

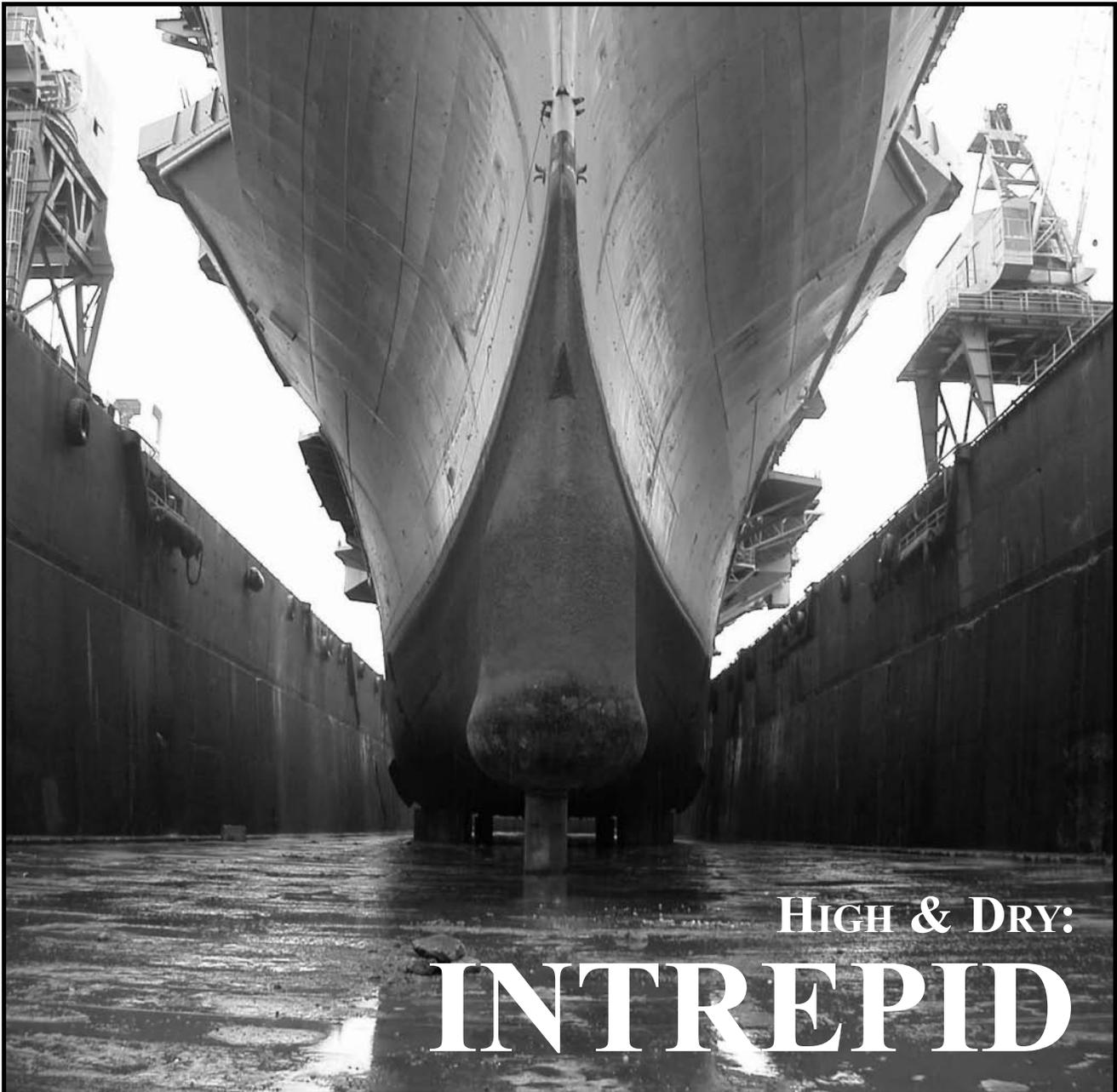


ANCHOR WATCH

JULY
AUGUST
SEPTEMBER
2007

The Quarterly Journal of the Historic Naval Ships Association

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**JULY - AUGUST - SEPTEMBER
2007**

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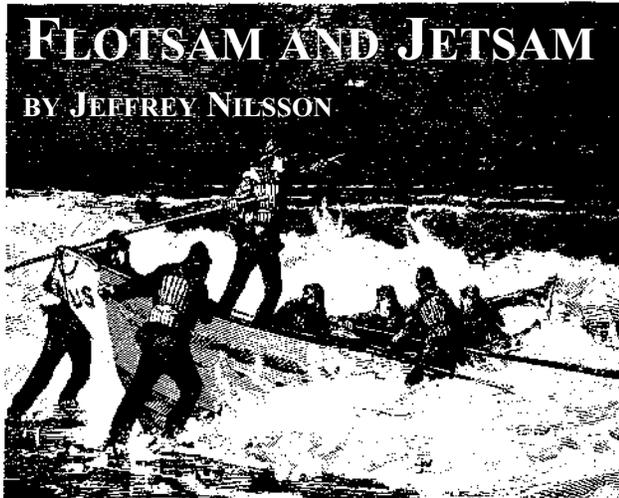
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THE COVER

