

**Sandwiching in History**  
**USS *Hoga***  
**120 Riverfront Park Drive, North Little Rock**  
**April 5, 2019**  
**By Travis Ratermann**



**Intro:**

Good afternoon, my name is Travis Ratermann, and I am the Survey Historian at the Arkansas Historic Preservation Program. Thank you for coming, and welcome to the “Sandwiching in History” tour of the USS *Hoga*. I’d like to thank the staff of the Arkansas Inland Maritime Museum, especially Executive Director Greg Zonner, Operations Director Myna Miller, and Maintenance Chief Jim Gates for allowing us to tour the facility today! This tour is worth one hour of AIA continuing education. Please see me after the tour if you are interested.

You are standing in the only place in the world where you can go aboard vessels that were in service at the beginning (USS *Hoga*) and end of World War II (USS *Razorback*). Today’s tour

will allow us to board the USS *Hoga* for free, but for a small entrance fee you can also go aboard the USS *Razorback* for a guided tour after this tour. Speaking of the *Razorback*, how many people believe this was named after a feral pig, wild boar or the University of Arkansas mascot? Sorry, you are incorrect. The USS *Razorback* is actually named after a Fin Whale.<sup>1</sup>

USS *Razorback*, a Balao-class submarine of the Sandlance variant, was built at the Portsmouth Naval Shipyard in Kittery, Maine. All of the Balao-class submarine names are derived from fish or other marine creatures. The USS *Razorback* is here also representing the end of World War II as she entered Tokyo Bay on 31 August to participate in the formal surrender ceremonies on September 2, 1945. The USS *Razorback* was listed to the National Register of Historic Places on September 1, 2005.<sup>2</sup>

The USS *Hoga* (YT-146), which we stand before today, represents the beginning of the United States' active involvement in World War II. She is named after the Sioux word for fish. The USS *Hoga* (YT-146) is best known for her actions during the Pearl Harbor attack on December 7, 1941. Getting underway within 10 minutes after the first Japanese bombs fell, she went to work rescuing sailors in the water, fighting fires, and pulling ships out of harm's way. For her actions on December 7, 1941, the Department of the Interior listed the USS *Hoga* as a National Historic Landmark in 1989, when she was named *The City of Oakland*.<sup>3</sup>

The USS *Hoga* was commissioned on May 22, 1941, as a Woban-Class District Harbor Tug. The Consolidated Shipbuilding Corporation, of Morris Heights, New York, laid the USS *Hoga*'s keel July 25, 1940. This 100' long vessel, was capable of 12 knots, through the use of two, McIntosh

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<sup>1</sup> It is also known as the Finback Whale or Razorback Whale.

<sup>2</sup> Ralph Wilcox, *USS Razorback* (Washington D.C.: U.S. Department of the Interior, National Park Service, National Register of Historic Places, 2005), 1.

<sup>3</sup>

and Seymour diesel engines, (aka: American Locomotive Diesel Engines)<sup>4</sup> and one auxiliary diesel engine. These two engines are connected in the motor room to two Westinghouse electric motors, which then go through a reduction gear, into a single drive shaft. The *Hoga* was also outfitted with twin 250-hp electric pump motors, which provided 2,000 gallons of water per minute. The main feature seen on the main deck is what is known as the “Deck House.” The Deck House, upon entering it from the aft, holds the mess and the galley spaces, where officers and crewmen would have cooked, ate, and commiserated, usually by playing card games. Upon leaving the galley and mess area, you would enter the area designated as a washroom along with the Officers’ quarters, also known as the Officers’ Stateroom. There were normally two officers stationed aboard the *Hoga* thus the need for bunks in the stateroom. The bunks are centrally located within the cabin allowing for workspace for each officer on either side of the bunks.<sup>5</sup>

Below the Main Deck is the Hold and Crew’s Berthing area. The hold contains the engines and motors, which provide propulsion to the single screw (propeller). Forward of the engine and motor rooms, is the crew berthing and storage area.<sup>6</sup> When the *Hoga* was decommissioned and eventually transferred to Oakland, California, nothing was touched in the crew berthing area, as staff, here at the Arkansas Inland Maritime Museum, found World War II era crates with spare parts still located in the crew berthing and storage area. At this time, we are unable to tour the hold and crew berthing area.

