

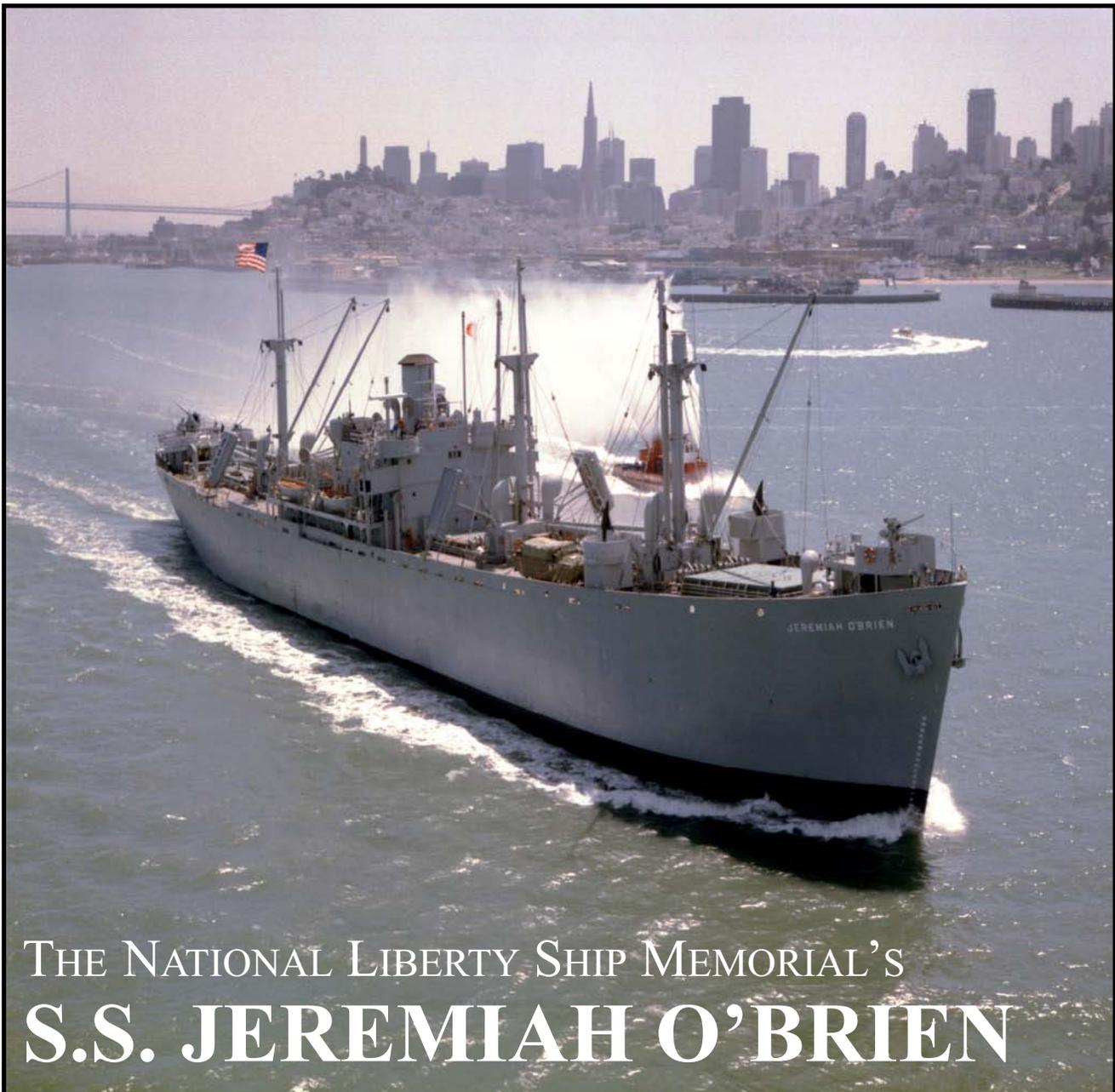


ANCHOR WATCH

JULY
AUGUST
SEPTEMBER
2006

The Quarterly Journal of the Historic Naval Ships Association

www.hnsa.org



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

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. 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.

Legislative

Michael J. Ripton, *U.S. Brig NIAGARA*

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

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 Ron D. Buck, C.F.

Dr. Christina Cameron

Admiral Thomas H. Collins, U.S. Coast Guard

John Jamian

Admiral Michael G. Mullen, U.S. Navy

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 Mac McLaughlin

San Diego Aircraft Carrier Museum

John McMichael

Seawolf Park

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

U.S.S. LEXINGTON

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 Michael J. Schneider

S.S. JOHN W. BROWN

Bruce H. Smith

Port Columbus National Civil War Naval Museum

ASSOCIATE MEMBER DIRECTOR

Robert E. Partrick, *U.S. Cruiser Sailors Association*

THE ANCHOR WATCH TEAM**JULY - AUGUST - SEPTEMBER 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
doubuchananjr@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

Contributors

AMY BERESCHAK
MARK BERNEY
KIT BONNER
CHARLES BURDICK
STEPHEN CARLSON
JEFF CARY
JOHN FAKIN
BOB FISH
WILLIAM GALVANI
DALE HASKIN
JACK LAWLER, JR.
ELIZABETH JOYNER
ANNE McCARTHY
JAN MICHAELIS
JEFF NILSSON
ROBERT NORVILLE
PETER NUNAN
CHET ROBBINS
LINDSEY SHAW
GEORGE SPARROW
THOMAS WALSH
CHANNING ZUCKER

DISCLAIMER

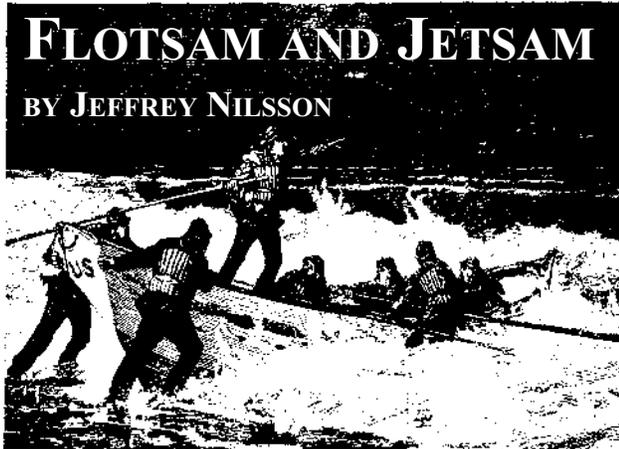
*Articles represent the views of the authors
and do not necessarily reflect the opinion of the
Historic Naval Ships Association (H.N.S.A.)*

**CONTENTS**

FLOTSAM AND JETSAM , Jeff Nilsson...4
NEWS FROM THE FLEET ...5
S.S. JEREMIAH O'BRIEN / National Liberty Ship Memorial , Chet Robbins...5
U.S.S. LITTLE ROCK / Buffalo & Erie County Naval & Military Park ...7
U.S.S. CAIRO / Vicksburg National Military Park , Elizabeth Joyner...8
S.S. LANE VICTORY / U.S. Merchant Marine Veterans of WWII , Jan Michaelis...9
U.S.S. OLYMPIA and U.S.S. BECUNA / Independence Seaport Museum , Amy Bereschak...9
U.S.S. HORNET / U.S.S. HORNET Museum , Bob Fish...11
The Naval Undersea Museum , William Galvani & Mark Berney...12
U.S.S. CASSIN YOUNG / Boston National Historic Park , Stephen Carlson...12
U.S.S. FORRESTAL Association , Jack Lawler, Jr...14
U.S.S. SPHINX / Dunkirk Historical Lighthouse and Veterans Park Museum , George Sparrow...14
SUBMARINE TRIVIA CHALLENGE , Jeff Cary...16
H.N.S.A. NEW & RENEWING MEMBERS , Jeff Nilsson...16
H.N.S.A. NEWS & VIEWS , Channing Zucker...17
NAVAL HISTORY FEATURE, "THE BLACK DRAGON," Thomas Walsh...18

THE COVER

*The National Liberty Ship Memorial's fully-operational
"Liberty" ship, the S.S. JEREMIAH O'BRIEN, steams out of
San Francisco, U.S.A. on her way to Normandy, France in
1994 for the 50th anniversary of the D-Day Landings. Photo
courtesy National Liberty Ship Memorial.*



FLOTSAM AND JETSAM

BY JEFFREY NILSSON

It was an active Spring. We had a major event in the Gulf of Mexico on 17 May with the sinking of the decommissioned aircraft carrier ex-U.S.S. ORISKANY.

According to on site spectators, this ESSEX-class carrier went gracefully and in the truest sense, was a grand lady. It took thirty-seven minutes for ORISKANY to sink in 212 feet of water about twenty-four miles off Pensacola Beach, Florida.

ORISKANY'S legacy lives on in that she is now a dive site and people will continue to see her. This was a project that, now retired, Captain Larry Jones worked very hard to have completed during his tenure. For all intents and purposes, it was accomplished, as all that remained at the time of his retirement ceremony was to have her towed to the site and sunk.

On 5 May 2006, Captain Lawrence M. Jones, Jr., United States Navy, retired from active duty after serving for thirty years. The well-attended ceremony took place in the auditorium of the Naval Sea Systems Command in the Washington Navy Yard. Rear Admiral Charles S. Hamilton, PEO Ships, gave remarks about Captain Jones career in the Navy.

