

1965 - 2015

BATTLESHIP COVE

CELEBRATING 50 YEARS



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“We want to celebrate those people involved in first bringing the USS Massachusetts here, as well as supporting it all these years. Our goal is to remind Fall River to be proud of its history and its people.”

— **Brad King**, Executive Director of Battleship Cove

“We have an extremely hardworking crew of staff and volunteers here. We always have more to do than can possibly be done, but we all have such a great love for this ship and this place.”

— **Christopher Nardi**, Battleship Cove Museum curator who has been working at the museum for almost 30 years

IN THEIR WORDS

“Now that the World War II vets are largely no longer with us, we have to be able to tell their story in a 21st century fashion.”

— **Carl Sawejko**, Battleship Cove Board of Directors President

“I leave them with great sadness; it’s been a long run.”

— **Bernie Silveria**, the president of the USS Massachusetts crew members group, of their final reunion

“I spent my time on school kids. I met every school superintendent in Bristol County. We raised quite a bit of money that way.”

— **Bill Torpey**, retired head of the State Pier

“I am a hopeful person by nature, and the Battleship has as capable an executive director as it has ever had in Brad King. I strongly believe in the future of Battleship Cove.”

— **Joseph Feitelberg**, former USS Massachusetts Memorial Committee President.

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A NOTE FROM OUR SPONSOR

PRESERVATION & CELEBRATION

Back in 1965 and the year leading up to it, an unprecedented community effort brought the Battleship Massachusetts to the shores of Fall River, establishing what would become Battleship Cove on the city's historic waterfront.

Through the rapid and earnest efforts of the USS Massachusetts Memorial Committee, enough money was raised to save "Big Mamie" from the scrap heap and return the veteran battleship from Virginia to its home state. Most endearingly, among the donors to the effort were more than 6,000 schoolchildren who saved their pennies, literally, to bolster the cause. To this day, the remarkable fund-raising campaign is referenced with pride.

BayCoast Bank is likewise proud to support the endeavor to recognize and celebrate the 50th anniversary of the USS Massachusetts' arrival to Fall River's waterfront. The shared values and ideals that 50 years ago compelled youngsters to bust open their piggy banks and adults to dig deep into their pockets, are on display today in the magnificent treasure of Battleship Cove, which now boasts the world's

largest collection of historic naval ships, along with the official state memorials for World War II, the Vietnam War, Korean War, Gulf Wars and the September 11, 2001, attacks.

Festivities to mark the grand occasion of the ship's arrival begin Sunday, Aug. 9. Included — appropriately — is a student reception on Tuesday. The official commemoration takes place aboard the battleship on Thursday and a citywide parade is scheduled for Sunday, Aug. 16. An abundance of activities takes place throughout the entire week. Learn more about the past, present and future of Battleship Cove in this special commemorative edition.

Unifying behind a common purpose was not only what brought the USS Massachusetts to Fall River's shores, it's what resides at the core of "community," of who we are. "Don't Give Up the Ship" is a common Navy refrain, a sentiment BayCoast Bank wholeheartedly endorses, yesteryear, today and tomorrow. ★



Sincerely,
Nicholas M. Christ
President & CEO
BayCoast Bank

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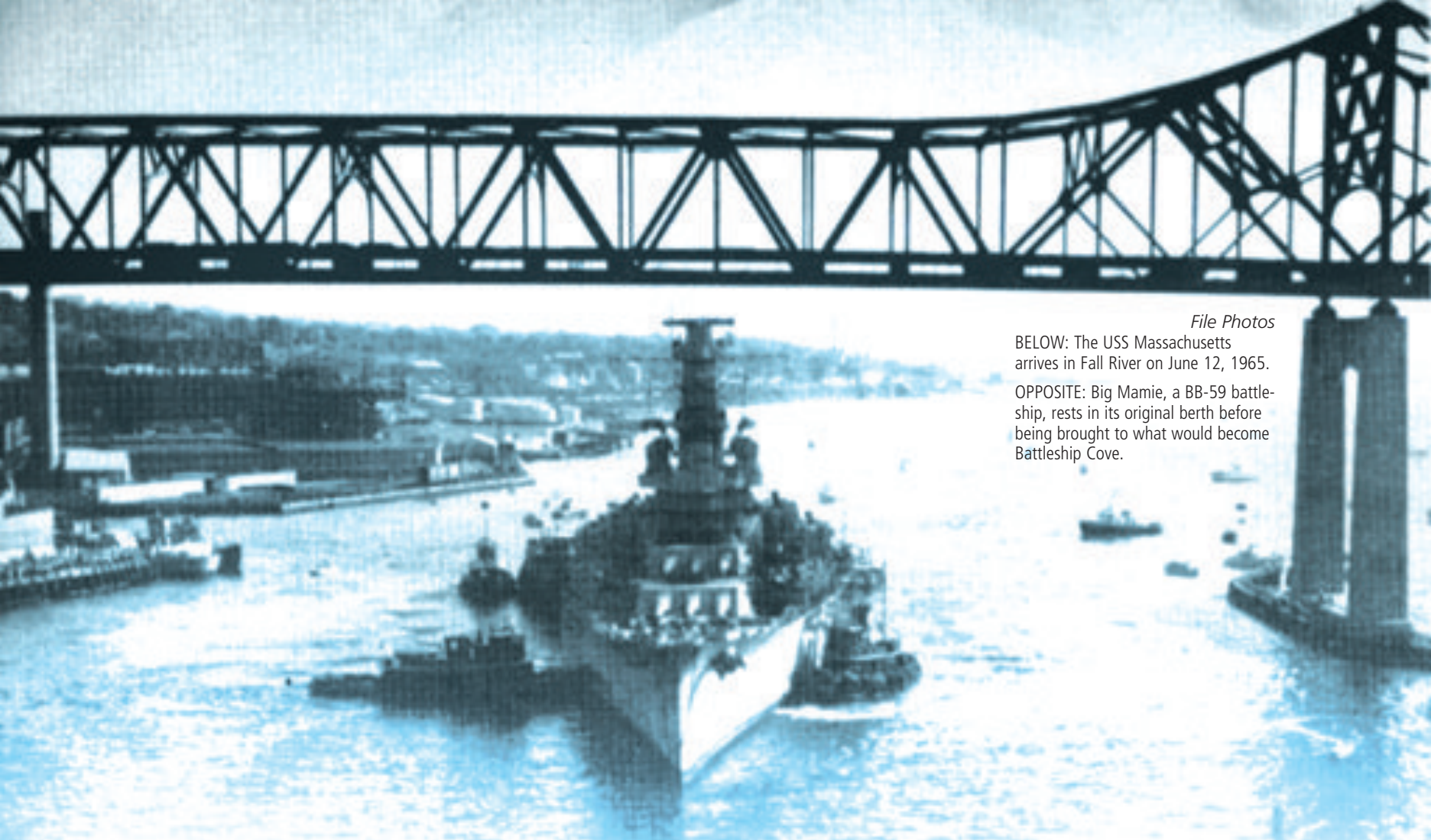
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Fall River Area
CHAMBER OF COMMERCE & INDUSTRY, INC.





File Photos

BELOW: The USS Massachusetts arrives in Fall River on June 12, 1965.

OPPOSITE: Big Mamie, a BB-59 battleship, rests in its original berth before being brought to what would become Battleship Cove.

ARRIVAL OF A LEGEND

STEPHANIE LEOMBRUNO
CORRESPONDENT

BEGUN WITH BIG
MAMIE, THE 50-YEAR
JOURNEY OF
BATTLESHIP COVE

Pleasing a group of visitors consisting of children, seniors, families, war veterans and historians may seem like an impossible task, yet

that is exactly what Battleship Cove has been doing for half a century. This week, the maritime heritage museum will celebrate its 50th anniversary with festivities sure to please and inspire every type of visitor.

“This commemoration is meant to celebrate the people that made Battleship Cove possible,” said Brad King, executive director of Battleship Cove.

In 1964, the USS Massachusetts was slated for scrapping.

“Citizens of Massachusetts, including veterans, schoolchildren, and politicians, formed a coalition and were able to stop this from happening,” said King. “This celebration is for them.”

The USS Massachusetts was brought to the Fall River waterfront on June 12, 1965, after being cheered by over half a million people standing along the shores of Narragansett Bay and the Taunton River during the journey. On Aug. 14, 1965, she was commemorated in a ceremony that also declared the site the official World War II memorial for the state.

The USS Massachusetts, or “Big Mamie” to her crew, had seen an illustrious military career. She was commissioned on May 12, 1942 in Boston, and went on to receive 11 battle stars for her service in World War II campaigns. The first year alone, Battleship Cove received over 250,000 visitors.

The Battleship Cove of today would scarcely be recognized by those early visitors. With the addition of the Destroyer, USS Joseph P. Kennedy Jr., the submarine the USS Lionfish, PT Boats 617 and 796, the missile corvette Hiddensee, and world class exhibits like The Pearl Harbor Experience and Women Protecting US, Battleship Cove is now the world’s largest collection of historic naval ships, and the site of five National Historic Landmarks.

“We have an extremely hard-working crew of staff and volunteers here,” said curator Christopher Nardi, who has been working at the museum for almost 30 years. “We always have more to do than can possibly be done, but we all have such a great love for this ship and this place.”

Today, Battleship Cove, as America’s Fleet Museum, is one of the top five most visited attractions in Massachusetts, boasting an impressive calendar of education programs and exciting events. But they’ve never held something quite as big as the Battleship Cove Commemoration celebration. This



“Our goal is to remind Fall River to be proud of its history and its people.”

— **Brad King**, executive director of Battleship Cove

week, the museum and the surrounding area will hold events, including a variety of musical performances, retro USO shows, a Rosie the Riveter Look-a-Like Contest, car shows, dance canteens and a citywide parade.

“We want to celebrate those people involved in first bringing the USS Massachusetts here, as well as supporting it all these years,” said King. “Our goal is to remind Fall River to be proud of its history and its people.”

As such, the commemoration celebration will also honor its veterans in a number of events, including holding the 70th and final reunion of the USS Massachusetts’ crew members who served during World War II. This reunion is the longest-running annual reunion in the history of the Navy.

The commemoration celebration is just the beginning of what King and the crew of Battleship Cove have planned for the property and the city. Plans are under way to build and expand the indoor museum section of the property, constructing a brand new, beautifully styled building. “We have so many important pieces of history here,” said King. “We need to get them out of the elements.”

The new building will also have a memorial room deemed the “Hall of Valor,” designed to be a special

place for reflection and remembrance. The centerpiece of this room will be a massive flag that once flew on the USS Massachusetts. It has been dubbed “the Casablanca flag,” as it was hit during the Battle of Casablanca in November 1942. In spite of what was most likely an 8-inch artillery shell ripping through the middle and leaving a jagged, soot-stained hole, the flag remained flying and in one piece through the rest of the battle.

“We’ve kept it well-preserved, and it’s ready to take its rightful place,” said Nardi. The flag will be on display during August’s festivities, before coming to rest in the Hall of Valor after the museum opens.

“It’s an exciting time for Battleship Cove as well as the city,” said King. “We’re very excited to share it with everyone.” ★

BUILT **TO** LAST

BIG MAMIE'S JOURNEY BEGAN IN QUINCY

MADELINE FROYD
SPECIAL TO THE HERALD NEWS

Looking out at the harbor, the USS Massachusetts stands tall and proud, solid and unwavering. Winds don't move her, rains don't faze her, and the thousands of feet that have walked her deck over the years have not wearied her. And after spending 50 years in the harbor, a good portion of the residents of Fall River and the surrounding areas have never known the city without "Big Mamie."

But as much as the ship may seem like an integral part of the landscape, she hasn't always been. The contract for the

ship was awarded to the Bethlehem Steel Co. in Quincy, Massachusetts, in 1938. At the time, there were three contracts out for ships of the South Dakota class, and three shipyards in the running — however, only one of those ships would be named after the commonwealth, and only one of the shipyards in competition was located in that same state.

It was only fitting that the USS Massachusetts would be built in the Fore River Shipyard in Quincy. The yard had been at that location since 1901, employed nearly 7,000 workers, and was one of the most active in the country. More than 3,500 plans were necessary to construct the ship, which consisted of 35,000 tons of steel, including four enormous metal propellers weighing 25 tons each.

Each steel plate that made up

the ship had to be riveted together, piece by piece, to eventually add up to a 681-foot-long battleship with a standard displacement of 35,000 tons. The USS Massachusetts would become the heaviest ship ever launched in Quincy.

The keel was laid on July 20, 1939, a momentous occasion for the ship but not the city it was being built in, which saw such things happen regularly in its active shipyards.

