

TF144

TASK FORCE 144

The Official Newsletter of Model
Warship Combat, Inc.

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Volume 2014

FALL 2014
Issue 3



Inside this issue

NATS	2
Announcements	3
Rule Proposals	5
USS Orleck	13



Fall 2014

Model Warship Combat, Inc.

Volume 2014, Issue 3

This Quarter in History:

October 21, 1914: Aachen, the first German city to fall, is captured by American troops.

October 23-26, 1944: The Naval Battle of Leyte Gulf in the Philippines begins.

October 27, 1914: The British super-dreadnought battleship HMS Audacious (23,400 tons), is sunk by a minefield laid by the armed German merchant-cruiser Berlin.

November 1, 1914: Battle of Coronel: A Royal Navy squadron commanded by Rear-Admiral Sir Christopher Cradock is met in the eastern Pacific and defeated by superior German forces led by Vice-Admiral Graf Maximilian von Spee.

November 7, 1944: Franklin D. Roosevelt wins reelection, becoming the only U.S. president elected to a fourth term.

November 9, 1914: Battle of Cocos: The German cruiser Emden is sunk by the Australian cruiser Sydney.

November 12, 1944: Sinking of the German battleship Tirpitz by British Royal Air Force Lancaster bombers.

November 29, 1944: Submarine USS Archerfish (SS-311) sinks Japanese aircraft carrier Shinano.

December 8, 1914: Battle of the Falkland Islands – A superior British Royal Navy squadron under Doveton Sturdee defeats ships of the Imperial German Navy under Maximilian von Spee.

December 16, 1944: Germany begins the Ardennes offensive, later known as Battle of the Bulge.

December 20, 1924: Adolf Hitler is released from Landsberg Prison.

December 24, 1914: Unofficial temporary Christmas truce between British and German soldiers on the Western Front begins.

December 29, 1934: Japan renounces the Washington Naval Treaty of 1922 and the London Naval Treaty of 1930.

Inside this issue:

NATS	2
Announcements	3
Rule Proposals	5
USS Orleck	13



NATS 2014 BY PETER ELLISON

Once again we prepared for a decisive battle against the Allies, as if last year was not decisive enough.

The mechanical systems of the Kaiser have been solid, the ship has all of the kinks worked out, now she is in the happy zone. All of the systems are broken in, but not broken from use.

My personal NATs goals:

1. Make every battle.
2. Don't sink in the first sortie.
3. Fire all BBs before calling 5 or sinking.

To help accomplish this a few winter upgrades happened.

(continued on page 12)

UPCOMING EVENTS:

There are no upcoming events scheduled.

"If everyone fought for their own convictions there would be no war."

– Leo Tolstoy, War and Peace

ANNOUNCEMENTS

Board of Directors:

President:

Chris Pearce Region IV

Vice President:

Tyler Helland Region I

Secretary:

Ty Supancic Region V

Treasurer:

Brian Eliassen Region V

Boardmember:

Peter Ellison Region I

Boardmember:

Rick Whitsell Region II

Boardmember:

Tom Palmer Region II

Boardmember:

Pete Demetri Region III

Boardmember:

Brian Koehler Region III

Boardmember:

[Vacant] Region IV

Editor:

Steven Cox

cox.steven@gmail.com

Please add [TF144] to the beginning of email subject line!

Letter from the Editor:

The position of Editor of the TF144 is open to any applicant that wishes to take on the official MWCI newsletter. It has many perks, one of which was being able to use it get press passes to meet the Secretary of the Navy. I will finish out this year's final TF144 and will shutdown production of both the quarterly and weekly newsletters.

The BOD has made the following changes to section IV of the MWC Bylaws:

- Change IV.4.2 to read: At least thirty (30) days before such action is to be considered, the written statement of formal charges and the written notice of proposed expulsion shall be mailed to each member of the Board of Directors by ordinary mail as well as by e-mail and the member charged by certified mail to his last known address as well as by e-mail. The written statement of formal charges and proposed expulsion must also be entered into the MWC records.
- Change IV.4.3 to read: At the beginning of the time period chosen in IV.4.1, the member charged must have presented to the Board of Directors any defense he wishes to offer. This defense must be in written form and delivered by mail or e-mail, which will then be distributed to the Board of Directors in the most timely means possible. It will also be placed into the records of the MWC. If the delivery of the defense is earlier than the time period chosen in IV.4.1, the thirty (30) day period awaiting a response is terminated and the time period for consideration of the proposed expulsion is immediately moved forward to the date immediately following the delivery of the defense.
- Change IV.4.4 to read: Once the time period chosen in IV.4.1 has been reached or a defense has been delivered, an investigative voting period will begin. The Board of Directors are free to investigate further, either in group fashion via conference calls or e-mail, or independently, for two weeks during the voting period. If any member of the Board of Directors wishes to record a statement concerning the hearing in the MWC records, it must be done during this period. The vote of the Board of Directors regarding the proposed expulsion shall be by secret ballot and the results will be placed within the private records of the MWC noting the vote totals and whether the member has been removed from the organization.

Pete Demetri : Yes

Brian Eliassen : Yes

Peter Ellison : No

Tyler Helland : No

Brian Koehler : Yes

Tom Palmer : Yes

Chris Pearce : Yes

Ty Supancic : Yes

Rick Whitsell : Yes

PRESIDENT'S COLUMN BY CHRIS PEARCE

Howdy, y'all,

The long and exciting battling season is winding down; it's been quite a year, hasn't it? A lot has happened, and not all of it positive. In light of this, and other things, I think it might be best if I take a moment to share with you a message that I recently received from another member, which I think is quite illuminating. It is a series of quotes from an article on gentlemanly conduct which was written back when that sort of thing mattered. I present it here for your consideration.

FAR more important than any mere dictum of etiquette is the fundamental code of honor, without strict observance of which no man, no matter how "polished," can be considered a gentleman. The honor of a gentleman demands the inviolability of his word, and the incorruptibility of his principles; he is the descendant of the knight, the crusader; he is the defender of the defenseless, and the champion of justice—or he is not a gentleman.

A gentleman does not lose control of his temper. In fact, in his own self-control under difficult or dangerous circumstances, lies his chief ascendancy over others who impulsively betray every emotion which animates them. Exhibitions of anger, fear, hatred, embarrassment, ardor or hilarity, are all bad form in public.

A gentleman's manners are an integral part of him and are the same whether in his dressing-room or in a ballroom, whether in talking to Mrs. Worldly or to the laundress bringing in his clothes. He whose manners are only put on in company is a venerated gentleman, not a real one.

