



ANCHOR WATCH

JANUARY
FEBRUARY
MARCH
2006

The Official Journal of the Historic Naval Ships Association

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WARRIOR:
T121
SPICA



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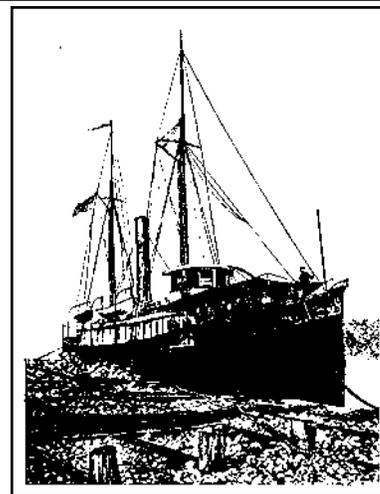
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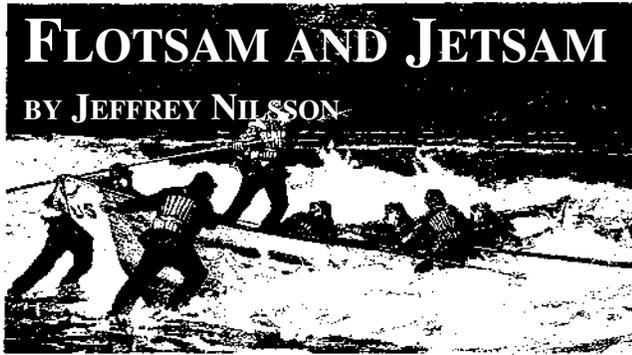
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THE COVER

A long wake curls behind the Royal Swedish Navy's torpedo boat T121 SPICA. A detailed story on this new H.N.S.A. member begins on page five. *Photo courtesy T121 SPICA Foundation.*



“H.N.S.A. 2006 - LONDON, ENGLAND”

The 2006 H.N.S.A. Conference will be held during the week of October 8, 2006, on board the Imperial War Museum’s World War II cruiser and H.N.S.A. Fleet Member H.M.S. BELFAST in London, England.

Situated on the River Thames between the famous London Bridge and Tower Bridge, H.M.S. BELFAST provides a spectacular view of the Tower of London and the famous City of London.

The conference itself will take place on board the ship, with excellent rooms available to host the various talks, lectures, and events.

We expect delegates to start arriving on Saturday, October 7, 2006, mainly the directors and CEOs who will be participating in the Board Meeting and the Director’s Seminar on Sunday, October 8.

The conference proper will begin on Monday, October 9, and will be held over the next three days. One day will be spent with the co-hosts of the conference, Chatham Historic Dockyard, with its 18th-century buildings and spectacular quarter-mile long (and fully operational!) ropewalk.

The Historic Dockyard is home to the last Victorian sloop, H.M.S. GANNET, the submarine H.M.S. OCELOT and fellow H.N.S.A. Fleet Member, H.M.S. CAVALIER. Their website is www.chdt.org.uk. Therefore, we are looking at Sunday and Monday on board ship, Tuesday at Chatham, and Wednesday back aboard BELFAST.

The gala dinner on the final full day will be held in the Ship’s Company Dining Hall. It is anticipated that we will have the opportunity for a short river cruise beforehand to see London at night.

Following the conference, there will be an optional day out to the historic dockyard at Portsmouth, with its unrivalled opportunity to see Henry VIII’s MARY ROSE, board H.M.S. WARRIOR, visit the Royal Navy Museum, and of

course, wonder at the spectacular H.M.S. VICTORY.

This year the conference will not only look at issues around ship preservation and education, but also these and other issues in the context of running maritime heritage sites and museum ships as businesses, with insights into fund raising and marketing, business continuity, and emergency planning.

This forum will provide an ideal opportunity for Fleet Members from the United States to meet with H.N.S.A. members from around the world, to exchange ideas, and for all delegates to hear of initiatives in ship operation and preservation from around the United Kingdom and elsewhere.

For those with a flair for adventure, H.M.S. BELFAST is able to offer happy campers the opportunity to sleep on board in the fully restored 1950s mess deck complex, which normally plays host to school parties and youth groups. The cost will be £35.00 per night; a sleeping bag is essential. Those new to sleepover programs should be prepared to share the area with 25 other people. The mess deck is split into two compartments each accommodating 25 people in bunks.

There are separate cabins that are usually reserved for six teaching staff, but which can be made available for female delegates.

For those of you who wish to investigate further, H.M.S. BELFAST’s website includes a virtual tour that can be accessed via the main website at www.iwm.org.uk.

And now that you know what’s going to be happening for the three or four days of the conference, let’s get you there and put you in a place to rest your head in the evening, when you are not out on the town.

We have been working with Ms. Susan Spanier of Travel Strategies International in Teaneck, New Jersey. This is a major travel agency in the New York City metropolitan area. They have been working diligently to get the best rates possible both for airline and hotel arrangements.

Let’s begin with the air portion of the trip. Ms. Spanier has selected Continental Airlines as the carrier and for a very practical reason. Delta Airlines and Northwest Airlines, both of which are carriers that fly to London, are in the throes of bankruptcy and might not be the most reliable. American Airlines does not have the overall coverage that Continental does, therefore Continental it is. It is suggested that you make your reservations as early as possible so as to avoid any problems.

FLOTSAM & JETSAM continues on page 19

NEWS FROM THE FLEET

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

THE T121 SPICA FOUNDATION

Stockholm / Djupviken, Sweden

By Lennart Törnberg

Information Manager, The T121 SPICA FOUNDATION



*The Royal Swedish Navy's torpedo boat T121 SPICA and her commanding officer, 2005.
Photo courtesy T121 SPICA Foundation.*

“The King has commanded that these ships shall bear the names SPICA, SIRIUS and CAPELLA.”

With these words, H.R.H. Prince Bertil of Sweden named the first three of the Royal Swedish Navy's torpedo boats of the T121 SPICA class in 1966.

This event took place at Götaverken “Gamla Varvet” (the old Shipyard) in Gothenburg, Sweden, and was the last in a long series of naval vessels produced at Götaverken, beginning in 1847.

Little did H.R.H. know that only a little more

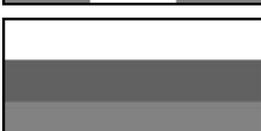
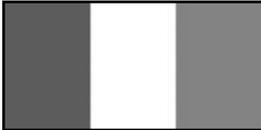
than twenty years later, SPICA and her sisters would be historic vessels that would no longer serve the Royal Swedish Navy.

