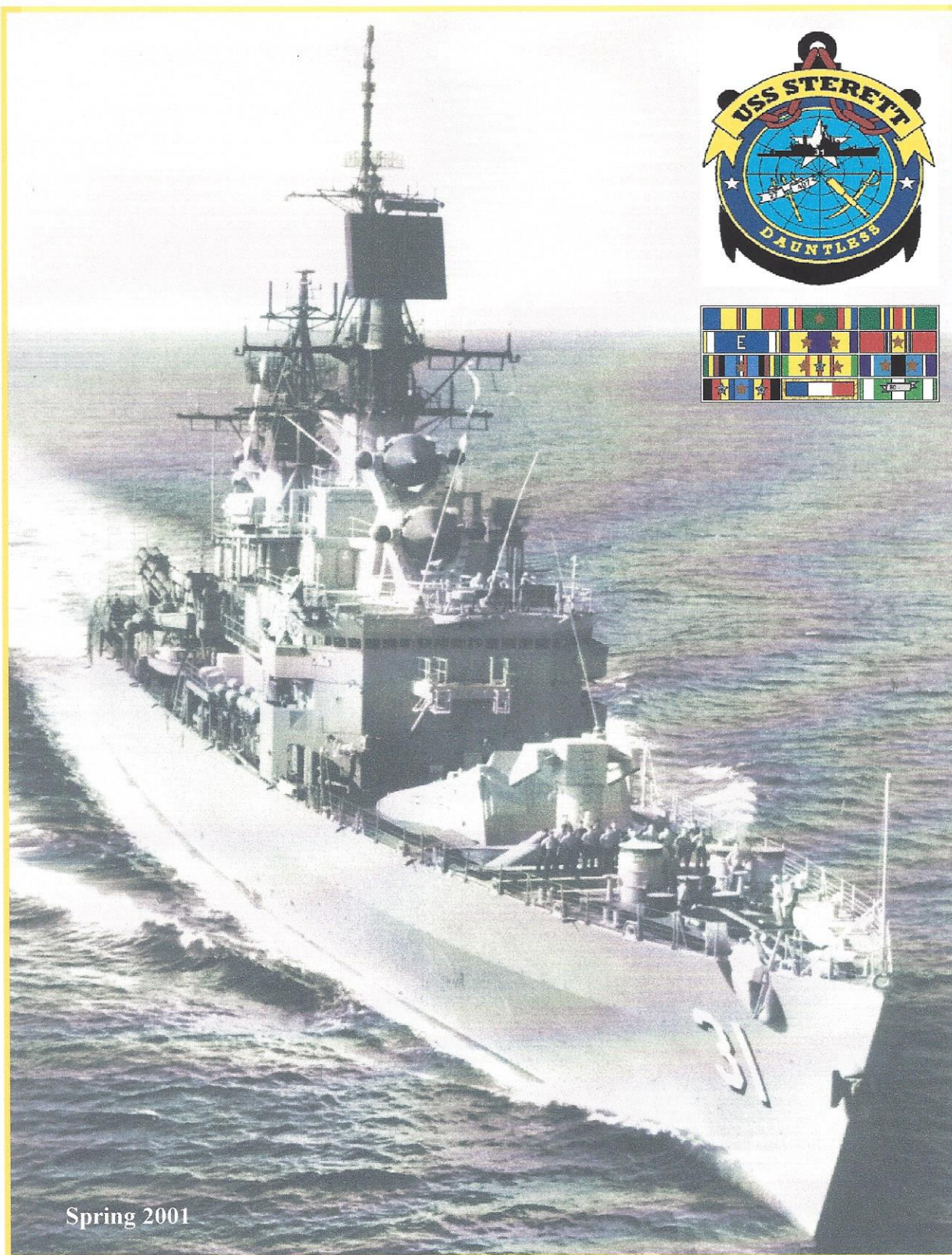


PROPOSAL TO LOCATE
USS STERETT DLG/CG-31
ON HUMBOLDT BAY AS A NAVAL HISTORIC SHIP
MUSEUM/MEMORIAL



Spring 2001

WELCOME ABOARD USS STERETT



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HELICOPTER LANDING DECK TODAY

1 NAVAL AIR/SEA MUSEUM HUMBOLDT BAY

1.1 History

The Military Heritage Foundation (MHF) is a not-for-profit education foundation (IRS code 501©(3)), incorporated and governed by a board of directors. The Foundation was created in 1994 for the purpose of creating a naval air/sea museum in Eureka, California. Initial plans were to locate the aircraft carrier USS Midway (CV-41) within the City of Eureka on what is known as parcel #4 behind the Bayshore Mall. After careful review and with the assistance of qualified consultants it was determined that a ship as large as the Midway would be only marginal to succeed at this location and it was decided to select a more manageable ship. Sea Systems Command was notified in September 1997 that the Military Heritage Foundation was withdrawing its intention to submit an application for the USS Midway.

It had become apparent to the Military Heritage Foundation that a project as large as the aircraft carrier USS Midway would be beyond our capability to manage and would have to be operated by a contractor. Our feasibility study showed that the Midway would "work" at a location on Humboldt Bay but only marginally. Also we were in competition with the cities of San Diego CA and possibly Tacoma WA. Our consultants, Nautical Ventures Inc., were impressed with Humboldt Bay and with our plans; they encouraged us to continue working for a Naval Museum.

The San Diego Aircraft carrier Museum has submitted an acceptable application for the Midway and expects to open in the fall of 2000 as the centerpiece of a massive redevelopment on the San Diego waterfront called the North Embarcadero project. When located in San Diego, the Midway will attract some 700,000 visitor and bring over 50 million dollars into the economy.

We have subsequently and more realistically re-focused our project on a more manageable and site-compatible cruiser size ship

1.2 Objective

The project objectives are to apply through the US Navy ship donation program for the decommissioned guided missile cruiser; USS Sterett CG-31, and locate it at the "Kramer dock" in Fields Landing. A mooring system will be installed to provide an adequate, safe moorage and the ship would be slightly modified to enable visitors on-board. A balance of waterfront amenities are planned for public enjoyment of the area coupled with environmental protection measures. The ship would become an educational, historic, and patriotic museum of military artifacts, air & space science, and naval history.

1.3 Project Development

The Military Heritage Foundation would sponsor the development of a moorage for the ship on the Fields Landing Channel of Humboldt Bay. According to development plans, It would be located at the south end of the site identified by The Humboldt Bay Harbor, Recreation and Conservation District as the "Kramer Dock". Costs (provided by the Military Heritage Foundation) have been incorporated into the pro forma for moorage, towing, pier and ship restoration, ship and site acquisition,

2 The Ship Donation Program

2.1 Background

The US Navy Ship Donation Program has been in existence for 50 years. The Authority to donate ships falls under Title 10 USC-7306. Ships are donated at no cost to the Government. The current 45 donated ships represent a tangible reminder of the Navy's role in American history and commemorate the sailors who served on the ships, as well as showcase naval tradition and heritage. These ships are located in 22 states throughout the country.

Donees must maintain museum ships in a "condition satisfactory to the Secretary of the Navy" and donations must be "at no cost" to the Government

In order to consider an application from a qualified organization, the ship must be in "Donation Hold" status. This is an administrative action that makes the ship ineligible for disposal by scrapping during the time it is on donation hold. Annually, the Ship Donation Program Office will recommend vessels to be placed on or removed from, the category of Donation Hold, based upon specific criteria.

A qualified organization is one that includes any State, Commonwealth, or possession of the United States or any Municipal Corporation or public subdivision thereof; the District of Columbia; or any not-for-profit or non-profit entity. The donation application package should address the following major areas:

2.2 Technical Plans-

The applicant; Military Heritage Foundation (MHF) must provide detailed technical information, which includes the following:

2.2.1 Financial Plan-

The applicant (MHF) must submit detailed evidence of firm financing to offset all costs to tow, refurbish, environmentally clean, and maintain the vessel at a long-term, permanent berthing site. Firm financing is defined as available money to ensure the first five years of operation and future stability for long-term operation. The financial plan should include support costs for five years and would include a marketing plan, with visitor projections, market share and demographic information. In addition, the applicant should provide evidence that planning and resources will be in place for disposition of the vessel in the event of bankruptcy or inability to properly maintain the vessel.

2.2.2 Mooring Plan-

A detailed mooring plan at an identified and secured, permanent, long-term mooring location that is acceptable to the Navy. A permanent mooring design must be capable of withstanding a 100-year storm condition without damage to the ship, its mooring system or neighboring facilities.

2.2.3 Environmental Plan-

The applicant (MHF) must demonstrate an understanding of environmental requirements, hazardous materials, endangered species, dredging disposal, and required environmental permits.

2.2.4 Towing Plan-

The applicant (MHF) must provide a detailed towing plan that follows the Navy Tow Manual requirements and criteria, and contains specific information concerning the tow of the vessel from where it is located to the permanent mooring site.