Captain Jones was awarded the Legion of Merit during the ceremony for his dedicated service to Inactive Ships. A very nice reception followed the ceremony during which time I had the opportunity to meet Captain Jones' relief, Captain David Tungett. Captain Tungett, while being the Program Manager for Foreign Military Sales (PMS 336), is also the Program Manager for Inactive Ships on an interim basis. Captain Tungett will fill these billets until December 2006, when he will retire.

In March, we had our winter Board of Directors meeting at the Naval Academy, Annapolis, Maryland. The meeting was held in the old Board Room that was formerly used by the United States Naval Institute on the second deck of the Naval Museum.

Rear Admiral Paul E. Tobin, U.S.N. (Retired) who is Director of Naval History; Rear Admiral Richard Buchanan, U.S.N. (Retired) who is the Executive Director of the Navy Memorial and MajGen Thomas Wilkerson, U.S.M.C. (Retired) who is the Executive Director of the Naval Institute, all came to the meeting to discuss their respective operations and opportunities.

One of the highlights of the meeting was the presentation by Brad King regarding H.N.S.A. 2006 in London. Following the conclusion of the meeting, Jim Cheevers was kind enough to take a number of us on a short tour of the "Yard."

H.N.S.A. 2006 - LONDON. Plans and arrangements are well in hand to make this a most successful conference. One of the highlights of this conference, and one that you will want to make note of, is that Brad King has made arrangements for us to have dinner onboard Nelson's flagship H.M.S. VICTORY during our visit to the Portsmouth Historic Dockyard.

The balance of the conference is filling up nicely and it should be interesting and informative. A note on making your travel arrangements – you should be doing them now.

Ms. Susan Spanier is ready to take your call for your travel needs. Travel Strategies International is also able to make bookings for spousal tours and theater reservations. Her telephone number is 1-800-542-5975 extension 207, or 1-201-692-8111 extension 207, or via email at susan@tsi-travel.com.

Jeff Nilsson

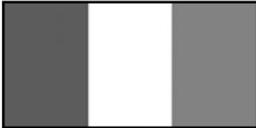
NOTE FOR INDIVIDUAL MEMBERS

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





NEWS FROM THE FLEET

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

S.S. JEREMIAH O'BRIEN

The National Liberty Ship Memorial
San Francisco, California, U.S.A.

By Chet Robbins, Administrative Director



The National Liberty Ship Memorial's S.S. JEREMIAH O'BRIEN under way. Inspired by a British freighter design, shipyard workers churned out 2,710 "Liberty" ships during World War II. Photo courtesy National Liberty Ship Memorial.

Built in just fifty-six days, Hull No.230 was launched on 19 June 1943 by the New England Shipbuilding Corporation, South Portland, Maine, U.S.A. The S.S. JEREMIAH O'BRIEN, named after a naval hero of the American Revolutionary War, started her historic service to the United States.

Built as part of U.S. President Franklin D. Roosevelt's "Bridge of Ships" to bring desperately needed supplies to Great Britain, the JEREMIAH O'BRIEN took her place in the long grey line of 2,710 "Liberty" ships that were to move slowly across the stormy Atlantic Ocean in guarded convoys.

They were called "disposable" by some. They cost approximately \$2 million U.S. dollars to build. It was felt that if each made two successful trips across the U-boat infested Atlantic, they had justified their cost of

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: World War II veteran O'BRIEN in her element. This is not your typical history museum. Photo courtesy National Liberty Ship Memorial.

construction. When first viewed by President Roosevelt, he stated “they’re ugly ducklings.” With their blunt bows and utilitarian looks, it was easy to understand Roosevelt’s feelings about the Liberties.

Grace Lines Incorporated manned and operated the ship from its New York offices throughout the war. JEREMIAH O'BRIEN did not confine her operations to just the Atlantic, but made voyages all over the war-torn world, including voyages to India, South America, Africa, and Australia.

Her most important service was her participation in Operation Overlord, the 1944 D-Day landings on the Normandy coast of France. JEREMIAH O'BRIEN made eleven trips between England and France, discharging troops and supplies for General Patton’s 3rd Army on both Omaha and Utah beaches.

The O'BRIEN was a “lucky” ship. She was strafed and bombed by the Luftwaffe - the German air force - but there

was no loss of life during her wartime history.

JEREMIAH O'BRIEN continued carrying cargo after the war until 1947 when the word was given to Grace Lines to return the ship to the U.S. government to be “laid up” and placed in inactive reserve. O'BRIEN joined many of her sisters at anchor in the National Reserve Fleet in Suisun Bay, California.

Suisun Bay was the end of the line for many American fighting ships. Here they floated bow to stern in neat grey rows, the fresh water of the bay gently lapping against their flaking hulls, awaiting the scrapper’s torch.

But JEREMIAH O'BRIEN was a “lucky” ship, and her luck was still with her.

In the early 1960s, after the U.S. Navy determined that the Liberty’s slow 10-knot speed precluded them from ever being re-activated for defense, orders were given to survey the ships to determine how best to dispose of them.

This can be best described by Rear Admiral Thomas J. Patterson, Chairman and C.E.O. of the National Liberty Ship Memorial:

“I surveyed some 300 Liberty ships in the West Coast reserve fleets in California, Oregon and Washington State. A total of 800 were surveyed on all three coasts. We ranked the ships from best to worst and then sold them for scrap or non-transport use, keeping the best for last.

I first went aboard S.S. JEREMIAH O’BRIEN in our Suisun Fleet off San Francisco Bay. She was built by the New England Shipbuilding Corp. in South Portland, Maine in 1943 and was operated by Grace Line.

When I first saw her, S.S. JEREMIAH O’BRIEN had been laid up for 16 years. She had been preserved with coatings, with her machinery turned over periodically and was completely in her original World War II configuration.

The captain’s night order book for Omaha Beach was still in the chart desk drawer. Wartime posters, station bills, and certificates still hung on the bulkheads. I made a mental note to do something to save this ship as an operating memorial to the U.S. Merchant Marine and U.S. Armed Guard of World War II. The 2,710 Liberty ships deserved to be remembered.

In 1969, I was promoted to Western Region Director of the Maritime Administration. This made it easy to prepare a recommendation to my superiors in Washington that we form a maritime industry group in San Francisco of labor, management, and government to save JEREMIAH O’BRIEN. I named this all-volunteer group the National Liberty Ship Memorial, a non-profit organization. Grace Line gave us a vital \$15,000 to kick off the funding drive.

Maritime industry volunteers activated the ship in the reserve fleet, which had never been done before or since. We obtained a \$537,432 matching grant from the National Trust for Historic Preservation, which we matched to get a first-class overhaul in the Bethlehem Shipyard in San Francisco on October 16, 1979. We steamed the ship 45 miles to the yard with 500 people aboard, the first time underway in 34 years!”

Since that time the National Liberty Ship Memorial has kept the JEREMIAH O’BRIEN OPEN to the public seven days a week. The volunteer crew also sail the ship, carrying passengers six to eight times per year.

On 18 April 1994, the JEREMIAH O’BRIEN sailed from San Francisco, California, to Normandy, France to participate in the 50th Anniversary of D-Day. This would be a five-month voyage with an all-volunteer crew and no federal funding, done with contributions and volunteer dollars. The JEREMIAH O’BRIEN was the only major ocean going ship to return fifty years later, out of over 5,300 ships originally deployed for Operation Overlord.

While in Normandy, U.S. President William J. Clinton and the First Lady visited the JEREMIAH O’BRIEN. The ship and her volunteer crew received many honors and special recognition by the people of Normandy.

This recognition would produce a unique partnership between the JEREMIAH O’BRIEN and the museums of Normandy. A result of this partnership was the construction of a historically-accurate 20-foot diorama of Omaha Beach on D-Day showing the JEREMIAH O’BRIEN’S position. This diorama was funded by the people of Normandy and was presented by a special delegation from France to the JEREMIAH O’BRIEN on 20 May 2006.

The JEREMIAH O’BRIEN has continued her mission as a living museum. Our goal is to preserve the story of the 5,600 American-built World War II troop transports, dry cargo, and tanker ships, including the 2,710 Liberty ships. Through our education program, we inform present and future generations of the contribution made to the world by these ships, the heroic men and women who built them, the officers and seamen of the U.S. Merchant Marine who sailed and fought them, and the officers and sailors of the U.S. Navy Armed Guard who sailed on them.

The S.S. JEREMIAH O’BRIEN docks at Pier 45, Fisherman’s Wharf, San Francisco, California, U.S.A.

**BUFFALO & ERIE COUNTY
NAVAL & MILITARY PARK
Buffalo, New York, U.S.A.**

Buffalo & Erie County Naval & Military Park recently held a ceremony unveiling a memorial to Lieutenant Thomas M. Conway CHC, U.S. Navy. Father Conway initially survived the sinking of the ill-fated cruiser U.S.S. INDIANAPOLIS (CA-35). Swimming from group to group, he exhausted himself ministering to the dying. On the third day, Conway’s life slipped away; he was the last U.S. Navy chaplain killed in WWII. The memorial is a bust of Conway clutching dog tags in one hand and a life preserver in another. It is dedicated to military chaplains of all faiths.

Additionally, Steve Johnson of the U.S. Seagoing Marine Association presented the Park with a bronze plaque that will be displayed at the entrance to the Marine compartment aboard the U.S.S. LITTLE ROCK (CL-92, later CLG-4). The plaque is part of a project to honor those Marines who serve aboard ships of the U.S. Navy. Local Marine Corps League members, Marine Reservists, and staff from the Buffalo Naval and Marine Corps Reserve Center were present.

