization in the *AW* in a while, it may be because we haven't heard from you. Send us an article of up to 1,000 words in the body of an email with your latest news, accompanied by clear photographs in electronic (jpeg, tif, bmp) format with a resolution of 200 dpi or greater. Write a caption for each image you send. Rolling year-round deadlines for submissions are February 28, May 31, August 31, and November 30.

SEND SUBMISSIONS TO:

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Wynnewood, Pennsylvania, U.S.A. (267) 974-8274
dougbuchananjr@netscape.net

AIRCRAFT CARRIER TRIVIA CHALLENGE: ANSWERS

1. U.S.S. SARATOGA (CV-3)
2. H.M.S. FURIOUS
3. U.S.S. RONALD REAGAN (CVN-76)
4. KAGA, AKAGI, HIRYU, and SORYU.
5. H.M.N.L.S. KAREL DOORMAN
6. U.S.S. FORRESTAL (CVA-59) and U.S.S. ENTERPRISE (CVAN-65)
7. CVLs were built on cruiser hulls; CVEs were built on merchantmen hulls.
8. ANDREA DORIA
9. U.S.S. COWPENS (CVL-25)
10. U.S.S. HORNET (CV-8) and U.S.S. ENTERPRISE (CV-6)
11. H.M.C.S. MAGNIFICENT
12. Bantam-sized escort carriers inexpensively converted from merchantmen.
13. U.S.S. LONG ISLAND (CVE-1) and H.M.S. AUDACITY



NOTE FOR INDIVIDUAL MEMBERS

If you have questions concerning your membership, please contact Individual Member Program Manager Jeffrey Nilsson, at
Historic Naval Ships Association
409 Main Street
Smithfield, Virginia
23430-1328, U.S.A.
E-mail: hnsa01@aol.com

2006 ANNUAL H.N.S.A. CONFERENCE - UPDATE



THE 41ST ANNUAL
 HISTORIC NAVAL SHIPS ASSOCIATION CONFERENCE
 8-12 OCTOBER 2006
 H.M.S. BELFAST - LONDON, U.K.



The Imperial War Museum's H.M.S. BELFAST will host the 41st Historic Naval Ships Association (H.N.S.A.) Conference in London this year from 8-12 October. This is the first time the conference has been held outside of the U.S.A. and Canada. European and international members (and other non-members interested in historic ships or maritime museum matters) will have an ideal opportunity to exchange ideas and expertise with U.S. colleagues who operate a wide variety of historic ships from PT boats to battleships and aircraft carriers.

The conference will look at the business side of running historic ships from marketing and business continuity to fundraising, but there will also be sessions on education services and ship preservation. We hope that organizations outside H.N.S.A. will also contribute to these sessions; a call for papers will be circulated in due course.

Registration will open on Sunday, 8 October, with continuing registration and the Conference proper commencing on Monday, 9 October. Another H.N.S.A. member, H.M.S. CAVALIER, will host a day's visit to Chatham Historic Naval Dockyard on Tuesday to see their operation, ship exhibits, and to hear of future plans.

Wednesday sees the conference return to H.M.S. BELFAST, ending with a reception and dinner. On Thursday, delegates will have the option to take part in an organized visit to the Portsmouth Historic Dockyard.

To be kept informed of developments and details of the conference, visit the H.N.S.A. website at www.hnsa.org, or please contact either: **Jeff Nilsson**, H.N.S.A. Executive Director, in the U.S.A., at (757) 356-9422 (hnsa01@aol.com), **Brad King**, Director of H.M.S. BELFAST, at 0202 7940 6332 (bking@iwm.org.uk), or **David Mendez** at 020 7940 6333 (dmendez@iwm.org.uk).

H.M.S. BELFAST Morgan's Lane, Tooley Street, London, SE1 2JH, U.K.