2.2.5 Maintenance Plan-

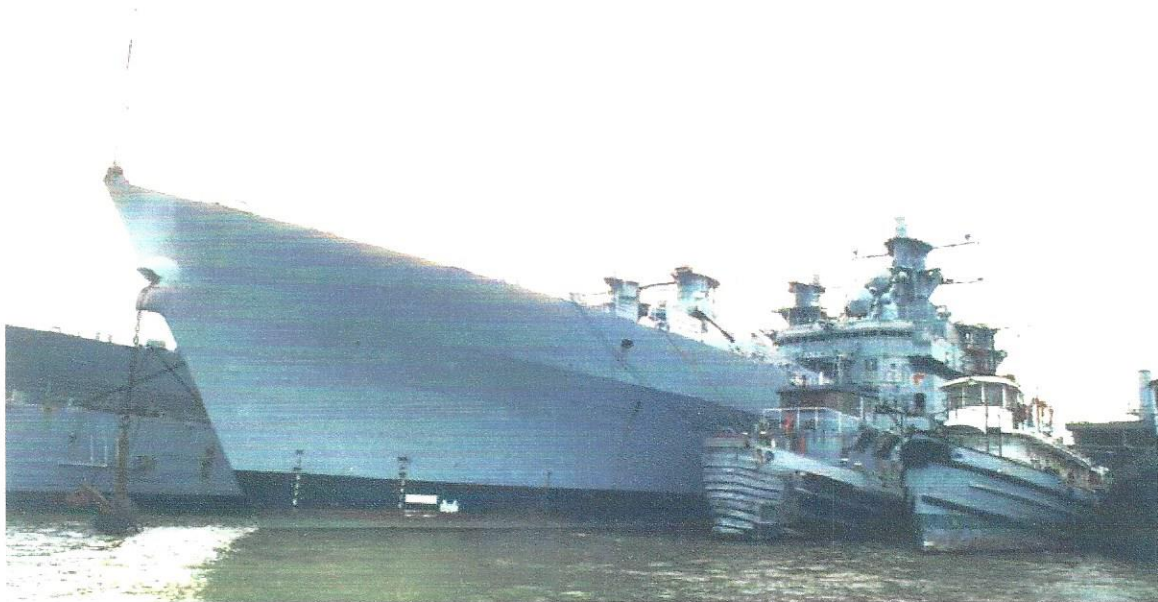
The applicant (MHF) must provide a detailed maintenance plan. Long-term, short-term, and daily maintenance items must be addressed.

2.2.6 Curatorial Plan-

The applicant (MHF) must provide a detailed curatorial plan. The plan should address the organization's collection policy; exhibit plans, and collection management procedures. Among other things, it should describe such things as storage facilities, security and protection of artifacts, curatorial resources, and the composition of the professional museum staff.

2.3 Navy Evaluation

Once an application is received by the Navy it goes through an evaluation process. If there is more than one applicant, then it goes through a two-step evaluation process. Phase I is a screening process to determine minimum requirements for donation. Phase II is a comparative analysis between applications received to find the best applicant. Additional criteria for such applications can be added by the Secretary of the Navy, if he/she deems it is in the Navy's best interest to do so. The Secretary of the Navy will make the final decision to donate a particular ship. Once his/her selection is announced, the Navy notifies Congress. Congress has 60 days of continuous session to consider his decision.



USS Sterett CG-31 At Rest in The Suisun Bay Reserve Fleet

3 THE SITE

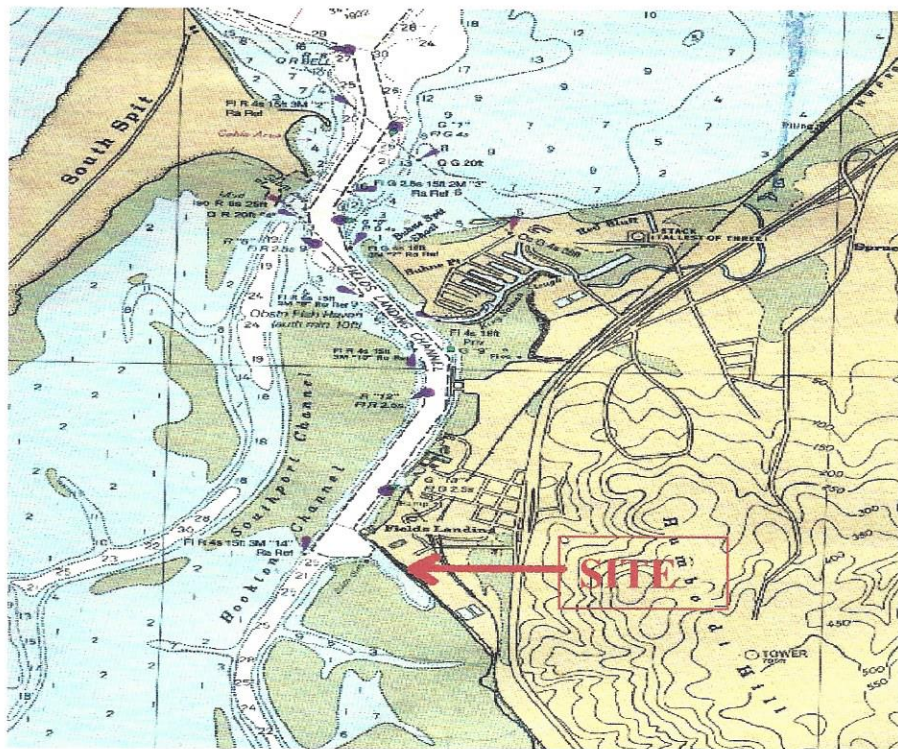
3.1 Humboldt Bay

Humboldt Bay is the second largest deep-draught port in California, the largest such port between San Francisco and Portland OR. The entrance channel to the bay is 9,000 feet long with a width of approximately 600 to 800 feet and a depth of 40 feet. The Humboldt Bay Harbor, Recreation and Conservation district is in the process of improving the entrance channel through the harbor navigation improvement project that includes the deepening and widening the entrance channel

3.2 Location

The property is located in the Town of Fields Landing on the South Bay area of Humboldt Bay about four miles south of Eureka California. Eureka is the largest California coastal city north of San Francisco and is the most important port between San Francisco and Portland. Located some 275 miles north of San Francisco via U.S. Highway 101. Combining scenic vistas of the Pacific Ocean with the grandeur and beauty of the magnificent redwoods, Eureka attracts over 2 million visitors and tourists annually. It is from this tourist base, as well as local/regional visitors and special/group event usage that the museum will draw its attendance.

The South Bay channel will be the route used to move the ship from the entrance to the mooring location in Fields Landing. The U.S. Army Corps of Engineers maintains the South Bay channel at minus 26 feet LLW. Plans for dredging and widening the South Bay channel have been in place for several years. With the plans for locating a museum ship at Fields Landing, renewed attention is being focused on that project. It is expected the some of the revenue from the Naval Museum focused on that project. It is expected the some of the revenue from the Naval Museum could be used to offset the cost of dredging the Fields Landing channel.





Fields Landing Site



Property with Sterett in place

3.3 Property Ownership

The Humboldt Bay Harbor, Recreation and Conservation District is the owner of the project site

On May 22, 1997 the Military Heritage Foundation presented a proposal before the Humboldt Bay Harbor, Recreation and Conservation District requesting that the district consider an offer from the Military Heritage Foundation to lease the Kramer Dock property for the sole purpose of locating a decommissioned navy ship at that location.

3.4 Parcel Size

The subject property consists of thirty-three acres more or less of waterfront property. The site has approximately 2000 feet of shoreline footage. That portion requested by the Military heritage Foundation is approximately 3 acres for the parking lot and 600' of shoreline to birth the ship.

3.5 Surrounding Land Uses

The deep water South Bay channel of Humboldt Bay ends in a turning basin to the west end of the Kramer dock. Plans now being developed by the Humboldt Bay Harbor, Recreation and Conservation District will involve the dredging of the South Bay channel and the possible relocation of the turning basin

The Northwestern Pacific RR tracks and highway 101 lie to the east of the property. A boat repair facility occupies a portion of the west end of the dock and the property to the north. Some light industrial sites and seafood processing plants are located near by. Much of the land surrounding the proposed site is vacant.

The ship will be located adjacent to the Humboldt Bay National wildlife refuge and would form a buffer between the community of Fields Landing and the serenity of the refuge while providing an excellent viewing facility and a possible location for an information center.

3.6 Site Ingress/Egress

US 101 (Freeway) has an average of 30,000 traffic vehicles daily with individual summer travel peak far exceeding that number. Access to the site from both north and south is direct while minimizing traffic impacts on residents. The Military Heritage will cooperate with the county to improve the road from the freeway to the site.