Of course, this was almost unthinkable as the SPICA class was launched in the middle of the Cold War. The vessels were built to serve

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.





*T121 SPICA encased in ice, 1972.
Photo courtesy T121 SPICA Foundation.*

under nuclear-biological-chemical (NBC) conditions. Thanks to a sophisticated air conditioning system, the SPICA Class could serve even in the most contaminated conditions.

Prince Bertil served as the first commander of the first torpedo boat flotilla in the early stages of World War II. He was a motoring personality at heart, and competed not only in outboard races, but also in racing cars such as the Bugatti T51 and several advanced motorcycles. Needless to say, he was dearly loved by the Swedish people and a great ambassador for Sweden and its royal family.

The Torpedo Boats of the SPICA-class were designed in cooperation between the Royal Swedish Navy (RSwN) Materiel Command, and the Götaverken and Karlskrona Shipyards. The SPICA-class comprised six units; the last three boats, T124 CASTOR, T125 VEGA, and T126 VIRGO, were built at the Karlskrona Shipyard.

The rapidly-increasing development in technology in weapons, fire control, and mechanical engineering made the SPICA-class a logical development from the PLEJAD-class Torpedo Boats of the 1950s. Their relatively small hulls (length 42.5 m or 139.44 ft, beam 7.2 m or 23.62 ft, and a 210-ton displacement) carried an armament comparable to the destroyers of World War II.

The torpedo boats of the SPICA-class were the first Swedish naval vessels equipped with gas-turbine machinery. Three Bristol Siddley Proteus (today Rolls-Royce) turbines at 4,250 hp each gave the ship a top speed in excess of 40 knots. The very compact machinery left a

lot of space for comfortable cabins and mess rooms as well as a spacious operations room and machinery control room.

THE T121 SPICA FOUNDATION

The organization caring for T121 SPICA consists of a foundation handling economic issues and an Association of Friends, whose members aim to preserve and maintain the ship. The project idea of the Foundation is to restore the ship through a two-tier process:

1. Preparing SPICA as a museum ship
2. Getting SPICA seaworthy and operationally functional within the next few years

Financing will be achieved through:

1. Membership fees and voluntary contributions
2. Arrangement of events for sponsors (with a special welcome to the companies that have supplied materiel for the ship)
3. When the restoration permits, arranging one-day trips in the Stockholm archipelago for sponsors and other selected guests.

THE SPICA FRIENDS ASSOCIATION

In the spring of 2003 an association of friends for SPICA was established. With its members, the association should help restore the ship and thereafter continue to maintain her.

To recruit members, letters have been sent by the board, assisted by the Navy Veterans' "Flottans Män" to all 800 men who once served on board the ships of the SPICA-class, and to other enthusiasts.

The objective is to get the ship in a presentable condition as a museum ship, moored centrally in Stockholm during summertime. At present a better mooring could not be found within the Kingdom of Sweden; in the summer, SPICA is moored at the world-renowned VASA Museum right in the middle of the capital.

A more distant objective is to get T121 SPICA to a fully operational condition so that she can put to sea under her own power. During the winter, SPICA is moored at the outer pier in Djupviken at the former torpedo boat base Gålö.

HULL AND SUPERSTRUCTURE

The ship was built with longitudinal frames giving optimum resistance to stress forces. For safety reasons, the hull is divided into watertight sections, tanks, and cells. The shell plating consists of ten all-welded strakes.

The main deck, which is the most important part for the overall strength of the hull, has a minimum number of openings. It was built with deck bends and sheers. Beddings were welded onto the main deck for torpedo tubes, the 57-mm dual-purpose gun, and a flare-rocket launcher.

The deckhouse consists of the actual housing, air-intake cap, and a shield beside the air intake. The whole deckhouse was built from aluminium alloy and riveted to the main deck.

ACCOMMODATION AND FOOD SUPPLY

SPICA offered ample space for accommodation. All crewmembers, officers as well as those enlisted, have their quarters in cabins. Separate mess rooms are available for officers (wardroom), warrant officers, chief petty officers, petty officers, corporals, and enlisted men.

In the ship's galley, two cooks prepare tasty and balanced food for the crew. Officers have their meals served in the mess rooms, whereas corporals and enlisted men are served directly from the bar in the galley.

Once during the planning phase, an idea came up to rely on pre-cooked food and to install microwave ovens only. But those who have enjoyed the onboard service are very happy that common sense finally won this important battle.

MACHINERY

Three Bristol Siddley Proteus gas turbines together generate 12,750 horsepower. SPICA's maximum speed is 42 knots; her cruising speed approximately 32 knots. Two MTU gas turbines power the generators. One 60-horsepower Rover gas turbine powers the sprinkler pump and will deliver 2,000 litres per minute. You won't find any piston engines aboard SPICA!

ELECTRONICS: NAVIGATION RADAR

For safe navigation, SPICA is equipped with a navigation radar PN 610, supplier's designation TERMA SCANTER MIL Mk2. The system is adapted for archipelago navigation at high speed; with its high-speed antenna and short-pulse capabilities the radar system can provide instant information at a good resolution.

ELECTRONICS: COMMAND AND CONTROL

The original plotting device was an ADMIRALTY MARK XIII plotting table whose input was course information from the gyro system and range data from the logging system.

After a few years the plotting table was replaced by a more advanced Command and Control instrument, "Stridsledningsindikator 835" (SLI 835). This met the needs for plotting, presented an overview for evaluation of various targets (their position, speed, course), and provided target indication for fire commanders of artillery and torpedo operations.

ELECTRONICS: COMMUNICATIONS

The radio communication system consists of one USW-station (ultra-shortwave) type ADAM, three USW-stations type BERTIL, one SW-station (shortwave) type CESAR, one SW-transmitter type DAVID, plus central antennas with receivers for LUFOR information (air defence orientation), LV-order (anti-aircraft order), broadcast, and television.

The USW station known as ADAM is for telephony; type BERTIL is for tactical cooperation. The SW-station CESAR is a battery-powered reserve radio station. The SW-transmitter DAVID includes two receivers and has a built-in calibration feature enabling a highly-accurate frequency setting.

Internal communication is provided by three telephone systems: *Tmö* (telephone system manoeuvre), *Ta* (telephone system artillery), and *Tslo* (telephone system command and



Hornet's nest: T121 SPICA and her sisters moored at Galo in 1984. Photo courtesy T121 SPICA Foundation.

control). Initially the telephone systems were powerless, but they were later on replaced by a power-supplied system for better audibility.

WEAPONRY: TORPEDO

The main armament is comprised of six 53-cm wire-guided torpedoes, each sufficient to sink a large destroyer. The torpedoes are controlled from the command centre by a central processing unit, TORPE 677B (supplier's designation is 9 TORCI 104 B).