A man of breeding does not slap strangers on the back nor so much as lay his finger-tips on a lady. Nor does he punctuate his conversation by pushing or nudging or patting people, nor take his conversation out of the drawing-room! Notwithstanding the advertisements in the most dignified magazines, a discussion of underwear and toilet articles and their merit or their use, is unpleasant in polite conversation.

All thoroughbred people are considerate of the feelings of others no matter what the station of the others may be. Thackeray's climber who "licks the boots of those above him and kicks the faces of those below him on the social ladder," is a very good illustration of what a gentleman is not.

From: <http://www.bartleby.com/95/29.html>

I'm sure that many of our members have forgotten, or never known in the first place, that when the MWC was founded, its central goal was to promote the enjoyment of the hobby within a "gentlemanly and sportsmanlike" atmosphere. It seems that this concept has been forgotten and gone by the wayside, to the extent that when it is brought up in certain quarters, it is greeted with derision and ridicule.

It this what the MWC has come to? Has it become a malthusian play? Thucydides once said that, "The strong do what they can and the weak suffer what they must." Is this the new motto of the hobby? He also said that, "It is a general rule of human nature that people despise those who treat them well, and look up to those who make no concessions." Hmm.

There is nothing new under the sun. I believe that as the MWC President, it is my job and duty to try to uphold the principles the club was founded on, no matter if people think that they are outmoded and unpopular. Even if I don't necessarily agree with them. Even if it makes me unpopular.

I understand that this will make certain people unhappy, especially those who adhere to the philosophies espoused by Thucydides above. Election time is soon, and the club members will have a chance to decide for themselves what they believe in. I'm not going to claim to be a saint. I know that in the past, I've said and done things that I've later regretted. We all have. However, we have a choice.

PRESIDENT'S COLUMN

We can choose to reject the founding principles of the MWC, take a firm grip on the handles of our collective handbasket and ride it down the rabbit hole that leads to that destination we are all familiar with. Cry havoc and let loose the dogs, and all that stuff. In that case, the question I ask is this: If we reject sportsmanship and gentlemanly behavior, then what is the point in even having an MWC? Perhaps what is really needed is the new "XWC - Xtreme Warship Combat" club?

Or ... difficult as it may seem, we can reaffirm our commitment to those founding principles. Thing is, it's very difficult. It involves things like, oh, biting our tongues when we want to say something angry at lakeside. Or hitting "delete" on that email message rather than sending some angry snark or vitriol to the email list. Sometimes it means apologizing to someone we don't like, sometimes even when we're right. ⚓

2014 RULE PROPOSALS

MWCI Rule Proposal 2014.01

Title: Bulkhead Clarification

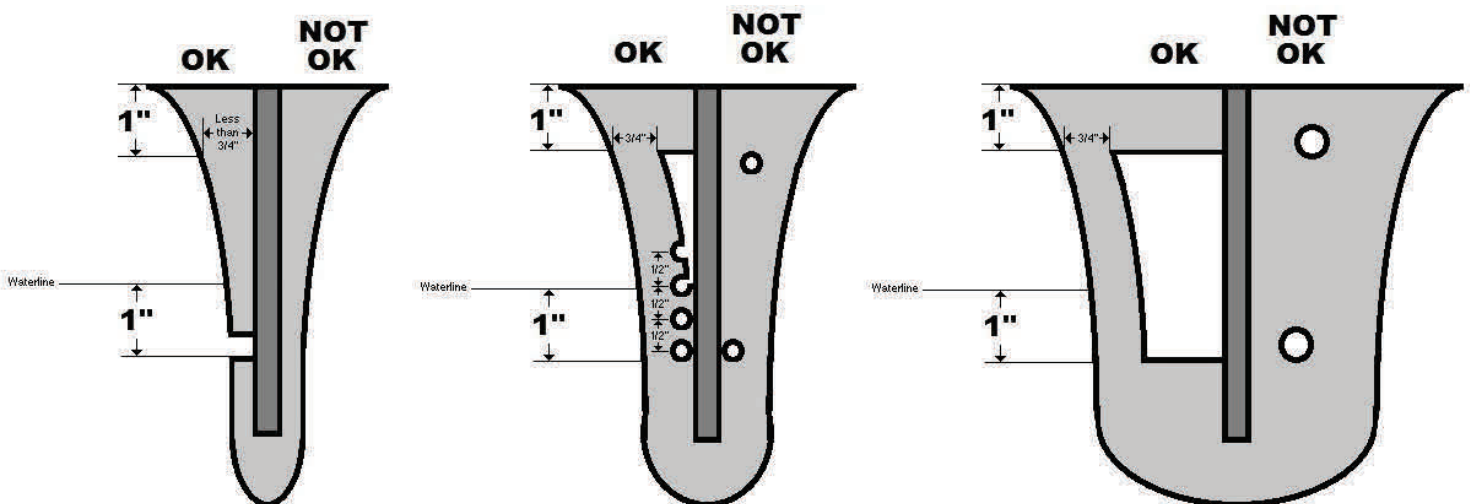
Author & Co-Signers: BOD

Proposal: Clarify bow rib construction and water flow.

Insert as CBS:II.A.6.d:

d) In the narrow portions of the bow of a ship, it can be difficult to provide water flow through ribs. In order to provide water flow without compromising structural integrity, ribs within the first 25% of the bow of a ship shall be constructed to the following specifications:

- 1) As stated in II.A.2.b a keel may be $3/8"$. This keel may be used to prevent through penetration of the hull.
- 2) A 1" crosspiece may be built into the top of the rib for rigidity and ram protection.
- 3) Solid rib area may extend no more than $3/4"$ into the hull volume.
- 4) If the $3/4"$ rib area should meet in the middle, a series of $1/4"$ holes on $1/2"$ centers must be drilled from the bottom of the open area, typically 1" below the waterline up to the point where the rib opens up.
- 5) If the rib is narrow enough that $1/4"$ holes will compromise its structure, a single square slot in the bottom equal to the depth of the rib is acceptable. This typically only happens in the extreme bow of a ship.
- 6) Variations that provide equivalent or greater water flow area are acceptable.



Affected Ships: All.

Author's Reasoning: BOD clarification.

2014 Rule Proposals

MWC Rule Proposal 2014.02

Title: Change Convoy Runs From 20 Minutes to 15 Minutes

Author & Co-Signers: Campaign Committee

Proposal: Shorten convoy runs from 20 to 15 minutes.

Currently CBS:III.B reads:

A forward convoy run must be attempted at least once every 20 minute period of campaign; otherwise the opposing team will be awarded points equal to the maximum sink points for a convoy ship.

Modify CBS:III.B to read:

A forward convoy run must be attempted at least once every 15 minute period of campaign; otherwise the opposing team will be awarded points equal to the maximum sink points for a convoy ship.