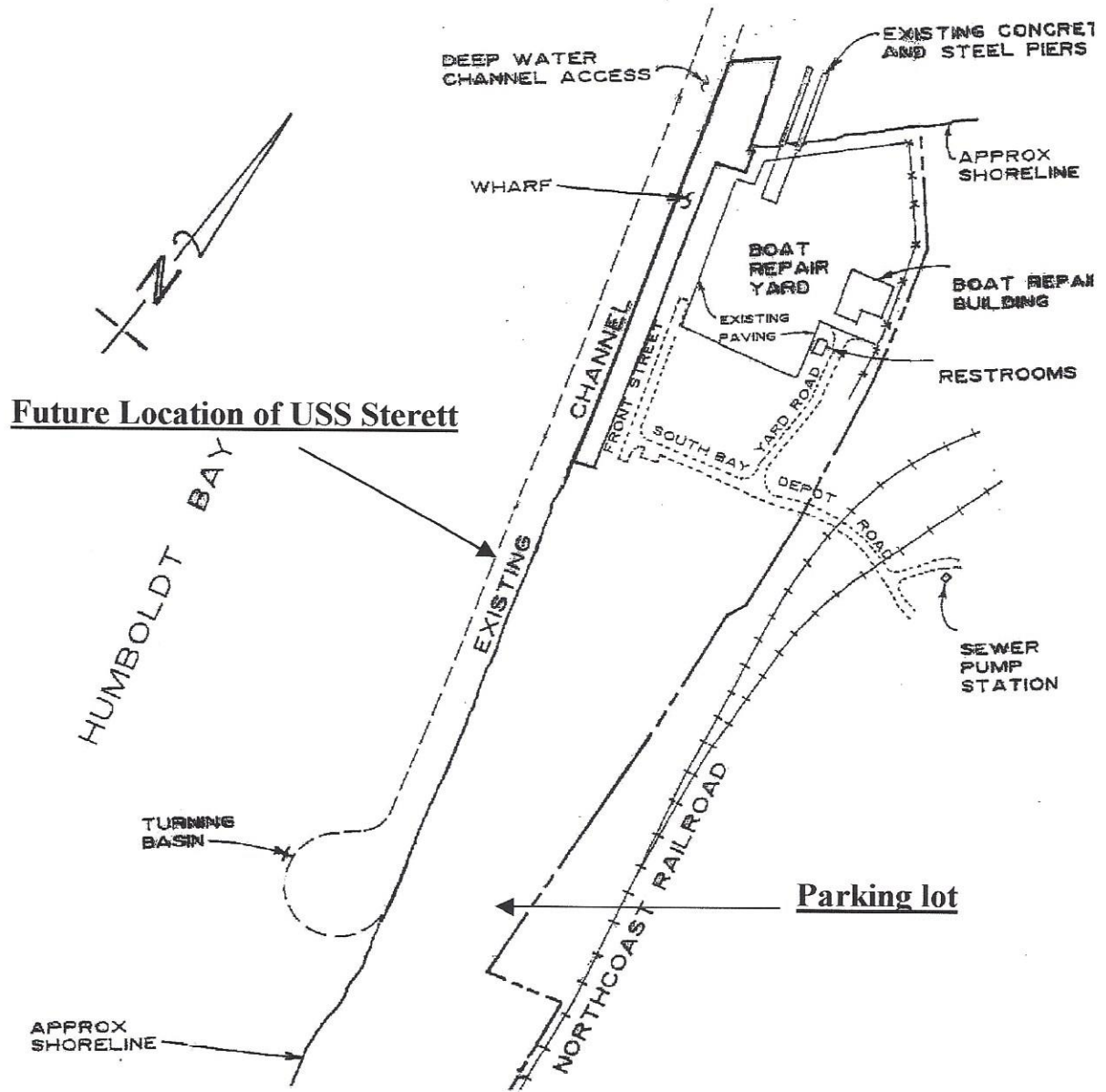
3.7 Utilities

Water An 8" Humboldt community services district water line supplies the site.

Sewer A 10" sewer line services the site with a pump station located just to the east of the site property line.

Humboldt community services district indicates that the water supply and sewer system capacity is more than adequate for the proposed project

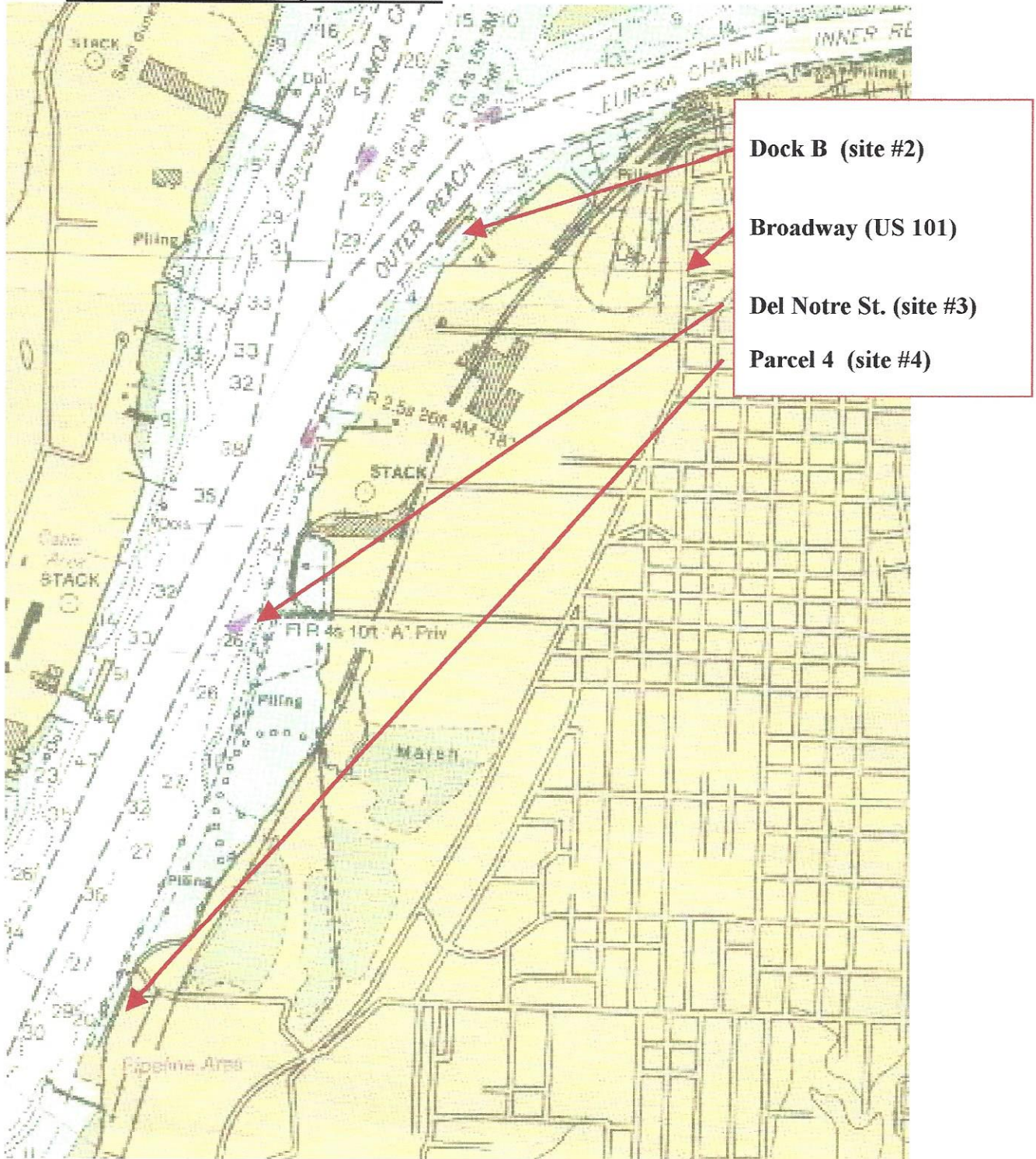
Electric Pacific Gas and Electric (PG&E) is the provider of gas and electric services for the site. Adequate Electric service is available on the property.



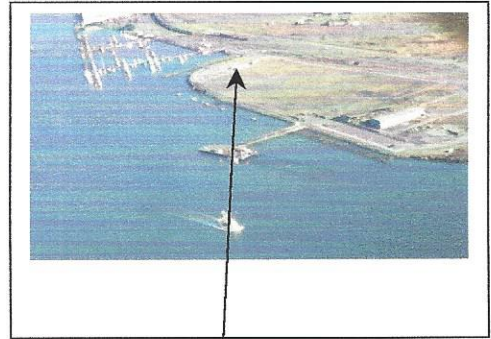
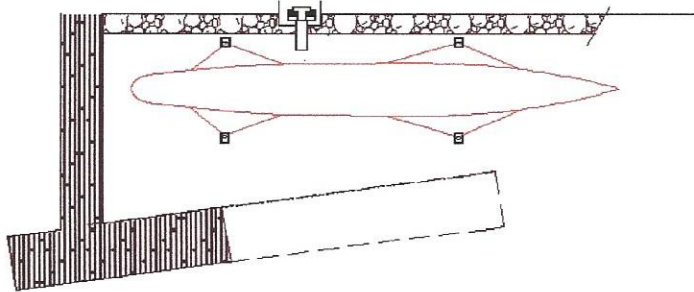
- 4 The proposed site at Fields Landing. The Sterett would be located in the first 600' of channel to the south of the existing wharf.

ALTERNATE SITES

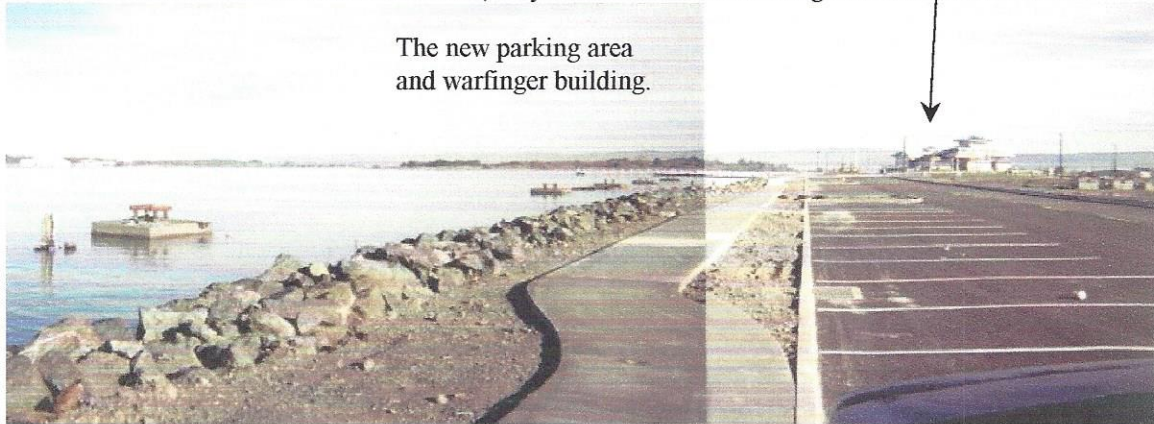
4.1 Sites within the City of Eureka



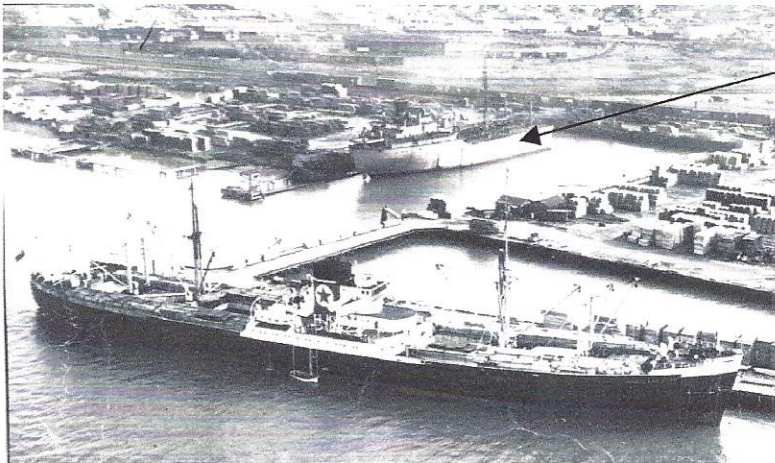
4.2 Site #2 Eureka Dock B



This is the start on the inside of dock B idea, very similar to Fields Landing but in downtown Eureka.