INTREPID is out of the water for the first time since 1977. The ESSEX-class aircraft carrier temporarily closed for renovation of her pier, repair of her hull, and update of exhibits in November 2006. She is expected to reopen in November 2008. INTREPID won fame in the Pacific in World War II as the "Fighting I." She survived numerous kamikaze and bomb hits. New York City is her permanent home. Photo courtesy of the INTREPID Sea, Air & Space Museum.



May 21, 2007, will be remembered by the citizens of London and the historic maritime world with sadness. On that day, CUTTY SARK, our newest Fleet Member, was severely damaged by a spectacular fire that broke out in the early hours of the morning.

CUTTY SARK is an icon known around the world for her graceful lines and beauty and for her history-making voyages. As of the writing of this article, the police were still investigating the cause of the fire. Mr. Richard Doughty and CUTTY SARK staff and officials are cautiously optimistic that they will be able to rebuild her to her former glory.

CUTTY SARK is probably the most famous ship in the world, having made her mark in maritime history and as the only tea clipper in existence today. The ship has been visited by over fifteen million people.

Fortunately, at the time that the fire broke out, more than half of the ship had been removed in conjunction with the 25 million pound renovation and restoration program currently underway. The mast, rigging, deck houses, the master salon, significant amounts of planking and other such removable items had all been put into safe storage. The damage was largely confined to the ship's hull and its timber decking.

Apart from the fear of heat damage to the iron

frames, the other concern is that the loss of weight caused by the destruction of the heavy timbers on the decks may lead to further twisting of the ironwork, which was always supported the many tons of wood resting above it.

CUTTY SARK was made mostly of teak, a tropical hardwood now in very short supply and certainly in the amounts needed for replacement. The main deck was scheduled to be replaced because it was leaking in many areas.

We wish our shipmates aboard CUTTY SARK fair winds and following seas as they begin their new voyage of restoration.

Jeff Nilsson

EDITOR'S NOTE

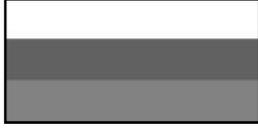
Donations are now being accepted to assist in the restoration of CUTTY SARK. Details of how to make a donation are available on the CUTTY SARK website at:

<http://www.cuttysark.org.uk>

Donations may be mailed to:

**The CUTTY SARK Trust
2 Greenwich Church Street
Greenwich SE10 9BG
United Kingdom**





NEWS FROM THE FLEET

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

U.S.S. INTREPID (CV-11) INTREPID SEA, AIR & SPACE MUSEUM

New York City, New York, U.S.A.

*By David Falkenstein
Manager, Public Relations & Communications*

On Wednesday, June 6 – D-Day – the U.S.S. INTREPID, the centerpiece of the INTREPID Sea, Air & Space Museum in New York, began the second phase of her journey toward restoration and refurbishment.

After a 58-day stay at Bayonne Dry Dock & Repair Corp., INTREPID was towed under power of four McAllister tug boats to Staten Island's Homeport Pier. The four tugs, which in aggregate possessed approximately 16,000 horsepower, moved INTREPID from her slip just after 8:00 AM. By 10:30 AM, the mile-long trip was complete, and INTREPID was secure at Homeport.

Shortly after INTREPID's arrival, a ceremony was held honoring all those who gave their lives on D-Day. The program featured remarks by INTREPID Museum President, Bill White and several members of Staten Island's political delegation. There was a performance by a school band and a reading of an excerpt of former President Bill Clinton's speech delivered on the 50th anniversary of D-Day. The program concluded with a wreath laying and the securing of a ceremonial line by former INTREPID crewmembers.

Before moving into dry dock on April 10, INTREPID was berthed at the Cape Liberty Cruise Terminal, at a slip generously donated by Royal Caribbean Cruise Lines.

While in dry dock, INTREPID's hull was ultra-high-pressure water washed, primed and repainted, using some 5,600 gallons of paint. The paint used on the flight deck was donated

by PPG Protective and Marine Coatings.

Using ultra-sonic technology, INTREPID's hull thickness was gauged at more than 2,500 locations, and approximately 1,000 square feet of the hull's structural steel was replaced. The hull was judged to be in remarkably good condition, given the ship's age of nearly 65 years.

Additionally, INTREPID's four bronze propellers, which dug into the mud and prevented INTREPID from leaving New York last November, were removed. The ship's two outboard propellers measure 14-feet, six inches in diameter, and weigh 27,000 pounds. INTREPID's two inboard propellers are twelve feet in diameter, and weigh 24,339 pounds.