Above the main deck and Deck House, is the Pilothouse which contains the helm, used to steer the vessel, along with all of the communication systems for the *Hoga*. You will notice that above

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<sup>4</sup> American Locomotive Company bought out McIntosh & Seymour in 1929.

<sup>5</sup> Arkansas Inland Maritime Museum, *U.S.S. Hoga:YT-146* (North Little Rock, Arkansas: Arkansas Inland Maritime Museum, 2017).

<sup>6</sup> *Ibid.*

the Pilothouse is one of the main water cannons, or monitors. It was placed here to provide the best field of view for crewmembers as well as the best range for the water cannon.<sup>7</sup>

Once we commence touring the *Hoga*, there will be volunteer staff members from the Arkansas Inland Maritime Museum located in the galley/mess/officer quarter area, as well as up in the Pilothouse to help answer any of your questions.

With her layout complete, the USS *Hoga* was finally launched New Year's Eve (December 31) 1940. It is probable that she went through sea trials between December 31, 1940, and May 22, 1941, when she was commissioned and put into service in the Brooklyn Navy Yard.

Following its commissioning, the *Hoga* set sail for Pearl Harbor, via the Panama Canal. She would travel through the canal, up to San Diego, California, then on to San Pedro, California, before departing for Pearl Harbor, Hawaii. The journey was finally complete upon reaching Hawaii in August 1941.<sup>8</sup> Let us put this in perspective, it takes a naval vessel, let us say a submarine moving through the water, at a speed of advance (SOA) of 20 knots, about 5.5 to 6 days to go from San Diego, California to Pearl Harbor, Hawaii. If you do the math in that the USS *Hoga* would be traveling at maybe 12 knots through various sea conditions, and not under water, it would take the *Hoga* roughly two weeks to make the journey from San Pedro, California, to Pearl Harbor. Now think about traveling from Brooklyn, New York, via the Panama Canal up to San Diego, at no more than 12 knots. That is a long journey, in tight quarters.

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<sup>7</sup> *Ibid.*

<sup>8</sup> Margaret Shelgren, "Pearl Harbor Survivors," Unknown publisher, USS *Hoga* Homecoming Binder, Arkansas Inland Maritime Museum.

Upon arrival at Pearl Harbor as Yard Tug (YT-146) she was immediately put into use helping to maneuver various naval ships into different docks and berth bays found around Ford Island and the rest of the harbor. She would also provide waterfront fire protection and inner harbor security and firefighting services. Her waterfront fire protection and firefighting services would make the USS *Hoga* a National Historic Landmark, roughly 5 months after arriving in Pearl Harbor.

Many would say that the USS *Hoga* is one of the unsung heroes during the attack on Pearl Harbor, December 7, 1941. The exact time of the first wave of Japanese bombers and torpedo planes attacked on Pearl Harbor ranges from 0753 to 0755. It is known that this first wave awoke a very lax Pearl Harbor from their early Sunday morning watch, in the case of men aboard the 94 ships in the harbor, or breakfast for those that were about to enter on to duty. This first wave of bombers and torpedo planes managed to create a lot of damage on battleship row. It is noted that only thirty minutes after the initial attack that “the *Arizona* was a burning wreck, *Oklahoma* had capsized, *West Virginia* had sunk, *California* was going down and every other battleship (except the *Pennsylvania* in dry dock) had been badly damaged”<sup>9</sup> including the USS *Nevada*. The *Nevada* is key to the story of the USS *Hoga* and her National Historic Landmark status though not the only reason it has garnered such a high honor.