The new parking area
and warfinger building.



Dock B in the late 50's. Stern section of SS Donbass being used as a power plant. The mooring dolphins in the middle left remain today and are visible in the color photo above.

Another possible location at dock B is on the north side just outside the old dolphins. This site is now very shallow and would require more dredging

4.3 Site #3 - Foot of Del Norte St.

No planning as yet

4.4 Site #4 - Parcel 4 behind Bay shore Mall

See feasibility study for USS Midway at that location

5 THE SHIP

5.1 Cruisers

There are two classes of cruisers available that are attractive for use as a museum. The **Leahy** and **Belknap** classes. These ships were built during the 60's and decommissioned over the last several years. Nine remain in the reserve fleet at Suisun Bay. All these remaining ships are in excellent condition and would require less modification than a ship built during the war years as they contain less asbestos, lead based paints or other hazardous materials. The Leahy and Belknap classes were maintained and modernized during their service life with the latest hazardous-material guidelines in place

5.2 The Belknaps

The five Belknap-class cruisers at Suisun Bay include; **JOUETT CG-29**, **HORNE CG-30**, **STERETT CG-31**, **WILLIAM H. STANDLEY CG-32**, and **FOX CG-33**. The nine-ship Belknap-class was first authorized in 1961 and commissioned on a staggered basis from 1964 through 1967. They displaced 8200 tons full load and had a length of 547 feet with a beam of 55 feet. The length to beam ratio of 10 to 1 was consistent with that of the cruiser concept, as was their speed of 32.5 knots. Their propulsion plant was steam with geared turbines generating 85,000 SHP. They were heavily armed with one rapid-fire 5-inch/54 gun (sited aft) and a combination of Harpoon, Tomahawk, ASROC, two triple-mount (mk 32) torpedoes and up to 60 surface-to-air Standard missiles. As originally built they had two 21-inch, hull-mounted torpedo tubes, but these were later removed. The 20mm Phalanx CIWS system for close-in defense was installed on the port and starboard sides abreast of the helicopter hanger. This class carried one LAMPS rotary wing aircraft primarily for anti-submarine purposes. All in all, these were potent ships

5.3 USS STERETT DLG-31/CG-31

From the "Dictionary of American Naval Fighting Ships," (1976) Vol. 6, pp.621-622.

USS STERETT DLG-31

Displacement: 8,200t. Length: 547' Beam: 55' Draft: 29' Speed: 30 k. (trials) Complement: 418
Armament: 1 5"; 2 3"; Terrier SAMs; ASROC; LAMPS helicopter; 6 Mk.32 and 2 Mk.25 torpedo tubes
Class: BELKNAP

The third STERETT, a guided missile frigate, was laid down on 25 September 1962 at Puget Sound Naval Shipyard, Bremerton, Wash.; sponsored by Mrs. Phyllis Nitze; launched on 30 June 1964, and commissioned on 8 April 1967, Capt. Edward A. Christofferson, Jr., in command.

The engineering plant of four high-pressure boilers was capable of delivering 85,000 horsepower and 24,000 gallons of fresh water daily. This power plant enabled her to maintain speeds in excess of thirty knots, and allowed her to operate in any seas in company with fast carrier task forces. She was manned by 24 officers and 373 men, and had facilities for a Squadron Commander and his staff.

STERETT's strength came from improved new radar and digital data control stems. Her anti-submarine capability is enhanced with the new and powerful bow mounted SQS-26 sonar. DLG-31 has the capability to fire the ASROC (a rocket launched torpedo) from her forward mounted missile launchers. She was further enhanced with the addition of rocket-launched depth charges. To utilize the maximum potential of these weapons, STERETT had a completely integrated control system built around the Naval Tactical Data System, and used automatic high-speed data links to exchange information between ships and aircraft of a widely dispersed force. Fast, versatile, and hard-hitting, STERETT was amply equipped for whatever the future would bring

Sterett went on to provide 27 years of commissioned service to the Navy. After her decommissioning on 24 March 1994 Sterett sat awaiting her fate in the Reserve Fleet in Suisun Bay California. In early 1998

an effort was raised by former crewmembers to save this brave ship from the scrapper's torches and get her adopted as a memorial

The Military Heritage Foundation was looking at Belknap/Leahy class cruisers for our naval museum being created on Humboldt Bay. The MHF selected Sterett and together with the Sterett Association awaited the determination of the ship sale that would decide the fate of Sterett and her sisters.

On January 6, 1999 the Navy reclassified Sterett as available for donation and she will soon be making her last voyage to a permanent Location as a museum/memorial on California's beautiful north coast.

STERETT was the last surface combat ship built by Puget Sound Naval Shipyard and the last surface combat ship built in a navy shipyard.

Reclassified as guided missile cruiser CG-31 on 30 June 1975



**STERETT and JOUETT
Puget Sound Naval Shipyard
1967**



5.4 The Physical Condition of Sterett

1994 – 1998 by Elden Miller, USS Sterett Assoc.

Prior to decommissioning, Sterett underwent a stripping process. This was done pierside at the 32nd Street Naval Station in San Diego, CA. The decommissioning crew was responsible for seeing that the ship was stripped of equipment and properly demilitarized.

Her radar antennas were removed and her masts cut off above the top of the macks. Sterett's five inch gun mount on her fantail was removed, the only ship of the group where this had been done. The mounting ring was covered over after anchor chain was placed in her hold to offset the weight loss of the mount. Much of Sterett's electronic equipment such as computers, CIC equipment, radar, ECM and radio were removed from the ship. This removal often required removal of bulkheads inside the ship. Holes were cut in the sides to remove the equipment and then plates were welded back in place. As one visits the ship, one thing that strikes you immediately is that all the doorknobs throughout the ship have been removed. All openings to the outside of the ship such as ventilation intakes and fan rooms have been sealed. The watertight doors and hatches are either chained or wired shut. Throughout the ship signs have been posted warning that the interior spaces are sealed

The boilers were all dewatered and the reduction gear permanently disabled. Shaft and rudder locks are all in place. All batteries from battle lanterns were removed.

In some of the berthing compartments, some stripping of racks and lockers was done. All removable furniture was removed. If it wasn't bolted down it was removed. Some birthing compartments and most staterooms remain totally intact.

All heads were secured. P-traps were removed from all sinks and a white cloth coated with a white paste was placed over all sink openings to seal them. The deeper you go inside the ship, the less wholesale removal of items is evidenced.

Many items that were truly Sterett were removed and sent to the Naval Archives. The ship's bell along with brass plaques were in this category. Also included was the ship's wheel and engine telegraph controls from the bridge. Historical items such as paintings, wardroom silver, plaques and such were also placed in the archives. The items in the Naval Archives will be returned to the ship upon award of donation.

The Sterett was officially decommissioned 24 March 1994 and on 12 May 1994 Sterett was transferred to MARAD (Maritime Administration) National Defense Reserve Fleet in Benicia, California.

In the reserve fleet, Sterett was anchored in a nest of ships that included several Leahy and Belknap class cruisers. These ships were maintained under category X status. The Navy's description of this level of maintenance is:

Reserve Category D and X ships/service craft will be retained and receive no maintenance or preservation. Only security against fire, flooding, and pilferage will be provided. Reserve Category X applies to ships and service craft that have been stricken from the Naval Vessel Register and are awaiting disposal by scrap, sale to foreign countries (FMS), designated target, memorial, or donation, as applicable.

Sterett is stored without any form of dehumidification or cathodic hull protection. MARAD's only involvement is to ensure basic security. The Navy retains ownership of the ship and through the Inactive Ship Maintenance Facility, Bremerton, WA, oversees the proper care of the ship. All visits to the ship are at the discretion of the ISMF.

Sterett had undergone overhaul and upkeep more recently than the rest of the ships berthed in Benicia.

This has enabled Sterett to weather the storage more gracefully than her sisters. Benicia is located up the Carquinez Straits from the San Francisco Bay. This is where the Sacramento River empties into San Francisco Bay. The predominately fresh water environment contributes to a less harsh environment for Sterett's hull. This is evident by the number of WW II liberty and victory ships also berthed at Benicia. Power has been intermittently available to the ships. The ships are lashed together with steel cable. There are wooden camels between the ships. Anchors are used to hold the nest in position. Sterett is the end ship in the nest closest to the shore. Her fantail is used to store additional anchors and equipment.

As of January 1999, some surface rust on the main weather deck is becoming evident. Birds have taken up residence back underneath the helicopter deck overhangs. The nonskid deck surface in some areas is starting to peel up. Overall, after nearly five years of no maintenance work, Sterett has weathered very well.

5.5 June 17, 1999 Visit to USS Sterett



USS Sterett sailors on the fantail of the USS Sterett after raising the Stars & Stripes.

From left to right, Chuck Farnham, Emery Balasa, Larry Sullivan, Archie Smith, Robert McGuire, Jim Faulkner, Denis LaCrosse, Elden Miller and Shawn Colson. Not pictured are Steve Lapkin, Don Hanner, and LeRoy Marsh (taking picture).

Sterett Visited

On June 17, 1999 nine former crewmen of the USS Sterett, one former officer of the USS Fox CG-33, two members of the MHF and a representative of Bath Iron Works revisited their ship to check on her condition and determine what needs to be done to make her into a museum ship. They inspected the condition of Sterett's architecture, weapon systems, machinery spaces, and crew accommodations. A report of this visit is available from the MHF or on the Internet at. <http://www.sterett.org/shipchec.htm>

Make no mistake about it; Sterett is void of many of her past appointments. In the report you'll see her just as she is today. If you are preservationist, you'll at first be heartbroken. But our purpose here is not to long for her past. It is to look forward to a renewal of the USS Sterett CG-31 as a museum/memorial on northern California's beautiful Humboldt Bay. The Sterett remains in excellent condition and is the perfect candidate for a museum. Preserving the Sterett will require passion and commitment along with creative thinking and cooperative problem solving.