Of the four propellers, two will be on display on Pier 86 – INTREPID's home – when the Museum reopens. The other two will be placed at iconic locations along the Eastern Seaboard.

While in Staten Island, INTREPID will undergo a \$8 million interior renovation. Of that, \$4.5 million has been raised -- \$3.5 million is yet to be procured. Never-before-

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.



seen areas of the ship including the fo'c'sle (commonly known as the anchor chain room), general berthing quarters and the ship's machine shop will be opened to the public for the first time.

The approximately 40,000 square foot hangar deck will feature an all new layout and design and two fully renovated halls. New exhibitry, including state-of-the-art interactives will be installed. Both the hangar and flight decks will feature new planes and helicopters. Upon reopening, the famed British Airways Concorde will be housed on Pier 86.

Construction at the home of the INTREPID Sea, Air & Space Museum, Pier 86 on Manhattan's west side, is progressing on schedule. The demolition work was completed on April 15. Production piles are currently being driven. Upon completion, pile caps and concrete slabs will be installed. Additionally, new glass stair towers and elevators will welcome visitors to the museum.

The INTREPID Sea, Air & Space Museum is currently scheduled to reopen on Veterans Day weekend in November 2008. The ship itself will arrive approximately 30 – 45 days prior to that to allow for final preparations to be made.



Top: The ESSEX-class aircraft carrier U.S.S. INTREPID (CV-11) en route to Staten Island with the Verrazano-Narrows Bridge in the background.

Above: United States Coast Guard Commander Eric Christensen delivering remarks at INTREPID's D-Day ceremony shortly after the ship's arrival on June 6th. Both photos courtesy of the INTREPID Sea, Air & Space Museum.

**U.S.S. TEXAS (BB-35)
BATTLESHIP TEXAS
STATE HISTORICAL SITE**

La Porte, Texas, U.S.A.

By Rusty Bloxom, Historian

“THE ‘MIGHTY T’ IS ALIVE!”

When the needle guns start howling, it’s a good idea to grab your earplugs, especially if you’re working in a space anywhere close by. A few months ago and a few frames forward from my office, the rangers were taking the old paint off of the bulkheads and overhead in Medical Stores. I put in my plugs and added my old flight deck mouse ears for good measure. Needle guns raise a wicked, penetrating roar that a lot of folks can’t stand. Here on the ship, though, we know that it’s the sound of restoration.

Just a few weeks ago we added the Medical Stores room on 2nd Deck to the public tour. Angela McCleaf, our ship’s curator, has furnished it with period medical supplies from our collections. Stepping into this space allows visitors to see not only the medical supply lockers, but the beams supporting the Armored Conning Tower two levels up.

Up in the Armored Conning Tower itself, Fred Fernandez is doing his customarily meticulous job of restoration. The Conning Tower has been largely untouched since the ship arrived at San Jacinto in 1948, and Fred is carefully working to match paint, refurbish or replace gauges and instruments, and return this vital but rarely-seen space to its original appearance. Once the restoration is complete, the Armored Conning Tower will be an exciting addition to the ship’s hard hat tours.

The First Texas Volunteers restoration team is making progress on the Wardroom Pantry on 2nd Deck. The pantry is squeezed in between the barbettes for Turrets 1 and 2. When it’s finished visitors will be able to see where and how the ship’s stewards prepared the meals that were served in the wardroom just forward.

The ship’s staff has also started a project to replace the old wire mesh “ranch panel” look-in barricades with Plexiglas. The difference between the two is amazing. The Plexiglas dramatically improves the visitors’ view of the exhibit spaces.

In the near future the collections will be upgraded and

reorganized, aided by the arrival of our new collections manager, Janice Sniker. We have plans to establish a reference library aboard the ship with the books we have on hand and with the new titles that we hope to obtain by donation and purchase.

The pace of restoration has been brisk and exciting. Visitors comment on their delight in being able to see so much of the ship, and seeing our crew and volunteers working helps them appreciate the fact that this is, above all, a labor of love for everyone involved. The howl of the needle guns tells them that the “Mighty T” is alive!

**U.S.S. CASSIN YOUNG (DD-793)
Boston National Historic Park**

Boston, Massachusetts, U.S.A.

Stephen P. Carlson, Preservation Specialist

**“U.S.S. CASSIN YOUNG VIDEO
WINS REMI AWARD”**

On 28 April 2007, WorldFest–Houston International Film Festival announced that *U.S.S. CASSIN YOUNG: A Video Tour* (see ANCHOR WATCH, June-July-Aug. 2006) has been awarded a Gold Remi Award (second place) in the Educational / Instructional-Adult group under the Film & Video Production category. The program had been submitted for consideration by its producer, Signature Communications.