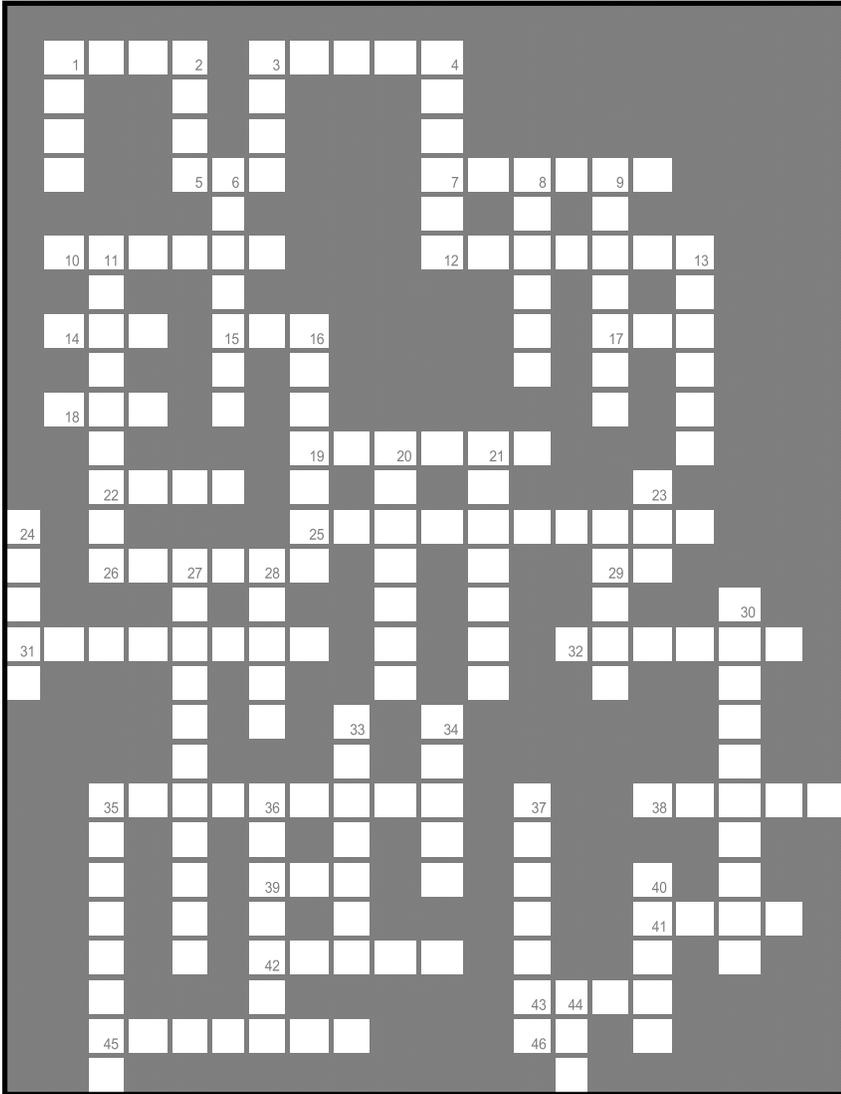
H.N.S.A. P.O. Box 401, Smithfield, Virginia, 23431-0401, U.S.A.



H.M.S. BELFAST
Celebrating 35 Years in the Pool of London

CROSSWORD: "GLOBAL NAVIES, 1780 - PRESENT"

By Kempton D. Baldrige, Jr.



ACROSS

- 1.) BISMARCK victim
- 3.) Former cruiser of the U.S. Asiatic Fleet and Idaho capital
- 5.) To waste away, or a kind of tide
- 7.) One of the bloodiest battles of the Pacific War
- 10.) U.S.N. high-speed transport that fell victim to the "Tokyo Express" off Guadalcanal, 1942
- 12.) The 500th U.S. Navy destroyer
- 14.) Designation for "Vigilante" aircraft
- 15.) U.S.N. destroyer that recovered John Glenn's *Friendship 7* capsule
- 17.) Douglas ___ "Dauntless"
- 18.) Royal Navy carrier ___ ROYAL
- 19.) U.S. CINCPAC during WWII
- 22.) Most successful U.S. Navy submarine class in WWII
- 25.) Prime U.S. battle star earner in WWII
- 26.) Russian nuclear sub class
- 29.) Destroyer escort (U.S. Navy abbr.)
- 31.) 1960s U.S. sub that shared fate of KURSK
- 32.) I.J.N. Vice-Admiral Mikawa's WWII flagship
- 35.) Douglas aircraft nicknamed "The Spad"
- 38.) Launched retaliatory attack at Midway
- 39.) Defense against aerial attack
- 41.) Pearl Harbor attacker, later sunk at Midway
- 42.) I.J.N. sister ship of 32-across
- 43.) "Dick" O'Kane's WWII command
- 45.) Outranks a U.S. Navy commander
- 46.) Seaplane carrier (U.S. Navy abbr.)