**U.S.S. CAIRO
VICKSBURG NATIONAL
MILITARY PARK**

Vicksburg, Mississippi, U.S.A.

By Elizabeth Joyner

**“CIVIL WAR CANNON CARRIAGES
REMOVED FROM U.S.S. CAIRO”**

In an ongoing effort to preserve and protect the original wooden naval gun carriages recovered in the 1960s with the ironclad U.S.S. CAIRO, the gun carriages have been removed from exhibit and replaced with historically accurate reproduction carriages that will better withstand the long, hot Mississippi summers.

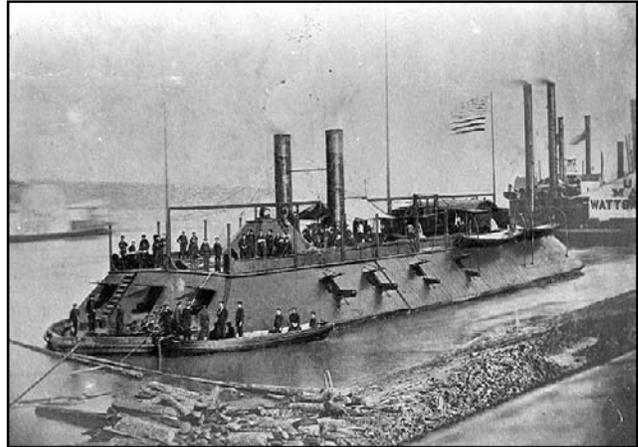
One original carriage will be placed inside of the adjacent CAIRO Museum, offering visitors a glimpse of an original. Other carriages have been placed in a more suitable climate that will be more conducive to their preservation and protection.

The U.S.S. CAIRO was one of seven ironclad gunboats named for cities along the upper Mississippi and Ohio rivers during the American Civil War (1861-1865). These formidable vessels were designed and built specifically for river navigation. Their objective was to regain control of the Mississippi River for the Union.

Commissioned in January 1862, CAIRO saw only limited action until 12 December 1862, when the CAIRO traveled with a small flotilla up the Yazoo River to clear the channel of torpedoes (mines). At a point seven miles north of Vicksburg, Mississippi, CAIRO was rocked by two explosions in quick succession that tore huge holes in her hull. The gunboat sank in 12 minutes with no loss of life. CAIRO became the first vessel in history to be sunk by an electrically-detonated mine.

Vicksburg National Military Park personnel worked in conjunction with Historic Preservation Training Center personnel from Frederick, Maryland, U.S.A. The crew from the H.P.T.C. worked on reproducing the original carriages for over a year before any on-site work was begun. H.P.T.C. Exhibit Specialist Dean Wigfield stated that all reproductions were constructed from the same types of materials as were used to manufacture the originals and a Pennsylvania blacksmith was contracted to re-create the hardware.

Department of Ordnance Plans dating to 1851 were obtained for use during the construction phase but proved to be imprecise. Architects also found precise



Above: The American Civil War gunboat U.S.S. CAIRO in the Mississippi River area, 1862. The vessel was the first in history to be sunk by an electrically-triggered mine. Raised from the Yazoo River in the 1960s, CAIRO is now on display in Vicksburg, Mississippi, U.S.A.

Below: A cannon is lowered onto one of CAIRO's new replica gun carriages. Both photos courtesy Vicksburg National Military Park



measurements impossible to make with the cannon tubes still in place. The first carriage put in place had to be tweaked slightly on the spot, but ended up fitting fine according to Wigfield. “The heaviest of the cannon weighs 8,200 pounds,” Wigfield said.

The carriages had been exhibited outdoors on board CAIRO since 1984. Although the vessel is exhibited beneath a canopy, time and the elements had begun to take their toll on these unique carriages. As a segment of this project, all original carriages received basic conservation care to aid in their long term preservation. The carriage removal phase of the project began 27 February 27 and continued through 9 March 2006.

The mission of the U.S. National Park Service is to preserve and protect America's natural and cultural resources for the enjoyment and education of future generations.

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

By Jan Michaelis

“THE DECK CREW”

The deck crew of the S.S. LANE VICTORY, like the crew of any other ship, has many jobs to do, keeping everything on deck shipshape. Today, that means a lot of maintenance, chipping, painting, repairing, and replacing.

Our ship had a far more interesting beginning when the U.S. Merchant Marine Veterans of WWII received the ship from the U.S. Government back in June 1989.

The original group of WWII Merchant Marine Veterans had been trying for some years to win a WWII cargo ship that could be restored into a fully-operational seagoing memorial to the civilian merchant marine and Naval Armed Guard lost at sea in time of war. In WWII, more than 700 U.S. merchant ships were lost, and more than 7,000 crewmen went down with those ships. That count is still not complete.

Suddenly the ship was ours; she was here in San Pedro Harbor, but not at all welcome. The Port of Los Angeles gave us a temporary berth at a coal dock, where the restoration began. There was no electricity to speak of, no functioning heads; it was primitive, but it was great.

As our deck crew slowly grew, some spent days in the holds sorting out the huge pile of deck gear for the cargo booms. We used a “come along” to untangle and drag out runners, blocks, and topping lifts that had been knitted together in a huge pile. Others worked on cutting open pontoons on the forward hatches that had been welded shut since the LANE joined her mothballed sisters in the reserve fleet at Suisun Bay, California.

Once in awhile a fun job comes along, and they call it showbiz. The ship is hired as a location for scenes for a movie or television shoot. The “fun” for the deck crew usually begins very early in the morning with the loading of tons of movie gear from the dock. Meanwhile the

parking lot looks like a convention of recreational vehicles, and hosts a beehive of activity that never stops. When the “shoot” requires a move to another dock, line handling is added to the mix. What was state-of-the-art line handling in the 1940s is just plain hard work today.

The off-load of movie equipment at the end of a shoot can seem endless. Both our crew and the movie's crew are tired and want to go home, and everyone wants their stuff off first. Finally, the show is over, and the dock and parking lot empty out. The ship needs a complete wash down, but that's saved for another day. The hardworking deck crew has gone home too. The LANE has gone to sea under power for *Titanic*, *Outbreak*, and *The Thin Red Line*, and once as “cold iron” under tow for a truck commercial. Still, the majority of our shoots are at our dock.

As a member of the deck crew, I have learned a lot. Snatch blocks, topping lifts, and handy billys are no longer mysterious to me. *Messengers* and *tag lines* have nautical meanings, splicing an eye in “small stuff” is fun, and “flakes” on the deck are mooring lines ready to run.

Since July 1989, when I first boarded the LANE VICTORY at the old coal dock, I have evolved through many jobs related to the ship and now find myself busy year round handling the ship's public relations and advertising. Yet when it's time for the ship to leave the dock, I am at the windlass on the bow, a member of the S.S. LANE VICTORY line handling deck crew, waiting to hear the commands to “single up” and “take her to.”

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

By Amy Bereschak

“REVIVAL OF OLYMPIA'S PILOTHOUSE”

As on the day of the Battle of Manila Bay, U.S. Navy Admiral George Dewey's command post aboard the cruiser OLYMPIA is once again the center of attention at Independence Seaport Museum in Philadelphia. An important project to rebuild the pilothouse of this Spanish-American War veteran is under way.

The project is funded in part by a generous grant of [U.S.D.] \$50,000 from The 1772 Foundation, and matched by Museum funds. Visitors to the oldest floating steel warship will witness a complete reconstruction of the

original pilothouse.

Curator Craig Bruns, Master Boatbuilder John Brady, and Historic Ships Manager Jesse Lebovics will work as a team on the pilothouse project. All proposed work will be done with the approval of the Pennsylvania Historic and Museum Commission's Bureau for Historic Preservation. The Bureau requires that all work be done in accordance with the U.S. Secretary of the Interior's standards for historic vessel preservation.

The value of the existing interior woodwork resides in the details of the wood's surface, tool marks, and original finishes. Earlier restoration efforts by the now-defunct Cruiser OLYMPIA Association, while done with the best intentions, do not meet current standards of museum care. The original wood surface was sandblasted, which consequently removed a substantial layer of wood (1/8 inches) and damaged its integrity.



Above: Cruiser OLYMPIA, a veteran of the 1898 Spanish-American War, is getting a new pilothouse, here seen in the center right in an older photograph. The work is being done in the Workshop on the Water, the wooden boat shop at Independence Seaport Museum in Philadelphia, Pennsylvania. Both OLYMPIA and her berthmate, the WWII submarine BECUNA, are maintained by the museum. Photos courtesy Dale C. Haskin / NavSource Naval History.

As the pilothouse is removed, team members will begin to uncover its history. Craig Bruns equates the removal of the pilothouse and deck with an "archeological undertaking." The structures will be photographed and accompanied by detailed drawings that illustrate its current condition. The

drawings will be annotated with details as the structures are dismantled and more evidence is revealed. These drawings will be compared with the few surviving plans of the pilothouse, and a final set of construction drawings will be produced.

Once all the information about the structure is collected and interpreted, the pilothouse reconstruction can begin. Visitors will be able to observe the unfolding of the project in the Museum's boatshop. The new pilothouse will be built in sections so that each piece can be transported and assembled aboard the ship.