The target tracker of the system is continually provided with the bearing and range of the target. Radar information is obtained from the artillery fire-control unit (ARTE m/62) or the navigation radar (PN 610).

Target acquisition can be done manually or automatically. The target tracker evaluates a target's course and speed. Values for torpedo launching are continually calculated using calculated data from the target tracker, manual inputs of torpedo data, and information about the ship's own course and speed.

The launching process is controlled and monitored from a control unit, and the desired launching program is set on a program selector. After launching a salvo of torpedoes, they are guided to a parallel course by a program unit in the program selector. When a parallel course has been assumed, the torpedoes of the salvo can be guided manually or automatically to the target.

WEAPONRY: ARTILLERY



Torpedo tube overhaul, 2004. SPICA's big Bofors 57-mm gun mount is in the background. Photo courtesy T121 SPICA Foundation.

For self-defence and engagements against small vessels, SPICA originally carried a remote-controlled 1950-vintage Bofors 57-mm dual-purpose gun. Cartridges were fed into the gun from above with a manual cartridge-feeding chain. The barrel was liquid cooled.

In 1975, the 57-mm automatic gun was replaced by a more modern Bofors 57-mm Mk1 gun. This gun combined very good aiming characteristics with high-rate instant firing. Owing to its low overall weight (6,500 kg/14,330 pounds), this gun is especially suited for small vessels like SPICA.

The excellent multi-target properties are offered through a large elevation range and an unlimited range in traverse. The gun has separate electro-hydraulic laying gears for moving in elevation and traverse, and is normally remote-controlled from a fire-control instrument. Alternatively, the gun can be fine-aimed on the target under gyrostabilization by means of a laying handle, a so-called joystick, on a panel left of the gun.

The elevating system has a 4-compartment magazine for a maximum of 40 cartridges. Refilling of the magazine and ammunition racks, with a total capacity of 128 cartridges, is done manually. First the gun is slewed to loading position, and then the cartridges are manually moved in a bucket-brigade line from the ammunition supply under the gun to the traverse laying system.

The crew of the gun normally comprises three men on the platform; one gun commander and two loaders, but optionally the gun can be unmanned and operated remotely.

Ammunition types used are anti-surface ship shell with delayed impact fuze, high-explosive shell with proximity fuze, and pre-fragmented pellet-filled explosive shell also with a proximity fuze. Dummy shells for firing exercises are available, with the same ballistic properties as live ammunition.

FIRE-CONTROL SYSTEM

The gun is controlled by the first digital fire-control system ever used by the Swedish Navy. That equipment, in the Navy known as ARTE 62, was made by the Dutch company HOSA (Hollandse Signaalapparaten; supplier's designation M 22/3-52Z) and is a combined system for target indication and fire control.

The radar unit is used for fire control of both artillery and torpedo engagements. The reconnaissance radar of the system is also usable as navigation radar.

Firing data is computed by digital data processing, which gives great accuracy and fast computation, plus the option of automatic functions to replace manual operations.

Antennas for reconnaissance and fire control are built into a common stabilised unit housed in a radar-transparent plastic bulb (radome) that protects the antennas and enables a controlled environment, since the radome can be dehumidified, heated, and de-iced.

The indicator unit, with PPI-screen, radar indicators, and control panel is divided into sections: one sea-target section receiving values from the reconnaissance antenna; one target-indication section with PPI-screen; and one anti-aircraft (AA) section getting values from the fire-control antenna.

Firing data for aerial targets and surface targets is computed in parallel by the built-in computer in the indicator. Consequently, firing at one of the targets is possible while making preparations to fire at the other target.

Aerial targets are presented on an A-indicator and naval targets on a B-indicator. "Roller balls" are used for target indication of naval and aerial targets and for fine adjustments during tracking of naval targets. The roller balls enable fast adjustments of range and bearing values. Because of her modern radar and fire-control systems, SPICA can use all her weapons independent of daylight and visibility conditions.

MINES AND DEPTH CHARGES

Owing to her stable hull, SPICA is an excellent platform for carrying and laying mines. The ship can be configured for large or small mines if taking ashore the four aft torpedo tubes (for small mines) or all torpedo tubes (for large mines).

The mine rails extend on the main deck from the forecastle deck to the stern, on starboard as well as port. Exit rails on the mine tracks are located at the stern.

It is also possible to use the mine rails for carrying and throwing depth charges, but SPICA has no built-in devices for submarine chase.

ROCKET LAUNCHERS AND ROCKET BEDDINGS

Despite SPICA's modern radar equipment, the rocket-flare weaponry on board was used for battlefield illumination. SPICA has two double launching rails for 103-mm rockets and one gun for sixteen 57mm rockets. The 103-mm rails were dismantled during the 1980s, but the 57-mm rocket-launching gun was later used for chaff rockets launched to mislead enemy radar.

For more information, please email T121 SPICA through the following contacts:

T121 Spica Friends Association

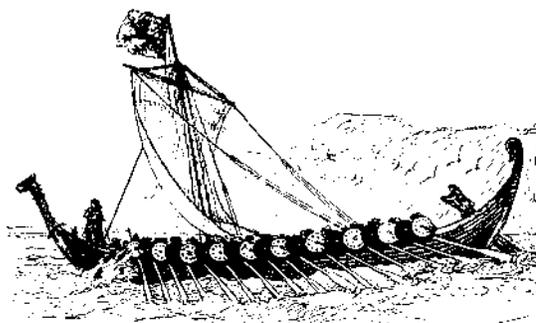
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*Gun crew ready for action aboard T121 SPICA, 1969.
Photo courtesy T121 SPICA Foundation.*



H.M.A.S. DIAMANTINA (K377) QUEENSLAND MARITIME MUSEUM

South Brisbane, Queensland, Australia

By Ian Jempson

Submitted by Peter Nunan



The caisson at South Brisbane's 1881 dry dock in place before dismantling. Photo courtesy H.M.A.S. DIAMANTINA (K377) / Queensland Maritime Museum.