DOWN

- 1.) First Japanese battleship sunk by U.S. forces
- 2.) Tripolitan war hero and John Paul Jones' 1st lieutenant
- 3.) U.S. WWII submarine that earned Presidential Unit Citation and Navy Unit Commendation
- 4.) Royal Navy cruiser sunk at Java Sea
- 6.) U.S.N. cruiser that collided with carrier U.S.S. KENNEDY in 1975 off Sicily
- 8.) Aircraft carrier of the FORRESTAL-class
- 9.) GLEAVES-class destroyer that earned the Navy Unit Commendation
- 11.) The largest Russian assault ship class
- 13.) Once known as the U.S.S. CABOT
- 16.) Big torpedo plane that replaced the Douglas "Devastator"
- 20.) First name of U.S. officer who opened trade with Japan
- 21.) Germany's last battleship
- 23.) I.J.N. hybrid battleship/carrier of WWII-era
- 24.) U.S. Civil War admiral who helped General U.S. Grant take Forts Henry and Donelson
- 27.) C.O. of U.S.S. VESTAL at Pearl Harbor
- 28.) Pacific _____
- 30.) The U.S. Navy's first destroyer
- 33.) Sister ship to 36-down and home to NFL Colts
- 34.) Soviet guided missile cruiser or battlecruiser? You be the judge!
- 35.) Admiral of the U.S. Fifth Fleet at Okinawa
- 36.) BB preserved in her namesake U.S. state
- 37.) Lead ship of WWII U.S. Navy anti-aircraft cruisers (CLAAs)
- 40.) Flagship of I.J.N. Pearl Harbor attack force
- 44.) ___ B Harrier

CROSSWORD ANSWERS

- | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------|----------------|-------------|--------------|-------------|--------------|-----------|--------------|-------------------|------------|-----------------|--------------|------------|---------------|--------------|---------------|------------|-------------|-----------------|-----------|-------------|----------|----------|----------|----------|--------------|-------------|------------|---------|-----------|----------|
| 9.) WOOLSEY | 11.) IVANKOVOV | 13.) DEDALO | 16.) Avenger | 20.) Mathew | 21.) TIRPITZ | 23.) ISE | 24.) Foote | 27.) Cassin Young | 28.) Ocean | 30.) BAINBRIDGE | 33.) INDIANA | 34.) KIROV | 35.) Spruance | 36.) ALABAMA | 37.) ATLANTA | 40.) AKAGI | 44.) AV8 | | | | | | | | | | | | | |
| 32.) CHOKAI | 33.) Skyraider | 38.) HIRYU | 39.) AAA | 41.) KAGA | 42.) ATAGO | 43.) TANG | 45.) Captain | 46.) AV | 1.) HIEL | 2.) Dale | 3.) BARB | 4.) EXETER | 6.) BELKNAP | 8.) RANGER | 31.) THRESHES | 29.) DE | 26.) VICTOR | 25.) ENTERPRISE | 22.) GATO | 19.) Nimitz | 18.) ARK | 17.) SBD | 15.) NOA | 14.) RAS | 12.) RINGOLD | 10.) LITTLE | 7.) Tarawa | 5.) Ebb | 3.) BOISE | 1.) HOOD |



ACROSS

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 _____

Card Number _____ Expiration Date _____

Signature _____

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