The project also includes the restoration of the forward bridge deck where the pilothouse is located. The team will deconstruct the wood deck while documenting its findings to preserve evidence of the structure's history. The team will also restore the steel superstructure that acts as the deck's foundation. The restoration of the deck will employ a wood called *angelique*, as opposed to the original, but now unavailable, old-growth Douglas fir.

When the project is completed, OLYMPIA visitors will be able to experience the pilothouse and deck as they looked after the ship's 1902 refit in Boston, Massachusetts.

"U.S. NAVAL OFFICER TAKES OATH ABOARD CRUISER OLYMPIA"

Feelings of awe, wonder, and curiosity flooded through a 12-year-old Charles Burdick as he approached U.S.S. BECUNA for the first time. While visiting the sub in 1980 he contemplated those "still on eternal patrol," which sparked an even greater interest in the U.S. Navy. This interest ultimately placed him on the decks of the U.S.S. OLYMPIA at Independence Seaport Museum twenty-six years later, reciting the Oath of Commission as a U.S. Naval Officer.

While navigating through BECUNA's narrow passageways, the younger Burdick was stunned; "It amazed me that a crew could live in that type of environment for such long periods of time and be a viable and functioning combat crew." As Burdick's curiosity grew, his father, a Navy veteran who served for four years during the Vietnam War, provided dramatic insights into a Naval career.

"From age 12 to about 15, I spoke to my father more and read anything that I could on the Navy and submarines in general. At the age of 16, while in high school, I decided I wanted to apply to the Naval Merchant Marine and Coast Guard Academies. I researched the processes and applied. Back in the mid-1980s, the process was highly

competitive and I did not receive an appointment.” Burdick, however, did not give up. Enlisting as an Electronics Technician on submarines in 1985 paved the way for a successful and accomplished naval career. Burdick’s Oath and Commission ceremony took place aboard the cruiser OLYMPIA on 11 February 2006.

Editor’s Note: Karen Cronin has been named Acting President of Independence Seaport Museum in Philadelphia. She has been with the museum for ten years where she has held positions of increasing responsibility, most recently as Vice President for Operations. Karen has supervised the restoration efforts of the Museum’s historic vessels, BECUNA and OLYMPIA. She is a current member of the H.N.S.A. Board of Directors. Congratulations, Karen!



Above: Continuing a U.S. Navy tradition, Burdick (left) presents Senior Chief Sobina with a silver dollar after his first salute. The setting is Cruiser OLYMPIA’s spar deck. Photo courtesy Charles Burdick / Independence Seaport Museum.

**U.S.S. HORNET (CV-12)
U.S.S. HORNET MUSEUM
Alameda, California, U.S.A.**

By Bob Fish

“OBITUARY: RADM CARL J. SEIBERLICH, U.S.N.”

Rear Admiral Carl Seiberlich, U.S. Navy, 84, passed away in a Reston, Virginia, hospital on 24 March. Seiberlich was born in Jenkintown, Pennsylvania, on 4 July 1921. During high school, he was a member of a local Pennsylvania Sea Scout organization and rose to their highest rank of Quartermaster.

After graduating from high school, he attended the University of Pennsylvania studying to become a CPA. However, he later enrolled in the Merchant Marine Academy at King’s Point, New York, from which he graduated in 1943. During the early part of WWII, he served on two merchant troopships in the Pacific. In 1943, he was commissioned in the Navy, served aboard the U.S.S. MAYO (DD-422) as navigator, and saw combat in both the Atlantic theater and the Pacific. Seiberlich was present in Tokyo Bay when the historic peace agreement with the Japanese was signed on September 2.

From 1946 until 1952 he obtained his Navy pilot’s wings in lighter-than-air craft (blimps) and spent time at Lakehurst, New Jersey. He made the first night landing of a blimp on an aircraft carrier. He served in various air and sea billets, also becoming qualified to land helicopters and fixed-wing aircraft on aircraft carriers, the only U.S. naval aviator to earn all 3 designations. During the Cuban Missile Crisis of 1962, he played a prominent role in surveillance, reconnaissance, and anti-submarine warfare operations.

In May 1969, Seiberlich took command of the aircraft carrier U.S.S. HORNET. On 24 July 1969, HORNET gained worldwide fame as the recovery ship for the first N.A.S.A. lunar landing mission, *Apollo 11*. The largest TV audience to that time, over 500 million viewers, watched live as U.S. President Richard M. Nixon welcomed Neil Armstrong, Buzz Aldrin, and Michael Collins back to earth. On 24 November 1969, HORNET repeated her flawless performance by recovering the *Apollo 12* crew as they returned from the moon.

After decommissioning HORNET in 1970, Seiberlich became the Commander of Antisubmarine Warfare Group 3. Later assignments included Deputy Chief of Naval personnel and Commander of the Naval Military Personnel Center. His military decorations include the Legion of Merit (6 times) and the Air Medal.

Retiring from the U.S. Navy in 1980, RADM Seiberlich worked for several defense contractors in the transportation industry, including American President Lines, the global container shipping company, and Transystems, a maritime consulting corporation.

A Catholic mass will be held at 12:45pm on 11 July at the Fort Meyer Chapel, Arlington, Virginia, followed by burial with full military honors in Arlington National Cemetery.

More information about Seiberlich’s life and career can be found on the U.S.S. HORNET Museum website, www.uss-hornet.org.

THE NAVAL UNDERSEA MUSEUM

Keyport, Washington, U.S.A.

By William Galvani

Submitted by Mark Berney



Above: Three-high Trident bunks (left) and a grocery cart full of food (right) give visitors an idea of how Trident Sailors sleep and eat aboard their submarine. Photo courtesy The Naval Undersea Museum.

“THE TRIDENT FAMILY: SERVICE AND SACRIFICE”

The Naval Undersea Museum in Keyport, Washington, has received the 2006 Award of Exhibit Excellence from the Washington Museum Association for its exhibit “The Trident Family: Service and Sacrifice.”

The exhibit characterizes the operation of Trident submarines, the work of their crews, and the life of their families ashore during a two to three month patrol. It brings the Trident experience to a public that may never see a Trident submarine, let alone go aboard one and submerge into the depths of the sea.

The museum staff specifically hoped to create an exhibit that would allow the relatives and friends of Trident sailors and wives to glimpse this little-known world of the Trident family. The exhibit tells the personal side of their story, subordinating the technology of Trident submarines to the personal aspects of submarine life.

“The Trident Family: Service & Sacrifice” was planned and designed by the museum staff with the help of Trident

sailors and their families. The museum staff talked with Trident Sailors and their wives for more than a year to prepare the content. The exhibit uses ninety-nine artifacts, large and small. Submariners and their families donated or loaned the majority of these, some of which are intensely personal.

The exhibit includes an activity which encourages visitors to try to compress their thoughts into the brief communications, or “familygrams,” to which submarine families are limited. It also invites visitors to enhance their experience by using cards that challenge them to assume the role of a Trident sailor or a Trident wife.

U.S.S. CASSIN YOUNG (DD-7930) BOSTON NATIONAL HISTORIC PARK

Boston, Massachusetts, U.S.A.

By Stephen P. Carlson

“ACCESSIBILITY FOR U.S.S. CASSIN YOUNG: MORE THAN RAMPS AND LIFTS”

When one thinks of providing handicap accessibility to a historic structure, wheelchairs come to mind. “Barrier-free access,” to use the proper terminology, for a building can involve anything from eliminating a step up to a doorway to the construction of ramps and wheelchair lifts. Inside, ramping and elevators are the primary means of providing access to levels other than the entry point. The guidelines established under the Americans With Disabilities Act (A.D.A.) encourage “mainstreaming” of accessible entrances to avoid having wheelchair users feel like second-class individuals shunted off to a back entrance.

Retrofitting of historic structures requires a balancing act between access and the character-defining features of the building. Architects have become creative in balancing these needs.

The problems of accessibility are even greater with historic ships. Not only were ships intended for the able-bodied, but they have to move with the tide as they sit at piers. Ships are also less able to be modified for wheelchair movement once a wheelchair user is aboard. The six-inch distance between a hatchway and the deck is part of a ship’s structure, and cannot be cut away (most hatchways are also too narrow for wheelchairs).

These factors came into play when Boston National Historical Park began to plan for providing accessibility to



A fine view of U.S.S. CASSIN YOUNG coming alongside U.S.S. ALDEBERAN (AF10) during a 1959-60 cruise. Representative of 14 FLETCHER-class destroyers built at the Charlestown Navy Yard in Boston, Massachusetts, CASSIN YOUNG was named for a winner of the U.S. Congressional Medal of Honor. CASSIN YOUNG first saw action in the Pacific in April 1944. On the picket line off Okinawa, she survived two hits by Japanese kamikazes. Decommissioned in 1946, CASSIN YOUNG returned to duty in 1951, and served primarily in the Atlantic and Mediterranean. She entered the reserve fleet for a second time in 1960 and was transferred to the U.S. National Park Service for use as a museum ship in June 1978. Photo courtesy Robert Norville / NavSource Naval History. Caption courtesy NavSource Naval History / Historic Naval Ships Association.

U.S.S. CASSIN YOUNG (DD-793), berthed at Pier 1 East of the Charlestown Navy Yard. The FLETCHER-class destroyer had a distinguished World War II record; that record was recognized by her designation as a National Historic Landmark by the U.S. Secretary of the Interior in 1986. The ship's current physical configuration is the product of modification work undertaken by the Boston Naval Shipyard in the 1950s. The U.S. National Park Service has recently completed an historic furnishings report which calls for the furnishing of the ship as she was at the time of her last major overhaul in 1958.