Only ten minutes after the initial bombing run by Japanese pilots, the USS *Hoga*, which was moored at the Yard Craft Dock, had received “verbal orders” from the dock officer<sup>10</sup> to man stations and help in any way possible. After firing up the diesel engines, the USS *Hoga* was underway to assist all ships and pick up any survivors by 8:20am. Already by 8:30am, the USS

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<sup>9</sup> Samuel Eliot Morison, “The Rising Sun in the Pacific 1931-April 1942,” *History of the United States Naval Operations in World War II, Volume III* (Boston: Little, Brown and Company, 1950), 103.

<sup>10</sup> J.B. McManus, CBM, USN, Tugmaster YT-146, “Log of Y.T. 146,” 7 December 1941, USS *Hoga* Binder, Arkansas Inland Maritime Museum.

*Vestal*, a repair ship moored alongside the USS *Arizona*, was frantically trying to cut its mooring lines to get away from the doomed *Arizona*. The USS *Hoga* was soon close enough that Commander Young of the USS *Vestal* was able to flag down the *Hoga* to help in maneuvering through the channel. After listing to the starboard, Commander Young gave the signal to the *Hoga* to help beach the distressed vessel, to which the *Hoga* complied and helped beach the *Vestal* at Aiea in the northeast corner of the harbor.<sup>11</sup>

After beaching the USS *Vestal* at Aiea Point, the *Hoga* rushed south to berths 1, 2 and 3 where a torpedo traveled under the *Oglala*, which was tied up outboard of the Light Cruiser USS *Helena*, and eventually struck the *Helena*. The explosion pierced a large hole in the *Oglala*, causing her to take on water. It was at 8:50 local time, that the *Hoga* pushed the USS *Oglala*, to the *Helena*'s aft, and into berth 3, where the *Hoga* "held her in place while important paper and equipment were offloaded."<sup>12</sup> It is in this location where the *Oglala* eventually capsized. Yet the actions of the *Hoga* were conducted in order to possibly free up the USS *Helena* or at least not have the *Helena* pinned up against dock 1010. Following the sinking of the *Oglala*, the *Hoga* picked up two survivors and returned to berth B-3.

While the USS *Hoga* was helping push the *Oglala* into Berth B-3, the USS *Nevada* was moving south through the southern channel. At 0900 the *Nevada* was hit by five more bombs within earshot of where the USS *Hoga* was helping the *Oglala*. After taking repeated hits by Japanese Bombers, the crew of the *Nevada* decided to beach the vessel at hospital point, and keep it out of the channel. As fires raged on the *Nevada*, the USS *Hoga* came to assist in extinguishing the

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<sup>11</sup> *Ibid.*

<sup>12</sup> Frank B. Mormilo, "The Can-Do Tug Boat," The Old Navy, October 1991, 119, USS Hoga Binder, Arkansas Inland Maritime Museum.

fires. However, the *Nevada* ran aground with enough force to cause the stern of the ship to slowly swing around the bow of the ship causing it to face back up into the harbor. Now, the USS *Hoga* helped push the *Nevada* across the channel while still fighting the fires, where the *Nevada* was backed aground around 1030.<sup>13</sup> The USS *Hoga* would remain with the *Nevada* until around 1300 when she shifted her attention to the *West Virginia*.

The *West Virginia* was ablaze after being hit with nine torpedoes or bombs from Japanese aircraft. Many of the crewmembers of the *West Virginia* eventually climbed aboard the USS *Tennessee* where they bravely fought the fires that raged. By 1300, the crew of the *Hoga* arrived on the scene to help control the fire via the vessel's fire cannon. The *Hoga* was called off fighting fires on the *West Virginia*, in order to aid in fire suppression on the *Arizona*, and the fires on the *West Virginia* raged for a total of 30 hours before she eventually sank.<sup>14</sup>