“REPAIRS FOR THE HISTORIC 1881 SOUTH BRISBANE DRY DOCK”

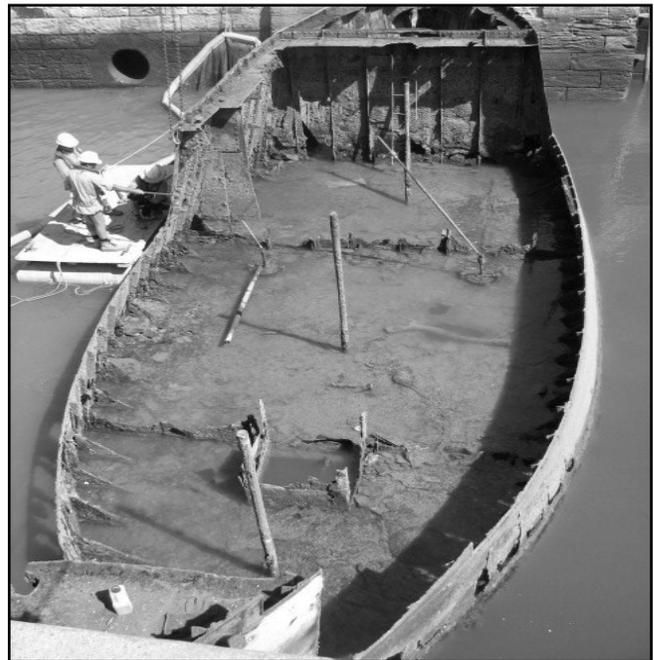
The South Brisbane Dry Dock was officially opened in 1881 and was one of the earliest major industrial projects undertaken in Queensland. Shipping was the lifeblood of this developing region of Australia. The development of the Graving Dock was a significant improvement to the facilities of the Port of Brisbane. The caisson at the entrance to the dock was constructed in Brisbane.

During World War II, Brisbane became the Headquarters for the South West Pacific Command that included many U.S. Navy submarines. The Dry Dock became a significant strategic asset with over 200 warships and merchant vessels serviced in the Dock between 1939 and 1945. The larger Cairncross Dock was completed in 1945, and the use of the South Brisbane Dry Dock gradually declined until its closure in 1971.

The Queensland Maritime Museum was granted use of the Dry Dock in 1973 and the World War II frigate H.M.A.S. DIAMANTINA (K377) was docked in 1981. Even by 1981, the cast iron caisson was beginning to show signs of corrosion. In spite of the efforts of Museum volunteers, the

caisson eventually opened in the tidal zone allowing the dock to flood in 1998, floating DIAMANTINA clear of her keel blocks.

In October 2005, the Queensland Government funded a project to replace the badly-corroded caisson with a concrete riverwall. It is expected that the remains of the caisson will be removed by the end of December 2005 and construction of the new wall will commence in January 2006. By March, DIAMANTINA will be dry docked and the Museum will commence the task of cleaning and repainting the ship's hull.



Above: The caisson dismantled to the low water mark. Below: Lord Nelson [aka Director Felix Scudamore] fires the cannon to begin the Queensland Maritime Museum's celebration of the 200th anniversary of the victory at Trafalgar. Photos courtesy H.M.A.S. DIAMANTINA (K377) / Queensland Maritime Museum.



**U.S.S. COBIA (SS-245)
WISCONSIN MARITIME MUSEUM
Manitowoc, Wisconsin, U.S.A.**

*By Darrick Vormann
Submitted by Bill Thiesen*

“FALL 2005 COBIA UPDATE”

The COBIA Veterans reunion was held August 19 through August 21 during which 10 former crew members returned to visit their old boat. The festivities saw 50 to 60 veterans, family members, Naval Reservists and volunteers participate in main engine start-ups, social hour and the annual dinner banquet. We salute these individuals who came to the defense of the United States country during World War II and volunteered for this dangerous duty, in which one out of five U.S. submariners did not return from patrol.

The weekend also brought one of COBIA's former volunteers back for a visit while on leave from the U.S. Navy. Brian Vormann worked as civilian volunteer helping the Navy Reservists on their weekend training drills before joining the Navy last year. Brian is now on active duty aboard the aircraft carrier U.S.S. ROOSEVELT currently deployed overseas in the Persian Gulf.

October saw a change of command at the Navy Reserve Center in Green Bay as Lt. Commander Jeff Knuth, a big proponent of training Naval Reservists on board COBIA, retired after a long and productive career. Lt. Commander Donald Fisher has become the Green Bay Reserve Center's new commanding officer. The Maritime Museum looks forward to working with the new C.O. by continuing to train and improve the skills of the Reservists aboard the U.S.S. COBIA.

Bill Thiesen attended a three-day conference in Cleveland, Ohio, sponsored by the Historic Naval Ships Association which held sessions on restoration, preservation, and education on board historic naval ships.

October also saw the start of the installation of the new heating, ventilation, and air conditioning (H.V.A.C.) system by AC Plus Marine. This will provide a stable climate-controlled environment onboard the COBIA to help prolong the preservation of the submarine. The new system should be operational by next spring and completed by August 2006.

The first weekend in November saw the U.S. Naval Reservists return in full force for training on board COBIA. They turned the COBIA's main engines over one



*Start 'em up: COBIA's main diesels roar to life.
Photo courtesy Wisconsin Maritime Museum.*

last time before their winter hibernation and continued restoration work on Engine No. 3, in addition to helping with certain H.V.A.C. installation work. Civilian volunteers Pat and Phil took advantage of the nice weather and found themselves above the main conning tower working on the periscopes.

See you onboard!

**U.S.S. WILLIAMSBURG
PRESERVATION SOCIETY**

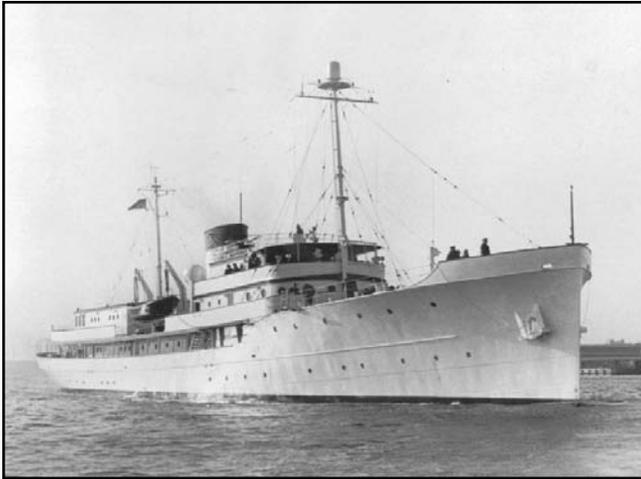
Pasadena, Maryland, U.S.A.
By Louise M. Boekenheide

“RESCUING TRUMAN'S YACHT”

The ten-year effort by the U.S.S. WILLIAMSBURG Preservation Society to rescue the 243-foot former Presidential Yacht of U.S. President Harry Truman took another setback this past summer. The mainmast just forward of the bridge collapsed in a squall. This was the original 1930 mast, the primary function of which during the Truman years (1945-1953) was to hold the radar and anchor the large radio antenna system.