Boston Harbor has a ten-foot tidal range. To access the ship, visitors climb steps to a five-foot high pier platform and then traverse a brow which can be at extreme angles at high or low tide. The brow surface has cleats to provide traction. Almost as soon as they step onto the deck, visitors encounter a large winch. Under normal operation, the main deck is open for self-guided tours. Visitors can access areas above and below the main deck only on guided tours that are offered during the peak season.

To solve the problem of getting wheelchair users on board, the park consulted the City of Boston's Commission for Persons with Disabilities. The City of Boston is a growing cruise ship port, and has experience in providing wheelchair access to ships. Those consultations led to a recommendation that rather than installing an extensive ramping system, the park should acquire a manual portable wheelchair lift and replace the current brow with one having a smooth surface. Still, accessibility could not be provided at either tidal extreme.

The park then submitted a funding request for the project to the N.P.S. regional office. Once the park was notified that the project had been funded, it began the procurement process. First, it purchased a new aluminum pier stand and smooth-surfaced brow. Then, it acquired a manual wheelchair lift.

It became evident that the smooth surface of the accessible brow would present severe problems to visitors walking on it at extreme tides and under wet conditions. Thus, the park chose to retain the existing wooden platform and aluminum cleated brow at the quarterdeck and locate the new platform, lift, and brow at the fantail. Because the five-foot rise is the maximum for the lift and there is no need for it to be constantly moved, the park has taken additional measures to stabilize and secure the lift.

Most accessibility projects would have been considered complete at this point. However, getting wheelchair users on board is only a part of the solution. Short of major modifications that would destroy the historic integrity of the ship, wheelchair visitors are limited to the exterior of the main deck aft of the forward breakwater bulkhead.

The park decided to undertake what is known as "programmatically accessibility." This involves providing persons with disabilities with alternative means of experiencing the resource. In this instance, the chosen approach was to produce video tours of the ship. These tours would be available on a portable player at pierside and also at the Navy Yard's visitor center.

The simplest way of providing such tours would be a "cinema verité" video recording of the normal tour route. While this approach would meet the technical requirements of accessibility, it would provide little in the way of interpretation. Thus, the park decided to hire a professional documentary film production firm to produce the tour videos.

The park convened an on-site meeting involving both its contractor and the park staff. The results of this meeting were not only preliminary decisions as to what spaces each

tour would encompass but also a decision that the interpretive theme of the programs would be teamwork.

In the process of reviewing the scripts, it became apparent that they were dry in their approach. Thus, the park recommended that quotations from the extensive oral history program undertaken by the park shortly after it first acquired CASSIN YOUNG be incorporated. To that end, the contractor expanded a proposed two-day filming schedule to three days to allow time to review oral history transcripts.

The first rough cuts of the video products, with temporary narration, revealed omissions which needed to be addressed. For example, the main deck tour included the emergency radio room and captain's in-port cabin; radio central and the captain's sea cabin, both on the above decks tour, had not been included.

The final tour videos are on DVD, with menus that allow viewers to either play an entire program or to view the individual chapter covering the space they are interested in seeing. Each program runs approximately twenty minutes. Because the DVD allows for considerably more material, the park has placed a documentary produced in 1990 on the World War II kamikaze attacks on the ship on the DVD.

This project goes beyond simply showing people unable to board the ship or climb the ladders what they are missing. It provides an opportunity to bring the ship to a wider audience in a way that helps them understand not only what they are seeing in terms of a physical resource, but also what it was like for sailors serving on a "tin can" during both World War II and the Cold War.

**U.S.S. FORRESTAL (CVA-59)
ASSOCIATION**

Baltimore, Maryland, U.S.A.

By Jack Lawler, Jr.

**"U.S.S. FORRESTAL ASSOCIATION
2006 ANNUAL REUNION"**

Commissioned on 1 October 1955, during the height of the Cold War, U.S.S. FORRESTAL was the world's first super aircraft carrier. She was the pride of the U.S. Navy. With more than eighty aircraft, FORRESTAL was a deterrent to Cold War adversaries.

She was controversial, enormous, innovative, and was for aircraft carriers what H.M.S. DREADNOUGHT had been for battleships. FORRESTAL carried the latest weapons and the aircraft to deliver them on a moment's notice.

Currently, the U.S.S. FORRESTAL Museum's Board of Directors is working to create a permanent home for the now-decommissioned carrier and to preserve her as a naval aviation museum and memorial.

The U.S.S. FORRESTAL Association will hold their 16th Annual Reunion at the Marriott Baltimore / Washington International Airport Hotel in Linthicum, Maryland from 29 August 2006 through 3 September 2006.

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

Dunkirk, New York, U.S.A.

By George Sparrow

Continuing the story of Landing Ship Tank LST-963 / U.S.S. SPHINX (ARL-24), from the previous issue of *Anchor Watch*, SPHINX will come alive while serving America's youth. She will provide a home and training facilities to U.S. Navy Sea Cadets, U.S. Army Junior R.O.T.C. units, and units of the U.S. Coast Guard. Members of these units will also serve as tour guides aboard the ship and will participate in its restoration.

The Lancaster "Ham" Radio Station will also make its home onboard SPHINX and will offer young people a hands-on "Ham" radio experience. The ship will also host overnight stays for Boy Scouts and Girl Scouts and to other youth groups. These groups will eat "Navy-style" food prepared in the galley and sleep in canvas bunks. These young people will receive instruction in U.S. history and a good lesson in life aboard a U.S. Navy warship.

If you would like more information on how to assist our efforts, please contact me, George Sparrow, at 717-921-2963, or by email at whitehats@paonline.com.

H.N.S.A. NEWS IN BRIEF...

Congratulations are in order for H.N.S.A. fleet member **Patrol Torpedo Fast Boat 3** (PTF 3) and **Boy Scout Troop 544** in Orange City, Florida, U.S.A. Their recent effort to secure a very sizeable grant from Florida's Department of State has been a success. On 6 June 2006, the organization received word they had been awarded \$350,000 in grant funds to apply toward their restoration of the Vietnam War veteran. *Bravo zulu!*

The **Chesapeake Bay Maritime Museum** has selected **Stuart Parnes** as its new President, effective July 2006. Stuart has thirty years of experience in the maritime

museum field. For the past six years, he has been the Executive Director of the Connecticut River Museum in Essex, Connecticut. Prior to that, he was Director of Exhibitions at Mystic Seaport, where he planned and implemented scores of exhibitions in Mystic as well as traveling exhibitions in the United States, France, and Japan. Stuart currently serves as Secretary General of the International Congress of Maritime Museums and has been a board member of the National Association for Museum Exhibition, the New England Museum Association, the Council of American Maritime Museums, and the Connecticut Humanities Council. Stuart has a B.A. in art history from Middlebury College.

Ron J. Catudal has been named Executive Director of the **U.S.S. MASSACHUSETTS Memorial Committee, Inc.** A Lieutenant Commander in the United States Coast Guard Reserve, Executive Director Ron J. Catudal offers more than fifteen years of experience in corporate development. Prior to joining Battleship Cove, Mr. Catudal served as Business Process Manager for Swarovski North America, a global consumer goods company. Mr. Catudal has similar experience as senior management at companies engaged in manufacturing, marketing, promotions and government contracting. Lieutenant Commander Catudal enlisted in the Coast Guard in 1980 and received a commission in the Coast Guard Reserve in 1994; in addition, he holds an M.B.A. in International Business. His recent military experience includes a one-year call-up in support of Operation Iraqi Freedom, where he served as Coordinator of Operations for Coast Guard Patrol Forces assigned to Southwest Asia. He also served during a ten-month call-up in support of Operation Enduring Freedom, and most recently, acted as Deputy Program Officer for the Katrina Hurricane Archival Recovery Team.

Peter Nunan with the **Queensland Maritime Museum** in South Brisbane, Queensland, Australia, tells us that **H.M.A.S. DIAMANTINA** will soon be high and dry (see photo at right). **DIAMANTINA** is now resting on blocks while work continues on the new dock closure. By July, visitors will be able to descend to the dock floor to appreciate the lines of the dock, **DIAMANTINA**, and the **CARPENTARIA** lightship, now also in dry dock. The RIVER-class frigate H.M.A.S. **DIAMANTINA** served in the latter part of WWII. The surrenders of Japanese forces at Nauru and Ocean Islands were signed on board. She was decommissioned for the last time in 1980.

CORRECTIONS...We goofed on two answers to puzzlers in the last issue of *Anchor Watch*. The correct answer to No.1 down in the crossword puzzle (page 23) was HIEI, not HIEL. In the Trivia Challenge (page 16), the correct answer to No.6 was the U.S.S. **ORISKANY** (CV-34) and the U.S.S. **FORRESTAL** (CVA-59).

H.N.S.A. FLEET PHOTOS



Above: Tugs ease H.M.A.S. DIAMANTINA back into the South Brisbane (Australia) Dry Dock on the morning of 10 May. Photo courtesy Peter Nunan / Queensland Maritime Museum.



Above: A fine bow-on shot of U.S.S. TEXAS (BB-35) in her berth at La Porte, Texas. Photo courtesy Kit Bonner.