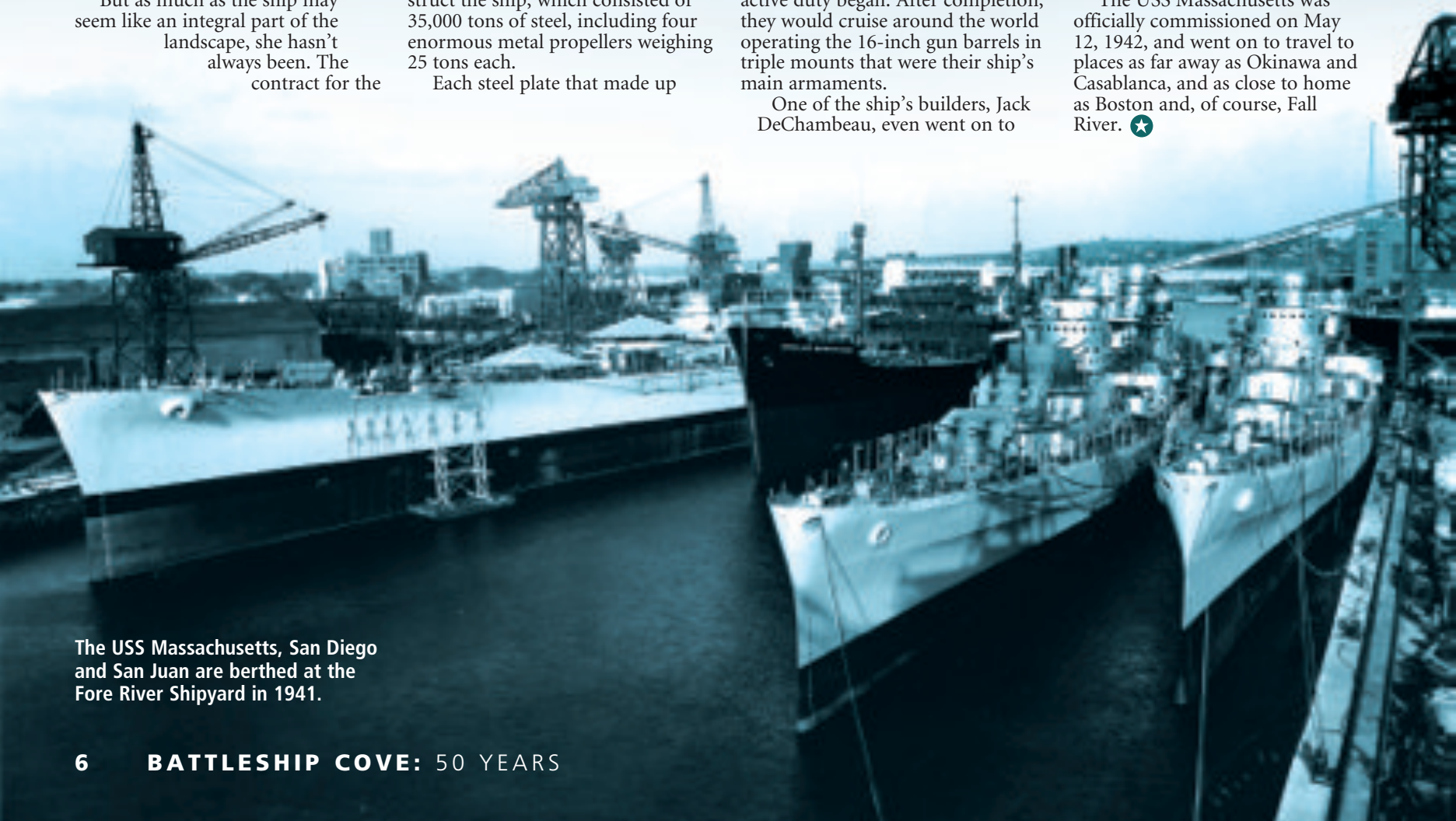
While the ship was being built, many of the officers and enlisted personnel assigned to "Big Mamie" reported to her in Quincy, in order to familiarize themselves with the ship and each other before their active duty began. After completion, they would cruise around the world operating the 16-inch gun barrels in triple mounts that were their ship's main armaments.

One of the ship's builders, Jack DeChambeau, even went on to

enlist in the Navy after his work on the ship. As an accomplished saxophone player, DeChambeau got the chance to perform on many different ships throughout his time in service, including one he had helped create with his own hands: the USS Massachusetts.

The nearly \$80 million battleship was launched on Tuesday, Sept. 23, 1941, an impressive seven months ahead of schedule. The fifth US Navy ship to be named after the state of Massachusetts was christened by a bottle of champagne and Mrs. Charles Frances Adams, whose husband was a former secretary of the Navy and a relation of the presidential Adams family.

The USS Massachusetts was officially commissioned on May 12, 1942, and went on to travel to places as far away as Okinawa and Casablanca, and as close to home as Boston and, of course, Fall River. ★



The USS Massachusetts, San Diego and San Juan are berthed at the Fore River Shipyard in 1941.



24 HOURS A T S E A

A DAY IN THE LIFE OF A SEAMAN

ELIZABETH TEITZ
SPECIAL TO THE HERALD NEWS

00:00
First watch begins

03:00
Meal preparation begins

"Feeding 2,300 hungry sailors could be almost as difficult as fighting off enemy attacks," said Harold Nye, a chief cook on the ship, in a 1989 interview with *The Herald News*. His day began with preparation at 3 a.m., and ended when the last sailors were fed, usually after 7 p.m.

04:00
Second watch begins

05:30
Reveille, sweeping and cleaning begins
All living areas of the ship were cleaned two to three times each day, usually by the newest or lowest-ranking men. Men would sometimes hide when it was time for cleaning to avoid this, said Bil Canfield, Boatswain Mate First Class and the ship's cartoonist.

07:30
Breakfast Call
The secret to feeding such a large crew was trying to keep everybody happy, Nye said. "We had everything you could imagine. Plenty of dry and hot cereal, bacon and eggs, you name it."

08:00
Morning colors,
Third watch begins

08:05
"Commence ship's work"
Sailors' tasks were assigned by rank, which ranged from navigation and steering for the Quartermaster, to chipping and painting for the lowest-ranking seamen, which kept the ship rust-free. Holystoning, the process of scrubbing the ship's teak decks with sandstone to keep them "gleaming white," was another particularly difficult cleaning task.

09:00
Instruction and
Inspection

12:00
Lunch, Fourth watch begins

"You stood in line to get breakfast, lunch and dinner," Canfield said. "Even though we were in many battles, I never remembered ever missing dinner, or breakfast or lunch even. The bourbon was a little thin," he joked, "but no one ever went hungry on the Massachusetts."

13:00
"Commence ship's work"

16:00
"Knock off ship's work," Fifth watch begins

Battleships of this size were referred to as "cities on the sea," and during free time, soldiers had access to a variety of recreational activities. These included musical performances, boxing, shuffleboard and skeet shooting, as well as visiting the ship's library and popular soda shop, where ice cream sodas and grilled cheese topped the menu. "A lot of it was boring," Canfield recalled, but

it was during this time that he began drawing cartoons of life on the ship, including portraits for seamen to send home to their families or girlfriends, a pastime that led to his appointment as the ship's cartoonist.

16:30
"Liberty Call"

When in port or at anchor, sailors were able to go ashore. These evenings could include attending dances hosted by local organizations, going to bars or buying souvenirs for family from overseas.

17:30
Evening Meal

18:00
Sweeper's Call
Sunset

Evening colors were held each night. The flag was lowered as the National Anthem played, finishing with the last note.

19:30
"Movies when ordered"

"We'd always have a movie at

night as long as we weren't in enemy areas," Canfield said, and cowboy movies were especially popular. The area behind the ship's third turret was often used for screenings, as well as concerts and variety shows.

20:00
Sixth watch begins

21:00
Taps

With 2,300 men aboard a ship intended to hold 1,800, offices and passageways were converted to fit extra bunks and hammocks, stacked three or four high. For the most part, men slept below decks in their sack, though some chose to sleep on deck, especially in the heat of the South Pacific, Canfield remembered. "If you wanted to, you could always take a shower," he said. Though the ship was only "somewhat air-conditioned," Canfield said that he "never remembered being uncomfortable. Most of us never missed a meal, never missed a shower." ★

BRINGING IN THE EFFORT TO GET THE USS MASSACHUSETTS A BATTLESHIP

MARC MUNROE DION
HERALD NEWS STAFF

Bill Torpey, once the head of the State Pier, is 88 years old. And he is one of the remaining men who can still tell the story of how the Battleship Massachusetts came to Fall River, a story not so much of daring but dimes and nickels, civic pride and last minute luck.

Return with us to 1964 when Torpey, much younger than he is now, had just completed his first 10 years at the State Pier.

Torpey remembers June 1964, when two Boston guys, Jack Cassidy and Martin Adler, both members of Boston's Redevelopment Authority, were

looking to save the Battleship Massachusetts.

"They called the city of Providence, I think the mayor's office, and asked them if they'd like a million dollar tourist attraction," Torpey said. "Providence told them the Battleship Massachusetts didn't make much sense for Rhode Island. Providence told them to call Fall River."

The two men called Fall River

Mayor Roland Desmarais, who told them, "Call Bill Torpey."

"I got all excited," Torpey said. "I was jumping around all over that office."

It was a different time. A majority of middle-aged men you stopped on the street were World War II veterans.

A military draft was still in effect, so a majority of all men had served in the military. Regional loyalties, loyalty to





FILE PHOTOS
Campaigns to bring the USS Massachusetts to Fall River were in full swing in 1964, complete with models and posters.



a city, even loyalties to a specific neighborhood were stronger.

Torpey went to see Jack Brayton, president of the B.M.C. Durfee Bank.

"The first thing the Navy is going to want is money," Torpey told Brayton. "That will be what they want to guarantee a successful operation."

Torpey asked Brayton to be treasurer of the not-yet-formed USS Massachusetts Memorial Committee, Inc.

Brayton agreed immediately, then the two men sought out local businessman Joseph Feitelberg, who was also a lieutenant in the Naval Reserve.

"Because of his uniform and his position, I asked him to be president," Torpey said.

Feitelberg agreed immediately.

"The Navy wanted \$250,000 to show we knew what we were doing," Torpey said.

In 1964, when people were buying houses for less than \$10,000, people didn't

talk casually about a quarter million dollars.

One hundred people showed up at a meeting to organize the fundraising.

"The first couple of months, it was going to go to Boston," Torpey said.

Without much more than the beginning of an organization, Torpey left for Washington, D.C., with Cassidy, to meet with the Battleship Massachusetts Crew Members Association.

"I'm not sure who arranged it," Torpey said. "I never knew. But, we didn't have anywhere to stay and someone arranged for us to stay at the Indian embassy."

By the time Torpey got to his meeting with the Navy, the price for the battleship had dropped to

\$100,000. He never knew why but now he had a target.

Torpey figured one good place to raise money was children.

"I spent my time on school kids," he said. "I met every school superintendent in Bristol County. We raised quite a bit of money that way."

Narragansett Beer got into the act, Torpey said. The company paid for collection boxes with the outline of the battleship and the Narragansett Beer logo on the front.

"Joe Feitelberg did a tremendous corporate fundraising job," Torpey said.

Still, no one was sure. Torpey said he and other Board of Directors members pledged \$2,500 each, in case they couldn't meet the goal.

"I got home and told my wife and

she thought I was crazy," Torpey said.

He and others went to see the ship.

"The ship was in awful shape," Torpey said. "Just in appearance."

The local Lions, Rotary and Kiwanis clubs raised money in Norfolk, Virginia.

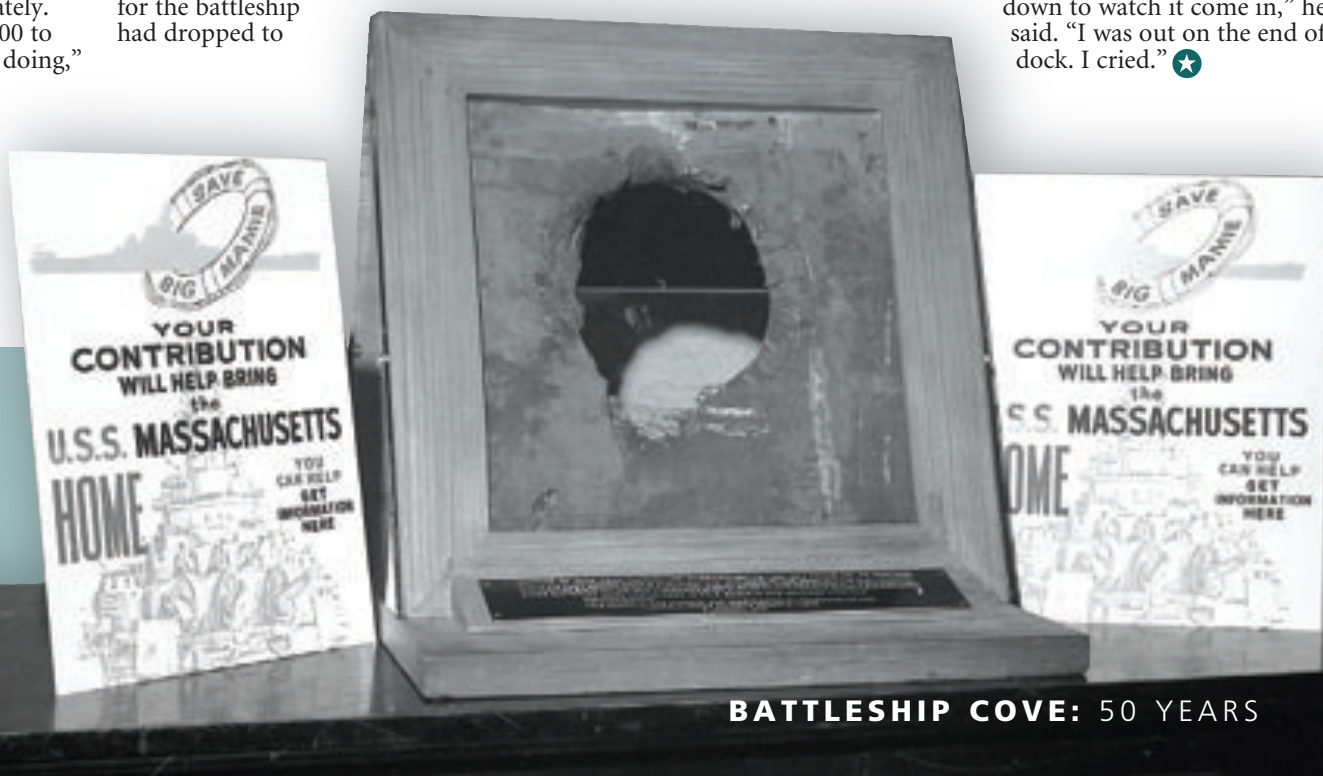
The Massachusetts drew 35 feet of water, but the water at the mooring was only 30 feet deep. The state agreed to dredge and build a dock.