Currently CBS:IV.D reads:

If a strategic victory is declared due to a fleet having no warships on the water, the winning fleet receives a point bonus according to the following scale:

Within the first 20 minutes:	20,000 points
Within the second 20 minutes:	10,000 points
Within the last 20 minutes:	5,000 points

Modify CBS:IV.D to read:

If a strategic victory is declared due to a fleet having no warships on the water, the winning fleet receives a point bonus according to the following scale:

Within the first 15 minutes:	20,000 points
Within the first 15 minutes:	15,000 points
Within the third 15 minutes:	10,000 points
Within the last 15 minutes:	5,000 points

Author's Reasoning: Increase excitement.

MWC Rule Proposal 2014.03

Title: Clarify Convoy Ship Construction Issues

Author & Co-Signers: Campaign Committee

Proposal: Clarify convoy ship construction issues.

Note: This is to incorporate an item which is in the SOP into the main rules. If this passes, all items in the SOP related to campaign can be removed as we think that the others are superfluous.

Add as CBS:III.A.1, after the table:

1. Convoy ships are subject to the same construction and performance rules which apply to warships, unless specifically exempted in the Campaign rules. If a convoy ship is found in gross violation of the construction or speed rules, the CD may disqualify that convoy ship and any successful runs it has made.

Affected Ships: Illegal convoy ships.

Author's Reasoning: In the past, there have been circumstances where a convoy ship was found to be in gross violation, especially unable to sink. In the past, CD's have disqualified those convoy ships, and this item was added to the SOP to document that. Adding it to the rules would make it more clear and allow us to remove it from the SOP.

2014 Rule Proposals

MWCI Rule Proposal 2014.04

Title: Three Sidemounts for Shorter Battlecruisers

Author : Bob Hoernemann (R1)

Co-signers : Tyler Heland (R1), John Stangle (R3), Brian Lamb (R3), Brandon Smith (R5), Todd Olsen (R5)

Proposal: Make the following modifications:

Currently:

E. Cannons

6. Cannons may be mounted in the superstructure if the main turrets (or secondary turrets, if 5.a. above applies) are physically too small to house the cannon.

H. Warship Classes

7. b) Ships under 720': These ships may carry a maximum of two sidemount cannons with a maximum of one firing cannon covering any specific side. On these ships, one specific fixed quadrant shall be left unarmed at all times. The definition of quadrants are: forward and stern quadrants are 30 degree segments arranged 15 degrees either side of the ship's longitudinal centerline; side quadrants are those extending from the end of the bow quadrant to the beginning of the stern quadrant on either side.

c) Ships over 720': These ships may carry a maximum of three sidemount cannons with a maximum of two firing cannons covering a specific side. When two cannons are firing into the same quadrant, they must be in separate turrets. All quadrants may be covered.

Modify to read:

E. Cannons

6. Stern or bow cannons may be mounted in the superstructure if the main turrets (or secondary turrets, if 5.a. above applies) are physically too small to house the cannon. Sidemounted cannons may not be mounted in a secondary turret or superstructure.

H. Warship Classes

7. b) Ships under 720' (not covered in c below): These ships may carry a maximum of two sidemount cannons with a maximum of one firing cannon covering any specific side. On these ships, one specific fixed quadrant shall be left unarmed at all times. The definition of quadrants are: forward and stern quadrants are 30 degree segments arranged 15 degrees either side of the ship's longitudinal centerline; side quadrants are those extending from the end of the bow quadrant to the beginning of the stern quadrant on either side.

c) Ships over 720' and battlecruisers over 688': These ships may carry a maximum of three sidemount cannons with a maximum of two firing cannons covering a specific side. When two cannons are firing into the same quadrant, they must be in separate turrets. All quadrants may be covered.

Affected Ships: As built Kongo, Tiger, Lion, Derflinger

Author's Reasoning: Generally people want to see different kinds of ships on the water. This change would make the four affected ships more useful in battle. Currently everyone uses the refit Kongo, I doubt this would change. Tiger and Lion are rarely seen on the water. We do have a couple Derflingers around. Adding a third sidemount would make each ship better, but not make any of them killers, putting more of them on the water. Each side gets something too. The Kongo, Tiger & Derflinger would all have the same gun layout. Kongo & Derflinger turn about the same. Tigers don't turn as well as either of those ships. Lion would be best set up with two bow sidemounts and a stern sidemount, not as good of a layout as the other ships, but more useful than its current layout.

This also helps people who want to get out of the more complicated 5 & 6 units ships and go to a lighter, less cost, less maintenance BC, but still feel like they can be competitive on the water.

Dunkerque misses out by only having two turrets. Maybe next year someone can propose her getting two sidemounts out of one turret.

2014 Rule Proposals

MWCI Rule Proposal 2014.05

Title: Clarify Illegality of Prop Washing

Author: Ty Supancic (R5)

Co-Signers: Peter Ellison (R1), Tyler Heland (R1), Steve Cox (R2), Lou Meszaros (R3), Tom Palmer (R2)

Currently CBS:II.F reads:

Since the goal of the hobby is to conduct safe surface naval battles, other weapons such as mines, torpedoes, ram bow usage, depth charges, rockets, fire, acids, bases, etc., are not allowed.

Modify CBS:II.F to read:

Since the goal of the hobby is to conduct safe surface naval battles, the practice of "prop washing" (using forward and reverse thrust repeatedly to swamp another boat), using a pump to deliberately transfer water into another ship, and the use of weapons such as mines, torpedoes, ram bows, depth charges, rockets, fire, acids, bases, etc., are not allowed.

Affected Ships: None.

Author's Reasoning: Every year, someone complains of being prop washed during battle. It isn't scale, and while it may be funny during cruiser battle, some people don't think it's sportsmanlike. I thought we had a specific rule about using pumps as weapons, but I don't see it, so that is clarified too. "Ram bow usage" is unclear English, so I changed it to "use" and moved it so it covers everything.

MWCI Rule Proposal 2014.06

Title: Add Ships Cancelled Due to Washington Naval Treaty

Author: Tom Palmer (R2)

Co-signers: Gerald Roberts (R4), Mike Mangus (R4), Matthew Larson (R1), Brandon Smith (R5), Kas Gaigalas (R1)

Proposal: Modify the ship list to allow the building of ships that were under construction but never completed due to the Washington Naval Treaty.

Currently CBS:II.H.1 reads:

Unless a ship has been specifically exempted in subparagraph a. (below the table), the characteristics listed in the following table take precedence over any values listed in the MWC Ship List. Only ships which were launched between 1905 and 1946 inclusive and were completed will be legal to model (refer to MWC Ship List for legal ships). Listed below are the authorized classes and the offensive/defensive units allowed.