Now in its fortieth year, WorldFest received more than 4,500 entries. About 15 percent of the total entries won awards, based on their scores from the festival’s juries. The Remi Award is inspired by the creative genius of the great western artist Frederick Remington, famous for his paintings and sculptures of cowboy life, which brilliantly captured the true independent spirit of Texas and the American West.





Above: The NEW YORK-class battlewagon U.S.S. TEXAS (BB-35) is seen here in fighting trim. Something off to port has visibly captured the attention of her main 14-inch batteries. This photo, taken on 15 March 1943, emphasizes her tremendous 95' beam. TEXAS was launched at Newport News, Virginia, U.S.A., on 18 May 1912. She was decommissioned on 21 April 1948. Photo courtesy NavSource Naval History; U.S. Navy.

SUBMISSIONS

Future submissions to *Anchor Watch* may be sent to Mr. Jeff Nilsson at hnsa01@aol.com. The next deadline for submissions is 31 August 2007.

S.S. LANE VICTORY U.S. MERCHANT MARINE VETERANS OF WWII

San Pedro, California, U.S.A.

*By Jan Michaelis
Volunteer*

“MY MUSEUM GOES TO SEA: S.S. LANE VICTORY OFFERS WWII ‘VICTORY AT SEA’ CRUISES”

In San Pedro, California, at Berth 94 there sits a museum ship, painted wartime gray, with guns that bristle on bow and stern; she's ready to go to sea. The S.S. LANE VICTORY is a 455-foot World War II cargo ship filled with history, from her own participation in WWII, where she delivered munitions in the Pacific, to her service in the Korean War, where she joined a heroic effort with many of her sister *Victory* ships to evacuate Korean civilians to the safety of South Korea. LANE VICTORY again served in the Vietnam War when she hauled munitions again to support American troops

“SELF-GUIDED TOURS: OPEN DAILY AT THE DOCK”

Visitors can peek into the crew cabins, visit the radio room, and look in the wheelhouse, where modern-day radar and GPS equipment share space with the compass in its binnacle and a wooden WWII-era ships wheel. Walk her decks, visit with hard-working volunteers who maintain her, and are the same people who proudly take her to sea on WWII cruises.

“WWII ‘VICTORY AT SEA’ CRUISES”

The S.S. LANE VICTORY is supported by summer day cruises off Catalina, featuring great food, live music and an exciting mock aerial attack (weather permitting). Enjoy two great museums onboard plus underway engine room tours. Volunteers are also needed to keep this ship steaming. For more information about taking a cruise or signing on as a volunteer, please call 310.519.9545 or visit www.lanevictory.org. LANE VICTORY's 2007 cruise dates are July 21 and 22, August 18 and 19, and September 15 and 16, 2007.

**T121 SPICA
T121 SPICA FOUNDATION**

Stockholm / Djupviken, Sweden

*By Lennart Törnberg
Information Manager, T121 SPICA*

“SPICA PROCEEDINGS”

After a long winter moored in the tunnels at the Muskö Naval Base, the former Swedish Navy torpedo boat T121 SPICA arrived at the VASA Museum in the evening of 18 May 2007.

Spending the winter in such a good environment as the tunnels at Muskö made it possible for the crew to work regardless of weather conditions. SPICA is now in the very best shape. The engine installation is complete and the gas-turbines are aligned. SPICA's Operations Room and the Radio Room is fully operational and “Eight-Sierra-Eight-Tango-Bravo-Sierra” is on the air. For more information on 8S8TBS, visit www.navyradio.se.



This year we had to “jump the gun” and open for the public a week earlier than originally planned as we were asked to take part in the Archipelago Fairs in the VASA Harbour close to the museum. Another, not to say the most important, reason was that T121 SPICA, together with Motor Torpedo Boats T26 and T56, was awarded the status of a culture-historical heritage asset by Swedish National Maritime Museums (*please see SPICA's new plaque, above*).

During the summer T121 SPICA will be open to the public every Saturday and Sunday. Hosts from the SPICA Friends Association will do their best to make your visit a memorable one. T121 SPICA has become a popular venue for companies to host events for their employees and

customers. Cocktails on the Main Deck (CoMD), with the 57 mm Rocket Launcher transformed into a perfect bar, along with sparkling wine, drinks, and snacks at sunset is something to remember.

This season will end the traditional way with T121 SPICA and her sisters taking part in the “Skeppsholmen Day” on 9 September. This event is held on Skeppsholmen Island in the very centre of Stockholm, where the Naval HQ, Naval Materiel Administration, Naval Schools and the Naval Shipyard was located up to 1969. “Skeppsholmen Day” attracts more than 20 000 visitors in a single day. For information in Swedish, please visit www.skeppsholmsdagen.se.

Come September, ADIP (A Day In Paradise) at our base at Gålö in the Stockholm Archipelago, marks the end of our Torpedo Boat Summer. Another winter season with hard but pleasant work will follow. T121 SPICA will be cruising the Archipelago under own power next summer.

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

Albany, New York, U.S.A.