Almost done.

"We signed for the ship days or weeks before its arrival," Torpey said.

Torpey said it took between seven and nine days for the ship to get here.

"Thousands of people came down to watch it come in," he said. "I was out on the end of the dock. I cried." ★



NO SMALL TASK

BIG MAMIE ALMOST ENDED UP ELSEWHERE

JAY PATEAKOS

CORRESPONDENT

For many of us, Battleship Cove has always just been there, something that we take for granted.

But it's a story that could have had a different ending, one without Fall River in it.

The historic journey, launched more than 50 years ago, to bring the USS Massachusetts to Fall River was a long and winding one. Former USS Massachusetts Memorial Committee President Joseph Feitelberg, now 80, recalls that journey as vividly today as if he had just lived it.

Sent into action in November 1942, the USS Massachusetts, built in the Fore River Ship yard in Quincy, was deactivated four years later. It ended up languishing in the Portsmouth, Virginia, Naval Yard until the 1960s when the Navy decided to cut the vessel that had once bombed Iwo Jima and Okinawa into scrap metal. But a group of former crew members — led by Edward Palmer, who originally served as the yeoman to the chaplain on the ship — refused to let that happen. They would find a home for it, come hell or high water. The year that journey began was 1962.

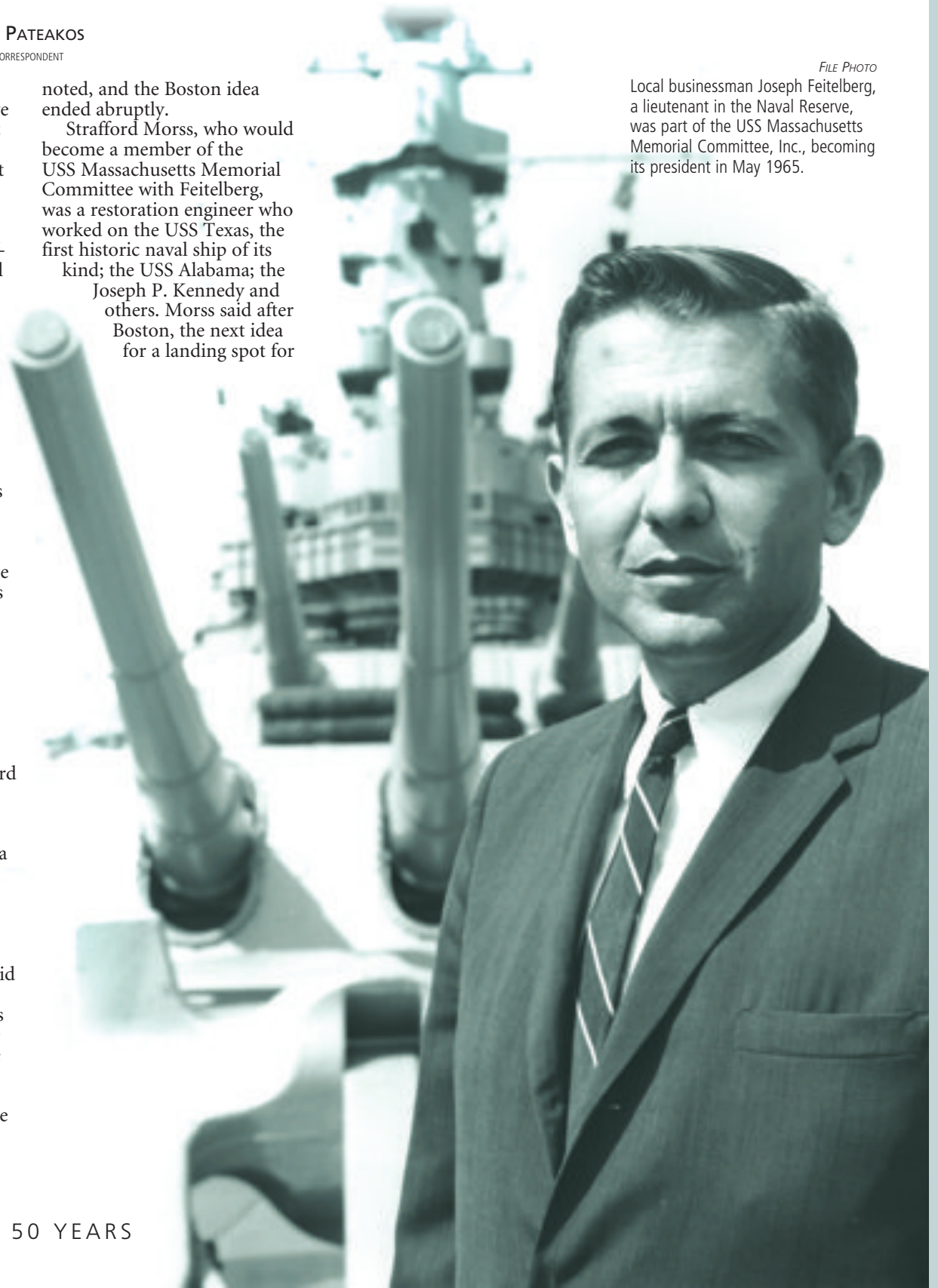
Feitelberg, who would not get intimately involved in this quest for another two years, said the first thought of a destination for the USS Massachusetts was Boston Harbor, one of the two deep-water seaports in the state besides Fall River. While the Boston Redevelopment Authority thought highly of the idea, the Massachusetts Port Authority did not, Feitelberg

noted, and the Boston idea ended abruptly.

Strafford Morss, who would become a member of the USS Massachusetts Memorial Committee with Feitelberg, was a restoration engineer who worked on the USS Texas, the first historic naval ship of its kind; the USS Alabama; the Joseph P. Kennedy and others. Morss said after Boston, the next idea for a landing spot for

FILE PHOTO

Local businessman Joseph Feitelberg, a lieutenant in the Naval Reserve, was part of the USS Massachusetts Memorial Committee, Inc., becoming its president in May 1965.



“Big Mamie” — the name given the ship by its crew members — was to go to, of all places, Newburyport, a totally unsuitable location with high tension wires around the Merrimack River and a shallow channel to boot, according to Morss.

“The brain trust thought it would have made a good location,” said Morss, 80, with the dismissiveness still clear in his voice. “God knows what they were thinking; the answer was, they weren’t.”

Providence was also mentioned as a temporary location for the USS Massachusetts but it said no because it had a very active port. It was that Providence enquiry that first led to the suggestion that maybe Fall River could be a viable resting spot for the Massachusetts.

By July 1964, USS Massachusetts former crew members and the newly formed Memorial Committee approached Fall River, by way of a call from Edward Palmer to Fall River Mayor Roland G. Desmarais. Palmer was told to talk to Bill Torpey, manager of the State Pier and an eventual member of Memorial’s Board of Directors.

Despite seeming like a last resort, Fall River — known for its manufacturing — had a lot going for it, according to Feitelberg, including its deep water port. But the question was, where would it be moored if the USS Massachusetts made it there at all?

While initially planned for the south side of Fall River’s State Pier, commuter traffic helped nix that, forcing it to be planned for the north side, where the Navy had tied up a US Navy destroyer tender — an auxiliary ship that serviced destroyers — in the 1950s.

In August 1964, the Navy, growing restless with the USS Massachusetts taking up so much space, set a deadline of June 30, 1965, for Fall River to figure out all the logistics of moving the ship, raising the \$100,000 and demonstrating that permanent mooring cells would be built for the ship somewhere on the site — enormous tasks for just 10 months’ time.

Fundraising initiatives began in earnest with the schoolchil-

“The 50 years that have taken place can be added on to and the waterfront work can make the site that much more accessible. I strongly believe in the future of Battleship Cove.”

— Joseph Feitelberg

dren around the city encouraging all to bring in pocket change each day to school. Businesses were also asked to chip in to make the USS Massachusetts’ relocation to Fall River possible.

Feitelberg said besides Ed Palmer, who kept the dream of locating the USS Massachusetts in-state alive for nearly two decades, two critical Fall River people emerged in banker John S. Brayton, first vice president of the BMC Durfee Trust, and attorney Patrick Harrington, who became general counsel for the Memorial Committee in May 1965. Feitelberg himself would become president of the Memorial Committee that same month.

Brayton, now treasurer of the Memorial Committee and \$25,000 short of its goal by June 1965, suggested that 10 members of the Memorial’s Board of Directors sign notes for \$2,500 each to help bridge the gap to make it to \$100,000. Feitelberg, with his fifth child on the way and a budding insurance business, would take his group, initially made up of Bill Torpey and Ed Palmer, to Washington to plead their case and convince the Navy that Fall River was serious about bringing the aging battleship to its city.

Palmer, Torpey, Feitelberg and Harrington would be there for the next meeting a few weeks later with the Navy and the legislative contingent that would change the course of history of this waterfront com-

munity. Harrington, who was counsel for the fisherman’s union, ended up connecting with Paul Hall, president of the Seafarers International Union, to seek out support for the USS Massachusetts coming to Fall River. It was that eventual support that proved to be the critical component needed for its overall approval.

Feitelberg said once the Fall River move was heralded by Hall — who is considered one of the most effective labor leaders of the 20th century — the Navy had little left to do but tell the fledgling group from Fall River that they had themselves a deal.

But it wasn’t over yet. Though the state pier location was an admittedly temporary site, the Fall River group needed to formulate a plan to construct permanent cells at the site — cells that are still intact today at Battleship Cove — that would cost an additional \$300,000, something the state would eventually step to the plate to help with.

The USS Massachusetts arrived in Fall River on June 12, 1965. Feitelberg, who fought so hard for the vessel, had never laid eyes on her until that day.

“When I saw it come under the Mount Hope Bridge, it was just glorious. A beautiful June Saturday afternoon,” said Feitelberg. “But when the ship came under the Braga Bridge, the wooden decking had deteriorated so much; it was shocking. The governor (John Volpe) was shocked too. He turned to me and asked ‘What if this doesn’t work out?’ I said, ‘Governor, if it all doesn’t work out, you probably will own this.’”

But Feitelberg never believed that for a moment, later telling Volpe that he believed the group he was working with wouldn’t put the state in an embarrassing situation.

“And they never did,” said Feitelberg.

The memorial was dedicated on Aug. 8, 1965.

Feitelberg’s term on the USS Massachusetts Memorial Committee would last from May 1965 to November 1975. He oversaw several other Battleship Cove exhibits coming to Fall River, including the two PT Boats, the USS Lionfish and

the last arrival, the USS Joseph P. Kennedy — all except the Hiddensee.

It may be nearly 50 years since that first extraordinary journey took place, but Feitelberg points to the 6 million tourists and counting who have visited Battleship Cove and the importance it brought to a city that needed the boost. Feitelberg said the work to raise the money and get the USS Massachusetts to Fall River was done by a group of 12 volunteer Board of Directors who simply wouldn’t take no for an answer and just figured out ways to make it happen.

Morss, who spends most of his time in Florida, recently dropped off his wife at a Fall River restaurant and, though he fought some traffic to the tune of 22 minutes to get there, drove down to Battleship Cove and simply parked in the lot, watching. Asked how he felt the next 50 years would play out for the Cove, Morss said he has concerns for the cost and upkeep of these aging vessels. With a 1998 repair costing \$8.5 million and the next one to cost upward of \$25 million to \$35 million, Morss said with few tourism dollars going to southeastern Massachusetts, he worries there will come a day when the money it will take to keep these vessels afloat will become too much. And what a sad day that would be, he said, but salt water takes its toll, no matter the cost, and there’s no stopping it.