Though the *West Virginia* was continuously ablaze for 30 hours,<sup>15</sup> the USS *Hoga* helped fight the fires aboard the USS *Arizona* for nearly two days. The *Hoga* arrived at the *Arizona*, located at docking location F-7, and fought fires from 1600 December 7 until 1300 December 9, 1941.<sup>16</sup> For the next three days, the USS *Hoga*, ran supplies, fought fires, secured barges, and patrolled Pearl Harbor for enemy subs.<sup>17</sup>

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<sup>13</sup>J.B. McManus, CBM, USN, Tugmaster YT-146, "Log of Y.T. 146," 7 December 1941, USS *Hoga* Binder, Arkansas Inland Maritime Museum.; United States Navy, Plate 1, "USS *Nevada*- BB36 Plot of Ship Movement During Raid," *USS Nevada: Torpedo and Bomb Damage*, 7 December 1941. War Report No. 17. <http://www.researcheratlarge.com/Ships/BB36/PearlHarborDamageReport/#Plate1> (accessed 31 January 2019).

<sup>14</sup> *Ibid.*

<sup>15</sup> Visit Pearl Harbor, "USS *West Virginia*," <https://visitpearlharbor.org/world-war-ii-battleships/uss-west-virginia/> (accessed 31 January 2019).

<sup>16</sup> J.B. McManus, CBM, USN, Tugmaster YT-146, "Log of Y.T. 146," 7 December 1941, USS *Hoga* Binder, Arkansas Inland Maritime Museum.

<sup>17</sup> *Ibid.*

Once things settled down around Pearl Harbor, the Chief Boatswain's Mate, was given a citation from Admiral C.W. Nimitz,

For Distinguished Service in line of your profession as Commanding Officer of the Navy Yard Tug *Hoga*, and efficient action and disregard of your own personal safety... when another ship was disabled and appeared to be out of control, with serious fires in the fore part of that ship, you moored your tug to her bow and assisted materially in extinguishing the fires. When it was determined that the damaged ship should be beached, as there was serious danger of her sinking in the channel, you assisted in beaching operations in an outstanding manner.

Furthermore, each member of the crew of the *Hoga* functioned in a most efficient manner and exhibited commendable disregard for personal danger throughout the operations.<sup>18</sup>

However, life inside of Pearl Harbor would never be the same. Over the next couple of years, salvage operations and normal day to day activities took place. The *Hoga* would eventually return to Yard Craft duty, maneuvering vessels and barges into and out of dry dock and berths so that they could undergo repair. She was reclassified in May 1944, to YTB-146, which stands for Yard Tug Big. It is also about this time that three more fire cannons were added to the *Hoga*, increasing the total number to four.<sup>19</sup>

By 1948, the United States Navy had determined that the USS *Hoga* was surplus and through the efforts of Congressman George P. Miller managed to work out a lease program between the

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<sup>18</sup> Admiral C.W. Nimitz, to Chief Boatswain's Mate J.B. Mcmanus, USS *Hoga* Binder, Arkansas Inland Maritime Museum.

<sup>19</sup> "City to Acquire First Fireboat," *Oakland Tribune*, 18 May 1948.

United States Navy and the Port of Oakland for a dollar a year.<sup>20</sup> When the *Hoga* arrived, the Port of Oakland did not have fireboat protection in the port. As part of the lease program, the Port of Oakland would finance alterations to the *Hoga* at a cost of nearly \$73,000 due to the increased pumping capacity that was being added.<sup>21</sup> The *Hoga* officially arrived at Naval Station Treasure Island on May 11, 1948,<sup>22</sup> and was turned over the Oakland Fire Department on May 18.<sup>23</sup> It seems the ceremonial transfer took place on May 28, 1948, at the Grove Street Pier, where it was entered into service.<sup>24</sup> In July 1948, the USS *Hoga* was officially christened the *Port of Oakland* by the Port and City of Oakland.<sup>25</sup> “In her 40 year career as an Oakland Fireboat, the vessel has combatted numerous shipboard fires, waterfront blazes, rescued persons in the water, and served as a tour boat for President Jimmy Carter.”<sup>26</sup> Though the vessel was operated by the Port of Oakland, it was still owned by the United States Navy and in 1963, it was again reclassified to YTM-146. It was also in 1955 that the name changed again this time from the *Port of Oakland* to the *City of Oakland*. In 1989, the USS *Hoga/City of Oakland* finally received its long overdue recognition for its actions on December 7, 1941, when it was listed as a National Historic Landmark.