Modify CBS:II.H.1 to read:

Unless a ship has been specifically exempted in subparagraph a. (below the table), the characteristics listed in the following table take precedence over any values listed in the MWC Ship List. Ships which were launched between 1905 and 1946 inclusive and were completed, and those ships that were under construction but not completed as a result of the Washington Naval Treaty will be legal to model (refer to MWC Ship List for legal ships). Listed below are the authorized classes and the offensive/defensive units allowed.

Affected Ships:

US WWI South Dakota Class Battleships

US Lexington Class Battlecruisers

IJN Tosa Class Battleships

IJN Amagi Class Battlecruisers

2014 Rule Proposals

Author's Reasoning: It is a historical fact that had the Washington Naval Treaty not been signed, they would have been completed. And some of these were completed as aircraft carriers. There are other ships that were in the planning process (the British G3 Battlecruisers and N4 Battleships, for example) that were cancelled due to the Washington Naval Treaty, but these had not been laid down at the time of the Treaty. The ships listed above had all been laid down and were at various levels of completion when construction was stopped.

For consideration, the ship list committee will be sent a set of the plans (any form) for approval.

Justification for adding ships never actually completed:

- Our hobby is about battling warship models.
- If we wanted to be historically accurate, the most dangerous ships in the hobby would be aircraft carriers. Air power won the war on the seas. But in our hobby, carriers are just targets.
- Our battling techniques have no historical similarities. In fact, the only battleship verses battleship battles in the Pacific were won easily by the American battleships involved. Radar controlled fire control allowed American ships to shoot at Japanese ships more accurately than the visual fire control of the Japanese
- We base our speed, battle units, and other things on non-history related criteria. For example, speed is based on length, class and battle units based on standard displacement, and rudder size based on class

MWCI Rule Proposal 2014.07

Title: Extend Battlecruiser unit table

Author: Tom Palmer (R2)

Co-signers: Ty Supancic (R5), Harry Hollins (R5), Matthew Larsen (R1), Mike Mangus (R4), Gerald Roberts (R4)

Proposal: Generally speaking, The Warship Class table awards battle units to battlecruisers at ½ unit less than a battleship of comparable displacement. It also capped battlecruisers at 35,000 tons. My proposal would continue the trend at 5000 ton intervals.

Modify CBS:II.H.1 Warship Classes table to add Class 5, 5-1/2 units Battlecruisers = 35,000-39,999 tons, and Class 6, 6 unit Battlecruisers = 40,000 tons or more.

Affected Ships: Currently, only the HMS Hood. If my proposal 2014.06 passes, the Lexington Class and Amagi Class battlecruisers would apply as well.

Author's Reasoning: When it comes to battle units, we do not award them based on historical significance. They are strictly based on displacement

MWCI Rule Proposal 2014.08

Title: Class 3 and Lower Cosmetic Barrel Requirement

Author: Tom Palmer (R2)

Cosigners: Matthew Larson (R1), Ty Supancic (R5), Mike Mangus (R4), Rick Whitsell (R2), Kas Gaigalas (R1)

Proposal: Remove the requirement to have all gun barrels installed in all turrets on Class 3 and lower ships when there isn't sufficient room to install a dummy barrel in the face of the turret in the scale location. Example:

Currently CBS:II.B.5 reads:

Barrels must be installed in all turrets

Modify CBS:II.B.5 to read:

A scale number of barrels will be installed in the turrets of the main armament of all ships. The exception to this rule would be Class 3 and lower ships where the turrets are not large enough to house the BB cannons and locate a dummy barrel in the scale locations.

2014 Rule Proposals

Affected Ships: Cruisers and other ships with small stern/bow turrets where the firing BB cannons consume the entire face of the turret.

Authors Reasoning: Requiring a 3rd barrel in a situation as shown would require putting it in some non-scale location. If it could be put in the scale location (at the same level in the face of the turret), then the effort should be made to do so. I have heard of people using a toothpick or even some wire to meet the perceived requirement to have the correct number of barrels in a turret. These things do not look scale and contribute nothing to the appearance of the ship or the hobby.

My USS Nashville (shown above) has battled at Nat's every year since 2007 and has never had the 3rd barrel installed and has never been chitted for it. I speculate that there have been other cruisers that have not had this requirement enforced on them as well.

In addition, the current rule is vague. It says "barrels must be installed in all turrets", but it doesn't say how many "barrels". In addition, a number of people do not put barrels in their secondary armament turrets.

MWCI Rule Proposal 2014.09

Title: Gas Flow Limit

Author: Peter Ellison (R1)

Co-signers: Ty Supancic (R5), John Stangel (R4), Tom Palmer (R2), Steve Cox (R2), Bob Hoernemann (R1)

Proposal: Limit cannon gas flow.

Add as CBS:II.E.10:

Each cannon is limited to a maximum of two 1/16" inside diameter hoses to feed CO2.

Ships Affected: All ships since it is a limit regardless of the type of cannon used.

Authors Reasoning: This rule is an attempt to limit the arms race on cannons and make the restriction something that is easy to test for a CD and easy for captains to comply with. To make a ship complaint with the new rule if your cannons have a single 1/16" CO2 line from the solenoid to the cannon then nothing needs to change. If your cannons have an 1/8" fitting from the solenoid to two 1/16" CO2 lines to the cannons, nothing needs to change. If you use 1/8" or larger fittings on your guns, placing a short 1/16" host as a restriction will make the cannon legal.

MWCI Rule Proposal 2014.10

Title: Award Sink Points To Opposing Fleet

Author : Brian Koehler(R3)

Co-Signers : Tom Palmer(R2), Pete Demetri(R2), Chris Pearce(R4), Ty Supancic(R5), Brian Eliassen(R5)

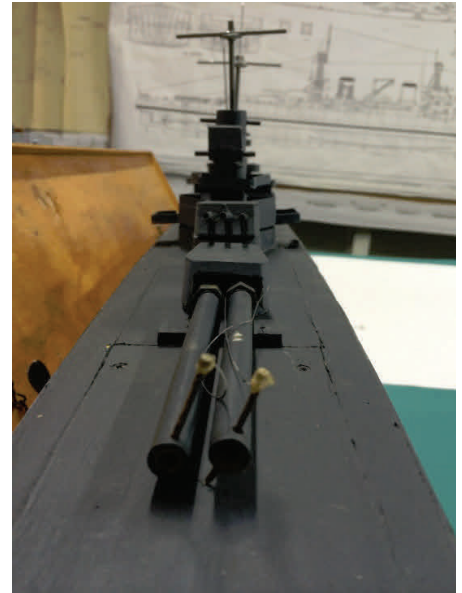
Proposal: Award sink points to the opposing fleet and remove the sinking penalty from an individual captain's points.