SUBMARINE TRIVIA CHALLENGE

By Jeff Cary

1. Name the first nuclear submarine. *Bonus: Name the first ballistic missile nuclear submarine.*
2. Which navy is credited with the invention of the submarine snorkel?
3. Which U.S. Navy submarine holds the record for the largest ship ever sunk by a submarine? *Bonus: Name the ship sunk.*
4. In 1776, David Bushnell built the first submarine to launch an attack on an enemy vessel. Name Bushnell's boat.
5. What were "Sugar Boats"?
6. Name the last U-boat sunk by the U.S. Navy in WWII.
7. Name the first U.S. Navy submarine lost in WWII.
8. Who was the "father" of the Royal Navy's submarine force?
9. Until the launch of the U.S.S. TRITON (SSN-586) in 1958, two U.S. Navy subs built in the late 1920s held the record as the largest submarines in the U.S. fleet. Name them.
10. Name the commands of these famous U.S. Navy sub commanders from WWII: Richard O'Kane, Dudley "Mush" Morton, Eugene Fluckey. *Bonus: Which of these won the Medal of Honor?*
11. Can you name the U.S. Navy's first submarine?
12. Name the "father" of the U.S. nuclear submarine navy.
13. In 1943, the Imperial Japanese Navy started construction on a class of vessels designed to carry the only submarine-launched bomber aircraft. Only three of these 400-foot monsters were completed. Name them.
14. Which "pig boat" holds the record for the most enemy tonnage sunk during WWII?

Trivia Challenge author Jeff Cary can be contacted at MRTBYRD@COMCAST.NET. Please see page 20 for answers to this month's trivia challenge.

THE HISTORIC NAVAL SHIPS ASSOCIATION

WELCOME ABOARD NEW AND
RENEWING MEMBERS

1 MARCH TO 31 MAY 2006

LIFE

William P. Murphy, Jr., M.D.
John V. Scholes

PATRON

Joseph Dollard
Richard E. Ullrich

REGULAR

Eugene B. Condon
John Michael Connors
Jerome Enzler
Lew Errico
James E. Fahey
Shelby J. Gaul
Joseph W. Geldhof
John Gonyea
Kenneth J. Major
Walter Nieber
William R. Rusth
J. Joseph Schaefer
Carl W. Walin

H.N.S.A. NEWS & VIEWS

Compiled by Channing Zucker

This quarter's column is devoted to destroyer and destroyer escort activities with a heavy emphasis on maintenance and restoration efforts. In most instances, the work has been carried out by volunteers; many of them members of Tin Can Sailors, Inc. and the Destroyer Escort Sailors Association. Hats off to these fellows and their significant others who often join in with them on these labors of love.

Aboard **U.S.S. CASSIN YOUNG (DD-793)** in Charlestown, Massachusetts, a group of volunteers, mostly WW II destroyer veterans, have developed an ingenious system for compartment inspection. Recently a serious leak was detected in the stern of the ship. The volunteers devised a Sounding and Compartment Inspection Program that allows for inspection of every compartment and tank on the ship to detect leaks and structural integrity problems.

H.M.C.S. HAIDA (G63) in Hamilton, Ontario was recently invited by the Polish Navy to enter into a formal agreement with the preserved Polish destroyer **ORP BLYSKAWICA (H34)** in Gdynia, Poland for the purpose of sharing information, expertise and goodwill. In 1944, both HAIDA and BLYSKAWICA were members of an offensive strike force of Allied ships known as the 10th Destroyer Flotilla, formed by the Royal Navy to battle German destroyers in the English Channel and Bay of Biscay.

A 60-person volunteer force completed an extremely productive four-day field day aboard **U.S.S. JOSEPH P. KENNEDY, JR. (DD-850)** in Fall River this past May. They raised two pieces of plate steel weighing over 300 pounds to the 0-1 level by davit, block and tackle to replace decking adjacent to the #1 smokestack and over the laundry room. They also performed maintenance on the anchor windlass and after emergency generator, both of which are now in fine working order. Fine advance planning by Rich Angelini, Ed Zajkowski and Steve Wynot were key to enabling the extraordinary amount of work to be accomplished.

Maintenance aboard **U.S.S. KIDD (DD-661)** in Baton Rouge, Louisiana, never stops. In the past few months the bloomers on all five 5"/38 gun mounts were replaced. While they were off, all the guns were scaled and painted. The torpedo tubes, main deck and 0-1 level deck have also been painted. Three employees of a local Exxon-Mobil facility refurbished and repaired the ship's air raid siren and low-pressure air compressor. Two volunteers cleaned and rebuilt the ship's sound-powered headphones and telephones, and another cleaned and restored the bedding in Officers' Country and CPO berthing.

U.S.S. LAFFEY (DD-724) in Charleston, South Carolina, recently benefited from the hard work of a most productive Tin Can Sailors working party and several LAFFEY Association working parties. Thanks to their efforts, the renovated after engine room and additional berthing compartments have been opened to visitors. Sadly, two Patriots Point staff members who coordinated these working parties over the years have passed away within the past few months. They were Vic Fletcher, a retired Master Chief

Electrician and Rickie Robinson a retired Master Chief Boilerman.

U.S.S. SLATER (DE-766) in Albany, New York, has recently made a number of significant and historic acquisitions. They are a SL surface search radar console, transmitter and antenna; a TBL radio transmitter and a wardroom book case. All were taken off the old salvage vessel **U.S.S. CLAMP (ARS-33)**. Volunteers from **U.S.S. PAMPANITO (SS-383)** in San Francisco, led by Richard Pekelney, played a key role in the project. SLATER manager Tim Rizzuto believes that the SL radar set they obtained is probably the the only one remaining.

Aboard **U.S.S. STEWART (DE-238)** in Galveston, Texas, the deck in the wheelhouse has been renewed and a replacement porthole has been located for the one missing in the wheelhouse. Work began in June sandblasting and painting the entire exterior of the ship. A 3" practice loader in excellent working condition has recently been acquired. Finally, two 24" searchlights obtained for STEWART by **U.S.S. SLATER** in their above mentioned Suisun Bay foray have been received and installed.

Construction on Buffalo's Inner Harbor Project in New York is going full speed ahead, but access to **U.S.S. THE SULLIVANS (DD-537)** and the other ships at Buffalo Naval Park is not impacted. In fact, attendance in 2006 is up seventeen percent over last year. Joe Kutty, the dedicated Park employee on the destroyer, and volunteers have been chipping and painting to repair the ravages of winter. The TCS field day weekend this summer will take place 17-20 August 2006. Participants will be able to sleep aboard THE SULLIVANS. If you are interested in joining the fun, notify the Park at One Naval Park Cove, Buffalo, New York, 14202, U.S.A., phone 716-847-1773.

On **H.M.A.S. VAMPIRE (D11)** in Sydney, Australia, new interpretative signage is in place around the ship. She has just undergone a full hull survey to determine the scope of work for the her upcoming drydocking in October. It will take place at the Australian Defence Industries at Garden Island in Sydney Harbor – the Navy's premier east coast naval facility. In addition to hull repairs, other work will include the replacement of deck plates and a general overall refurbishment of most compartments and topside areas. *Please see the VAMPIRE photo on page 22.*

Last but not least, congratulations are in order to the fine crew of **H.M.S. CAVALIER**. The Royal Navy's last operational WWII destroyer, now berthed at Chatham Dockyard, has been voted into the virtual "People's Museum" by BBC viewers. To see why, visit CAVALIER online at www.thedockyard.co.uk.

Editor's Note: A special thank you to Captain Chan Zucker for his contributions to Anchor Watch. Unfortunately, Chan is concluding his regular contributions to AW with this column. Chan has generously contributed to each Anchor Watch issue during my time as co-editor. His columns have always been timely, concise, and well-written to boot. Thank you Chan!

**-NAVAL HISTORY FEATURE-
“THE BLACK DRAGON:
BATTLESHIP U.S.S. NEW JERSEY (BB-62)”**

*By Thomas P. Walsh, Ed.D.
Kean University, Union, New Jersey, U.S.A.*



*Above: The “Black Dragon” refuels a destroyer on 16 March 1945. The U.S.S. NEW JERSEY is today a floating museum and memorial in Camden, New Jersey, U.S.A.
Photo courtesy U.S. Navy / NavSource Naval History.*

Editor’s Note: Dr. Tom Walsh has been involved with the Battleship NEW JERSEY Museum and Memorial’s educational programming since its inception. Among Tom’s many projects on behalf of BB-62 was a series of lectures instructing teachers on how to use marine celestial navigation as a classroom exercise in math and science. Join Tom below for an in-depth look at the history of this great battleship.

“ALL HANDS ON DECK!” These stirring words go right to the heart of a sailor like me. I heard those words in my mind as I walked aboard the battleship U.S.S. NEW JERSEY (BB-62) for the first time in May 2001. She was tied up at the Broadway Pier in Camden, New Jersey, after having made the long passage from Bremerton, Washington, the U.S. Navy’s port for ships placed on standby.

In my young adulthood, I was a merchant marine officer, so when I walked on board the NEW JERSEY, most of the ship was quite familiar to me, as it would be to any sailor. Being a merchant sailor, however, I was not familiar with the guns. It was quite natural, therefore that I was drawn to

them immediately. Since six of the nine big sixteen-inch guns of the “Big J” are so close to the gangway, it’s quite easy to visit them.