However, by 1992, the City of Oakland, California, was in the market for a smaller more maneuverable fireboat to take the place of the *Hoga/City of Oakland*. At the time, it was estimated that it would take \$400,000 to rehabilitate the tug, which they said was about what the

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<sup>20</sup> James P. Delgado, *City of Oakland, ex-Hoga (YTB-146)* (Washington D.C.: U.S. Department of the Interior, National Park Service, National Register of Historic Places, 19889), 8-5.

<sup>21</sup> Pumping capacity was going from 4,000 gpm to 10,000 gpm through the help of three added pumps on main deck of the vessel.

<sup>22</sup> “Fireboat for Oakland Arrives,” *Oakland Tribune*, 11 May 1948.

<sup>23</sup> “City to Acquire First Fireboat,” *Oakland Tribune*, 18 May 1948.

<sup>24</sup> Delgado, 8-5.

<sup>25</sup> *Ibid*, 8-6.

<sup>26</sup> *Ibid*.

vessel was worth.<sup>27</sup> Consequently, she was retired on July 29, 1993, with a press conference called at noon. The *Hoga* would eventually be sent to the Treasure Island Naval Base in the middle of San Francisco Harbor. By early 1994, there was already discussions in some circles about how to get the *Hoga* back out to Pearl Harbor. As early as 1992, there were hopes that the *Hoga* would be docked near the USS *Arizona* where it would be used as part of the museum. There was also a plan to piggyback the *Hoga* on the USS *Missouri* but many found it to not be financially feasible.<sup>28</sup> With her sitting in the Treasure Island Naval Base, her significance was again noticed by the National Trust for Historic Preservation, when they listed the USS *Hoga* as one of the most endangered historic places in 1995. Even with the designation by the National Trust, the United States Navy decided to decommission the USS *Hoga* in 1996, and added her to the mothball or reserve fleet. Many organizations fought for the ability to finance turning the USS *Hoga* into a Museum, including organizations in Pearl Harbor, Fort Lauderdale, and North Little Rock. The *Hoga* languished in the Mothball fleet for 8 years before any movement by the US Navy.

North Little Rock came into the equation in 2002, when then Mayor Patrick Hayes, floated the idea of acquiring and establishing a riverfront museum for both the USS *Hoga* and the USS *Razorback*. At the time, Greg Zonner, then a spokesperson for the Save the *Razorback* Committee, now Executive Director of the Arkansas Inland Maritime Museum, stated “It’s either or both...The perfect scenario would be to have them both. There’s a good possibility they crossed paths at Pearl Harbor during the war.”<sup>29</sup> By 2004, the USS *Razorback* was officially

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<sup>27</sup> Tracie Reynolds, ‘Historic fireboat forced to retire,’ *Oakland Tribune*, 19 August 1992, A-3.

<sup>28</sup> James O. Clifford, “Rusting Away,” 7 December 1994, USS *Hoga* Binder, Arkansas Inland Maritime Museum.

<sup>29</sup> Jake Sandlin, “NLR mayor floats plan for historic vessels,” *Arkansas Democrat-Gazette*, 14 March 2002.

property of the City of North Little Rock, while it remained in fundraising mode for both the *Razorback* and the *Hoga*. Though the *Razorback* arrived in the Port of Little Rock in August 2004, the fight for the *Hoga* remained. By early January 2005, a Florida Judge dismissed a lawsuit challenging the decision made by the United States Navy and the Navy's Ships Donation program, by the USS *Hoga* YT-146 Association of Hollywood, Florida, opening a clear path for the tug boat to be transferred to the City of North Little Rock.<sup>30</sup>