Much information about the USS Sterett and the MHF can be found on the Internet at;

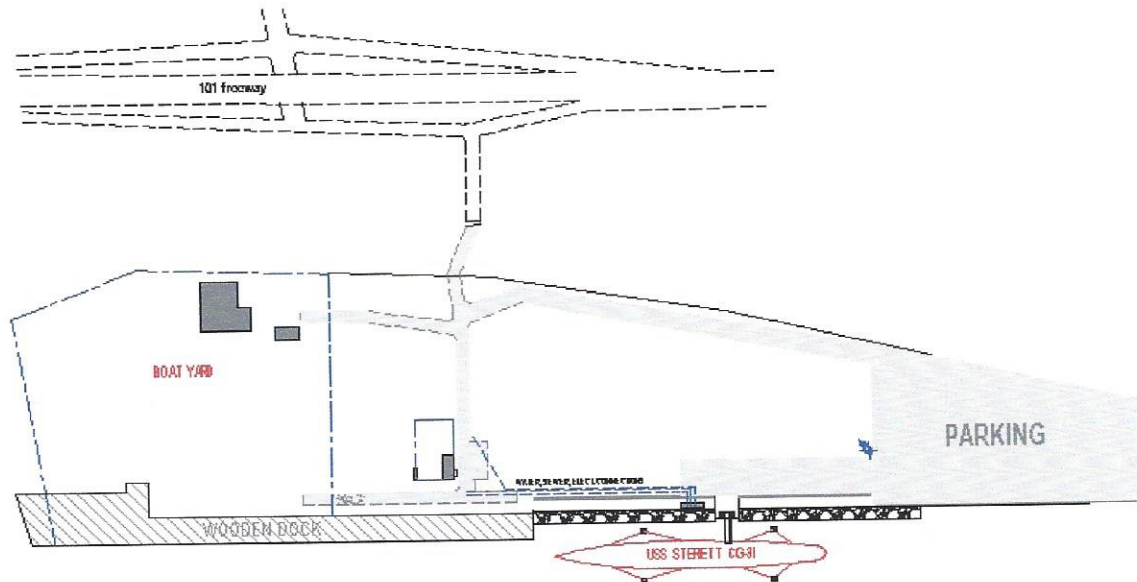
<http://sterett.org/>

The Team Members

- **Emery Balasa** - Senior Chief Electronics Technician ETCS, served aboard Sterett Sep-70 to Nov-71. Ventura, California
- **Shawn Colson** - Boilers & Gunnery Officer, served aboard Sterett from Apr-89 to Jun-92, Naval Architect employed by Bath Iron Works working with the USS Missouri Memorial. Hawaii
- **Charles Farnham** - Commanding Officer from Oct-75 to Feb-78. San Diego, California
- **Jim Faulkner** - Data Systems Technician DS2, served aboard Sterett from Sep-70 to Dec-74. Shingle Springs, California
- **Don Hanner** - MHF Curator. Eureka, California
- **Denis LaCrosse** - Radarman Chief RDC, served aboard Sterett from Jun-68 to Jun-70. Hansville, Washington
- **Stephen Lapkin** - CIC Officer. USS Fox from 1970 to 1973. San Mateo, California
- **LeRoy Marsh** - MHF Secretary and Sterett Project Group Manager. Eureka, California
- **Robert McGuire** - Boiler Tender Master Chief BTCM, served aboard Sterett from Mar-68 to Oct-71. South Lake Tahoe, California
- **Elden Miller** - Data Systems Technician DS2, served aboard Sterett Nov-69 to Sep-73. USS Sterett Association Officer & Founder. Aurora, Colorado
- **Archie Smith** - Machinists Mate Senior Chief MMCS, served aboard Sterett from Feb-68 to May-70. Poway, California
- **Larry Sullivan** - Missile Systems Officer LT, served aboard Sterett from Jun-71 to Jun-73. Kensington, California



6 Mooring



The following will be addressed in the mooring and pier plan:

- **CONCEPT (DEVELOPMENTS/DESIGNS)**

Ship engineering characteristics (wind areas, draft, width, mass, etc.; if dynamics are important, then added masses, location of cg, moments of inertia, etc. need to be provided).

- **ENVIRONMENTAL PARAMETERS (WIND SPEED, CURRENTS, STORM SURGE, SOILS ETC)**

Environmental design parameters (100-year and 50year 30-second duration design wind speeds, wave characteristics, currents, astronomical tides, design high and low water levels including storm surge, bathymetry in the vicinity of the mooring site, etc.) Soil data and engineering properties

- **CAPACITY OF EXISTING STRUCTURES**

Static forces and moments on the ship in design conditions. Stiffnesses of the mooring. Natural periods of the ship\mooring system. Load sharing between mooring components. Dynamics of the ship\mooring system due to wind gusts and\or waves. Mooring design and factors of safety on components (tension members, compression members, soils, etc.) Hull attachment design details and factors of safety in design conditions

- **SITE WATER DEPTH**

The existing channel, last used in the 70's will require cleaning out to a depth of 18' under the keel and 24' under the bow sonar dome.

7 MARKET DEMAND

7.1 Attendance

Projected annual attendance, including individual, family and tour group tickets; facility rentals for groups and family gatherings; special events; and scout camping trips on board is 140,000 to 200,000 per year. While some memorialized ships attract up to 1,500,000 visitors (free admission, large tourist and Navy areas), most average between 105,000 and 280,000. Annual attendance variations will occur as the national economy fluctuates, as the shift toward 'mini-vacations' increases, the proportion of WW II veterans declines while the Vietnam era veterans increase. The 'echo-boom' children fuel scout camp-outs, and as a result of changing policy decisions, program enhancements, management practices and a myriad of factors beyond local control such as rainy days.

7.2 Major Impetus

1. Currently there are an estimated 2-3 million visitors to the northern California coast, redwoods groves, and the City of Eureka. It is estimated there are about 917,000 visitors and tourists that stay in commercial lodging. The remaining numbers stay with friends or relatives or simply stop for a few hours as they pass through Eureka.
2. The Naval Museum as a veteran memorial would be a destination attraction in and of itself. There are thousands of men who served on ships. Many are in the reunion groups, most of which attend reunions. The West has 5.9 million veterans plus other household members. California alone has 3 million veterans. As a tourist attraction the ship will serve as a high tech. example of modern technology in the fields of electronics (radio, Radar) machinery, steam turbines, gas turbines, electric power systems and modern Navy shipboard life.
3. Scout camping on board naval ships has proven to be a significant market. The only known scout camp aboard a memorialized vessel on the West Coast is the limited program at the PAMPANITO submarine in San Francisco. The YORKTOWN in Charleston has a very successful camping program with 12,000 scout participants from 20 states each year. Some groups travel more than 700 miles or 11 hours to camp overnight on the aircraft carrier YORKTOWN. The result is \$522,000 in revenues from camping programs, which amount to 15% of all revenues last year. The Battleship MASSACHUSETTS raised \$678,000 last year in camping programs, 45% of revenues. In California, there are 217,441 girl scouts and 485,000 boy scouts. There are an estimated 4,100 scouts in the Eureka Economic Area including 1,600 girl scouts and 2,500 boy scouts. The "Scout Live Aboard Program" will include any youth group desiring the experience of shipboard living.
4. The MHF had a display set up at the Bayshore Mall for a period of 14 months. During that time over 1500 "comments" were received in our comment box, the vast majority of the comments, >88%, were in favor of the project. Most were enthusiastically in favor.

7.3 Impediments

1. The primary impediment of a project of this type is the limited tourist resources of the area. During the peak travel months the motel occupant rate is near capacity leaving little room for additional visitors that would be attending reunions etc. A method to alleviate some of this would be to encourage reunions in the spring and fall when the occupant rate is lower
2. Transportation to this area is not reliable due to weather and road conditions. There could be considerable improvement in air service if the number of passengers increases.
3. The economic base of the Humboldt Bay area is Timber orientated and the quality and number of tourist attractions remains below it's full potential The area needs a major attraction such as the Sterett and a excursion train running from the redwood parks in the south, along the edge of the Bay to Arcata tying everything together.



1972 Missile Shoot

8 PROGRAMS

8.1 Educational and Outreach Programs.

School, youth and scouts groups, such as boy/girl scouts, 4-H, and others are very important; Sterett will gain children/youth involvement through educational outreach programs and reduced student rates. A large overnight camping program is planned aboard the Sterett. High tech. Radar, radio, and computer systems could be made available to high school and college students

8.2 Reunions and Military Events.

Reunions for past crewmembers, crewmen of similar class ships and military veterans in general is a typical service. Sterett will serve officially as a military memorial.

8.3 Holiday and Festival Celebrations

Holiday and festival celebrations generate community interest and involvement, which is crucial to a historic ship's success. The Sterett will host activities especially on patriotic holidays; such as, Memorial Day, 4th of July, and Veterans Day. In addition to celebrating national holidays, Sterett will coordinate shipboard festivities with local community events. This strategy makes the ship an integral part of the local community. Sterett plans to have a visiting ship program where active vessels dock near to the memorialized ship.

8.4 Meetings

The ship will be retrofit for meetings on board. In addition to reunions and membership meetings, the ship will make available spaces to community groups, families for birthday parties, dances, receptions and other gatherings.

8.5 Emergency Services

The Sterett has ample storage facilities on board to maintain a large amount of emergency supplies (food, Medical supplies, clothing, water) in a condition safe from effects of natural disasters yet readily available by helicopter or boat. The ship is equipped with communication equipment, emergency generators, food services and limited medical facilities.

8.6 Future Development

The future plan is for the development of an Air /Sea museum that will celebrate the technology of all branches of the service. Most such museums today contain examples of WWII era ships and aircraft, these are growing rare and expensive to acquire. It is the intention of the MHF to obtain and display aircraft of each branch of the armed forces from the Vietnam era and possibility an example of an early spacecraft. These aircraft are more readily available; some like the A-6 have only recently been removed from service. The first acquisition (if available) will be a Coast Guard Sikorsky HH-52A Helicopter that was based here on Humboldt Bay.