Let’s take a quick tour of some of the outer features of the ship. The U.S.S. NEW JERSEY is still in Camden, but she’s been moved to a pier especially built for her, just downriver from a popular aquarium. As I walk up the gangway, I’m on the starboard side, and the bow is to my right. I set foot on the ship at the quarterdeck. Up on the bow is the ground tackle, allowing the ship to anchor and tie up to a pier. Ahead is are the windlasses for hauling up and letting go two 30,000-pound anchors.

Now, for those guns. The six sixteen-inch guns I mentioned are housed in two large turrets on my right as I set foot on the ship. There are another three in the aft turret, making nine sixteen-inch guns altogether. The statistics are impressive: each gun weights 106.8 tons, is 68 feet long, and can throw a 1,900-pound or a 2,700-pound projectile over twenty-three miles.

The turret these behemoths are housed in is equally impressive: the front armor plating on the turret is over one foot thick of hardened steel. It’s designed to take a tremendous beating and still protect the crew servicing the guns. The revolving turrets themselves weigh 1,715 tons, and are three decks high. Only the top deck is visible: the other two decks are set in a *barbette* (a hole in the deck) that allows the turret with its crew and many of its projectiles to rotate freely.

While we’re on deck, I’ll mention the wooden planks that make it up. You probably think that a steel ship has all steel decks, but this is not the case. Like a number of U.S. battleships, the NEW JERSEY’s main deck is made of teak. Teak is a wonderful sailor’s wood; it lasts a long time and does not rot as quickly as other woods out at sea.

Just aft of the turrets is the main deck house, and just aft of the quarterdeck is the NEW JERSEY’s large wardroom. Visitors to the wardroom today can sit down and enjoy a video explaining how the guns were loaded, trained and fired, the working of the engines, and the history of the ship.

Three decks above the wardroom is the flag bridge. The

**-NAVAL HISTORY FEATURE-
“THE BLACK DRAGON:
BATTLESHIP U.S.S. NEW JERSEY (BB-62),” CONTINUED**

flag bridge on the U.S.S. NEW JERSEY is particularly distinguished because U.S. Navy Admiral William Halsey directed a number of Pacific Ocean operations against the Japanese Imperial Navy in World War II from it. You may notice the five white stars on the blue deck; these commemorate Halsey's achievement of Fleet (5-star) Admiral.

Above the flag bridge is the navigation bridge; of interest on the navigation bridge is the NEW JERSEY's conning tower. This central tower is protected by thirteen inches of armor plate.

When the NEW JERSEY's keel was laid down on 16 September 1940 in the Philadelphia Navy Yard, war was a long way from the minds of most Americans. War raged in Europe, and there was some talk of the Japanese invading parts of China and Korea, but many Americans were preoccupied with digging themselves out of a depression.

This complacency was, of course, shattered on the morning of 7 December 1941. The U.S. Navy lost most of its battleship fleet in that strike. The four battleships of the IOWA-class suddenly became very important to the U.S. Navy, and were rushed along into production. In addition to NEW JERSEY, the remaining ships in the class were U.S.S. IOWA (BB-61), U.S.S. MISSOURI (BB-63), and and the U.S. Navy's final battleship, U.S.S. WISCONSIN (BB-64). Shipyard workers in Philadelphia labored long and hard to launch the NEW JERSEY as soon as possible. The ship was finished well ahead of schedule and was launched on the first anniversary of the Pearl Harbor attack, 7 December 1942.

Once launched, it required another six months to completely fit her out; she was commissioned on 23 May 1942. The NEW JERSEY joined the Fifth Fleet on 22 January 1944. Just three days later, she joined Task Group 58.2 for an assault on the Marshall Islands.

So began a most distinguished career for the “Black Dragon,” so nicknamed because her early paint scheme was a shade of blue deep enough to give her a black appearance when viewed from afar.

1944 was a very active year for the “Black Dragon.” On 4 February, Admiral Raymond Spruance, hero of Midway and commander of the Fifth Fleet, made NEW JERSEY his flagship, and later that same month elements of the Fifth

Fleet made a bold, two-day surface and air raid on the main Imperial Japanese fleet base on the Island of Truk in the Carolines, returning to the Marshall Islands by 17 February. In March and April the “Big J” participated in raids on Mille, Palaus, and Woleai. For part of this time, she flew the flag of Rear Admiral Marc Mitscher.

In August, 1944, she sailed into Pearl Harbor and became the flagship of Admiral William Halsey's Third Fleet. She carried Halsey to the Third Fleet's base in Ulithi, and for the next eight months she helped screen carrier task forces in their invasions of the Philippines, Okinawa, and Formosa, keeping both surface and air enemy forces away from the carriers.

Toward war's end, NEW JERSEY sailed to Puget Sound Naval Shipyard in Washington State for a complete overhaul, as she had been in service for a year. Arriving back in the theater of operations in July 1945, she again became Admiral Spruance's Fifth Fleet flagship. The seventeenth of September found her in Tokyo Bay, serving as the flagship of successive Naval Forces Commanders until 28 January, when she was relieved of that duty by one of her three sisters, the IOWA.

The “Black Dragon” served as a training ship from June to August 1947, (serving as host to several V.I.P. banquets in Europe) and was decommissioned in June 1948, at Bayonne, New Jersey, to form part of the Atlantic Reserve Fleet. She wasn't idle long, however. The battleship was recommissioned in Bayonne in November 1950 and took on a new crew to shake her down and get her ready to meet a communist enemy in Korea.

Arriving off Korea in May 1951, Vice Admiral Harold Martin, commanding the Seventh Fleet, broke his flag from her main. The NEW JERSEY served with distinction for two tours in the Korean theatre, escorting carriers, interdicting communist supply missions, and softening up enemy positions for United Nations troops to attack.

It was at the beginning of her Korean tours that she suffered her only casualties of the war, and the only on-board combat fatality of her entire career. When shore batteries fired on the ship, they hit turret number one and further aft to port, killing one sailor and severely wounding two others.

With the truce in August 1953, the “Big J” sailed back to

**-NAVAL HISTORY FEATURE-
“THE BLACK DRAGON:
BATTLESHIP U.S.S. NEW JERSEY (BB-62),” CONTINUED**

home waters to Norfolk, Virginia. For the next four summers, she again trained new generations of midshipmen. In September 1955, the NEW JERSEY served with the Sixth Fleet, calling at many ports in the Mediterranean. She was again decommissioned at Bayonne, New Jersey, in August 1948. Her sleep this time would last eleven years.

In April 1968 the “Black Dragon” was recommissioned at her birthplace, the Philadelphia Naval Shipyard. During her subsequent modernization, her WWII-vintage 40-mm anti-aircraft batteries were removed. It was recognized that her real value now lay in her main and secondary batteries for shore bombardment. She also was fitted with improved electronics and a helicopter pad on her fantail. With her recommissioning, the U.S.S. NEW JERSEY became the only active battleship in the world.

Following a single tour in Vietnam, she was again decommissioned, and rested for over 13 years. In December 1982 however, she was recommissioned at her new home port of Long Beach, California. This WWII veteran was extensively modernized, taking on thirty-two Tomahawk cruise missiles and sixteen Harpoon anti-ship missiles.

The “Big J” took station off Beirut, Lebanon, on 25 September 1983, protecting American interests (and U.S. Marines) who were there because of the bloody civil war that had erupted. There, her big guns opened fire in anger for the first time since Vietnam, shelling Syrian positions around Beirut.

By 1991, budget reductions and a changing world again required that the NEW JERSEY be decommissioned. She was mustered out of service for the final time on 8 February 1991 at Long Beach, and was then towed north to Bremerton, Washington, to again join the inactive fleet.

The citizens of New Jersey always wanted the “Big J” brought home to the Garden State, and the U.S. Navy granted our request. On 12 September 1999, the “Black Dragon” was towed down the West Coast, through the Panama Canal, and up the Delaware River past her birthplace at the Philadelphia Naval Shipyard. On 20 January 2000, it was announced that her new permanent home would be the city of Camden, New Jersey, just across the Delaware from the city of Philadelphia, and just upriver from the Philadelphia Naval Shipyard. The NEW JERSEY

received a hero’s welcome, and is today open to visitors year-round.

Visitors marvel at NEW JERSEY’s service record: she is the most decorated battleship in the U.S. Navy. She boasts nineteen “battle stars,” including nine for World War II, four for the Korean War, and three for the Vietnam War. Three other battle stars for her post-Vietnam service were added by order of the U.S. Navy just recently.

Crew members still come on board misty-eyed, and many of their stories have been recorded on video as part of Kean University’s Battleship NEW JERSEY Oral History Project. If you’d like to learn more about the “Black Dragon,” please visit her online at www.battleshipnewjersey.org.

SUBMARINE TRIVIA ANSWERS

1. U.S.S. NAUTILUS (SSN-571), 1954, and U.S.S. GEORGE WASHINGTON (SSBN-598), 1960.
2. The WWII German Navy.
3. U.S.S. ARCHERFISH (SS-311) sank the Japanese supercarrier SHINANO, 58,800 tons, on 29 November 1944.
4. The TURTLE.
5. S-class U.S. Navy submarines built from 1918 to 1924.
6. On 6 May 1945, U.S.S. FARQUAR (DE-139) sank U-881.
7. U.S.S. SEA LION (SS-195), 10 December 1941.
8. Admiral Sir Max Horton
9. U.S.S. NARWAHL (SS-167) and U.S.S. NAUTILUS (SS-168).
10. U.S.S. TANG (SS-306): Medal of Honor winner Richard O’Kane. U.S.S. WAHOO: (SS-238) Dudley Morton. U.S.S. BARB (SS-220): Medal of Honor winner Eugene Fluckey
11. U.S.S. ALLIGATOR, built in 1861
12. Admiral Hyman Rickover
13. “Sen-toku” submarines I-400, I-401, and I-402.
14. U.S.S. FLASHER (SS-231) sank 100,231 tons.