Currently CBS:III.C.3 reads:

Battle sink points shall be counted as follows:

Modify CBS:III.C.3 to read:

Battle sink points shall be counted and awarded to the opposing fleet as follows:



2014 Rule Proposals

Remove CBS:III.C.8.c which reads:

Individual sink points assigned to this ship are deducted from that ship's individual battle points to produce the final score for the captain of that ship. These sink points include any and all modifiers as occurred in the battle, for example double for a declare, etc.

Affected Ships: None.

Author's Reasoning: Combat sinks should be awarded as points for the opposing fleet. Deducting points from a captain for a sink rather than awarding them to the other fleet runs counter to what the hobby is all about. Back in 2006, III.C.8.c was passed as part of a package to prevent unbalanced loading of sub-fleets during multi-fleet (A/B) Nats events and is no longer relevant due to the appearance of 2.4GHz radios.

MWCI Rule Proposal 2014.11

Title: Single Pump Rule


Author: Chris Pearce (R3)

Co-Signers: Tim Beckett (R3), Brian Eliassen (R5), Pete Demetri (R2), Rick Whitsell (R2), Ty Supancic (R5)

Proposal: Limit ships to one pump.

Add as CBS:G.6: A ship may have no more than one pump.

Affected Ships: Any multi-pump ships.

Author's Reasoning: The point of the hobby is to sink ships. Ships that don't sink are not fun. 

CAMPAIGN RENAMED TO CAM-PAIN BY PETER ELLISON

2014 was a rough year on campaign ships of all navies.

There were a lot of cruisers this year, all hungry for unarmed targets.

The lifeline award went to the only Captain Mike Smith, guiding Ty's Empire Frost Class 1 to the only successful round trip for the entire week.

The winning tactic seemed to be, don't attempt a round trip.

It was rough both as a captain of a campaign ship or an escort due to the large number of class 3 ships. One or two CA's you can scatter, but the third one sneaks in and unloads. A good run meant that you finished the forward, but more times than not drive towards shore was the best plan.



2014 NATS



NATS battle action.



More battle action.

To help accomplish this a few winter upgrades happened. The largest impact was moving the straight back stern gun to a 15 degrees off angle. This allowed for a more reliable down angle on the gun less clipping of the deck. Also one of the pump outlets with the crazy flow was installed, a necessity these days. Now she really just settles and sinks. There is very little difference between "I'm ok" and "boy that is a large pump stream" this will come back to haunt me a couple of times.

Testing went fairly smoothly the only issue was needing to de-gunk and oil the regulator. That was good because it allowed for time to help others get on the water. Locally four new captains and boats needed to pass the first inspection always a stressful process.

Starting right out of the gate it would be clear who was going to be a challenge and who would be a chicken. No Allied 28 second boats came to play this year, but two Invincible class 26 second ships came, and a local South Dakota all came under the guns of the Kaisers guns. It did not take long before it was clear John would be the running around making mess of things as usual. Kas waiting in the wings for wounded prey, and Matt would drive around the furball looking for an opportune time to drop some triples into a hull.

I did uphold a long standing Axis tradition of driving through the middle of the Allied fleet when things got boring. While I lack a bit of the finesse that John or Dirty have I was still able to stir around the pot.

From my vantage point the large, fast battleships went off and did something that resulted in random banzais and hazas but had little impact on my part of the battle near shore with the glorious slow fleet.

Monday started out a little slow as it usually does, everyone plays all "smart" like, still managed to rack up a 16-7-25, the hull is still holding out water no problems. On the second fleet battle everything looked good, a little bit more above damage, drive around a try to help put down an I-boat. She looks a little low in the water, Kaiser on, never mind, man in the water. This was to start a trend that I'm still struggling to break, the difference between "not pumping much" and "call five and don't move" is no something that I can recognize from shore, sunk 61-9-26. By the end of the week I racked up a total of three sinks.

I mostly accomplished my goals, only once did I sink in the first sortie, and only a few times I left with a couple of unspent rounds. ⚓

USS ORLECK DD-886 AND LAKE CHARLES (A CASE FOR MUTUAL BENEFIT)

BY ROBERT ORLECK (REPRINTED WITH PERMISSION)

The USS ORLECK DD 886, is a Gearing Class Destroyer temporarily moored in Lake Charles just waiting for a permanent mooring. If she does not find a mooring soon, she will have try to find another home or worse she could be scrapped. Just recently it has been realized that the USS ORLECK is the most decorated warship in American history since WW II. She is the premier Vietnam era ship and Vietnam Veterans are the most active reunion attendees. She is the only destroyer who had extensive service in Vietnam as a Westpac Vietnam era Gearing Class destroyer serving in the fleet of historic ships. With these recent revelations it would seem wise to pursue her strengths with the city of Lake Charles since the rewards for the city to embrace her would be huge and the ship is already there. This will all be expanded on in detail later in this document.

Bob Orleck, nephew of Lt. Joseph Orleck is the Executive Director of the Destroyer USS ORLECK Association and the author of this paper. The information on the USS KENNEDY Museum, its functionality which brings financial support for the operations of the KENNEDY was provided by Rich Angelini. He is Trustee of the USS KENNEDY DD 850 and world renown expert on Gearing Class Destroyers. The purpose of this paper is to discuss an opportunity that would have mutual benefit for both the USS ORLECK DD 886 and Lake Charles. As an example of the seriousness we have approached this presentation, Mr. Angelini drafted a Conservation Plan for the USS ORLECK to offer to The USS ORLECK Museum in Lake Charles. A similar plan for the proper handling and restoration of the USS KENNEDY DD 850 has proven successful. Issues, background and facts are brought forth in this presentation. The evaluation concludes that establishing USS ORLECK DD 886 in Lake Charles as mutually beneficial to the ship and Lake Charles has been done in an objective and factual manner. Both men believe that USS ORLECK DD 886, being the last of her kind and worthy of preserving offers a unique and valued opportunity for Lake Charles to pursue a tremendous educational and historical mission that will produce a continuing source of historic and financial value to the City of Lake Charles.

USS ORLECK, since her return from Turkey, never had the chance to be exhibited in a proper way so she could tell her history that shows clearly that she is an exceptional naval combat vessel. Information received recently reveals that her excellent service and combat record entitles her to display sufficient awards that confirm she is the most decorated American Naval warship to have served since WWII. The matter is critical and a decision has to be made for she runs the risk of being lost to us all. The following pages discuss the matter and attempts to direct the discussion to issues that would be important to the City of Lake Charles in making any commitments or provide assistance to USS ORLECK in getting what she needs most and that is a permanent mooring.