The original galvanized wire forestay and shrouds were nearly weathered away in recent years. The mast collapsed aft causing damage to the pilothouse roof and railing (see photos).

The U.S.S. WILLIAMSBURG has been languishing at the shipyard of Navalmare, Cantiere Navale, in Le Ricci, Italy (near Genoa) since 1994, when the Jacksonville, Florida



Above: U.S. President Harry Truman's yacht WILLIAMSBURG in 1953. Below: A neglected WILLIAMSBURG in 2005. Photos courtesy U.S.S. WILLIAMSBURG Preservation Society



owners lost the ship in bankruptcy. There have been a number of groups who have shown interest and discussed her return to the United States.

To date, however, no one has made an offer to purchase the vessel from Navalmar. The asking price is negotiable in the low six figures, with a substantial additional cost to "lift" the ship back to the U.S. on a yacht carrier.

The vessel continues to deteriorate, yet the hull remains sound and is pumped and inspected regularly. Navalmar continues their commitment to storing the vessel in lieu of scrapping for as long as is feasible.

The U.S.S. WILLIAMSBURG Preservation Society was formed ten years ago to act as the international liaison and information point-of-contact for all parties interested in the ship's preservation.

The Society founder, Trond Conradi, passed away in 2003, and the chairmanship passed to Louise Boekenheide.

An excellent article in the February 2005 issue of SEA CLASSICS Magazine unfortunately had the old contact information. The U.S.S. WILLIAMSBURG Preservation Society's new address is:

Louise Boekenheide, Chairman
U.S.S. WILLIAMSBURG Preservation Society
352 Hickory Point Road
Pasadena, Maryland, U.S.A., 21122
Email: kimnlulu@verizon.net

Information on the U.S.S. WILLIAMSBURG and other U.S. Presidential Yachts is available from the United States Navy Museum in Washington, District of Columbia, U.S.A. Please contact Kim Nielsen, Director, at Kim.Nielsen@Navy.mil

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

Albany, New York, U.S.A.

By Tim Rizzuto

**"EXCERPTS FROM THE NOVEMBER
SLATER SIGNALS"**

In our continuing quest to find funds to dry-dock the SLATER, build the permanent mooring, and keep her operating, I'm sitting here looking at several fund raising rejection letters, yet still optimistic. I have one here from the Department of the Interior saying for the fourth year running, we did not get any funding through the Save America's Treasures Program. I also learned this month that our request for a congressional appropriation for dry-docking funding is dead in the water for this year.

Working with Don Montrym and Frank Lasch, we have sent out over thirty letters to the multitude of foundation corporations that exist in this country for the purpose of giving money away to worthy causes. One of my recent rejections was from the General Dynamics Electric Boat Division. Now, I've gotten pretty used to rejection letters. When you write corporate foundations blind without someone on the inside pulling for you, the chances of finding success are probably a thousand to one. And, as I said, we've only done thirty letters so far.

There's been a remarkable change in the aft engine room. I hadn't been down there for several weeks, since the reassembly and test run of the emergency diesel. I don't

know what got into Gus Negus and Karl Herchenroder, but they must have finally gotten sick of living in the middle of a junk pile, and determined to get the space “squared away.” They have sorted, cataloged and cleaned out all of the accumulated trash and junk from the last eight years of restoration work. All the spare parts boxes have been sorted and organized. You’d hardly recognize the old homestead.

So, here we are. Into the last month of the tourist season already. How did that happen and where did the year go? Our eighth season in Albany is almost over. We’ve had our last overnight encampment. We’re down to our last two weeks of being open to the public. We began the month with getting the whaleboat aboard. In Rocky and Roy’s absence, Erik Collin and Frank Lasch warmed up the engine for the last time, cast off and motored around the starboard side. They had to lay off while we got the davits swung out and the falls lowered.

We still haven’t resolved the problem of how to keep the two falls from binding together on the capstan, but with Doug’s stoppers, we got her level, two blocked and swung in. We lowered her on to the chocks and got her secured. Then Gene Jackey got out the pressure washer and washed down the bottom while the marine growth was still soft.

Each year, when we close for the season, we lose our main source of revenue for the winter months, our visitors. Back in 1999 on we appealed to the local volunteers, those who already give the most, to help us through the winter. We asked those who could afford it to give some more, asking each to donate an extra \$100. These local volunteers, who give their time, also give over \$10,000 a winter to help pay the heating bills and keep us afloat.



Above: Erik Collin and Frank Lasch motor around in SLATER’s trim whaleboat before being hoisted on deck. Photo courtesy U.S.S. SLATER / Destroyer Escort Historical Museum.

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

Stratford, Connecticut, U.S.A.

By Ben Koether

“IN MEMORIUM: DR. ANTHONY MULLER”

We deeply regret to inform you that Dr. Anthony Muller, Leader of our Financing Committee, passed away [December 1] after a struggle with Leukemia. Dr. Muller has been our guiding light for the past three years. During that time we became very close friends planning the vision of the GLACIER as a humanitarian, medical and environmental ship serving the Arctic peoples. Everyone was highly motivated by Anthony’s creative energy, abounding knowledge of science and medicine and his brilliant leadership skills. We all offer our continued prayers for Anthony and his family.

Please keep members of the Muller family and the GLACIER team in your thoughts and prayers this holiday season. --Editors

THE 2005 HISTORIC NAVAL SHIPS ASSOCIATION AWARD WINNERS

Casper J. Knight, Jr. Award

Peter Papadakos

Gyrodyne Helicopter Historical Foundation

Russell Booth Award

Henry Venetta

World War II Vehicle Museum and Learning Center

Henry A. Vадnais Award

Scott Kodger

Battleship NEW JERSEY Museum and Memorial

Henry A. Vадnais Award

Patricia Perrella

U.S.S. SLATER / Destroyer Escort Historical Museum

Educator Award

Jaelyn Stewart

Independence Seaport Museum

Maintenance, Preservation, Exhibition Award

Kenyon Zitzka

Naval District Washington Port Operations Program

BOOK REVIEWS

By Anne McCarthy, Anchor Watch Editor Emeritus

**TWENTY MILLION TONS UNDER THE SEA:
THE DARING CAPTURE OF U-505**

by Daniel V. Gallery
Bluejacket Books, Naval Institute Press
ISBN: 1-55750-806-2
345 pages, ten pictures

The author tells this epic story in language easily understood and takes the reader along from the early days of the *untersee* boats through the now famous and daring capture of the elusive U-505.