By Tim Rizzuto, Executive Director

**“EXCERPTS FROM THE
JUNE ‘SLATER SIGNALS”**

Two weeks elapsed from the departure of the Michigan crew to the arrival of the U.S.S. HUSE gang. This was the seventh consecutive SLATER Work Party for the crew of the HUSE, and it was a great follow up to Michigan and allowed the completion of a lot of projects that had been started earlier. They had a good turnout with 22 former crew members and friends attending. The work party began arriving on Saturday, 20 May. Eggs to order were the order of the day, and for me it was a treat coming in every morning to a hot breakfast.

Three primary tasks were laid out: prepping and painting the portside main deck house, prepping and painting the portside waterway, and repairing the starboard twin 40mm gun mount, which had jammed in elevation. Bob Kehrer was in charge of the deck apes and he kept the painting work coordinated and ensured a steady progress with minimum of waste. Roland Robbins and Bill Meehan ran



Above: U.S.S. SLATER (DE-766) in March 2002; shown here is her starboard side superstructure. Laid down by Tampa Shipbuilding, in Tampa, Florida on 9 March 1943, SLATER was launched on 13 February 1944, and decommissioned on 26 September 1947. She later served in the Hellenic (Greek) Navy as AETOS (D-01) before returning to the United States for preservation in 1991. Her top speed was 21 knots, with a cruising range of 10,800 nautical miles. Photo courtesy Tim Rizzuto / U.S.S. SLATER / NavSource Online.

the paint locker and kept the brushes cleaned and ready, and the Epoxy paint mixed and distributed in such a way to minimize loss of the product. Once the eighty-dollar-a-gallon paint was mixed, it has about a four-hour pot life, so you don't want to mix more than you need.

We made another scrounging run to the James River Reserve Fleet. This time our target was the U.S.S. SPHINX (ARL-24). SPHINX has been on donation hold for several years, and her number came up for scrapping this spring. We were given thirty days to put a trip together and make removals. SHPINX had the same Cleveland 3-268A diesel generator sets as SLATER, so she had the potential to be a rich source of spare parts. Unfortunately none of our engineers were available to make the run, so a scratch team was put together of Gordon Lattey, Will Donzelli, Barry Witte, Bill Siebert, Mike Clark and Loren Caddell who is a

retired Chief Boatswain who served on U.S.S. JACK W. WILKE (DE-800). We traveled the Tuesday after Memorial Day and hit the fleet bright and early on Wednesday morning. As a repair ship, SPHINX had a main deck auxiliary engine room with four of the 3-268A engines located there. Gordon and Bill went to work on starters, thermostatic controls and governors, Will went to work on circuit breaker panels, and I went to work on injectors.

SPHINX was also unusual in that there was no power aboard, so for a change we were able to take whatever electrical components we needed, but this was kind of negated by the fact that she was a DC ship, so a lot of equipment was incompatible with our AC SLATER. But our engineers should have spares to take him into the twenty second century.

John Whalen is currently on active duty with the U.S. Navy as a Machinist's Mate 3/c at the Nuclear Power School near here. He also holds the record for tour guide training, having gone from a visitor aboard the ship to a fully trained and qualified guide in about nine days. And, perhaps best of all, he also talked his roommate Greg Koop into volunteering aboard the ship as well. It's a great help for us to have people under the age of 65 working down in the bilges, and it's a great help to them to realize how much shipboard accommodations have improved since 1945.

**U.S.S. LST-325
U.S.S. LST Ship Memorial, Inc.**

Evansville, Indiana, U.S.A.

By Susan Bloom, LST-325 Volunteer

**“SIXTH ANNIVERSARY OF
LST-325’S RETURN TO THE HOMEFRONT”**

In 2007, the USS LST SHIP MEMORIAL is celebrating the sixth anniversary of LST 325’s return to the American Homefront.

LST 325 is now homeported in Evansville, Indiana on the banks of the Ohio River at a facility designed and constructed specifically for LST 325 by the people of Evansville. Their interest is not just one of curiosity - Evansville was the site of one of the major inland “Cornfield” shipyards of WWII.

Missouri Valley Bridge and Iron of Evansville constructed twenty-four ships, 167 LSTs and 35 other craft for the war effort. The City of Evansville, in cooperation with the Board of Directors of the LST Ship Memorial, do their best to aid and assist in sharing the history of these historic naval vessels.

The ship has undergone major restoration efforts and has been visited by thousands of LST Veterans, their families and those of us who love history and ships. As with all historic naval vessels, those restoration and maintenance efforts continue.

Later in the month, the Ship Memorial’s gift shop also made history! Located on a land-based barge, high waters of the Ohio River floated the gift shop off its base to become the first floating gift shop on the Ohio. The ladies who staff the office and shop have now acquired ‘sea legs’!