Nearly a year after receiving the USS *Razorback*, former Mayor Patrick Hayes took title of the USS *Hoga* on July 28, 2005.<sup>31</sup> This would be the beginning of a long trip in bringing the *Hoga* from California to North Little Rock. At the time, it was estimated that it would take \$300,000 to \$400,000 to tow the *Hoga* from Oakland to North Little Rock, via the Panama Canal.<sup>32</sup> These estimates were low, with a later estimate in late 2005 putting the cost at \$900,000.<sup>33</sup> However, by February 2006, the US Navy still had not given clearance to tow the tug to North Little Rock.<sup>34</sup> By October 2006, a Gulf transport company offered to tow the *Hoga* to New Orleans on a return trip from the west coast at a cost of \$395,000, with the hope that it would arrive in January 2007.<sup>35</sup> As usual, nothing went as planned, especially Mother Nature. Due to storms on the west coast, the barge was late leaving Seattle and set off a chain of events delaying the pickup of the *Hoga*. New plans were going to have to be laid out in order to rearrange cranes, barges and tugs to help in loading the *Hoga* onto her barge.<sup>36</sup> By 2008, the tug was still in California as there were only

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<sup>30</sup> "Judge decides NLR gets tugboat," *Arkansas Democrat-Gazette*, 11 January 2005.

<sup>31</sup> Jake Sandlin, "NLR to obtain title to Hoga tugboat," *Arkansas Democrat-Gazette*, 28 July 2005, 2B.

<sup>32</sup> Jake Sandlin, "Navy transfers WWII tugboat to N. Little Rock," *Arkansas Democrat-Gazette*, 29 July 2005, 2B.

<sup>33</sup> Jake Sandlin, "NLR Mayor says tugboat plan shipshape if council Oks," *Arkansas Democrat-Gazette*, 26 October 2006.

<sup>34</sup> Jake Sandlin, "NO Navy OK yet for WWII fireboat," *Arkansas Democrat-Gazette*, 25 February 2006.

<sup>35</sup> Jake Sandlin, "Hoga approved to set course for NLR," *Arkansas Democrat-Gazette*, 27 October 2006.

<sup>36</sup> "Arrival of WWII boat still uncertain," *Arkansas Democrat-Gazette*, 31 December 2006.

two cranes big enough to lift the *Hoga* into its cradle, in which it was to be towed, and neither crane, nor crane owner could be convinced to take on the job.<sup>37</sup> With the continual delay, the cost of transportation of the *Hoga* was steadily rising again, to the tune of \$800,000.<sup>38</sup> Mayor Hayes was quoted as saying “It is easier to get a submarine from Turkey than a tugboat from California.”<sup>39</sup> After four more years of negotiations with crane companies and the United States Navy, the *Hoga* was towed to the Allied Defense Recycling yard, on Mare Island where the *Hoga*’s hull could be retrofitted and made sea worthy. This was being done to allow the City of North Little Rock to take physical custody of the vessel, in the hopes that the Navy would allow for the *Hoga* to be “wet towed,” drastically reducing the time it would take to get to Arkansas.<sup>40</sup>

The new “wet-tow” plan took an additional 3 years to gain approval by the Pentagon. The Pentagon did eventually approve the “wet tow,” once all repairs were completed. The new tow plan, would allow for the wet tow from Mare Island to San Diego, where it would be dry-towed to New Orleans. The *Hoga* was able to complete the first leg of the journey on September 15, 2015, when it arrived in San Diego, where there were more heavy lifting cranes that could help in maneuvering the *Hoga* into its specially designed cradle. By October 2015, the *Hoga* was under way again, or so everyone thought. On October 10, the *Hoga* left San Diego being towed by a US flagged tugboat, and arrived in Ensenada, Mexico. From there it was picked up by the Thorco Isadora, which is operated by the Thorco Shipping Company, and sails under the flag of the Republic of the Marshall Islands. This caused problems as the Thorco Isadora was turned away as it tried to offload the *Hoga* in New Orleans, due to maritime laws. The law in questions

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<sup>37</sup> Jake Sadlin, “City adds cash for river site, still after tug,” *Arkansas Democrat-Gazette*, 29 December 2008, 1B and 3B.