“At some point, all hell is going to break loose and these ships are going to be coming apart simultaneously,” said Morss.

Despite the proud journey they all took some 50 plus years ago, Feitelberg said he shares some of Morss’ concerns but feels this story has a few more chapters left to be written.

“I am a hopeful person by nature, and the Battleship has as capable an executive director as it has ever had in Brad King,” said Feitelberg. “Under his leadership and marine museum experience, the 50 years that have taken place can be added on to, and the waterfront work can make the site that much more accessible. I strongly believe in the future of Battleship Cove.” ★

SMALL RECRUITS

You Can Help Bring The

**U.S.S. MASSACHUSETTS
HOME**

JOIN THE "MASSACHUSETTS NAVY"

You will receive an honorary "Petty Officer Rating"
for your "Student" donation — plus FREE admission
to the Battleship U.S.S. Massachusetts Memorial



YOUNGEST HELPERS RAISE BIGGEST FUNDS

GREG SULLIVAN
HERALD NEWS STAFF REPORTER

While the U.S. Navy was kind enough to pull the Battleship Massachusetts off the scrap heap, it wasn't about to pick up the tab for towing Big Mamie from Virginia to Fall River.

Money was needed, and the public school children of the Bay State stepped up.

They were asked to bring change — pennies, nickels, dimes, quarters — to school where the jingling dough was collected. The year was 1964, and the Bay State kids nick-eled and dimed their way to more than \$50,000 to help bring the state's World War II Memorial to Battleship Cove.

Greater Fall River baby boomers still fondly recall the mostly public school fundraising drive of five decades ago.

COURTESY AND FILE PHOTOS
A sign inviting kids to "Join the 'Massachusetts Navy'" recruited young people to help in the effort to bring the USS Massachusetts to Fall River.

Glen Maclaughlin, 60, of Tiverton, owner of Sakonnet Auto Service Inc. in that town, was a fourth-grader at the Highland School in Fall River who eagerly jumped aboard the "Join the Massachusetts Navy" fundraising campaign.

"I was enamored with the battleship," said Maclaughlin, son of the late Dr. John Maclaughlin, the well-known pediatric dentist in Fall River. "Every 8- and 9-year-old boy in the school couldn't wait to get on this thing."

For a few months, no loose change Maclaughlin came across found its way into piggy banks, or even to the local variety store's penny candy register. The coins were tucked into the fold-out coin holder at Highland School.

"I wanted to get on the ship in the worst way," he said.

Maclaughlin said he ultimately had the distinction of being the first visitor to climb aboard Big Mamie. The husband of a friend, he said, tipped off the Maclaughlins about a "surprise opening." *A Herald News*



MAURER-ISAACSON



MACLAUGHLIN

front page picture, long on display on the battleship itself, shows John and Glen Maclaughlin first in line to buy tickets.

As part of the fundraising campaign, students were given a card with a Massachusetts Navy rank and free admission to the Battleship Massachusetts: 25 cents made you a second class petty officer with two free admissions; 50 cents earned a first place petty officer status and four admissions; \$1 made you a chief petty officer with eight free admissions.

As part of the 50th anniversary of Big Mamie's arrival in Fall River, Battleship Cove plans to issue new Massachusetts Navy Cards, said Emily Bryant, the Cove's curator of education and volunteers. Fall River summer school students can earn the cards by producing Battleship Cove related art work or essays.

The Massachusetts students of a half-century ago raised \$53,186. Boston students led the way with \$4,798. Fall River came through with \$2,966 for second place. New Bedford raised \$2,664, Brockton \$2,600.

Bryant said no one expected the state total to reach that total of \$53,000.

The Maurers of June Street in Fall River were another contributing family. Mona Maurer-Isaacson, now 58, donated indirectly. She attended St. Joseph's, a Catholic elementary school which did not collect for the drive. Her younger sister, Robin, was attending kindergarten at Westall, a public school on Maple Street.

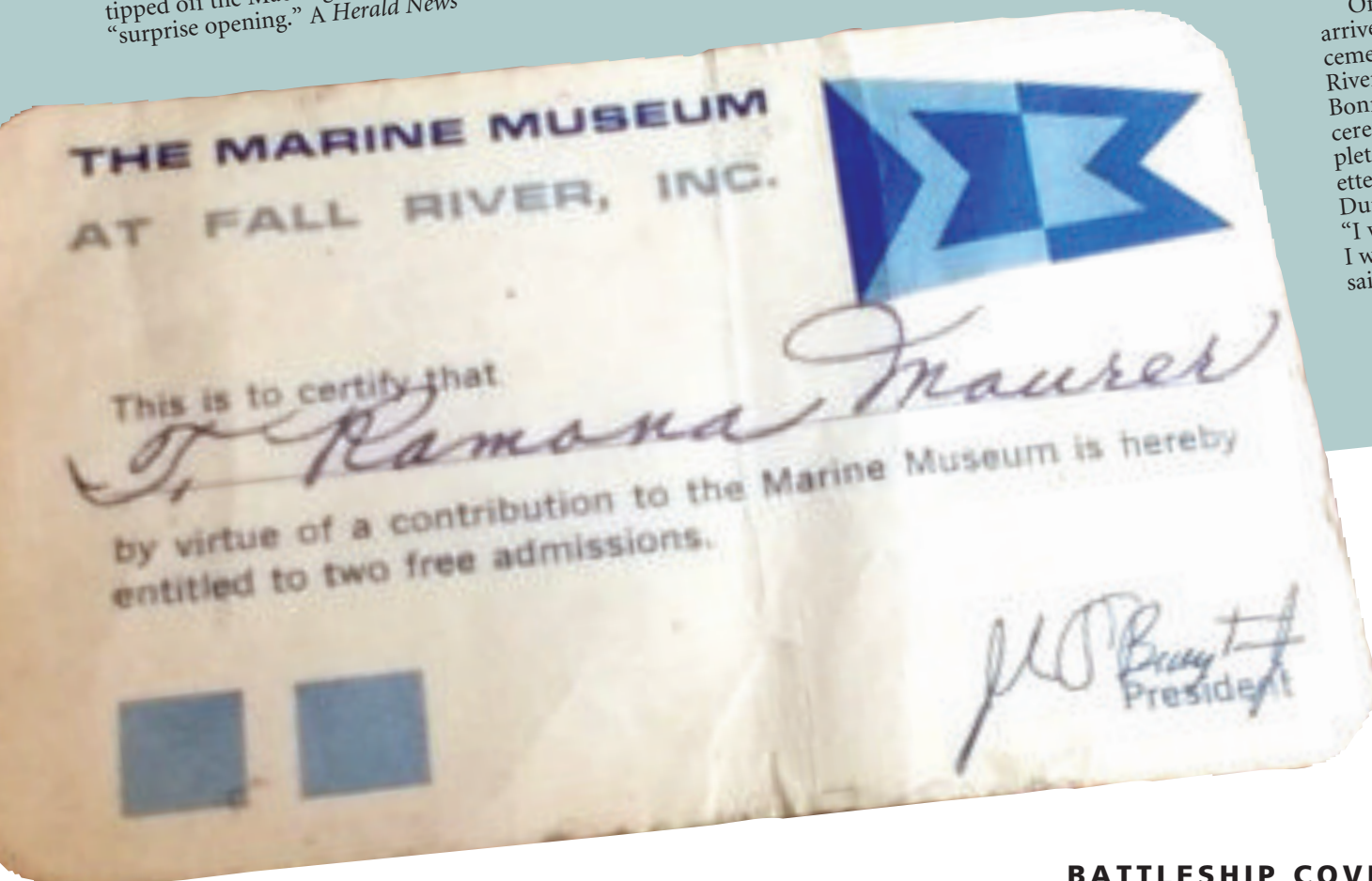
"Both Robin and I sent pennies to school with her and we both got passes to visit twice," said Mona, a Fall River resident. "Mine was never used. At the time it was exciting to both of us. Later when (the battleship) was finally brought to Fall River, Dad took us somewhere in the South End to watch it arrive."

"I just held on to my pass as a souvenir all these years."

Bonnie (Maclaughlin) Heap of Fall River, Glen Maclaughlin's older sister, was a Durfee student in 1964. While the fundraiser was a bigger deal to elementary age kids than to the high schoolers, the older kids still contributed. "I remember we collected nickels," she said.

One year after Big Mamie arrived, the Maclaughlins cemented their place in Fall River's 1960s history when Bonnie was part of the opening ceremonies for the newly completed Braga Bridge. As a majorette, she walked in front of the Durfee High marching band. "I was the first across because I was the head majorette," she said. ★

Mona Maurer-Isaacson donated to the cause through her sister, Robin, who attended Westall, a public school on Maple Street. Both girls received passes to visit the Marine Museum twice.



THE NEXT 50 YEARS AHEAD

A WORD FROM THE DIRECTOR OF BATTLESHIP COVE

BRAD KING

BATTLESHIP COVE EXECUTIVE DIRECTOR

50 years ago seems just like yesterday — Lyndon Johnson is sworn in as President, some kid called Bob Dylan releases an LP (remember those?) and Joan Rivers bursts onto our TV screens in her debut performance. During this time The USS Joseph P Kennedy Jr. is also playing its part in the Atlantic with the Gemini recovery program, and a huge gray reminder of the finest hour in the history of the USA slips up Narragansett Bay towards her berth in her new home town of Fall River.

Big Mamie, the pride of the Bay State, was swarmed by small boats, klaxons and horns that summer day in June 1965, as the river was lined with well-wishers of all ages, all straining for a glimpse of their ship — the USS Massachusetts.

Many of those on the river bank were members of the elite “Massachusetts Navy,” a program developed to raise funds to the



KING

bring the ship to Fall River. Citizens paid nickels and dimes through their school, bank, bar or VFW to raise the \$100,000 necessary to save the ship from the scrapyards and were given a special card denoting their rank in the special forces. The schoolchildren of Massachusetts alone raised half the sum needed — a truly amazing feat!

Some of her original crew, heavily involved in the campaign, proudly

rode her up the river that day, closing their eyes as the ship's mast just scraped under the Braga Bridge.

The 20th anniversary of the end of the Second World War saw the battleship open to the public in a blaze of publicity on Aug. 14, 1965. Now, 50 incredible years and 6.5 million visitors later, she is the centerpiece of the largest collection of preserved US Navy ships in the world.

Now, 50 incredible years and 6.5 million visitors later, [Big Mamie] is the centerpiece of the largest collection of preserved US Navy ships in the world.

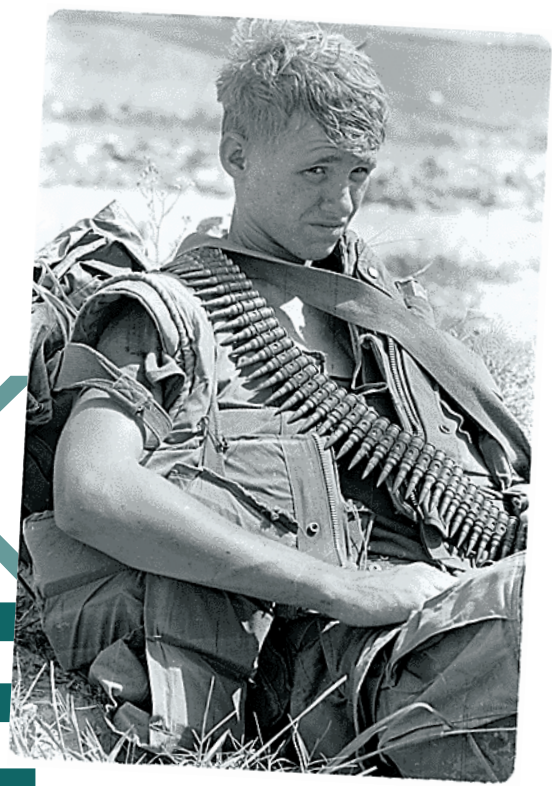
A great celebration all year long for Big Mamie and her sisters here at the Cove culminates in a moving ceremony on Aug. 14 at the end of a week-long series of events. The Kennedy needs dry docking, and we hope to have this underway in the spring of 2016. Our dock is being rebuilt this fall which will include new utility infrastructure as well. Our ideas for a new museum building and a plan to reenergize our exhibits are being developed and we hope that our fundraising efforts will allow us to get this underway as well.

So what's in store for the next 50 years? Our exceptional staff and volunteers are working hard on the 50th commemoration with help from members of the city, press, veterans groups and more on a great year of programs and events that not only highlight the past, but give us a glimpse at the museum's future.

Exciting times are ahead and we ask you for your help. You, our friends, have a vital role to play in helping with the campaign and commemoration. For now if you gave a quarter or a dime in 1965 to help bring Big Mamie to Fall River, consider making that a larger gift to set us up for the next 50 years. ★



STEP BACK IN TIME



COURTESY PHOTOS
Green Stamps,
above; the
Vietnam War,
right; and The
Beatles, below,
offer a glimpse
of what life was
like in 1965, the
year the USS
Massachusetts
was brought to
Fall River.