The second and third of June 2007 saw the LST 325 participating in and hosting a re-enactment of a portion of the Normandy Invasion – D-Day, June 6, 1944. American and German WWII re-enactors from several Midwestern states gathered in Evansville to participate. The re-enactment battles were presented several times each day. This is particularly poignant in that LST 325 participated in the Normandy invasion, making over 40 trips back and forth across the channel in the summer of 1944. The event was held at Marina Pointe in Evansville.



Above: Two never-before-published WWII images? No, LST 325 hosted a successful WWII re-enactment weekend in June. American and German WWII re-enactors from several Midwestern states gathered to participate. The event was held at Marina Pointe in Evansville, Indiana. Photo courtesy Don Hardesty / LST-325.

The History Channel is producing a new series called “Hero Ships.” The 13-part series is highlighting moments in the lives of our historic naval vessels. Crew members were filmed providing firsthand recollections of each vessel. LST 325 was proud to represent all LSTs produced. The series will air this fall.

A river trip is planned for late summer, and between 26 and 30 September 2007, we’ll celebrate our second annual LST Week.

Please check our website (<http://www.lstmemorial.org>) for the latest news, events, any future updates to the schedule.

H.N.S.A. NEWS & VIEWS

Compiled by Jeffrey Nilsson, Anchor Watch Executive Editor

The **Congressional Medal of Honor Museum** is open daily at **Patriots Point Naval & Maritime Museum** in Charleston Harbor, South Carolina. NBC Nightly News with Brian Williams was broadcast live from Patriots Point in advance of Memorial Day weekend and featured the Medal of Honor Museum and their ESSEX-class flattop **U.S.S. YORKTOWN (CV-10)**. The Medal of Honor Museum is housed aboard YORKTOWN and is included in the base Patriots Point admission price.

On 9 May 2007, Mrs. Laura Bush, First Lady of the United States and Honorary Chair of Preserve America, announced and presented the 2007 Preserve America Presidential Awards at a White House Rose Garden ceremony. This is the highest national award for historic preservation achievement.

In the Heritage Tourism category, there were two winners, one of which was the **U.S.S. MIDWAY**, San Diego, California. Accepting on behalf of MIDWAY were RADM John P. (Mac) McLaughlin, U.S.N., (Ret), president and C.E.O. and Scott McGaugh, marketing director. "These honorees exemplify how historic preservation is fundamental to spurring economic development, increasing heritage tourism, and educating children and adults about how important disparate pieces of our heritage are in forming our overall national story and culture. They illustrate the purpose of the Preserve America initiative." Said John L. Nau, III, chairman of the Advisory Council on Historic Preservation, which administers the award program on behalf of the White House.

The MIDWAY Museum opened in 2004, after more than a decade of preparatory effort to transform it into a naval aviation history museum that emphasizes people and culture as well as technology and events. With a volunteer and docent force exceeding 300 people, it offers educational outreach to more than 25,000 elementary students annually. Already 2.5 million people have visited, and events are hosted aboard more than 200 evenings a year. The museum lists among key partners the U.S. Navy, Unified Port of San Diego, and the San Diego Convention and Visitors Bureau. Many other community organizations also are involved.

We have word that U.S.S. LAFHEY in Mt. Pleasant, South Carolina, "The Ship That Wouldn't Die," hosted a working party made up of folks from the LAFHEY Association for a week starting on 14 April. It was a live-aboard experience for them and while on board the members prepared the after superstructure and after mast for painting. As usual,

the work that was performed was of the highest quality, and was indispensable to the overall maintenance effort on this critical member of our naval and maritime museum. The LAFHEY Association continues to prove its love for the ship and their fellow crewmembers and set a standard for cooperation, devotion, and dedication by a veterans' association. They are shipmates of the highest order.

Maury Drummond, Executive Director of the **U.S.S. KIDD Veterans Memorial**, Baton Rouge, Louisiana, reports they hosted a number of reunion groups during this past fall that included shipmates from **U.S.S. JOHN R. CRAIG (DD885)**, **U.S.S. MULLANY (DD528)** and the National Chief Petty Officers Association. The crew of **U.S.S. SYLVANIA (AKA44/AFS2)** opted for a unique reunion by scheduling their event concurrent with the Mardi Gras season in February.

We have had a message from the **ADAMS Class Veterans Association (A.C.V.A.)** that the **CHARLES F. ADAMS** is back on donation hold until 31 March 2008, per the Chief of Naval Operations. Tom Crosser, President of the A.C.V.A., offers his sincere thanks to everyone who wrote letters, sent emails, made telephone calls, and said a prayer or two to help make this happen. Good luck, Tom.

An online petition to save **H.M.S. PLYMOUTH** has closed with 2201 signatures. PLYMOUTH is the last Type 12 ROTHESAY-class anti-submarine frigate afloat. She was built at Devonport dockyard and launched in July 1959 and decommissioned in 1988 after nearly 30 years of service. The campaigners want to bring PLYMOUTH back to her namesake city for use as a visitor attraction, but there have been problems finding a suitable berth. PLYMOUTH played a major part in the 1982 Falklands conflict. The ship is currently moored at Birkenhead on Merseyside.