German technology is credited for the fantastic success of the U-boats in the early days of World War II, when merchant sailors dreaded confronting these archfiends of the deep. In the first six months at sea, U-505 alone sank eight Allied ships, including the Liberty ship THOMAS McKEAN, for a total of 46,200 tons. Statistical graphs make it easy to comprehend the constant danger from these powerful adversaries.

After a lengthy shakedown in the late summer and early fall of 1941, U-505 prowled the Atlantic. Personal writings from survivors as well as crew members illustrate how little difference there is for sailors from any nation's navy. One U-505 captain taught his cook how to correctly brew tea! The reader is caught up as the successes and defeats of U-505 unfold.

Gallery tells the never-changing story of people enmeshed by the grim business of war. Written by the "old salt" in charge of the capture of U-505, this book is a rousing, realistic narration of action in the Atlantic. It also details all the delays and difficulties in bringing U-505 to Chicago's Museum of Science and Industry in the United States.

**ANATOMY OF THE SHIP: THE 44-GUN FRIGATE
U.S.S. CONSTITUTION / "OLD IRONSIDES"**

by Karl Heinz Marquardt
Naval Institute Press
ISBN: 1-59114-250-4
128 pages, 25 pictures, many drawings

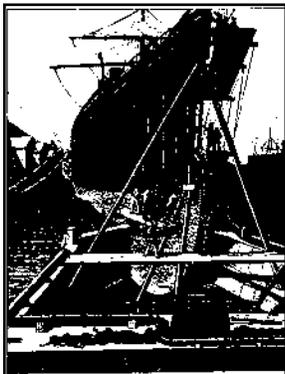
Anatomy explains the shape and structure of things and that is what this book does. It is a minutely detailed examination of all the various parts of the American sailing frigate U.S.S. CONSTITUTION and how they depend on each other.

This jewel of the U.S. Navy, nicknamed "Old Ironsides" after her 19 August 1812 battle with H.M.S. GUERRIERE, has been taken apart and reassembled from the time she was first talked about until the present day.

Her fascinating and concise history began on 27 March 1794. The book informs us CONSTITUTION required the timber from 2,000 trees. She was the only ship of the U.S. Navy during the War of 1812 to have Congressional Medals of Valor awarded to each of her wartime captains.

Under tow in August 1865, she proved faster than her shepherd and, at nine-plus knots, arrived at the U.S. Naval Academy in Annapolis, Maryland, U.S.A., ten hours ahead of the modern steam tug.

Tables give us specifications for the ship and her complement of men. From design to completion, and each step along the way, there is a detailed description of anchors, armament, boats, figureheads, flags, hull, quarter davits, rigging (with lists of spar dimensions and a formula for the diameter of masts), rudder, sails, and stern.



REFIT YOUR RESUME: PUBLISH IN THE "ANCHOR WATCH"

Readers are encouraged to submit articles to the *Anchor Watch*. Articles should be sent in the body of an email and can be up to 1,000 words in length. Articles may be accompanied by clear photographs in electronic (.jpeg) format with a resolution of 200 dpi or greater. Photographs should have captions.

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

SEND SUBMISSIONS TO: *Anchor Watch*, Doug Buchanan, Co-Editor, 1425 Sussex Road, Wynnewood, Pennsylvania, U.S.A. Email: dougbuchananjr@netscape.net. Tel: (267) 974-8274.

H.N.S.A. FLEET PHOTOS



NEW CHOPPER: The Battleship NEW JERSEY (BB-62) is once again ready to “conduct” helo operations. The restoration to near-working condition of this SH-2F Seasprite helicopter (above), manufactured by Kaman Aerospace of Bloomfield, Connecticut, was a (U.S.D.) \$35,000 project started two years ago. It was finished on June 30, 2005. The Seasprite was hoisted aboard and placed with its blades folded on the battleship’s fantail area. NEW JERSEY used a Seasprite during her first operational deployment in 1983 and 1984, including her time off Beirut, Lebanon. The battleship and her Seasprite are on display in Camden, New Jersey, U.S.A. *Photo courtesy Battleship NEW JERSEY Museum and Memorial.*

HEAVY LIFTER: A 200-ton “whirley crane” (left) that helped build ships during World War II at a California shipyard has been preserved and placed on display near the U.S.S. RED OAK VICTORY. The crane was originally used at the Levin-Richmond Terminal. It is now at Shipyard No. 3 in the Rosie the Riveter National Historic Park in Richmond, California, U.S.A. *Photo courtesy John Reed / U.S.S. RED OAK VICTORY.*

H.N.S.A. NEWS & VIEWS

Compiled by Channing Zucker

This issue's column is devoted to the status of a number of projects to obtain ships for exhibit as museums and memorials. Turning first to battleships, the 2006 U.S. National Defense Authorization bill nearing passage contains a section authorizing the Secretary of the Navy to strike the two IOWA-class battleships **U.S.S. IOWA (BB-61)** and **U.S.S. WISCONSIN (BB-64)**, both of World War II vintage. Once struck, they would be made available for donation to cities in California and Virginia respectively. Groups in Norfolk, Virginia, San Francisco, California, and Stockton, California, are each preparing to apply for the dreadnoughts. They are each also keeping busy with other activities.

U.S.S. WISCONSIN, on display in Norfolk while still in the Reserve Fleet, concluded another successful year by participating in the City's 'Grand Illumination' event. She was outfitted with holiday lights, huge wreaths, a 40-foot tree formed by lights on the NTDS antenna and candles in the bridge windows. The Hampton Roads Naval Museum staff continues its comprehensive docent training program to ensure the "Wisky" volunteers provide a uniform and professional offering to her guests. Captain Lee Duckworth, U.S.N. (Ret.) has relieved Captain Mary Mosier, U.S.N. (Ret.) as the ship's operations manager

San Francisco's **Historic Ships Memorial at Pacific Square** continues to remain optimistic that they will prevail in the intrastate competition for U.S.S. IOWA. Efforts are continuing to win over a majority of the City's 11 supervisors. They are meeting with some success. The battleship IOWA in San Francisco has been named the Roosevelt Institute's newest presidential site commemorating four-term U.S. president Franklin D. Roosevelt. A bathtub, still aboard, was installed for him when he rode the ship across the Atlantic in 1943 to the Teheran Conference and back.

The **Port of Stockton** and a private non-profit organization partner are equally certain that they will be selected as the IOWA donee. Their plan, if they win the competition, is to establish the IOWA, nicknamed "The Big Stick," as a teacher of history, science, and leadership for young people, an important cultural event center and a people-friendly education, entertainment and recreation destination. Their proposed museum site is located on Rough and Ready Island, a Naval Station in World War II now owned and being developed by the Port of Stockton.