MARC MUNROE DION
HERALD NEWS STAFF REPORTER

Maybe all you need to remember 1965 is to know that “HELP!” was playing at the Ponta Delgada Drive-In. It starred The Beatles, still new and controversial art the time.

Or maybe all you need to know is that you could rent an apartment at 588 Locust St., four rooms, for \$10 a week.

The Vietnam War was heating up. In the Aug. 2 edition of *The Herald News*, the headlines write about B52 bombers dropping bombs on Saigon. “Mamie Proving Crowd Pleaser,” the headline

read, and the story said 3,000 people visited the USS Massachusetts the weekend before.

Mason’s Furniture was selling a three-piece bedroom set for \$279.

There was a drought in the area.

On Aug. 4, *The Herald News* reported that the International Ladies Garment Workers Union gave nine scholarships to deserving students. Margaret Goulet, 305 Fifth St., got \$250.

The city was waiting for \$25,449 from the state. The money would go to “study and recommend programs designed to overcome poverty in the Fall River area.”

On Aug. 10, *The Herald News* announced a big change for some city residents.

stories about race riots in Chicago, Springfield, and Los Angeles.

On Aug. 14, the ad was for The Columbus Cafe. “Pizza best in town,” it said.

Or, if you wanted to jack the night’s entertainment up a bit, you could hit the Jolly Roger on Route 138 in Tiverton.

“Zorreena, oriental delight,” The Jolly Roger’s ad said. “Dancing right out of the Arabian Nights.”

On Aug. 17, the paper reminded you of the upcoming “Kiddies Day at North Park,” which was a bigger deal than you might think.

Kiddies Day featured a roller skating act, juggling unicyclists, a ball balancing act and a high diver who “brought his own water with him.” The paper said the diver was due to show up with 6,000 gallons of his own water.

The Herald News reported that the Trans-American Mills, 18 Martine St., had been raided by cops for being open on Sunday, in violation of the Blue Laws. Owner Charles Weinstein said he observed his sabbath on Saturday and closed the plant on that day. The court took it under advisement.

On Aug. 25, cemetery workers at St. Patrick’s and Notre Dame were on strike. Management had hired one non-union worker.

Four hundred people showed up for the GOP barbecue in Tiverton.

Allen’s Cut Rate, a store at 135 S. Main St., was offering double Green Stamps every Wednesday. ★

“Public housing tenants are getting street numbers,” the story read.

On Aug. 14, the paper ran big pictures of the Massachusetts’ dedication as a war memorial.

“Thousands Attend Dedication of Mamie as War Memorial,” the headline read.

On the same front page were



WHAT'S AT → THE COVE

1 BIG MAMIE

The Battleship Massachusetts, or “Big Mamie” as her crew knew her, went into action on November 8, 1942 as part of Operation Torch, the invasion of North Africa. After a refit in Boston, the ship went through the Panama Canal in February 1943 to join the action in the Pacific, where she would remain for the remainder of her 3 1/2 years of active service. In 1962,

she was ordered to be sold for scrap, but her wartime crew, a dedication Memorial Committee and the help of thousands of Massachusetts schoolchildren, Mamie was brought to Fall River in June 1965. She was opened to the public two months later. Now the centerpiece of the collection at Battleship Cove and one of the five National Historic Landmark ships here, “Big Mamie” stands ready to welcome visitors from around the nation and across the world as she has for nearly a half century.



2 USS JOSEPH P. KENNEDY, JR. DD850

Destroyer USS Joseph P. Kennedy, Jr., known by her crew as the “Joey P.,” was laid down April 2, 1945, by the Bethlehem Steel Company at the Fore River Shipyard in Quincy. Launched on July 26, 1945, and commissioned on Dec. 15, 1945, she was completed in only 8 months. After the war, the Kennedy spent many years performing countless duties and conducting training exercises. In fact, she operated in the Caribbean,

assisting with the first Mercury space flights and participated in the naval blockade of Cuba during the Cuban Missile Crisis. She was stricken from the Naval Register of Ships in 1973 and acquired by Battleship Cove in 1974. In Spring 2000, Kennedy was towed to Rhode Island Sound to portray herself and her sister ship USS John R. Pierce (DD753) in the Kevin Costner film entitled “Thirteen Days,” which recreated the events surrounding the Cuban Missile Crisis.

A National Historic Landmark, USS Joseph P. Kennedy, Jr. is home to the Admiral Arleigh Burke National Destroyer's Museum and serves as the official memorial to Bay State citizens who gave their lives during the Korean and Vietnam Wars.

HERALD NEWS PHOTOS | DAVE SOUZA



3 USS LIONFISH SS298

A Balao-class submarine, USS Lionfish was laid down on 15 December 1942, launched on 7 November 1943, and commissioned on 1 November 1944. Her first captain was Lt. Cdr. Edward D. Spruance, son of the famous World War II admiral, Raymond Spruance. In 1973, she was unveiled for permanent display as a memorial at Battleship Cove, where she has evolved into one of the museum's most popular exhibits and a revered monument to all submariners.

4 PT BOATS

At the end of World War II, the expense of returning PT boats to the United States from overseas was considered prohibitive, so most boats were stripped of useful materials and burned. Despite the paucity of remaining boats, and the dwindling number of surviving PT veterans, these legendary vessels continue to captivate the imagination of history enthusiasts worldwide. The same type of vessel piloted by President John Kennedy, PT 617 was towed to Battleship Cove in 1986 and placed on display with PT 796. Collectively, these two vessels and the National PT Museum on board Battleship Massachusetts represent the world's largest collection of PT artifacts and memorabilia. Both PT 617 and PT 796 are National Historic Landmarks.

As home to the National PT Boat Museum, Battleship Cove displays the world's largest collection of PT boat artifacts and memorabilia.



5 THE HIDDENSEE

Originally commissioned by the East German People's Navy (the Volksmarine) as the Rudolf Eglehofer, the Hiddensee is a Tarantul I class corvette built at the Petrovsky Shipyard, St. Petersburg (formerly Leningrad), Russia. The only exhibited example of a Soviet-built missile corvette in the U.S., Hiddensee joined the Battleship Cove fleet on June 14, 1997.



6 THE PEARL HARBOR EXPERIENCE

The attack on Pearl Harbor comes to life with state-of-the-art special effects, archive film and surround-sound. The only outdoor re-enactment of Pearl Harbor anywhere, it utilizes multi-media, 4-D sound and special water effects. The show runs seasonally, May through September (September is week-ends only) and shows on the hour, every hour between 11 a.m. and 3 p.m.. It is included with general admission.



7 WOMEN PROTECTING US

"Women Protecting US" highlights the contributions made by women to the nation's defense from the American Revolution to the present with themed displays that feature women's military reserve units, nursing, and clandestine operations. A not-to-be-missed three-dimensional "Rosie the Riveter/Winnie the Welder" display focuses on women's roles on the Home Front during World War II.



8 MODEL EXHIBIT

Supported by a prominent local modelers' club, the Model Exhibit displays painstakingly-crafted military miniatures, dioramas, planes, ships, and vehicles in a constantly rotating selection of over 600 objects in various scales and representing several nations. ★

HISTORY IN THE MAKING

A TIMELINE OF BATTLESHIP COVE

September 23, 1941
The ship was launched.



May 12, 1942
The ship was commissioned.

1947
The ship was decommissioned.

1952
The ship was put in dry-dock for rehabilitation. She was in mothballs from 1958 until she found a home in Fall River.



June 12, 1965
The USS Massachusetts was brought to the Fall River waterfront, after being cheered by over half a million people standing along the shores of Narragansett Bay and the Taunton River during the journey.

July 1964
The Taunton River was empty, a year before the arrival of the USS Massachusetts.

August 14, 1965
The ship was commemorated in a ceremony that also declared the site the official World War II memorial for the state.

1972
Girl and Boy Scout troops began camping overnight on Battleship Massachusetts or Destroyer Kennedy and have every year since.



1973
The Kennedy was deactivated and brought to Fall River. In 1962, the U.S. Navy destroyer, USS Joseph P. Kennedy Jr. was part of the task force assigned to blockade Cuba. On Oct. 26, at the height of the Cuban Missile Crisis, a boarding party consisting of three officers and a radioman from the Kennedy, along with the executive officer from the USS Pierce, boarded the SS Marucla, a Lebanese freighter under a Panamanian flag, manned by Greeks and chartered by the Italians to the Russians. This was the only ship boarded during the confrontation, since all other Soviet ships transporting missiles to Cuba reversed course.

1973
The USS Lionfish submarine joins Battleship Cove.

September 1985
PT 617 dedication and James Newberry memorial.



August 1975
PT 796 arrives at Battleship Cove.

1991
The Fall River community rallied together to raise funds to bring Carousel No. 54, from Lincoln Park, to Battleship Cove.

June 14, 1997
The Hiddensee joined the Battleship Cove fleet.

May 2001
"Women Protecting US" exhibit opens, to increase awareness of contributions made by service women.

December 2014
Battleship Cove, under Executive Director Brad King, and the Marine Museum, under Board of Directors Chairman the Rev. Robert Lawrence, sign a formal agreement of combination.

Spring 2000

The USS Joseph P. Kennedy Jr. was towed to Rhode Island Sound to portray herself and her sister ship USS John R. Pierce (DD753) in the Kevin Costner film entitled "Thirteen Days," which recreated the events surrounding the Cuban Missile Crisis.



Saturday, September 11, 2004

At Battleship Cove, a somber ceremony and groundbreaking was held at the site where an official state memorial will bear the names of the 93 Massachusetts residents killed that day.



August 2011

Battleship Cove opens its Pearl Harbor Experience exhibit.



INTO THE FUTURE

WHAT'S UP NEXT FOR THE COVE

MICHAEL HOLTZMAN
HERALD NEWS STAFF REPORTER

When the decommissioned USS Massachusetts came up from Virginia to Fall River and was put on permanent public display 50 years ago at what became Battleship Cove, the stories of the ship's World War II exploits got told directly by proud naval

officers and crews.

The World War II fathers — who in large numbers would bring their young children to see the battleship dubbed “Big Mamie” — are mostly dead with their youngsters long grown up.

“And the grandfathers are not bringing their grandchildren much,” Brad King, Battleship Cove executive director, said during an interview in his deck quarters.

“The World War II generation is fading fast,” King said, while noting that

during their milestone celebration in August it will also be “the 70th and last reunion” of the USS Massachusetts crew that’s gathered in comradeship since 1945.

Battleship Cove became the world’s largest collection of historic naval ships with the USS destroyer USS Joseph Kennedy Jr., the WWII combat submarine the USS Lionfish and a pair of WWII Patrol Torpedo Boats PT 617 and 796 also on museum display.

It’s been the state’s WWII memorial since

1968 and is now home to the five national historic landmarks.

King, a career naval museum director in England before taking the reins at Battleship Cove five years ago, said the indoor PT Boats exhibits are a prime example of what was designed “for veterans to enjoy and tell their story.”

“That has to be completely redesigned. They may not be the audience, but it’s their story we have to tell,” he said, “as it moves out of living memory.”

King said, “There’s a realization we have to change the dynamic of how we do things because the audience has changed as well.”

HERALD NEWS PHOTO
BY JACK FOLEY

Battleship Cove Executive Director Brad King, left, looks over plans for the Cove’s 50th anniversary with Director of Communications & Visitor Experience Cristoff Shay, in front of the destroyer Joseph P. Kennedy.





This rendering shows the proposed future Battleship Cove museum.

COURTESY OF BATTLESHIP COVE

Three years ago, a dozen Battleship members went on a day's retreat to begin a long-term, strategic fundraising plan to modernize a museum of national importance.

Their feasibility study led to a master plan with the hiring of Verner Johnson Inc., the Boston architectural firm that exclusively plans and designs museums.

Those plans led to the conceptual design next to the naval vessels of a two-story, 32,000 square-foot museum, some of which will be on display during the Aug. 10-16 half-century celebration week at Battleship Cove.

The architect's conceptual interior drawings show an iconic Huey helicopter deployed during Vietnam combat and a viewing platform for converting the bow of the USS Fall River. It was sold as scrap in 1972 but salvaged and has been displayed outside the Battleship museum entrance.

The architects estimated fundraising costs for a newly planned museum is about \$32 million. When major repairs to the Kennedy's hull and to the piers holding the destroyer and battleship the fundraising will be for upward of \$50 million, King said.

Battleship officials like King and Board of Directors President Carl Sawejko have begun the "silent phase" of what will be a massive fundraising campaign, they said. "My biggest question of them,"

Sawejko said of Verner Johnson, "was is this something that's doable — and not a pipe dream?"

The answer he and the Battleship board heard was that because of the collection of naval war ships, its history and importance to the country and men and women in military service, they could raise ample funds to build and sustain a new museum if they could establish a national foundation.

It will be called the America's Fleet Foundation with the prospect "Fall River will get a museum of national importance," King said.

By creating a national foundation, they would seek private and institutional donations, King said. It will be an 18-month fundraising campaign.

About \$1 million of the museum funds would be used to modernize exhibits, signage and adding new story-telling approaches on the ship tours, he said.