From **H.M.S. CAVALIER** in Chatham, U.K., we are told that her volunteers had a well deserved get together in the wardroom on Wednesday, 17 January, to celebrate a good years' work. One or two tots were consumed, plus lots of good food. The data inputting for the WWII (British) losses is virtually complete and will be placed on the CAVALIER website in the near future by their webmaster. The 11,000 names with full details and 154 ships will be searchable for free by the public.

Word has been received that on 16 June 2007, Captain Gerard D. Roncolato, who was the Commanding Officer of **U.S.S. THE SULLIVANS (DDG68)** when she was

H.N.S.A. NEWS & VIEWS

Compiled by Jeffrey Nilsson, Anchor Watch Executive Editor

commissioned, retired after 29 years of active service. His retirement took place at 1000 aboard THE SULLIVANS in Staten Island, New York, where she was commissioned. His retirement was in conjunction with the 10th anniversary celebration of the commissioning of the ship which was held 15-16 June 2007. We wish Captain Roncolato the traditional "Fair Winds and Following Seas" in his retirement.

The Historic Naval Ships Association (H.N.S.A.) wishes to take this opportunity to thank **Tin Can Sailors** for the very generous grants that were awarded to a number of H.N.S.A. museum ships at our board meeting this past March in Annapolis, Maryland. The following ships each received a check for \$19,000: **U.S.S. THE SULLIVANS**, **U.S.S. KIDD**, **U.S.S. LAFFEY**, **U.S.S. JOSEPH P. KENNEDY, JR.**, and **U.S.S. TURNER JOY**. Receiving \$5,000.00 each were **U.S.S. SLATER** and **U.S.S. STEWART**. The U.S. Navy-U.S. Marine Corps Relief Society received \$10,000 and the Historic Naval Ships Association received \$7,500. A total of \$122,500 was distributed that morning, which brings the total that Tin Can Sailors has given to H.N.S.A. museum ships, H.N.S.A. itself, and the Navy-Marine Corps Relief Society to \$1,741,900. Again, our sincerest thanks to the Tin Can Sailors.

Tin Can Sailors, The National Association of Destroyer Veterans, represents more than 23,000 members, including many non-destroyer historians and other who have an interest in the history of destroyers and other destroyer-related ships and their place in shaping the historical and modern navy. T.C.S. appreciates the efforts involved in running a successful museum ship and we salute all who help to preserve our naval heritage. For information, or to join, visit the Tin Can Sailors' website at www.destroyers.org, call 800-223-5535, or email tcs@destroyers.org.

Sad news from Jean-Denis Coulon in Bordeaux, France: **FS COLBERT** will be scrapped. COLBERT, which has been in Bordeaux as a museum ship for 14 years, was not generating enough cash for proper maintenance. The city has decided to send her back to Brest where she will be demolished.

On 11 April 1992, seven World War II, Korean War, and Vietnam War U.S. Navy cruiser veterans met to discuss the formation of an association of cruiser sailors. On 18 June 1992, the **U.S. Navy Cruiser Sailors Association** was

officially incorporated. Now the USNCSA can point with pride that our members represent virtually all light, heavy, nuclear, and guided missile cruisers that have served and are serving the U.S. fleet. Members come from all fifty states and include sailors who served aboard cruisers of the Australian, British, Canadian, and New Zealand navies. USNCSA maintains a Cruiser Memorial Room aboard the **U.S.S. SALEM (CA-139)** as part of the **United States Naval Shipbuilding Museum** at Quincy, Massachusetts. Photographs, artifacts and memorabilia from many cruisers are displayed. A Living Tree, "October Glory" maple, and a marker were dedicated at the Arlington National Cemetery in Arlington, Virginia, in honor and remembrance of all who served aboard U.S. Navy Cruisers. A U.S. Navy Cruiser Sailors Association plaque has been placed at the Navy Memorial in Washington, DC. The USNCSA produces a quarterly magazine featuring articles and photographs of cruisers and other naval topics. For more information, please contact Bob Partrick, USNCSA President, at sounderbob@aol.com or (360) 387-9257.

Peter P. Papadakos of the **Gyrodyne Helicopter Historical Foundation** reports the last **Mk-112 Anti-Submarine Rocket (ASROC)** on the West Coast has been placed in a museum and it was done by the men of DASH (Drone Anti-Submarine Helicopter) working with the last ASROC at the Navy. The ASROC is now on display at the **Hawthorne Ordnance Museum** in Hawthorne, Nevada. The Gyrodyne Helicopter Historical Foundation is dedicated to the advancement of the education and preservation of the history of the ships, men and the company that built, operated and flew the U.S. Navy's QH-50 Drone Anti-Submarine Helicopter (DASH) System and to the preservation of the history of the U.S. Army's past and continued use of DASH.