Bob and Rich would be willing to travel to Lake Charles to support this presentation and answer any questions that any proposed supporter may have. (added note-Bob is traveling to Lake Charles in April to meet with Mayor Roach and other officials). They have also expressed the willingness to offer their services in the future toward the success of the venture. The Destroyer USS ORLECK Association will provide reunions and other assistance. Their members and those of other organizations including the USS KENNEDY wish to be involved and work on the ship and will provide volunteer support with men and expertise at field days and at other needed times.

WHAT BROUGHT ABOUT THIS PRESENTATION?

In a very odd twist of fate, the most decorated ship afloat in the United States Navy since WWII is without a permanent home. USS ORLECK, named for Lt. Joseph Orleck, served the United States Navy for 37 years and Turkey for 16 years before being returned to the United States in 2000 to be a museum in the city that gave her birth. Ten years later she found herself in Lake Charles where her owners are unable to obtain a promised permanent mooring. She is currently temporarily moored along the river bank in Lake Charles, LA. She needs a permanent mooring!

Keeping the USS ORLECK in Lake Charles would have results that would be mutually beneficial. USS ORLECK would have a home and Lake Charles would have a premier combat vessel that would draw larger visitation and revenue when the functionality and potential uses are expanded due to her status.. USS ORLECK not only is of interest to WWII buffs but she also served America with excellence in other wars and in peace that followed into the modern day age of Naval warfare. She has experience as a Cold War Warrior, in Korea, in Vietnam and as a reserve platform in peacetime. She was sold to Turkey, our NATO ally, to serve there for a number of years including service as Flagship and in Operation Desert Storm .

The USS ORLECK was returned as the result of work done by Joe Orleck's nephew, Bob Orleck, who was successful in having the Turkish Navy give the USS ORLECK to Orange, Texas for a museum. It was during her years in service to Turkey that Bob cultivated friendships with the officers aboard TCG YUCETEPE D 345 (ex-USS ORLECK DD 886). Through these friendships and in particular with one officer, discussions

USS ORLECK

were had and plans made that when TCG YUCETEPE would be decommissioned, these men would try to save her as a museum. In a story too long to tell here their plans succeeded and USS ORLECK was towed to Orange, Texas and given to a group of Orange residents who claimed to be capable of getting a permanent home for her and establishing her as a popular sought after museum. It is in Orange that problems began that never should have occurred. They were never able to provide that permanent mooring and the situation went from bad to worse when finally Hurricane Rita struck. Once the storm clouds subsided, USS ORLECK was found displaced from her temporary mooring and the City of Orange told her handlers that they could not keep her at the park where she had been temporarily located. She had no other place to go in Orange.

Having lost her mooring in Orange her Texas owners agreed and for a time explored a move to N. Little Rock, Arkansas. Excitement was experienced across the country including in N. Little Rock because of the possibility of finding a permanent home. Negotiations began, studies were done and plans crafted to accomplish the move. USS ORLECK DD 886 could be celebrating her fifth year of being a successful museum alongside the USS RAZORBACK. There were many folks in N. Little Rock who knew such a partnership would be good for their city and those who were acting in the best interests of the ORLECK also knew that and knew as well that N. Little Rock would be good for the ship. Despite the efforts of these many people but because of the actions of a few who controlled her destiny she is not there. Her owners decided she would go to Lake Charles and while that might have been fine under other circumstances, the weakened position that the project was in at the time proved to be too much to overcome. So almost five years later the ship is in the same limbo position she was in the day she arrived there. She still did not have a permanent home.

The new information mentioned above gives both the City of Lake Charles and the USS ORLECK Naval Museum the opportunity to embrace the entire project anew. With a permanent mooring she will move from being a question mark tied up to a river bank to a valuable asset proudly displayed at a chosen site. If they do it and take some positive action to support its establishment in a permanent mooring the end result will be a real win-win for all involved. That will become clearer as this letter progresses. The decision has to be to accept her presence there and encourage her in any way that is possible. The Museum will have to pursue a path that will take advantage of the new findings and the demographic changes that have occurred in the reunion destination population.

Historical considerations about USS ORLECK DD 886 and the opportunities that they offer Lake Charles.

USS ORLECK DD 886 has a unique history that spans five decades from WWII, the Cold War Era, Korea, peacetime and then to Turkey where she saw action in "Operation Desert Storm". ORLECK would bring great educational opportunities for the staff at the Museum and would allow her visual equipment history to include WWII, Korea and Vietnam for those interested in those historic periods. After WWII ended she spent a lot of time in the company of Russian Trawlers in the "cat and mouse" games that were perpetually going on and many are interested in that time. Not only that she was a peacetime vessel and a Turkish vessel and her history covers five decades.

In Korea she distinguished herself in many ways and in particular was the first destroyer to ever have gotten an enemy train in the mountains. The legendary Captain Yates accomplished the feat, not once but twice in a period of ten days. From this action the ORLECK became the founder of the "Train Buster's Club". Many allied ships taking the cue from USS ORLECK began slipping into coves, watching for those sparking tracks high in the mountains of North Korea then just at the right time opened with their 5" guns and took them out.

Then in Vietnam she distinguished herself for more awards than any other ship being eligible for 14 battle stars there. From 1964 through 1973 she went into enemy waters 29 different times in 14 of the recognized 17 Vietnam campaigns. A 1967 US Navy promotional film called America in Vietnam documents what she was doing that she did so well at. . The ship gun fire support sequence at video point 0:59 and then again at 9:50 is ORLECK. The video shows her at her best firing on enemy positions with a view of her from onboard and from the air. Looks like the Navy planned to document her here as the famous color photo of her firing on the Viet Cong is from this sequence. She was recognized as "Top Gun" having expended more than 10,000 rounds of 5" ammunition in one tour of duty. In fact she did this twice.

Her actions on the gun line are legendary and many stories are available regarding troops she saved with her accurate gunfire during shore bombardment.

Back in the 60's USS ORLECK was equipped with the DASH for anti-submarine use. We hear about drones all the time nowadays that are very sophisticated with GPS capability. By comparison the DASH is a Model T, but it was state-of-the-art equipment for that time. Later the DASH was changed to function as a spy drone and called a "Snooper". USS ORLECK operated the last known DASH mission in 1962. USS ORLECK has two of these birds that will make interesting question provoking displays. The USS ORLECK would satisfy those seeking out history from WWII and future conflicts as well.

The USS ORLECK is a star in her own right. In 1950 she played the part of a Japanese destroyer in "American Guerilla in the Philippines" starring Tyrone Power. Still young and handsome enough she starred in the ABC mini-series "Winds of War" with Robert Mitchum. History

USS ORLECK

would unfold in Lake Charles and would play out through the tales spun by the docents as they move from place to place on this destroyer. Lt. Orleck went down with his ship, the USS NAUSET AT 89, during the invasion of Salerno in WWII when struck from high above by German bombs. The story can be told of Pearl Harbor and the invasion of Italy. ORLECK spent a great deal of time in Hawaiian waters so her past covers both theaters of war during different decades with different players.