NEW AND RECENT BOOKS OF MARITIME INTEREST

John Paul Jones: America's First Sea Warrior

by Joseph Callo

Naval Institute Press, 2006, ISBN: 1-59114-102-8

251 pages, chronology, and graphic illustrations

REVIEWED BY ANNE E. McCARTHY

The author takes us on an intriguing journey through the short but active life of John Paul Jones (1747-1792). Callo brings the reader back in time, making use of personal letters by Jones as well as other notables such as Jones' friend Benjamin Franklin. The reader starts to grasp Jones' passion for American liberty and the rights of the men who served with him.

Jones' heroism against larger and better equipped enemy ships, like many of his ideas, grew into an American naval tradition. Aboard his ship ALFRED, Jones raised the "Don't Tread on Me" flag that evolved into the present U.S. Navy jack.

Jones was the first to fly the new "Stars and Stripes" in RANGER when he sailed to France in 1777, becoming the first U.S. naval ship to receive a salute from a foreign country. His reply to the captain of H.M.S. SERAPIS from BONHOMME RICHARD rings down through the years as an unforgettable U.S. Navy slogan, "I have not yet begun to fight!" And regardless of his service to Russia, he could "never renounce the glorious title of a citizen of the United States."

This exceptional champion of the liberty of Americans envisioned a future United States Navy second to none, writing, "In time of peace, it is necessary to prepare and be always prepared for war by the sea."

The Magnificent MITSCHER

by Theodore Taylor

Naval Institute Press, 2006, ISBN: 1-59114-850-2

365 pages, with illustrations

REVIEWED BY ANNE E. McCARTHY

This book is a "must read" for anyone who served in the U.S. Navy during the Pacific action of WWII — or for anyone related to them, family or friend. Theodore Taylor introduces us to Mitscher at the very beginning of his life. To please his father, he attended the U.S. Naval Academy, graduating near the bottom of his class, an unlikely future hero. Taking an interest in naval aviation in 1916, it quickly became the main focus of Mitscher's career. Taylor neatly blends the history of naval aviation with Mitscher's life.

In command of USS HORNET when she sailed 27 December 1941 from Norfolk, VA, Mitscher had REMEMBER PEARL HARBOR painted on her stack.

Many of Mitscher's tactics used during WWII are still in use today, along with a number of his ideas such as super carriers. He was one of less than 75 men to achieve the rank of full admiral while still serving.

Sailors in the Holy Land

by Andrew C. A. Jampoler

Naval Institute Press, 2005, ISBN: 1-59114-413-2

312 pages

REVIEWED BY JOHN C. FAKAN, Ph.D.

The story is a description of the expedition proposed and led by Lt. William Francis Lynch, U.S.N., as approved by the U.S. Navy, and begun late in 1847 "to determine the exact elevation of the Dead Sea and to collect mineral specimens."

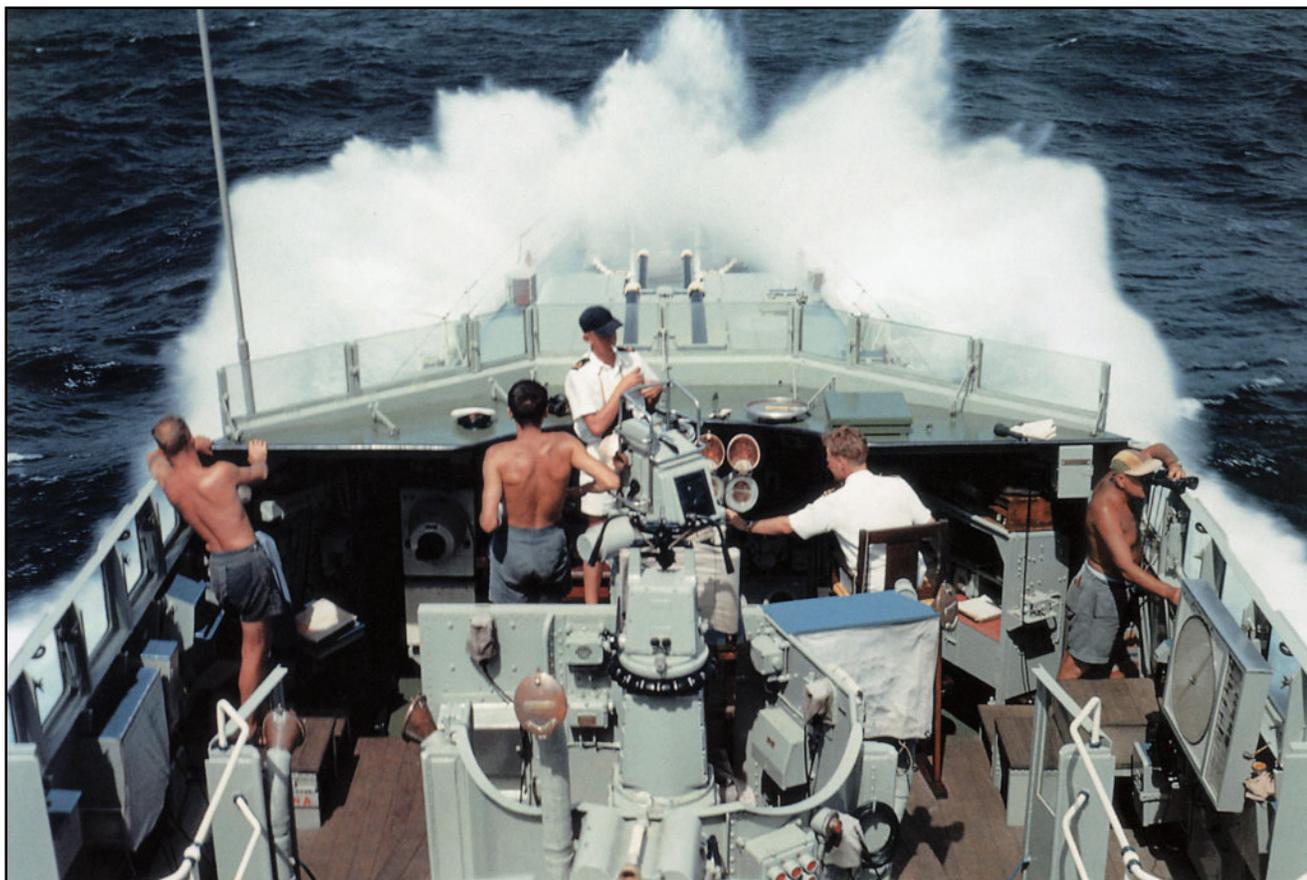
The book's subtitle, *The 1848 American Expedition to the Dead Sea and the Search for Sodom and Gomorrah*, speaks to a much broader mission in the mind of Lt. Lynch, who led his party of 68 volunteers on the year-long expedition to the Holy Land in search of both scientific information of military importance and personal confirmation of biblical accounts of the Dead Sea area.

Jampoler's book is not a fast-moving adventure story. But delays in the action are filled with extensive asides that serve well to set the scene. This reviewer was not expecting a detailed history lesson, but got into the spirit of things and enjoyed the experience. The degree of detail provided by Jampoler (a retired naval aviator) is the result of extensive research he personally conducted in Israel, Turkey, and Jordan.

The boats used by the expedition to navigate the River Jordan and the Dead Sea were novel creations of a patented design using a pair of stamped-metal hull plates to form the outer structure. Lynch's scientific instruments were the best available for the times. He and his officers were skilled at using them; his survey of the Dead Sea yielded accurate data.

Jampoler's skills are evident in *Sailors in the Holy Land* (his second book). His presentation of this very unusual official adventure will be enjoyed by students of biblical history as well as by those interested in life in the U.S. Navy in the mid-19th century.

H.N.S.A. FLEET PHOTO



Above: Looks like a fine day at sea aboard VAMPIRE (D11). This image shows her open bridge before a major refit in the 1970s. The DARING-class destroyer VAMPIRE is now berthed in Sydney at the Australian National Maritime Museum. Photo courtesy Lindsey Shaw / Australian National Maritime Museum.

WANTED: SEA STORIES

The *Anchor Watch* welcomes sea stories and the latest news from all H.N.S.A. members. Send us an article of up to 1,000 words in the body of an email, accompanied by clear photographs in electronic (jpeg, tif, bmp) format with a resolution of 200 dpi or greater. Rolling year-round deadlines for submissions are 28 February, 31 May, 31 August, and 30 November.

SEND SUBMISSIONS TO:

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

WERE YOU AT THE BROOKLYN NAVY YARD?

Did you live or work at the Brooklyn (New York) Navy Yard? If so, we want to hear your stories. Please call 718-907-5993 or email oralhistory@brooklynnavyyard.com. Please tell us your name, where you live now, when you were at the Yard, and in what capacity, and the best way for us to contact you. Your stories are integral to our understanding of the Brooklyn Navy Yard. We look forward to hearing what you have to say!

Daniella Romano
 Archivist, Brooklyn Navy Yard Archives
dromano@brooklynnavyyard.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

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.