The Historic Naval Ships Association would like to welcome its newest Associate Member, **Friends of the CERBERUS**. Based in Victoria, Australia, Friends of the CERBERUS believes that saving CERBERUS is of crucial importance. Launched in 1868, CERBERUS is the only remaining MONITOR (the first generation of modern battleships) left in the world. CERBERUS not only has her hull, but also her gun turrets and guns. CERBERUS has rested in three metres of water at Australia's Half Moon Bay since being scuttled to form a breakwater in 1926. More information about the Friends of the CERBERUS is available online at www.cerberus.com.au/index.html.

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**Lightship Overfalls (LV-118)
U.S.S. LST Ship Memorial, Inc.**

Lewes, Delaware, U.S.A.

By David Bernheisel, President



The Lightship OVERFALLS (LV-118) in her current slip in Lewes, Delaware. Photo courtesy Lightship OVERFALLS.

“RESTORING A LIGHTSHIP”

For the last eight years a band of crazies has invested 12,000 hours of volunteer labor in restoring the Lightship OVERFALLS (LV-118) in Lewes, Delaware. This effort has turned an old rust bucket into a shipshape lightship looking like it is ready to serve on station. She is clean, freshly painted, the bunks are made up and it looks like the crew is still aboard.

The ship, built in 1938, last served on the Boston station until 1972. In 1973, the U.S. Coast Guard declared her surplus and donated her to the Lewes Historical Society. Upon arrival in Lewes, the Historical Society rechristened her OVERFALLS in honor of the town's nearest station where lightship's marked the entrance to Delaware Bay from 1898 until 1960.

The OVERFALLS Foundation is proud of its accomplishments to date, plans for the future and is anxious to tell its story. To respond to this article or for more information on the ship or any part of the Foundation's program, visit the web site at www.overfalls.org or e-Mail Bernheisel@Juno.com.

AIRCRAFT CARRIER TRIVIA CHALLENGE, PART TWO

By Jeffrey Cary

1. What famed WWII-era U.S. Navy aircraft carrier was involved in the search for Amelia Earhart?
2. The last conventionally-powered U.S. Navy carrier is due to be retired this decade and is currently the oldest active-duty ship in service. Can you name it?
3. The current flagship of the Italian Navy is an aircraft carrier. Name it.
4. Who is sometimes regarded as the “father” of U.S. naval aviation and carrier tactics?
5. The Battle of the Coral Sea was famous for what particular aspect of naval warfare? Bonus: Both sides lost a carrier during the battle. Name them.
6. Name the U.S. Navy’s first angle-decked carrier.
7. Early U.S. Navy aircraft carriers were constructed on the hulls of other types of ships before eventually being built from the keel up as flattops. Name the first “Queen of the Seas” built as such.
8. Name the last U.S. Navy aircraft carrier lost to enemy action in WWII.
9. Can you name the Indian Navy’s only aircraft carrier?
10. From the years 1967-1981, only two U.S. Navy carriers transited the Suez Canal. Can you name them?
11. The Royal Navy is credited with the first carrier/jet aircraft operations. Can you name the British aircraft carrier from which a Vampire jet flew in December 1945?
12. The U.S. Navy’s first aircraft carrier was built from the collier (coal carrier) JUPITER. Can you name it?
13. In the near 100-year history of the Canadian Navy, it has fielded five aircraft carriers, two of them from the Royal Navy. Can you name them?
14. The late U.S. President Gerald R. Ford served aboard a U.S. Navy carrier in WWII. Can you name it?

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

ANSWERS

14. U.S.S. MONTERREY (CVL-26)
- BONAVENTURE
13. H.M.S. NABOB, H.M.S. PUNCHER, H.M.C.S. WARRIOR, H.M.C.S. MAGNIFICENT, H.M.C.S.
12. U.S.S. LANGLEY (CV-1)
11. H.M.S. OCEAN
10. U.S.S. INTREPID (CV-11) in 1967 and U.S.S. AMERICA (CVA-66) in 1981.
9. INS VIRATT
8. U.S.S. BISMARCK SEA (CVE-95)
7. U.S.S. RANGER (CV-4)
6. U.S.S. ANTIETAM (CV-36)
5. For the first time in the history of naval warfare, the battle was fought with the combatant ships never having sighted each other. The Japanese lost TAHO. The U.S. Navy lost U.S.S. LEXINGTON (CV-2).
4. Glenn Curtiss
3. HM GARIBALDI
2. U.S.S. KITTY HAWK (CVA-63)
1. U.S.S. LEXINGTON (CV-2)



Questions About Your Membership?

Please contact Jeffrey Nilsson at:

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Smithfield, Virginia
23431-0401 U.S.A.

ANCHOR WATCH

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