The **ADAMS Class Veterans Association (A.C.V.A.)** is continuing its efforts to obtain the only remaining U.S. ship of the class, the destroyer **U.S.S. CHARLES F. ADAMS (DDG-2)**. She is currently berthed at the U.S. Navy's Reserve Fleet Facility in Philadelphia, Pennsylvania. All three of the class built for Australia and two of the three built for Germany have been sunk in target exercises or as artificial reefs. The third German DDG is now a museum ship in Wilhelmshaven. The A.C.V.A. is currently concentrating on finding a suitable location for the ship museum. Several cities in Florida and the town of Bath, Maine, where the ADAMS was built, are among the leading candidates according to Association president Tom Crosser.

Another group anxious to see passage of the Fiscal Year 2006 National Defense Authorization Act is the **U.S.S. FORREST SHERMAN DD-931 Foundation**. H.R. 1815, Section 1015, as reported in the House, provides the Foundation a five-year period to submit an acceptable donation application to the U.S. Navy. The organization currently plans to berth DD-931 at Pier 7, near Canton, in Baltimore, Maryland.

The former **Milwaukee - U.S.S. DES MOINES Historic Naval Ship Project** has been transformed into the **Wisconsin Naval Ship Association**, reflecting the group's decision to pursue the destroyer U.S.S. EDSON (DD-946) rather than the heavy cruiser. They now have their sights set on the city of Sheboygan, Wisconsin. Meetings with various city agencies and the Corps of Engineers have been positive, and community support is developing for the project. The EDSON is at the U.S. Navy's Philadelphia, Pennsylvania, Reserve Fleet Facility, where she has been moored since being returned by the **Intrepid Sea-Air-Space Museum** in New York City, New York. Considerable hull repair work was accomplished on the ship by the Intrepid Sea-Air-Space Museum just prior to her transit under tow to Philadelphia.

Two leading gifts and a bequest totaling more than \$2.5 million have recently been committed to the **U.S.S. SARATOGA (CV-60) Museum Foundation**. This past June the Quonset Development Corporation adopted a recommendation by Governor Donald Carcieri to reserve mooring space for the decommissioned aircraft carrier at the former Quonset Naval Air Station facility. The Museum

H.N.S.A. NEWS & VIEWS continues on page 18

AGE OF SAIL TRIVIA CHALLENGE*By Jeff Cary*

1. Can you name the oldest commissioned warship in the world?
2. Name the only 16th-century warship on display anywhere in the world.
3. The U.S.S. CONSTITUTION, launched in 1797, and veteran of the War of 1812, had five sister ships. Name them.
4. Probably the second-most famous American Civil War battle between two ships took place off Cherbourg, France in June 1864. Name the two vessels involved. *Bonus: Which side won?*
5. The U.S.C.G.C. EAGLE (WIX-327) was originally built by Germany just before World War II and was acquired as a war reparation in 1945. Under what name was she christened? *Bonus: Name her 3 sisters.*
6. During the American Revolutionary War, U.S. naval hero John Paul Jones commanded a converted French merchantman to defeat the Royal Navy frigate H.M.S. SERAPIS on September 23, 1779. Name John Paul Jones' famous ship. *Bonus: What was the original name of the French vessel and what became of her?*
7. The sloop-of-war U.S.S. CONSTELLATION is on display in Baltimore, Maryland's Inner Harbor. When was she built?
8. Can you name the first ironclad, oceangoing, armored sailing warship?
9. Name the oldest operational commissioned warship afloat in the world.
10. Currently on display in Erie, Pennsylvania, is a reconstruction of the U.S. brig NIAGARA. What was this vessel famous for?
11. In August 1628, a Royal Swedish Navy warship capsized and sank on her maiden voyage in Stockholm harbor. Can you name this famous vessel?
12. During the Barbary Coast Wars in 1803, a U.S. Navy frigate ran aground in Tripoli harbor. To keep her from falling into the hands of the Tripolitans, Lt. Stephen Decatur's rescue party set the ship ablaze. Name this ship.

Please see page 18 for answers to this month's trivia challenge.

**THE HISTORIC
NAVAL SHIPS ASSOCIATION**

**NEW AND RENEWING
MEMBERS**

1 September 2005 to 30 November 2005

LIFE

Gregory W. Stitz

FRIEND

**Anthony Festa
Raymond F. Guyette
CAPT Robert Hoag, U.S.N. (Ret)
James Michelangelo
Jeffrey S. Nilsson
John P. Nolta
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**William A. Bonvicino, Jr
Jerry R. Chapman
Daniel Mark Cicero
Thomas J. Fitzpatrick
Stephen Hamlin
Ian Lopez
Raymond A. Metzger
Corky Miranda
Mark Mortensen
Bryan J. Ross
Randall Shoker
Paul Stillwell
RADM Paul Tobin, U.S.N., (Ret)
Seth C. Warburton**

H.N.S.A. NEWS & VIEWS, CONTINUED FROM PAGE 15

Foundation now has two years to raise \$10 million. The fundraising efforts have moved into high gear. With these commitments and endorsement by the Governor, many individuals, companies, and foundations have stepped forward to provide financial support to the project, according to Foundation President Frank Lennon.

The aircraft carrier **U.S.S. RANGER Museum Foundation** is now concentrating on Portland, Oregon as the permanent home for CV-61. A location on the Willamette River owned by the City with 15 acres of pier and uplands is the potential site. The new executive director of the Foundation is Captain Tim Myers, U.S.N. (Ret.), a former executive officer on the carrier.

The **TAMAROA Maritime Foundation** has leased a parcel of land on the Pamunkey River in West Point, Virginia, the fleet tug / cutter's new permanent home port. Here a museum facility will be constructed for the U.S.S. ZUNI (ATF-95) / U.S.C.G.C. TAMAROA (WMEC-166). She is currently berthed in Baltimore, Maryland, where a small dedicated crew of volunteers continues preservation and restoration work on the vessel.

IN BRIEF: The project to bring the destroyer **U.S.S. CONOLLY (DD-979)** to Waukegan, Illinois, is progressing, but slowly. The mayor of Waukegan and members of the City Council recently visited the ship at the Philadelphia, Pennsylvania, Reserve Fleet Facility...The **Last Patrol Museum and Memorial**, working to bring the **U.S.S. HOIST (ARS-40)** to Toledo, has met with the City's Port Authority Director and other City officials to discuss the possible use of an old armory as the museum building...The **Dunkirk Historical Lighthouse and Veterans Park Museum** continues its quest to bring the landing craft repair ship **U.S.S. SPHINX (ARL-24)** to this New York community on Lake Erie where it would be berthed at the lighthouse property...As of December 5, Ronald Catudal reported aboard as the new Executive Director of the **U.S.S. MASSACHUSETTS Memorial** in Fall River, Massachusetts.