The USS ORLECK served in the Seventh Fleet in the Pacific for over 37 years. There are USS ORLECK deck logs that cover 37 years of history and are on-line and searchable. The docents can direct people to that source for further study. Hard copies of all the deck logs are on the USS ORLECK having been loaned to the Museum in Lake Charles by our Association and are a valuable research tool.

The ORLECK was capable of carrying and deploying a nuclear weapon. She may or may not have done that but if so that information may still be classified. If she had been chosen to be a destroyer to carry such a weapon and it is likely in my opinion that she was, her ASROC Missile Launcher would be armed with a 10-kiloton, W44 nuclear depth charge warhead. Such a conversation by the docents at the Museum could be of great interest to many. A sister ship, the USS AGERHOLM actually did detonate such a weapon in a test explosion in the 1960's so that could be discussed and ORLECK could be the "show and tell" on how it happened.

Location here would introduce community in this area to a combat veteran man-of-war with no competition from other navy museums and open outreach opportunities into this new market with a profile vessel. The interest would be greater for this area because of her location in the gulf. The other ships in the area have different missions and USS ORLECK if restored in the Vietnam era would have that as her mission and none others than the KENNEDY, a sister ship of USS ORLECK could represent that era.

Configuration allows for the relevance to today's Modern Navy as her weapons and sensors are early models of today's sophisticated navy technology, allowing for explanation of the transition of the Navy from the 20th century into the 21st century.

DISCUSSION OF USS ORLECK HISTORY

USS ORLECK DD 886 is a Gearing Class Destroyer. The ship was laid down on November 28, 1944 by the Consolidated Steel Corporation of Texas. She was named ORLECK on January 11, 1945 and was launched on the 12th of May, 1945, and then commissioned on September 15, 1945. Her vital statistics and a list of her Commanding Officers can be found on this site. She was named to honor Lt. Joseph Orleck who gave his life for his country. USS ORLECK DD 886 history spans five decades as a United States man-of-war having been commissioned in 1945 and decommissioned in 1982. The decommissioning transcript is available here for your reading if you desire. After her thirty seven year career as an American warship she continued her work in Turkey to serve our NATO ally for another sixteen years from 1982 to 1998. After decommissioning in Golcuk Turkey in 1998, she was returned to the United States where she began service as a ship museum in Orange, Texas where she was built. The USS ORLECK NAVAL MUSEUM in Lake Charles, LA is her current home.

The history of USS ORLECK DD886 spans a long period of time. Some may prefer to read a short historical summary. Others may prefer to peruse information with footnotes added that were gathered over a two year period that included research at the Washington Navy Yard. That can be found in the chronology on this site. The complete record of that chronology was present in a different format than is in the current website version. The information had to be re-entered and will soon appear in the new chronology timeline on this site. When finished researchers will see a fairly complete history of her movement and actions in an easily accessible format. A visit to the page now will show the work that has been entered so far. There is enough presented that it will be easy to see the value it will have when completed as a tool to study and promote her history.

If you wish to get down to an almost minute by minute account of her actions during her thirty seven years service to the US Navy we have those on-line and searchable as well. Deck logs are the chronological entries made by officers of a ship during her entire service. This was a remarkable undertaking and to accomplish it it took leaders who directed twenty-one different people over seven years typing from the hand written documents to accomplish this feat and it is such a valuable resource. I believe we are the only organization to have done this and what is most impressive is the number of years it covers because she was in service for so long.

There are many other bits and pieces of her history present on this site and it will be informative and sometime entertaining reading for you. Just go to the home page and review the side menu on that page.

Not to be overlooked are the forums. On the old website this was the main communication tool that now seems to have been replaced by our use of Facebook that started on January 21, 2013. The forum has a wealth of information for those who want to spend a weather day inside reading interesting facts about our ship and her men for their perspective. These are the present forums that have many great entries:

- USS ORLECK reunion activities
- SCUTTLEBUTT (The newsletter)
- Operation Rescue (dealing with the hurricane that struck Orange Texas)

USS ORLECK

- Deck logs and Cruise Book Projects
- Where they are now. (information about shipmates that they provided.)
- Chaplain's Corner
- General Discussion
- The way I remember it
- TCG YUCETEPE D 345 (1982-1998)
- Who are these people, places and times involved? (photographs-registration needed for viewing)
- Oldies but goodies
- Navy news items
- That good ORLECK chow (great recipes provided for the men of USS ORLECK by Chief Gerald Hannah)-great resource when you have need for recipes to serve 350 or more people at a time.

Since January 21 2013, Destroyer USS ORLECK Association has managed a Facebook page and that has proven to be fun and informative as we interact with each other sharing our past adventures and looking forward to future reunions.

Ships do cruise books which are akin to year books that are done in high school. Lots of pictures, places visited, significant milestones and historical events are present in these bound books. Our Association has these books and plans to present them on-line shortly. This will be a significant addition to our goal of telling the story of the USS ORLECK, her men and the gallant service she gave to America and the free world.

USS ORLECK DD 886 history can be found in many places on-line and in books. You can Google her or check out your local library and read all about her and her exploits as a Gearing Class Destroyer, the workhorse of the US Navy from WWII, the Cold War, Korea, Vietnam, peacetime as a Naval Reserve Vessel onto Turkey in Operation Desert Storm then back to the US as a Museum Ship.

Why with all her Battle Stars and value is USS ORLECK still without a permanent home?

USS ORLECK's history is impressive. By reading what is written so far in this paper or by exploring the information in this website you would know that. But this paper was not available back when she was returned from Turkey. The information regarding the awards she was entitled to display were not known then and has just become known. Now it is known that she has earned 18 Battle Stars and 14 of them were in Vietnam, outdoing even carriers in this regard. But is it too late?

Periodically on the news we see accounts of belated awards of medals either because the paperwork was misplaced or for some other reason. Such situations are not uncommon and are very emotional events when they happen. Finally the warrior has gotten the recognition he or she long deserved. Yesterday they were not recognized and today they are. Yesterday there were not in demand as a speaker, today they are. So it can be with ships and so it was for the USS ORLECK. Not as a speaker but as a museum that speaks for those times of history and the men who went to war for us.

Information on the awards ORLECK is entitled to display has just come to light. She slipped through the cracks and has been tied up on a river somewhere for the last fifteen years. How sad!

The Navy stopped documenting her history officially in 1969 but she served until 1982. Just recently the Navy (after her decommissioning) cleared the way for battle stars in Vietnam. Her twenty nine visits to enemy waters off Vietnam in fourteen of the seventeen official Vietnam Campaigns entitles her to fourteen battle stars.