9 DEVELOPMENT AND CONSTRUCTION COST

Preliminary Cost Estimates

Planning and Acquisition

Land Use/Environmental Regulatory Process	\$200,000
❖ Inspection of the ships as they are in Suisan Bay Reserve Fleet and selection of a candidate ship	
❖ Negotiation with Humboldt Bay Harbor , Recreation and Conservation District for the purchase or lease of the site	
❖ Survey of candidate ship by a shipyard and the preparation of a plan for shipyard work required before the move to Humboldt bay	
❖ Preparation of a firm Business plan	
❖ Preparation and the submittal of a formal application for the candidate ship to the US Navy Sea Systems Command	
❖ Application for requires permits	
Ship Modification, Displays, Gift Shop	\$450,000
Towing	\$100,000

SITE DEVELOPMENT

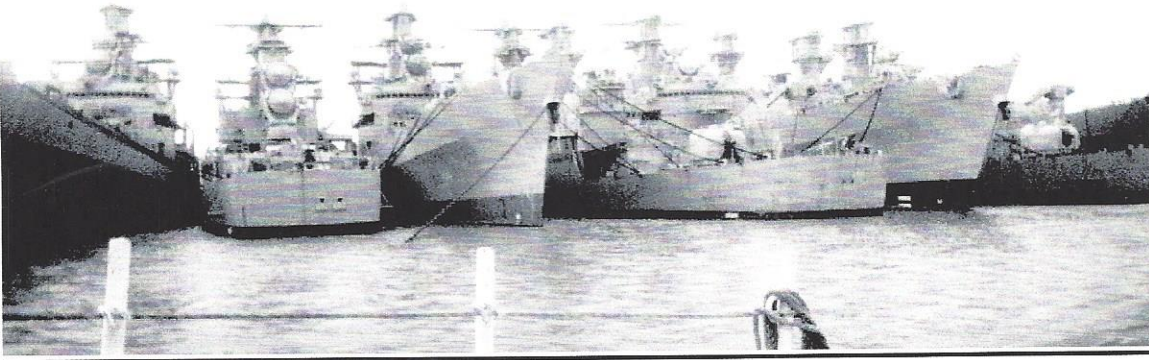
Dock	\$1,000,000	
Picnic Area	\$12,000	
Road (to-site)	\$100,000	
Parking Lot	\$250,000	
Sidewalks	\$18,000	
Night Lighting	\$87,000	
Power	\$50,000	
Sanitary Sewer	\$50,000	
Water	\$25,000	
Development Contingency (15%)	\$351,000	
		\$1,943,300

START-UP ADVERTISING, MARKETING

\$100,000

Total Estimate =

\$2,793,300



ShipCheck Visit to USS Sterett

June 17, 1999

On June 17, 1999 a group of USS Sterett sailors together with, Steve Lapkin, former USS Fox officer, and LeRoy Marsh & Don Hanner of the Military Heritage foundation of Eureka, California visited the USS Sterett and performed a detailed inspection of the ship. The ship is moored in the MARAD (Maritime Administration) reserve fleet near Benicia, California.

The first order of business was to raise the US flag. Seeing the colors flying from Sterett's fantail was a sight that brought many memories back and set the stage for the inspection.



USS Sterett sailors on the fantail of the USS Sterett after raising the Stars & Stripes.

From left to right, Chuck Farnham, Emery Balasa, Larry Sullivan, Archie Smith, Robert McGuire, Jim Faulkner, Denis LaCrosse, Elden Miller and Shawn Colson. Not pictured are Steve Lapkin, Don Hanner, and LeRoy Marsh (taking picture).

FORWARD

In this report you will become familiar with the condition of Sterett's architecture, weapon systems, machinery spaces, and crew accommodations.

Make no mistake about it; Sterett is void of many of her past appointments. You'll see her just as she is today. If you are preservationist, you'll at first be heartbroken. But our purpose here is not to long for her past. It is to look forward to a renewal of the USS Sterett CG-31 as a museum/memorial on northern California's beautiful Humboldt Bay.

As we progress, remember, it is neither the metal nor the power that makes this an incredible vessel. It is the human spirit that built her in Puget Sound Naval Shipyard, and then manned her from 08 April 1967 until her decommissioning on 24 March 1994. This same spirit will make Sterett into the premiere Naval Museum in the country.

Preserving the Sterett will require passion and commitment along with creative thinking and cooperative problem solving.

LeRoy Marsh MHF

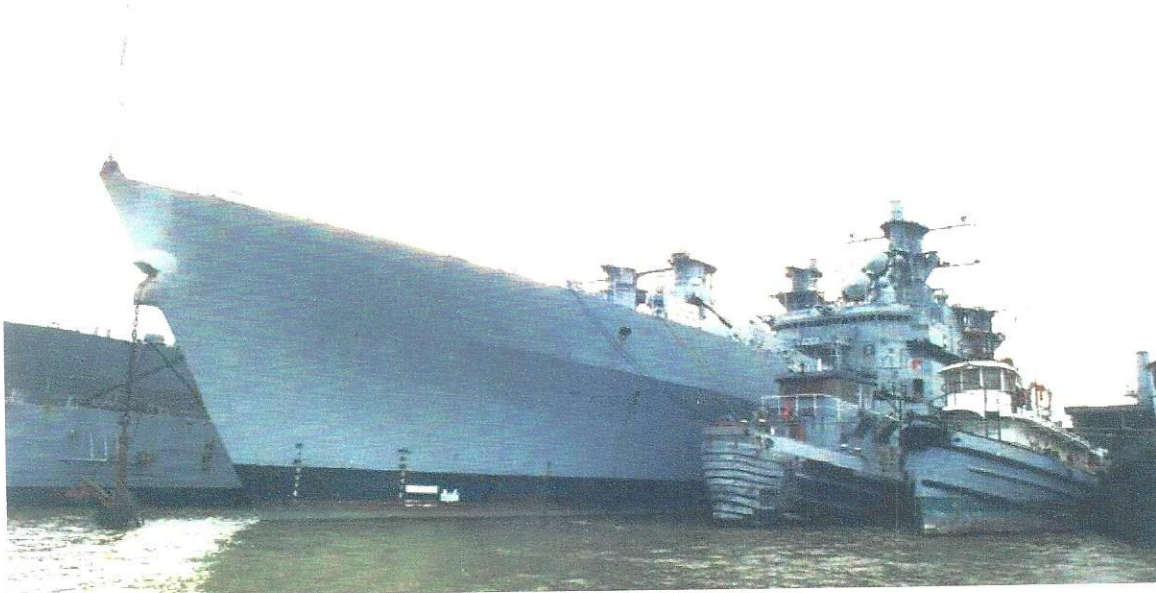
The Team Members

- **Emery Balasa** - Senior Chief Electronics Technician ETCS, served aboard Sterett Sep-70 to Nov-71. Ventura, California
- **Shawn Colson** - Boilers & Gunnery Officer, served aboard Sterett from Apr-89 to Jun-92, Naval Architect employed by Bath Iron Works working with the USS Missouri Memorial. Hawaii
- **Charles Farnham** - Commanding Officer from Oct-75 to Feb-78. San Diego, California
- **Jim Faulkner** - Data Systems Technician DS2, served aboard Sterett from Sep-70 to Dec-74. Shingle Springs, California
- **Don Hanner** - MHF Curator. Eureka, California
- **Denis LaCrosse** - Radarman Chief RDC, served aboard Sterett from Jun-68 to Jun-70. Hansville, Washington
- **Stephen Lapkin** - CIC Officer. USS Fox from 1970 to 1973. San Mateo, California
- **LeRoy Marsh** - MHF Secretary and Sterett Project Group Manager. Eureka, California
- **Robert McGuire** - Boiler Tender Master Chief BTCM, served aboard Sterett from Mar-68 to Oct-71. South Lake Tahoe, California
- **Elden Miller** - Data Systems Technician DS2, served aboard Sterett Nov-69 to Sep-73. USS Sterett Association Officer & Founder. Aurora, Colorado
- **Archie Smith** - Machinists Mate Senior Chief MMCS, served aboard Sterett from Feb-68 to May-70. Poway, California
- **Larry Sullivan** - Missile Systems Officer LT, served aboard Sterett from Jun-71 to Jun-73. Kensington, California

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1 ITEMS REQUIRED THROUGHOUT SHIP

The official Navy description of the Sterett's present condition is listed as "totally stripped." The survey crew found Sterett to be in quite a bit better shape than "totally stripped." It is true that most of Sterett's sophisticated electronics systems have been removed along with her masts and radar antennas. Mechanically the team found Sterett to be exceptionally complete. The Boiler and Engine rooms were so complete that they appeared to be ready to light off and steam away.

1.1 GENERAL

1. Battle Lanterns: batteries and electrical (re)connections
2. Ship's service phones (and switchboard)
3. S/P (Sound powered) phones
4. S/P jackbox covers (mostly main deck boxes)
5. Cabinet drawers (offices and berthing spaces)
6. Chairs – Operator positions (bridge/CIC/radar rooms, etc.)
7. Compartment/door stencils
8. Bunk makeups (mattresses/etc.) in spaces to be displayed
9. Door dogs (where missing on watertight doors)
10. Door replacements / door knobs (consider removing doors in some spaces)
11. Deck coverings: procure diamondback, rubber, deck tile where missing/required
12. Restore heads wherever they will be open to use/viewing – sinks, sink traps, toilets, and mirrors
13. Procure life jackets
14. Procure battle helmets
15. DC (Damage Control) cables and biscuits
16. Fire hoses and nozzles

1.2 (BGP) SHIP'S BOOKLET OF GENERAL PLANS

1.3 TOPSIDE

- | | |
|----------|---|
| Antennae | PVHF/UHF whips / tilt foundations (bridge/fantail)
HF wires
SATCOM dishes (2) |
|----------|---|
1. UNREP gear/fittings/hoses/stencils
 2. Signal lights – bridge wings, signal bridge
 3. Signal halyards and fittings
 4. Dress ship rigging (foc'sle-macks-fantail)
 5. Big-Eye binoculars (signal bridge)
 6. Gyro Peloruses (bridge wings, open bridge)
 7. Helo GSI (glide slope indicator) equip at helo control station
 8. Boats – 40' U/B, 26' MWB. 2 MB (Barge/Gig)
 9. Boat winches/motors & davits – test
 10. Helo nets – test and replace if required
 11. Quarterdeck station comm/MC/phone/alarm/etc. equip
 12. SLQ-32(V) (Electronic Warfare) antennae P&S missing
 13. WLR-1 sword antennae P&S
 14. ESM radomes
 15. .50 cal MG pedestal mounts P&S
 16. RBOC chaff launchers P&S
 17. Procure encapsulated life boats for all stations

2 TOPSIDE

The hull and superstructure are in excellent condition with some rust stains starting to show on the steel hull. The entire superstructure of Sterett is aluminum and needs only high-pressure washing and some touch up. Complete non-skid removal/replacement of the 01 level weather deck and fantail will be required. A high-pressure wash/repaint of the freeboard area would put Sterett in a like new condition.