<sup>38</sup> Jake Sadlin, “Concert to Help deliver tugboat,” *Arkansas Democrat-Gazette*, 30 September 2010.

<sup>39</sup> Sadlin, “City adds cash for river site, still after tug,” *IB*.

<sup>40</sup> Jessica York, “Hoga hits shipyard for pre-NLR repairs,” *Arkansas Democrat-Gazette*, 6 August 2012.

is known as the Jones Act, which states “merchandise transported between ports located within the United States must be carried by a vessel under the US Flag, prohibiting a foreign ship to be involved in coast wide trade between two US ports.”<sup>41</sup> With the Thorco Isadora turned away, it went on to Houston where it had an office and unloaded the *Hoga*, while negotiation between US Border Patrol and Customs, US Customs and Homeland Security and the City of North Little Rock tried to make arrangements on continuing the *Hoga*’s journey northward.<sup>42</sup> By Late November, the *Hoga* was once again moving to New Orleans, via tow, and up the Mississippi River and it was expected to arrive in Rosedale, Mississippi by November 22, thanks to Pine Bluff Sand and Gravel. From Rosedale, MS, a barge owned by Jantran Inc., a subsidiary of Bruce Oakley, Inc., towed the barge up to North Little Rock. These companies towed the *Hoga* up the Mississippi River and the Arkansas River as a donation to the City of North Little Rock and the Arkansas Inland Maritime Museum. Thanks to the donation of time and material by these companies, the *Hoga* finally arrived on Monday, November 23, 2015. Since outset of trying to get the *Hoga* the plan was always to have the *Hoga*, with the *Razorback* by Dec. 7, which is Pearl Harbor Day. However, in all of the articles covering the *Hoga* story, it never said which December 7<sup>th</sup>. It finally made it before December 7, 2015, “only” thirteen years after the idea was initially conceived.

Though the *Hoga* was finally on the Riverbank in North Little Rock, it was not in its final location, as more wheeling and dealing needed to be done to move it one more time. The museum had a large towrope that was to be used for the *Hoga* that was not needed. At the same time the *Hoga* arrived, the old Broadway Bridge was being razed and rebuilt using large cranes.

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<sup>41</sup> Jake Sandlin, “Hoga Hung up in Houston,” *Arkansas Democrat-Gazette*, 10 November 2015, 1B-2B

<sup>42</sup> *Ibid.*

The museum had inquired about possibly using one of the cranes to help hoist the *Hoga* up and out of the water and over the barge you are currently standing on, to get it into its final location. Though the company was not disagreeable at the time, it just was not the right time. Only a short time later, the museum received a call from the bridge company saying the crane was free, and asked when the museum wanted to move the *Hoga*. To which they replied, ASAP. The crane was moved into position and the *Hoga* was hoisted up and moved into place, all at the cost of a new heavy rope, which was traded for their services.

The *Hoga* has been a great new tourist attraction since it has opened to the public just recently. People from all over come to see and explore both the *Hoga* and the *Razorback*, so that they can feel the history come alive. However, nothing will ever be able to depict the feeling and experiences of Pearl Harbor on December 7, 1941, or the signing of the surrender in Tokyo Bay, on September 2, 1945. Today, feel free to explore the USS *Hoga*, and ask question of our great volunteers. Thank you again for coming, and please join us for our next Sandwiching in History Tour at the Matthews-Story House at 8115 Ascension Rd in Little Rock on Friday, May 3rd. Also, please join us Saturday May 18<sup>th</sup> at 11:00 a.m. for our Walks Through History Tour in Downtown Harrison. Thank you again for coming and have a great weekend.