While tourism has been depressed since 2008, Battleship Cove attracts about 80,000 visitors a year. "We hope to be getting back to 120,000 visitors and could justify that with new programs and a new museum building," King said.

After it's built, they project 125,000 visitors and to increase tourism by 5 percent annually, he said.

He emphasized the new alliance created with the Marine Museum exhibits on Water Street will also be a "an essential part of our future plans."

About a year ago, King said in preparation for this campaign, the Battleship memorial received a challenge grant from an anonymous donor that resulted in about \$350,000 from the grant and another \$150,000 in private donations.

With some of those funds they hired a director communications and visitor experience, Cristoff Shay, to begin addressing "a number of issues to move Battleship Cove forward," King said.

They also hired an experienced development director, Paul Oricchio, with 35 years of experience, to lead the fundraising.

Their strategic plan was aimed at addressing "what we wanted to do and why we wanted to do it?"

It's meant planning to modernize "the way we tell the story" by developing several tour routes around the ships in a more structured way, King said.

That will mean showing how the ships were run and commanded, how the sailors lived, and creating touch-screen interactive displays and a new trail tour designed for children to relate to, among other modern changes.

Their curators would provide information for new signage and story telling to trained museum experts. It would begin with the Massachusetts, probably followed by replicating the tour model on the Kennedy, according to King.

King gave an example of the need to adjust their museum and why it could be done successfully.

This may be the first generation of Americans born to families without World War II experience, he said. He used as the example immigrants from Portugal, a country that was neutral during the war. "However, the Azores played a pivotal role in World War II," he said.

That's because the then-Salazar government allowed American and British subs and U-boats to use Terceira island to refuel and cover a critical naval gap in the southern Atlantic with Iceland a naval base in the north, King said.

He said that story is relevant to those Americans, and needs to be told.

"It's all dependent upon fundraising," King said. "We must galvanize the commonwealth and the region."

Seeming to link Sewejko's key question, King, a native of England who directed the HMS Belfast into becoming a world-class museum, said, "Raising \$30 million for a museum is not unheard of... It's a good project that people can believe in and there's no reason it can't be done."

"Now that the World War II vets are largely no longer with us," Sawejko said, "we have to be able to tell their story in a 21st century fashion." ★



GO EXPLORE

ATTRACTIONS BEYOND THE COVE

▲ OLD COLONY AND FALL RIVER RAILROAD MUSEUM

2 Water St., Fall River

The museum is dedicated to the preservation of railroading in Fall River and New England. For more information, call 508-674-9340 or visit www.ocandfrailroadmuseum.com.

▼ MARINE MUSEUM

70 Water St., Fall River

Maritime history comes alive through photographs, paintings, prints, detailed models and period artifacts. The museum features exhibits on the Fall River Line, RMS Titanic, SS Andrea Doria, HMS Bounty, Massachusetts Colonial Navy and more. For more information, visit marine-museumfr.org.

GREATER FALL RIVER ART ASSOCIATION

80 Belmont St. Fall River

The GFRAA is open free to the public. It is located in a 100-year-old Victorian home in the Historic Highlands section of Fall River. Besides hosting several art exhibits each year, the GFRAA also provides space for art classes, special events and local artists. Admission is free (donations appreciated). Visit www.greaterfallriverartassoc.org for details.

FALL RIVER HISTORICAL SOCIETY

451 Rock St., Fall River

The historical society features the world's largest collection of Lizzie Borden memorabilia, city memorabilia, Victorian furnishings, art and more. Hours are 9 a.m. to 4:30 p.m. Tuesday through Friday early May through early November. For more information, call 508-679-1071 or visit www.lizzieborden.org.

CHILDREN'S MUSEUM OF GREATER FALL RIVER

441 North Main St., Fall River

Housed in the old Superior Court building, the museum houses exhibits on music and movement, Legos, trains, science and discovery, and arts and crafts and features a water room and Violet's Room — based upon "Violet's Music" by Angela Johnson — with lifelike drawings by Bristol Community College students. Call 508-672-0033 or visit www.cmgfr.org.

THE LAFAYETTE DURFEE HOUSE

94 Cherry St., Fall River

The house is open for tours on Wednesdays through Sundays from 1 to 4 p.m. This is the home of Col. Joseph Durfee who led the Fall River militia during the War for Independence and was frequently visited by the Marquis de Lafayette during this time period. Displays will include clothing, furniture, weaponry medical and surgical

instruments and much more. Visit www.lafayettedurfeehouse.org. Admission is free but a \$3 donation would be greatly appreciated. For further information or directions contact via e-mail at lafayettedurfee@yahoo.com or call 508-813-8230.

► FORT BARTON

Highland Road, Tiverton

The fort was the staging area for the invasion of Aquidneck Island, which led to the Battle of Rhode Island. The site has three miles of nature trail walks, including a wild plant trail, and an observation tower. Call 401-625-6700.

▼ CAROUSEL AT BATTLESHIP COVE

1 Central St., Fall River

This is a fully restored 1920 Philadelphia Toboggan Co. Carousel No. 54 and boasts 48 hand-painted, hand-carved horses and two chariots.





ROTC-JONES-DUFF HOUSE AND GARDEN MUSEUM

936 County St., New Bedford

A 28-room Greek Revival mansion built for whaling merchant William Rotch Jr. in 1834, the property chronicles 150 years of economic, social and domestic life in New Bedford. The grounds encompass a full city block of gardens including a Wildflower Walk, a formal boxwood rose parterre garden, a cutting garden, a boxwood specimen garden and an historic wood lattice pergola. Call 508-997-1401.

AUDUBON SOCIETY OF RHODE ISLAND ENVIRONMENTAL EDUCATION CENTER

1401 Hope St. (Route 114), Bristol, R.I.

The center is a state-of-the-art natural history museum and aquarium that puts fun and excitement into experiencing nature. Look inside a 33-foot life-size Right Whale. Discover life in a tide pool. Observe Narragansett Bay's marine life. The Center's interactive exhibits feature local habitats. Situated on the 28-acre McIntosh Wildlife Refuge the Environmental Education Center has walking trails with a ¼-mile boardwalk that winds through fresh and saltwater marshes leading to a majestic view of Narragansett Bay. The refuge is along the East Bay Bike Path allowing bikers and walkers access to the refuge's natural beauty. The Center offers guided tours, nature walks, special family programs and much more throughout the year. The facility and trails are handicapped accessible. Call 401-245-7500.

BLITHEWOLD MANSION, GARDENS & ARBORETUM

101 Ferry Road (Route 114), Bristol, R.I.

The 45-room mansion was built in 1908 as the summer home of coal magnate Augustus Van Wickle, features gardens and arboretum on 33 acres overlooking Narragansett Bay. Call 401-253-2707.

◀ LIZZIE BORDEN BED AND BREAKFAST

92 Second St., Fall River

The B&B hosts guided tours daily. Learn about the ax, the whacks and the facts. For more information, call 508-675-7333 lizzie-borden.com.

◀ NEW BEDFORD WHALING MUSEUM

18 Johnny Cake Hill, New Bedford

The museum houses the world's most comprehensive collection of whaling and maritime artifacts. Climb aboard the world's largest ship model, the 89-foot bark Lagoda, and view the 66-foot skeleton of a rare blue whale. Open daily 9 a.m. to 5 p.m., and until 9 p.m. Thursdays in the summer. Closed Thanksgiving, Christmas, and New Year's Day. Call 508-997-0046.

HERRESHOFF MARINE MUSEUM AND AMERICA'S CUP HALL OF FAME

Burnside Street, Bristol, R.I.

The museum offers a collection of 35 classic and power yachts from the "Golden Age of Yachting" to today. The Herreshoff Manufacturing Co., a

major player during yachting's heyday, built eight America's Cup defenders from 1893 to 1934, as well as America's first torpedo. Call 401-253-5000.

COLT STATE PARK

Route 114, Bristol, R.I.

This 464-acre state park on the shore of Narragansett Bay features four miles of hiking and biking trails, gardens, 10 playing fields, and six picnic groves. Fishing, concerts, and naturalist programs offered in season. Open year-round. Call 401-253-7482.

LINDEN PLACE

500 Hope St. (Route 114), Bristol, R.I.

Linden Place includes a mansion, a ballroom building built in 1906, a barn built in the 19th century and an 18th century summer house. The grounds include historic sculpture and gardens. Call 401-253-0390.

FORT ADAMS STATE PARK

Ocean Drive, Newport, R.I.

An active military fort from 1799 to 1945, Fort Adams sits on more than 21 acres and held up to 2,400 troops. The original defenses still present include height walls, powder magazines, three tiers of guns and cannons, and listening tunnels. The park also includes a picnic area, beach, boat launches, and fishing piers. Call 401-847-2400.

PROVIDENCE CHILDREN'S MUSEUM

100 South St., Providence, R.I.

Kids and grown-ups play and learn together through hands-on exhibits and programs for children ages 1 to 11 that explore the arts, culture, history, and science. Exhibits are based on the developmental needs of children and embrace a wide range of learning styles. Call 401-273-5437.

ROGER WILLIAMS PARK AND ZOO

1000 Elmwood Ave., Providence, R.I.

The park includes waterways, walks, outdoor gardens, a Carousel Village, Museum of Natural History and Cormack Planetarium, and the Roger Williams Park Zoo. Children's activities in the park include paddleboats, a carousel, miniature train ride, pony rides, and a jungle gym. The zoo is home to more than 1,500 animals of 150 species. Open year-round. Call 401-785-3510.

EDAVILLE USA

5 Pine St., Carver

Edaville offers a variety of different children's characters to entertain on weekends during the summer months, along with musicians and other types of entertainment. Call 508-866-8190.

PLIMOTH PLANTATION

137 Warren Ave., Plymouth

At this replica of a 17th century Wampanoag Indian homesite and Pilgrim village, costumed role players portray Indians and colonists going about their daily lives. Children and parents can watch and talk with Pilgrims and Native Americans as they go about their "daily life" or practice traditional skills. Call 508-746-1622 or visit www.plimoth.org. ★



A FINAL REUNION

CREW TO MEET FOR THE LAST TIME

LINDA MURPHY
HERALD NEWS LIFESTYLE EDITOR

The Navy crewmen who served on the USS Massachusetts during World War II formed a bond that has lasted a lifetime.

At the 50th anniversary celebration of Battleship Massachusetts coming to Fall River, the reunion group from the USS Massachusetts will meet for a final time for their 70th reunion, said Bernie Silveria, the president of the USS Massachusetts crew members group.

Fourteen of the crew members met at last year's reunion and at the time, Silveria was planning to make that the last gathering of the group, as most are in their 90s now and have difficulty traveling. But when they heard about the celebration this year, they decided to mark two significant anniversaries: the 70th reunion and the 50th anniversary of the battleship arriving in Fall River.

When the USS Massachusetts was commissioned in Boston on May 12, 1942, Silveria, a Lowell native, had just turned 16 a month before.

After the commissioning, the USS Massachusetts traveled to Casco Bay, Maine, where they lost a 26,000-pound anchor because the anchor chain wasn't bolted to the deck, recalled Silveria.

And it was never located, he said.

The loss of the anchor so soon after it commissioned was hardly a harbinger of bad luck for the battleship. In fact, the former crew members came to regard the USS Massachusetts as the Navy's luckiest ship, said Silveria, who started out on her as gunner's apprentice.

Big Mamie's first battle was against the French Navy off the coast of Casablanca in North Africa. At that point in the war, the French Navy in North Africa had surrendered to Hitler's troops. They sank five ships, including the Jean Bart, a French battleship. The USS Massachusetts was hit a few times and was sent back to the U.S. for repairs before shipping out again to the South Pacific in 1943. There, it engaged in the Solomon Islands and Philippines campaigns and World War II's largest battle, the Battle of Leyte.

When the United States dropped the bomb on Hiroshima on Aug.

"I leave them with great sadness; it's been a long run."

— **Bernie Silveria**, USS Massachusetts crew members group president

14, 1945, essentially ending the war, Silveria said the USS Massachusetts crew was bombing a steel plant on the Japanese island Honshu.

"We had 35 engagements from Africa through the end of the war with no deaths and no serious injuries," he added. "She took us to war and home again."

As for the nearly five years serving in WWII aboard the USS Massachusetts, Silveria said it stayed with him for life.

After the war, he started out as a "grease monkey" at a DeSoto auto dealership and he retired as vice president of marketing and sales for Fiat North America. "Having no education, the Navy taught me to obey the law, discipline and to respect authority."

After the war, the USS Massachusetts crew started meeting yearly in Boston. When they learned that the battleship was going to be scrapped, they started the campaign to turn Big Mamie into a museum. Of all the port cities in Massachusetts that they contacted, Silveria said only Fall River's mayor at the time, Roland Desmarais, had the foresight to see the benefit of bringing the battleship to the city. "He deserves all the credit. Battleship Cove is now the largest Navy museum in the U.S.," said Silveria.

And Big Mamie's home became the meeting place for the yearly reunions of the group that started out at about 2,500. He has no idea how many of the crew members will attend this final reunion, but as far he's been told, there's been no other Navy crew that has met as often or as long as the USS Massachusetts crew.