The premier man-of-war, USS ORLECK, went fifteen years in the United States without a permanent mooring unrecognized for her service and without the majority of her awards. She has had a perfect storm of bad luck. Her early years as a museum in the small backwater town of Orange, Texas followed by five more years tied up on a river in Lake Charles prevented her from receiving the attention she deserved. During those 15 years she was in limbo with no one speaking of her great accomplishments. She sat sadly waiting to be discovered.

If USS ORLECK strengths are pursued and touted, she would easily be declared the official Korea and Vietnam Memorial Ship Museum for Louisiana if the legislature was asked. She would have had that in Texas as well if their legislature had been asked. No one asked! She surely would have been supported by veterans groups if her great deeds and awards had been known. An informed city would not reject such a celebrity because with a good marketing plan there would be money coming to that city for having her. If the proper path had been taken fifteen years ago, USS ORLECK would be established as a ship museum today and would be doing well in Texas.

Lake Charles has the opportunity now to capitalize on what was missed by Orange, Texas. USS ORLECK has great value and is located right there in Lake Charles.. Just get her a permanent mooring then market her and she will pay great dividends. It does not take much imagination to visualize the possibilities.

USS ORLECK

USS ORLECK is a southern ship and that means something.

Southerners really never had a good look at USS ORLECK. She was not properly marketed. There are many good ways to sell an idea or a product and in many ways that is what ships are. One great idea that Rich Angelini had was based on expressed feelings about USS ORLECK being a hometown girl who was born in a bayou and suggested a 1969 song popular with Vietnam Vets, "Born on the Bayou" made famous by Creedence Clearwater Revival. "Born on the Bayou" would be her theme song that would introduce her in any promotion or website about her. Born on the Bayou (literally) and represented southern contribution to the WWII war effort and represented the South proudly through Korea and Vietnam. She represents the rich naval history of the Southern states as the last historic Destroyer in existence to be built in the South and the last from the Consolidated Steel shipyard in Orange, TX. Listen to the song and then think about how it would promote USS ORLECK.

ORLECK was born right there in your part of this land and she represents the best of what came out of those critical times in our country's history. She went on to gallantly represent her home as she ventured abroad to the far points of this earth. She always met her commitments through her fine crews and always did our nation proud. Having been commissioned at the end of WWII she comfortably transitioned to a "cold-war warrior" then again did with careful surgery a transition that allowed her to bridge the gap between what I call "old Navy" to the "modern Navy" of today and that extended her life and allowed her to carry modern weapons into the 1970's.

Just as a parent is proud of a child who has gone on to do great things, the south should be proud of this child who was birthed there.

When a hometown boy or girl goes away and distinguishes themselves and then comes home they are welcomed with open arms and sometimes a ticker tape parade. It all started that way when the high achiever, USS ORLECK, initiator of the Train Buster's Club in Korea and Top Gun in Vietnam came home, but like some returning warriors, she fell on bad times through no fault of her own. She is still the honorable defender of America who did us all so proud. It is about her. She is a southern ship. She is your ship. She is a ship you have a right and obligation to be proud of and defend!

What organizations will support USS ORLECK in Lake Charles?

With USS ORLECK comes the largest reunion group that has ever existed for a single destroyer. Their group holds the record for the largest attendance registered for a destroyer reunion of 470. While her reunion attendance numbers average in the 200's there is no question that with USS ORLECK present the numbers will be high when reunion time comes aboard her. The 470 number came when the group held its reunion aboard her in Orange, Texas and every hotel there was taken and all rooms utilized.

We are so fortunate to have the USS KENNEDY leadership willing to join with us and any city who has USS ORLECK to give her this chance and help any organization in presenting her. Check out how she raises revenue. These pictures and narrative will give you visual proof of what is being done and the same would apply to USS ORLECK, sister ship of USS KENNEDY.

The in-kind services provided by Tin Can Sailors and destroyer volunteers is extremely valuable. This group of dedicated ex-sailors live around the country and provide both financial and hands-on expertise to restore Destroyers. The last two photos show crew photos of volunteer crews aboard KENNEDY. They applied over 30 gallons of paint after preparing metal over a five day period. Along with painting, they do electrical, welding, plumbing, and other vocational skills to ensure their Tin Cans live another day. With the expertise of working on 850 for decades, this know-how could easily be transferred to ORLECK to present her in the dignified Vietnam era configuration she so deserves.

What value will the USS ORLECK be Lake Charles

In particular, the functionality that comes with the ORLECK to include the use of her spaces for ceremonies, overnight camping with food service opportunities, hosting sea scout and sea cadet opportunities, Veteran Day, Memorial Day, 4th of July and others unlimited revenue generators would enhance the offerings and stance of the museum in Lake Charles. The photos and information provided by the USS KENNEDY give visual evidence of the value to the KENNEDY and that same value would be to the ORLECK and thus to Lake Charles. The money generated by the functions should be enough to support her operations. They do on the KENNEDY.

Not only would Lake Charles have representation of the WWII history of the past, but would be able to reach out and tell the story of the our Cold War involvement with current living generations with the premier Vietnam combat Destroyer. With her exceptional service in Korea and Vietnam and the amazing vision of her large and historic gun battery, ORLECK is a major opportunity for a museum to become even more relevant to its audience and customer base which is interested in learning about the lessons of Korea and Vietnam.

USS ORLECK

She has other assets including a museum from the USS RADFORD DD 968. This material can be used to further the discussion of the mission these ships had. Assistance will come from Tin Can Sailors, other DD Associations (some have already offered help) Battleship Cove (JPK) and when contacted we are sure that Vietnam Vets of America and more will come with us to do this.

Once connected with these other organizations for field days and the like, she will have volunteer sailors from all over willing to come and work on her, to be docents and to hold reunions. The in-kind services these volunteer would provide will be beyond calculation. Labor is the most expensive part of a product today. With ORLECK comes lots of free labor. If the city could just look at this as an investment that will return dividends, those being the money from fundraising, Tin Can Sailor yearly grants, return on a very lucrative scout and cadet encampment program, increased Museum attendance by destroyer veterans and the interest seekers they might realize that the dividend they gain would be larger even than if they could put the same money in the stock market. USS ORLECK will like an annuity keep paying dividends.

This does not even take into account the increased revenue for the city through hotel, rooms and meals tax, increased business sales throughout the city for goods and services and the publicity that such events bring to the city. It is not hard to see that the imagination of reunion planners, destination companies, vacationers to be captured by the idea that the premier Westpac Vietnam ready warship is in Lake Charles and they would plan events there once this is established. This is a relationship that would mutually benefit both the USS ORLECK and the city of Lake Charles.

You just have to “Believe” and get her a permanent mooring! ⚓