For the addresses, phone numbers, and contacts for any of the above groups, please visit the H.N.S.A. website at www.hnsa.org and click on Associate Members, or call the Association office at (757) 356-9422. Submissions to this column may not have been verified for correctness.

AGE OF SAIL TRIVIA CHALLENGE: ANSWERS

1. H.M.S. VICTORY, Lord Nelson's Trafalgar flagship. She is currently on display in drydock in Portsmouth, England.
2. H.M.S. MARY ROSE, King Henry VIII's favorite ship, built 1509-1511. She sank accidentally in 1545. She is on display at the Portsmouth Navy Yard, England
3. U.S.S. PRESIDENT, U.S.S. CONSTELLATION, U.S.S. UNITED STATES, U.S.S. CONGRESS, and U.S.S. CHESAPEAKE.
4. U.S.S. KEARSARGE and C.S.S. ALABAMA. The ALABAMA was sunk.
5. HORST WESSEL. Her sisters were GORCH FOCK, SCHLAGETER, and MIRCEA.
6. BON HOMME RICHARD. Originally named the DUC de DURAS, she sank after the battle.
7. 1853. She was once thought to be a sistership of the U.S.S. CONSTITUTION of the 1790s.
8. H.M.S. WARRIOR, built in 1860, currently on display at Portsmouth Navy Yard, England.
9. U.S.S. CONSTITUTION, currently on active duty at Charlestown Navy Yard, Boston, Massachusetts.
10. She was Oliver Hazard Perry's flagship at the Battle of Lake Erie, September, 1813, during the War of 1812.
11. The VASA, currently preserved and on display in Stockholm, Sweden.
12. The U.S.S. PHILADELPHIA.



NOTE FOR INDIVIDUAL MEMBERS

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

For our U.S. members, Travel Strategies' toll-free number is 1-800-542-5975. Ms. Spanier's extension is 207. Her toll telephone number is (201) 692-8111, extension 207. Her fax number is (201) 692-1414. Her email address is *susan@tsi-tzell.com*. Their hours are 8:30 a.m. to 6:00 p.m., Eastern Standard Time. The agency also has a service that is available in emergencies after normal working hours.

When contacting Ms. Spanier, please mention that you are booking your travel and hotel reservations in conjunction with the Historic Naval Ships Association Meeting in London in October 2006.

Our Agreement Code with Continental Airlines is **UHTPFN** with the **Z Code of ZRD9**. As for the fare arrangements, I will include them in a future Executive Director Memorandum.

There is a good selection of hotels in the immediate area close by the ship; however, for those wishing to stay further afield, public transportation in and around London is easy, efficient, and inexpensive. If this is your desire, the London Bridge Station is the stop for H.M.S. BELFAST, and it is about a five- to ten-minute walk to the ship. The following hotels are available in the area and all within a short walking distance to the ship:

Express by Holiday Inn, London, Southwark: 103-109 Southwark Street, London. This hotel can offer about thirty rooms. Weekday rate is £120 (U.S.D. \$206) based on the exchange rate of November 23, 2005, while the weekend rate is £89 or \$153 U.S. This includes breakfast and value-added tax (V.A.T.).

Premier Travel Inn, London, Southwark: 34 Park Street, London. Rates range from \$150 U.S. to \$170 U.S., which includes a hot breakfast and V.A.T.; a great rate for London.

Premier Travel Inn, London, Tower Bridge: 159 Tower Bridge Road, London; rates range from \$150 U.S. to \$170 U.S., which includes a hot breakfast and V.A.T. This hotel can offer 30 to 40 rooms. This is also a great rate for London.

Thistle Tower Hotel, St. Katharine's Way, London: The hotel is situated next to Tower Bridge and overlooks St. Katharine's Dock and the Thames. This hotel would be about a ten minute walk from BELFAST. The average cost per night is about \$226 U.S., including continental breakfast and V.A.T. This is a first class hotel with 779 rooms.

The hotels noted above must be paid for 60 days prior to arrival. Once you make the deposit the rate at that time is

secured.

It is *strongly recommended* that you take out travelers' insurance for each person in your party. This may be obtained through the travel agency at the time of booking and at minimal cost. This insurance will cover you if it is necessary to cancel your trip, or if you suffer a mishap in London and need medical attention.

For those going to Portsmouth and wish to spend the night, there are two hotels available:

Tulip Inn, Binnacle Way, Portsmouth: This hotel has 108 rooms including doubles, double doubles, and family, as well as 5 accessible rooms. Each room has tea and coffee-making facilities, shower, trouser press, iron, ironing board, and hair dryer. The rooms range from \$122 U.S. to \$208 U.S., which includes a continental breakfast and V.A.T.

Marriott, North Harbor, Portsmouth: This hotel has 172 rooms and is a first-class modern hotel. It is air conditioned and has a trouser press, radio, phone, satellite TV with movies, bath, shower, and hair dryer. The rooms range from \$155 U.S. to \$208 U.S. which includes continental breakfast and V.A.T.

Ms. Spanier can also arrange for theater tickets, Hop-On / Hop-Off City Tour, Half-Day City Tour, Full-Day City Tour, Half-Day Windsor Castle Tour, Full-Day Stonehenge & Bath Tour, museum passes, London Travel passes, British Rail passes, or individual tickets and transfers between the airport and your hotel.

That's our 2006 conference in a nutshell. The prices are based on the foreign exchange rates as of November 23, 2005, and there could be some variance. There will be periodic updates via Executive Director Memorandums.

Stay tuned.

Jeff Nilsson

PARTING SHOT *Submitted by Anne McCarthy*

Years ago, when investigating the prospect of government grants to preserve certain ships, Prince Philip, Duke of Edinburgh, received a gloomy reply from Sir Solly Zuckerman, then Chief Scientific Adviser to the Cabinet, suggesting the use of model ships instead. Bearing in mind Zuckerman was also Honorary Secretary of the Zoological Society, Philip replied, "I take your point about models. How would you react to the suggestion the zoo could be run more cheaply if the exhibits were all stuffed animals?"

ANCHOR WATCH

YOU ARE INVITED TO JOIN THE HISTORIC NAVAL SHIPS ASSOCIATION.

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

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

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

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

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

MEMBERSHIP APPLICATION

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

Name _____

Street _____

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.