"I leave them with great sadness; it's been a long run," he said of their final reunion. ★

SUBMITTED PHOTO

Last year, the USS Massachusetts crew members group met aboard the ship for their 69th reunion. This year, their 70th, will be their last.



CELEBRATE

COVE HOSTS WEEKLONG SERIES OF ANNIVERSARY EVENTS



Sunday, Aug. 9

STAGE DOOR CANTEEN

Kuss Middle School
7 p.m.

The kickoff fundraiser celebrating the 50th Anniversary of the Battleship in Fall River.

Highlighting music from the 1940s. There's dance as well as song and some moments to tickle your funny bone. It's a night you will long remember! Produced by Al Deston and Kathy Castro.

Tickets are \$30 which includes show and after-party. Call 508-678-1100 Ext. 101, 102 to reserve your tickets. Profits will benefit AHA Fall River and Battleship Cove.

Monday, Aug. 10

◀ STUDENT DAY: STUDENTS JOIN THE MASSACHUSETTS NAVY!

9 a.m. to 5 p.m.

Students take over the battleship and become part of the Massachusetts Navy of 2015 — a throwback to the Massachusetts Navy of 1965, in which thousands of schoolchildren donated quarters to help bring the USS Massachusetts to Fall River. After the ceremony, students and guests will be able to get their very own airbrush sailor's tattoo. If you are a summer school or an organization that works with students, please contact our Director of Education at (508) 678-1100 Ext. 110 for more information about this event. Public is welcome — sailor's tattoos are included with general admission.

Sebastian Bombardier, 4, enjoys a visit to Battleship Cove.

HERALD NEWS PHOTO | JACK FOLEY



Congratulations!
Battleship Cove on celebrating
50 years



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Tuesday, August 11

◀ SALUTE TO WOMEN

Rosie the Riveter Look-a-Like Contest
9 a.m. to 5 p.m.

Battleship Cove dedicates this day to women in the service, as well the women who served this country in civilian work. Chat with living historians, former WAVES and "Rosies," watch a welding demo and listen to a keynote presentation from an outstanding woman veteran. Dress in your best overalls and polka-dot headband and enter the Rosie the Riveter Look-a-Like contest. Those who come in Rosie the Riveter costume will receive free admission. Children can bring a doll and make it a Rosie or Red Cross Nurse outfit in teh FUNshop — \$5 in addition to general admission. Also, the Herald News will have a special photo booth you can jump in and take your best Rosie picture, or try on one of our sailor costumes. Fun for the whole family! Country 102.5 will be on hand for an onsite broadcast and Chevy will be on hand with new cars.

Wednesday, Aug. 12

AHA! NIGHT AT BATTLESHIP COVE

5 to 9 p.m.

It will be a free evening of 1940s fun at Fall River's AHA! (Art, History and Architecture) night at Battleship Cove, the Marine Museum at Fall River, Heritage State Park and the waterfront. The theme is the 1940s home front, and activities include a vintage car show, swing dance lessons, photo booth, classic fashion and hairstyles, and a special concert of the patriotic musical showcase, Bandstand Canteen. For more details, keep an eye on Fall River Aha!'s

MORE INFO

For more information and a full schedule of events, visit battleshipcove.org.

Facebook page: www.facebook.com/AHAFallRiver.

Thursday, Aug. 13

VETERAN APPRECIATION DAY AND MASSVETS MUSICFEST

Museum open 9 a.m. to 5 p.m.; music from noon to 4 p.m.

Veterans and their immediate families (parents and children living in

the same household) receive free admission this day as Battleship Cove partners with the Mass Vets Music Festival to bring classic rock bands to the deck of the battleship. It will be a festive atmosphere all day, with food, music and information booths on veteran services and programs. General admission for the public. Don't miss out on this opportunity to thank a veteran and enjoy some amazing music and great food and watch the guns fire on the battleship! 508-678-1100 Ext. 101 for more information.

1940S-STYLE BOXING MATCH

Presented by the Flint Neighborhood Association
6 to 8 p.m.

Ticket required (tickets are free, but are limited in number, please call Eric at 508-863-9733 or Amy at 508-558-3136 (Tickets will not be available at Battleship Cove). AHA! Fall River and the Flint Neighborhood Association are bringing boxing back to the battleship. Boxing was a popular activity for the sailors of the USS Massachusetts during downtime in World War II, and now, local boxers will step up to the challenge. The matches will be held in their historic location, on top of the 'mushroom vent' on the deck of the battleship. Call today!

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Friday, Aug. 14

NATURALIZATION CEREMONY

10 a.m.

Every year, Battleship Cove hosts a naturalization ceremony where men and women are joyously granted United States citizenship. This year, 75 new citizens will be welcomed to our country. Ceremony is open to the public. For more information call 508-678-1100 Ext. 101.

OFFICIAL 50TH ANNIVERSARY CEREMONY

2 p.m.

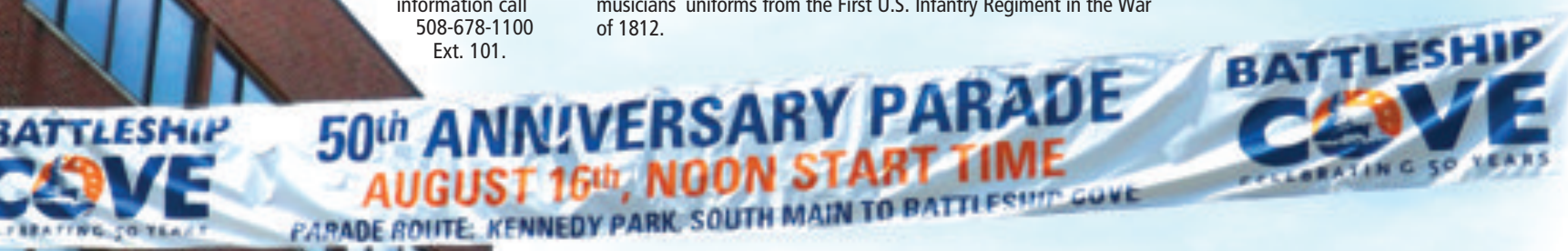
On the day that Battleship Cove opened as a museum 50 years ago, we will celebrate and honor those who had the vision and drive to bring the ship to Fall River in the first place. Entrance to the ceremony on the battleship is by invitation only; the public is welcome to view the ceremony from a satellite location on the Battleship Cove pier. Spirit of America will be performing the national anthem and other inspirational music. Spirit of America is a 45-piece Fife and Drum Corps playing traditional music on wooden, key-less fifes and rope-tension drums. The corps uniform is an exact replica of the musicians' uniforms from the First U.S. Infantry Regiment in the War of 1812.

Saturday, Aug. 15

USS MASSACHUSETTS' FORMER CREWMEMBERS 70TH REUNION CEREMONY

1 p.m.

The USS Massachusetts has the longest-meeting crewmembers reunion group of any Navy ship. This year, these veterans celebrate their 70th and final reunion with a ceremony and 21-gun salute. Open to the public.



Sunday, Aug. 16

▲ 50TH ANNIVERSARY PARADE

noon

Line the streets and marvel as the city of Fall River puts on a special patriotic parade to celebrate the battleship's arrival 50 years ago, as well as mark the 70th anniversary of the end of World War II. Military groups, local organizations, musicians, dancers, and floats will make their way from Kennedy Park down South Main St, turning on Central St. and ending down on Water St. at Battleship Cove. The former crew members of the USS Massachusetts and WWII Veterans will act as the Grand Marshals of the parade!

Sunday, Aug. 16

LIVING MEMORIALS

3 p.m.

After the parade, stick around the waterfront to see famous war memorials staged by live people. Aha! Fall River partners with Veteran's Inc. to present several "living" memorials to remember the wars past and honor our veterans. After the parade, Aha! Fall River will also have additional activities and entertainment for kids and families, including bands in Heritage State Park. ★

Happy 50th Anniversary Battleship Cove

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UNDER THE RUST

KEVIN P. O'CONNOR
HERALD NEWS STAFF

FOR SOME
REPAIRS,
A TRIP TO
BOSTON

Everywhere you look, there is work to do on the Battleship Massachusetts. Rust forms a line where the decking meets the hull, waiting to be sanded and painted. Some of the wood planks on the deck have split, waiting to be sanded and sealed.



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“Landmark Senior Living Community at Fall River would like to thank all our Veterans, Past, Present and Future. We are sincerely thankful for your dedication and military service, and for the freedom you have bestowed upon this great nation. Happy 50th Anniversary Battleship Cove and to all its' crew who served on these magnificent ships. We'd also like to recognize and thank all its auxiliary members who continue to preserve our naval history and maintain “Big Mamie” and her very accomplished fleet to this very day. Call Sean for details on Special Programs available to Veteran's and their Surviving Spouses'. Find out why our Veteran's and their families love Landmark Senior Living at Fall River.”



508-324-7960 • 400 Columbia St., Fall River, MA

People, Passion, & Purpose

NW/CN13308456

The sun blasts down and the wind whips against the gun barrels and the superstructure, fading the ship from battleship gray to the color of a dove. It is constantly being sanded and painted.

And that is just what you can see. "It doesn't end," said Chris Nardi, the curator at Battleship Cove. "On a steel boat, there is always work to be done.

"But the most important thing is keeping the hull preserved. There was a hull renovation in 1999. So, as far as we know, the hull is OK."

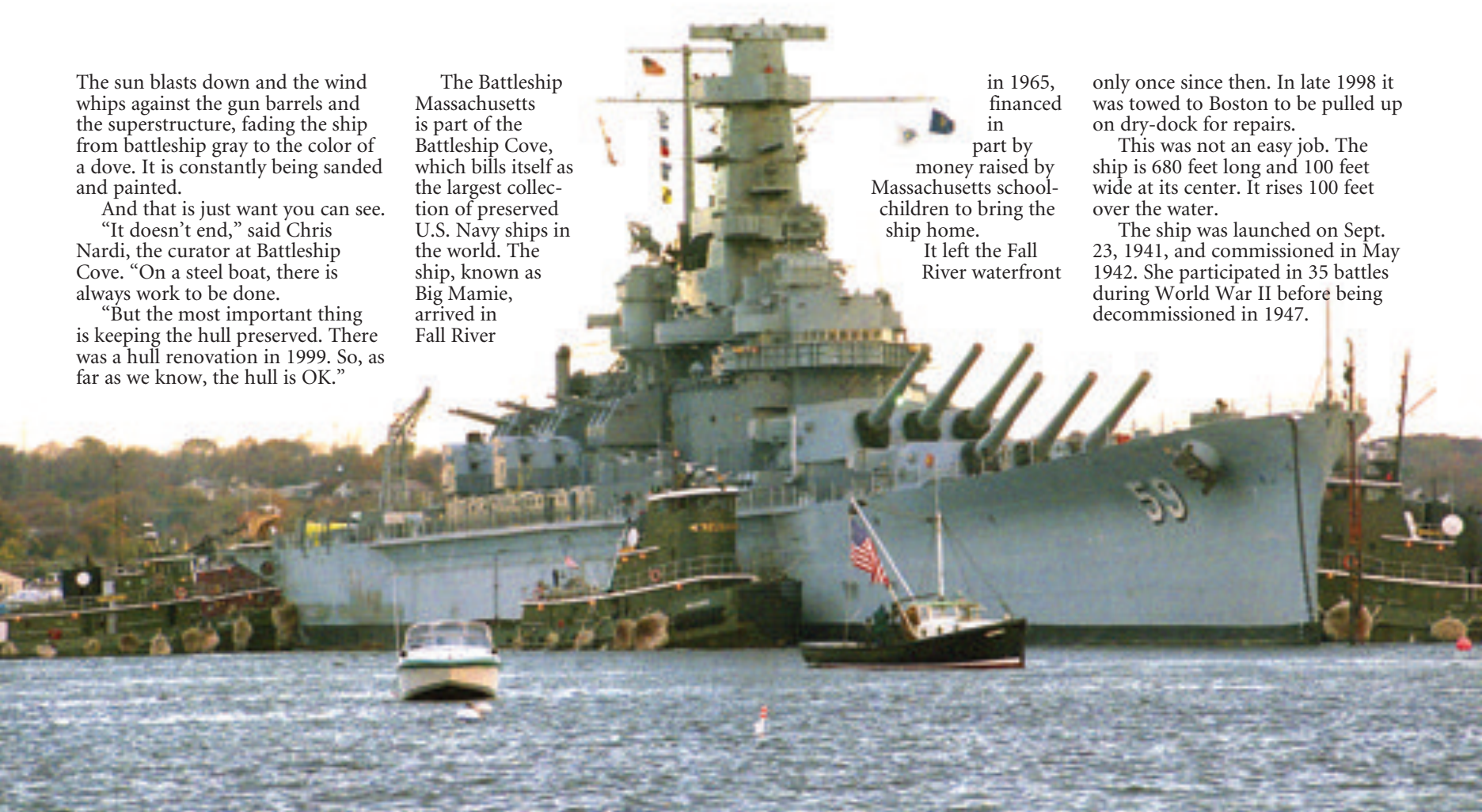
The Battleship Massachusetts is part of the Battleship Cove, which bills itself as the largest collection of preserved U.S. Navy ships in the world. The ship, known as Big Mamie, arrived in Fall River

in 1965, financed in part by money raised by Massachusetts school-children to bring the ship home. It left the Fall River waterfront

only once since then. In late 1998 it was towed to Boston to be pulled up on dry-dock for repairs.