2.1 MAST/MACKS

1. Replace radar antennae – SPS-48E / SPS-49 / SPS-67 / Commercial Nav. Radar
2. Verify equipments removed from cut cables/wires to determine need to replace where missing
3. Replace signal halyards and associated shackles/fittings
4. Audit navigation lights and replace as necessary
5. Flashing/NANCY signal lights (yardarms)

2.2 HELO DECK / HANGAR

1. Restore hangar
2. Install battle lanterns
3. Procure ship's service and S/P phones
4. Procure helo handling equip
5. Procure SH-2 (& poss SH-3) helos from Litchfield Park, AZ
6. Assess condition of helo safety nets
7. Restore helo control station configuration
8. Restore helo landing light arrays



2.3 SIGNAL BRIDGE

1. Replace missing signal lights P&S
2. Procure "big eye" binoculars P&S
3. Replace signal halyards, fittings and brass securing pins
4. Restore "Nancy" signal light positions
5. Procure full set of signal flags/pennants
6. Restore Signal Shelter, interior, door (doors missing)

2.4 QUARTER DECK

1. Obtain appropriate carpeting for quarterdeck areas.
2. Board of ship's complement

2.5 WEATHER DECKS

3. Remove/replace non-skid surface
4. Eliminate tripping hazards
5. Repaint unrepaired station designators



3 COMMAND & CONTROL



3.1 BRIDGE / PILOT HOUSE

1. Replace port and Stbd chairs
2. Procure 2 radar repeaters, with hoods
3. Replace missing steam whistle pull handle
4. Restore complete EOT (Engine Order Telegraph)
5. Restore missing helm
6. Procure radio remote boxes and associated hand sets
7. Replace or remove broken/missing windshield wipers
8. Restore chart table, including top, nav equip, missing drawers, charts, etc.
9. Procure current SATNAV equipment/displays
10. Procure "egg crate" platform for helmsman station
11. Remove unknown white boxes
12. Battle lanterns batteries/connections
13. Battle helmet stowage & helmets
14. Procure magnetic compass & restore compass stand
15. Procure gyro repeaters (helm/CONN/CO/Flag)
16. For Open Bridge station (above), procure gyro repeater, S/P and radio handsets
17. Procure plot / status boards for aft bulkhead
18. Procure ship's service and S/P phones



3.2 BRIDGE WINGS

1. Procure port & stbd chairs
2. Procure port & stbd pelorus
3. Procure "egg crate" platforms/decking
4. Procure port & stbd signal lights
5. Construct wood bridge wing rails
6. Procure rudder angle indicators P&S
7. Procure RPM indicators P&S
8. Install "big eye" binoculars P&S

3.3 CHART HOUSE

1. Procure fathometer display
2. Procure SATNAV equip
3. Replace missing drawers
4. Procure standard nav equipment, charts, etc.
5. Procure chronometer
6. Procure Loran display



Combat Information Center (CIC) later called CDC (Combat Data Center) has been totally gutted of equipment. This area underwent a major upgrade in 1991 (3 years prior to decommissioning). It will be a large task to identify the removed equipment and replace them with surplus items from Navy storage facilities. Sterett's CDC had a "Star Wars" appearance and once restored will become a major attraction.

3.4 CIC

1. Replace missing chairs at operating positions throughout
2. Procure display consoles (UYQ-21) where missing - NTU configurations
3. Procure whatever EW consoles / displays may be releasable
4. Install vertical plots / status boards
5. Procure ship's service and S/P handsets
6. Procure radio handsets & headsets
7. Procure multi-channel radio tape recorder
8. Procure gyro repeaters
9. Procure rudder angle indicators
10. Procure RPM/speed indicators
11. Install deck matting
12. Restore sonar consoles
13. Restore battle lanterns



3.5 SSES

1. Procure whatever associated equipment/displays are releasable by Navy
2. Restore operator positions – chairs, desks, etc.
3. Procure ship's service and S/P hand sets
4. Procure radio hand sets
5. Procure whatever unclassified display material available/releasable
6. Restore battle lanterns

3.6 COMPUTER ROOM

1. Procure computers associated with NTU (New Threat Upgrade) Configuration (UYK-43/44, UYK-7, UYK-20, UYK-19)
2. Procure ship's service and S/P hand sets
3. Replace missing desks, lights, chairs, etc.
4. Replace missing deck matting
5. Restore battle lanterns

**3.7 RADIO / CRYPTO**

1. Procure whatever HF, UHF, VHF, SATCOM equipment available
2. Install deck matting
3. Procure ship's service and S/P hand sets
4. Procure radio hand sets
5. Install desk, chairs
6. Install status boards
7. Renovate patch panels / switchboards
8. Restore crypto room to some credible configuration
9. Restore battle lanterns
10. Procure TTY equipments

3.8 MISSILE DIRECTOR EQUIPMENT ROOMS

1. Restore SPG-55 Dir machinery rooms
2. Restore battle lanterns
3. Restore deck matting
4. Restore ship's service and S/P hand sets

3.9 MISSILE PLOT

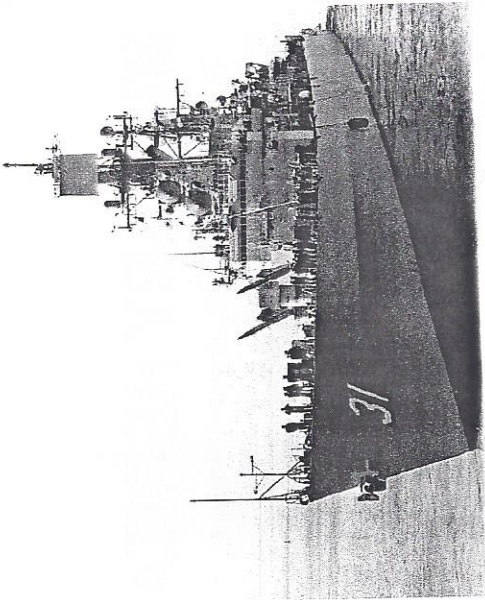
1. Replace missing cabinets/consoles (not much reqrd)
2. Restore deck matting
3. Restore battle lanterns
4. Restore ship's service and S/P hand sets
5. Restore desks, chairs, lights where reqrd

3.10 RADAR ROOMS

1. SPS-48E room completely empty. Procure whatever cabinets, consoles, displays, etc. available
2. Restore all usual configuration items – desks, chairs, battle lanterns, phones, lights, deck matting.

3.11 GUN PLOT

1. Restore cabinets
2. Restore usual configuration items – desks, chairs, battle lanterns, phones, lights, etc.



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EDUCATE; Our Youth;
INSPIRE; To Serve
The Community; THE STERETT;**

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3.12 CO INPORT CABIN

1. Restore ship's service and S/P phones
2. Install gyro repeater
3. Install desk, chairs, book cabinets
4. Install stuffed couch and chairs
5. Procure table lamps
6. Restore bunk
7. Replace missing cabinet drawers
8. Restore head to operating condition

3.13 CO AT-SEA CABIN

1. Procure ship's service & S/P handsets
2. Procure gyro repeater
3. Procure rudder angle indicator
4. Procure RPM/speed indicator
5. Restore head facility
6. Restore desk/safe configuration
7. Restore foldout bunk configuration

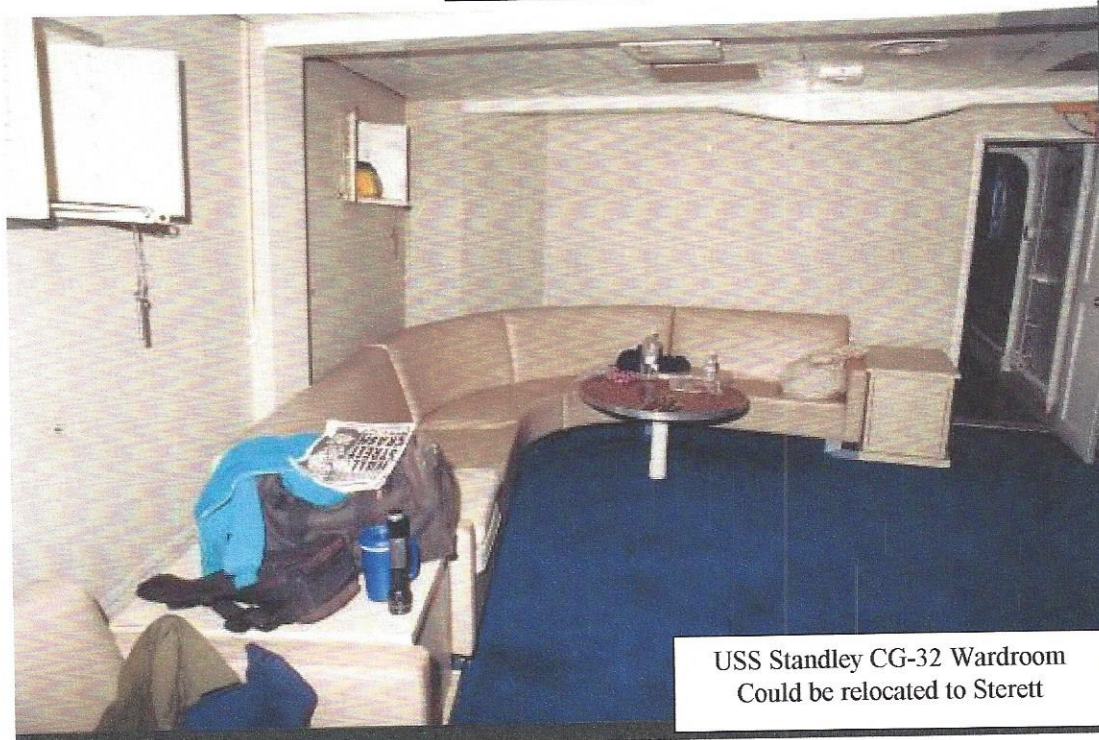
3.14 UNIT CDR CABIN

1. Restore ship's service and S/P phones
2. Install desk, chairs, book cabinets
3. Install stuffed couch and chairs
4. Procure table lamps
5. Restore bunk
6. Replace missing cabinet drawers
7. Restore head to operating condition