This was not an easy job. The ship is 680 feet long and 100 feet wide at its center. It rises 100 feet over the water.

The ship was launched on Sept. 23, 1941, and commissioned in May 1942. She participated in 35 battles during World War II before being decommissioned in 1947.



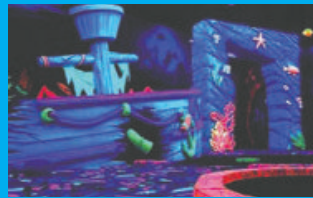
Happy 50th Anniversary Battleship Cove

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“They told us, when we got her back in 1999, that everything should be good for another 50 years. We hope that is true.”

— **Chris Nardi**, curator at Battleship Cove

HERALD NEWS ARCHIVE PHOTOS

Spectators watch the USS Massachusetts being towed along the Taunton River.



The boat was put in dry-dock in 1952 for rehabilitation. She was in mothballs from 1958 until she found a home in Fall River.

The state Legislature appropriated \$10 million to fund the 1998 project, the bill pushed by then-Reps. Robert Correia, David Sullivan and Michael Rodrigues.

Seeing the condition of the ship in 1998 was a pleasant surprise, said Nardi, who stayed with the ship through the project.

“She was in much better condition than they expected,” he said. “She was built with thicker plating that her sister ships were. She was the first one built. That really helped.”

With Big Mamie out of the water, workers at Boston Ship Repair welded steel plates to the hull up to the water line and removed the “sea chests” that were designed to take in water to cool the ship engines while underway. Two of the ship’s four

propellers were removed. Each was 18 feet across and weighed 40,000 pounds. Workers then applied paint to the hull. The hull measures 140,000 square feet — 3.5 acres. It got four coats of paint.

The ship is back. She returned on March 13, 1999, with thousands lining the shore and the Braga Bridge to cheer. The paint, the new steel and anti-corrosion measures constantly deployed around the ship are protecting the

Massachusetts.

The six maintenance workers at the Battleship Cove are joined every year by volunteers from the city schools, the Navy and several unions to do the constant maintenance the ship requires, Nardi said.

Divers and cameras inspect the hull.

“They told us, when we got her back in 1999, that everything should be good for another 50 years,” Nardi said. “We hope that is true.” ★

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Anniversary
to
Battleship
Cove.*

*Looking
forward to
another 50
great years!*



Sam Sutter

MAYOR OF FALL RIVER

Paid for and authorized by the Sutter Committee

OLD-FASHIONED FIGHT

MARC MUNROE DION
HERALD NEWS STAFF REPORTER

“Ladeez and gentlemen. Now entering the ring. The world champeen ...”

Ah, the nostalgia of boxing in the days before television and fights in casinos, when every city boasted some kind of arena where fights were held every week, every two weeks, at least once a month and the guys in fedoras perched on the folding chairs, blowing smoke from cigars until the air thickened to a blue stew and bets were paid off hand-to-hand.

And the men in the crowd wore suits.

You can't smoke but you can wear a suit on August 14, when the

Flint Neighborhood Association hosts an evening of amateur boxing aboard the USS Massachusetts. In fact, men and women are encouraged to zoot up in their best 1940s look for the evening, including flowery dresses, hair snoods, pencil thin mustaches and two tone shoes.

Carlos Cesar, president of The Flint Neighborhood Association, understands the lure of the left hook.

“We did boxing because they want to bring it back to the 1940s,” Cesar said. “When boxing was a big sport.”

And there will be a lot of fights to watch.

“We're looking at having 10 fights,” Cesar said.

A caution to those who might expect the show to last into the next day: Amateur bouts typically consist of three, three-minute rounds, rather than the 10 or 12 round fights typical of the pros.

“We work with BJK A School,” Cesar said, naming a boxing school at the bottom of Pocasset Street.

“We know we have fighters coming from all over,” Cesar said.

“We have fighters from Taunton, Brockton, New Bedford, a lot of places.”

“It's definitely going to be a historic event,” Cesar said.

“It's like what they used to call ‘smokers,’” Cesar said. “Because they had rings set up in bars and there was so much smoke.”

Cesar said the event will likely be free but that area of the deck can only hold around 700 to 800 people, so tickets will be needed and will be available at the Battleship in the days before the event. ★



TRIVIA TIME

HOW WELL DO YOU KNOW YOUR USS MASSACHUSETTS HISTORY?

1 Where did the decommissioned battleship have to travel from to reach its final destination of Fall River?

- ▼ a. Maryland c. Washington, D.C.**
- b. Virginia d. New Orleans**

2 In its first year here in Fall River, how many people visited the battleship?

- ▶ a. 250 c. 25,000**
- b. 2,500 d. 250,000**



3 Where was Big Mamie towed in 1998 for repairs to its hull?

- a. Portsmouth, N.H. c. Boston**
- b. Portsmouth, R.I. d. Hyannis**

4 The battleship took part in 35 battles in World War II, including:

- a. Casablanca c. Iwo Jima**
- b. Okinawa d. All of the above**



5

The battleship has many important distinctions, including which of the following?

- a. She received 11 battle stars for World War II service
- b. The ship fired both the first Navy 16-inch shell of World War II and the last
- c. She is the centerpiece of the world's largest collection of historic naval ships
- d. All of the above

6

What is the number on the hull of the battleship Massachusetts?

- a. 850
- b. 26
- c. 59
- d. 259



7

Aboard the ship, sailors had opportunities to blow off some steam. These recreational opportunities included all of these EXCEPT:

- a. musical performances
- b. ice skating
- c. boxing
- d. visiting the soda shop for a grilled cheese or ice cream soda

8

Big Mamie was considered a "lucky" ship because:

- a. Its anchor was larger than any other battleship at the time
- b. It was "christened" by Shirley Temple
- c. In 35 engagements, there were no deaths and no serious injuries
- d. All of the above

9

To bring the battleship to Fall River in 1965, area schoolchildren raised how much money?

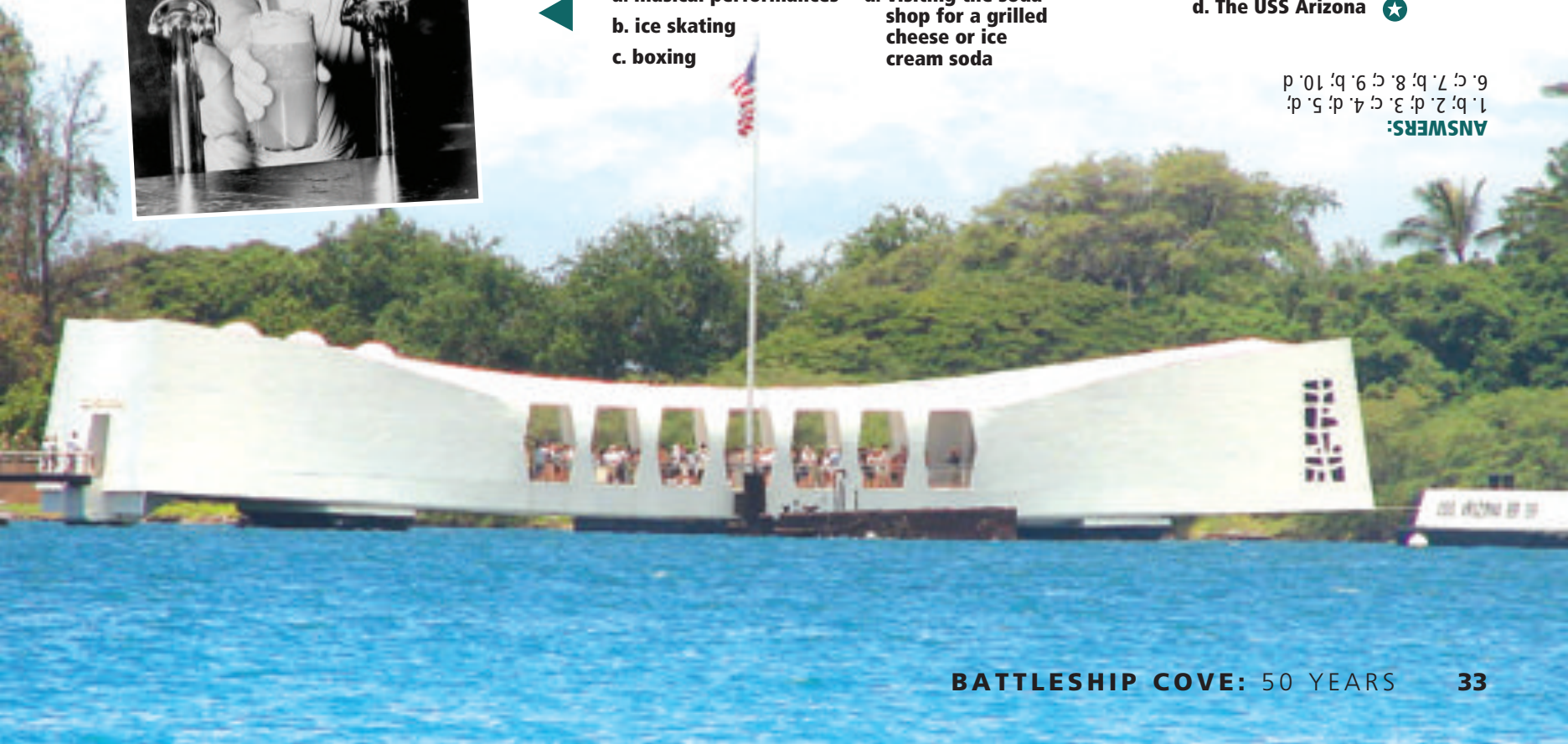
- a. \$10,000
- b. \$50,000
- c. \$1.2 million
- d. Nothing. The campaign was unsuccessful

10

Which of the following is NOT housed at Battleship Cove?

- a. The state's 9/11 memorial
- b. The USS Lionfish
- c. The USS Joseph P. Kennedy Jr.
- d. The USS Arizona

ANSWERS:
 1. b; 2. d; 3. c; 4. d; 5. d;
 6. c; 7. b; 8. c; 9. b; 10. d





ABOVE: It's a bird's-eye view of Battleship Cove as Lt. Col. John Klatt gives Herald News reporter Kevin P. O'Connor a ride in his aerobatic plane. Piloting the single-seater is Bill Kerns.

BELOW: Old view of the USS Massachusetts looking north from the Braga Bridge.



RIGHT: Caroline Kennedy visited Battleship Cove in 1976.

A PEEK AROUND THE COVE

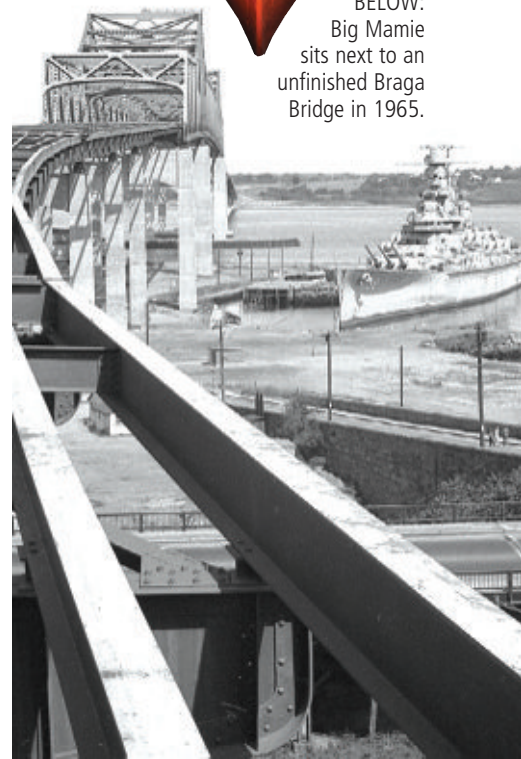
SHIP SCENES

HERALD NEWS PHOTOS | JACK FOLEY, DAVE SOUZA AND ARCHIVE

RIGHT: The bow of a shark-faced PT boat is on display at Battleship Cove.



BELOW: Big Mamie sits next to an unfinished Braga Bridge in 1965.





7

NUMBER OF MONTHS AHEAD OF SCHEDULE THE SHIP WAS BUILT IN.

\$100,000

AMOUNT OF MONEY IT COST TO BRING THE BATTLESHIP TO FALL RIVER.

NUMBERS KNOW




2,300

NUMBER OF HUNGRY SAILORS THAT HAROLD NYE, A CHIEF COOK, HAD TO FEED EACH DAY.

32,000 SQUARE FOOTAGE OF PROPOSED NEW MUSEUM AT BATTLESHIP COVE.

\$8.5M

THE COST IN 1998 TO REPAIR THE BATTLESHIP.



681 FEET LENGTH OF BIG MAMIE.



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