3.15 CO/FLAG GALLEY

1. Restore to operating condition

4 LIVING SPACES



USS Standley CG-32 Wardroom
Could be relocated to Sterett

4.1 WARDROOM

1. Replace missing drawers
2. Replace deck covering
3. Restore ship's service phones
4. Procure appropriate furniture – couches, chairs, tables

4.2 WARDROOM GALLEY

1. Restore to operating condition

4.3 OFFICER STATEROOMS

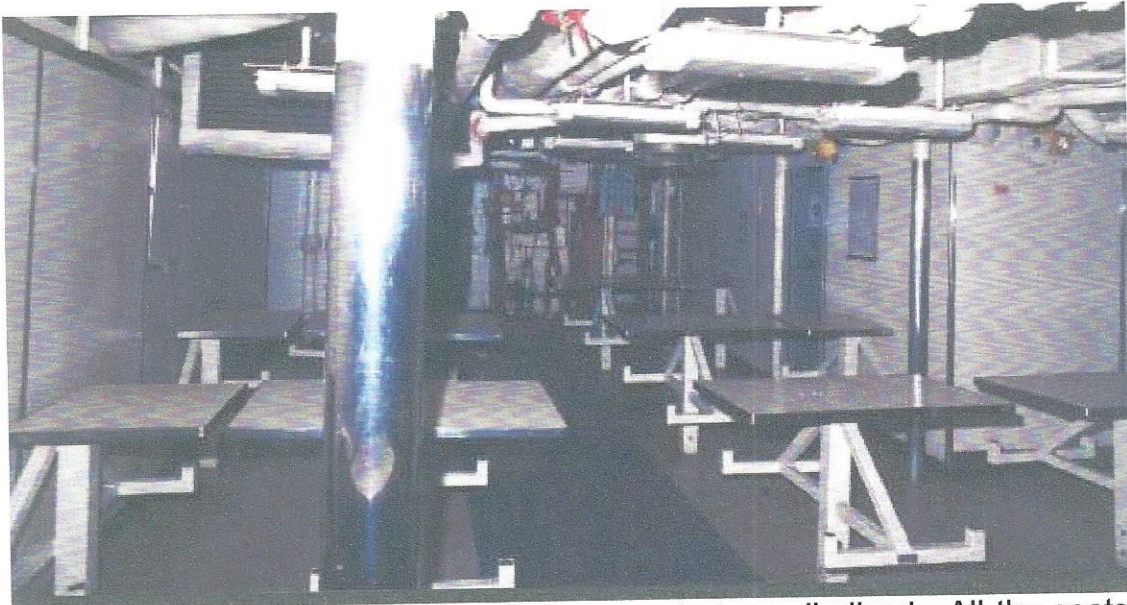
– (those to be opened to public)

1. Restore ship's service phones
2. Replace missing cabinet drawers
3. Restore desks/safes where required
4. Restore bunks

4.4 FLAG SPACES

1. Restore general office configuration – desks, chairs, cabinets, shelves, phones, deck covering





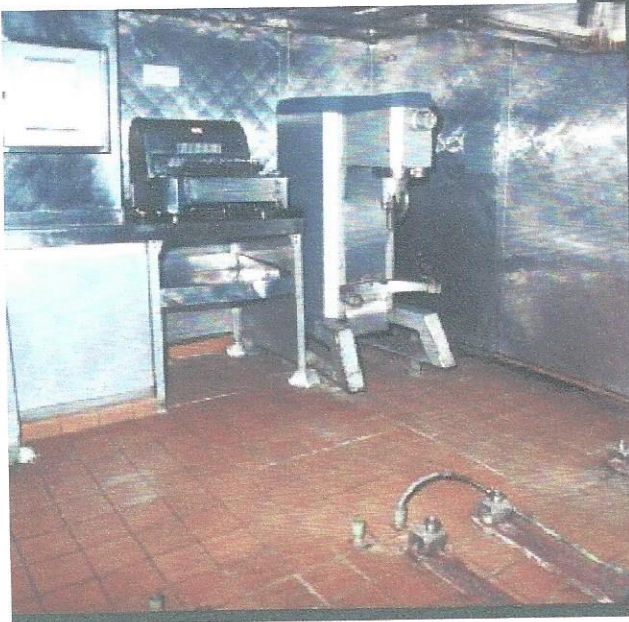
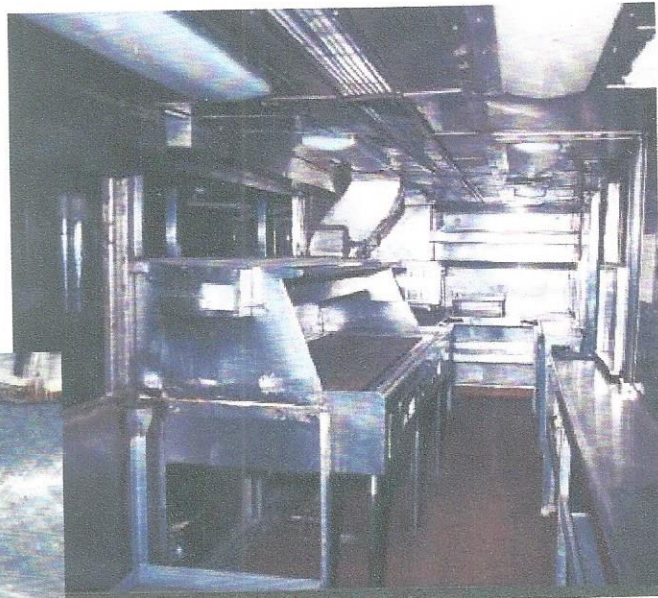
The Mess Deck/Galley areas have been somewhat cannibalized. All the seats have been removed from the tables. The Galley spaces are intact but much of the equipment is gone. All the sinks are covered with lagging

4.5 MESS DECKS

1. Restore standard table/seat configuration

4.6 GALLEY

1. Procure coppers
2. Restore sneeze shield
3. Restore serving line
4. Restore bake shop





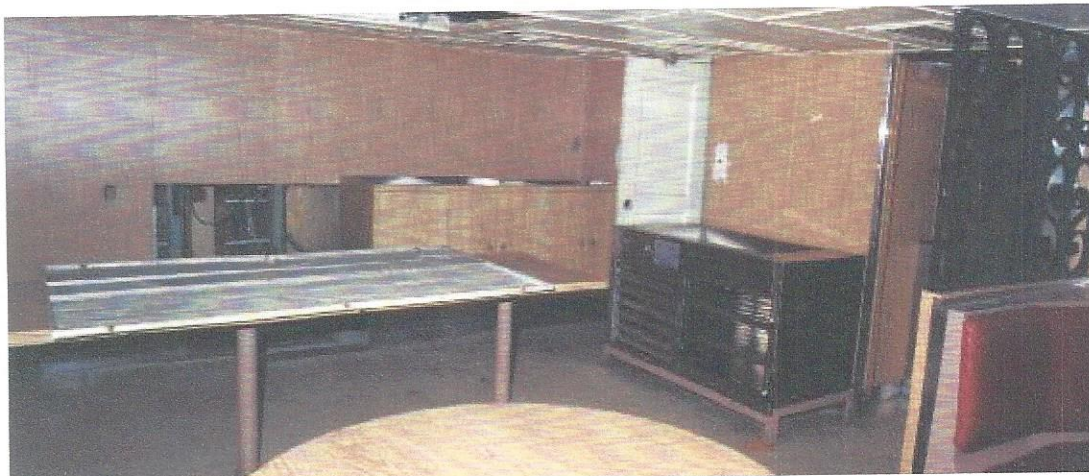
4.7 SCULLERY

1. Compleat, needs only cleaning

4.8 SHIP'S STORE

This space has display counters and display racks and some shelves. Space is somewhat hidden by the ladder down into the Mess Deck area but is otherwise intact.

1. Procure display cases



4.9 CPO MESS/GALLEY

1. Restore to operating condition
2. Restore ship's service phones
3. Replace missing drawers
4. Procure appropriate furniture – couches, chairs, tables

4.10 CPO BUNK ROOMS(3)

Each space contains 12 bunks, lockers and an adjoining head which is intact. This space would be well suited for female "camp aboard" berthing with the adjoining head access within the berthing compartment. The racks in this space are of the upgraded variety and will take thicker mattresses than the normal crew's racks (Open two on Main Deck, Stbd side, fore and aft only)

1. Replace missing drawers

4.11 CREW BERTHING SPACES

The following is typical of the many crew-berthing spaces. Some of these spaces are intact and in pristine condition others are cannibalized in various degrees

2-174-0-L, R Div Berthing, This space was rather basically cannibalized and would need major work to be used as a berthing space.

I-143-1-L, E Div. Berthing, This space contains 27 bunks and individual lockers, which are intact.

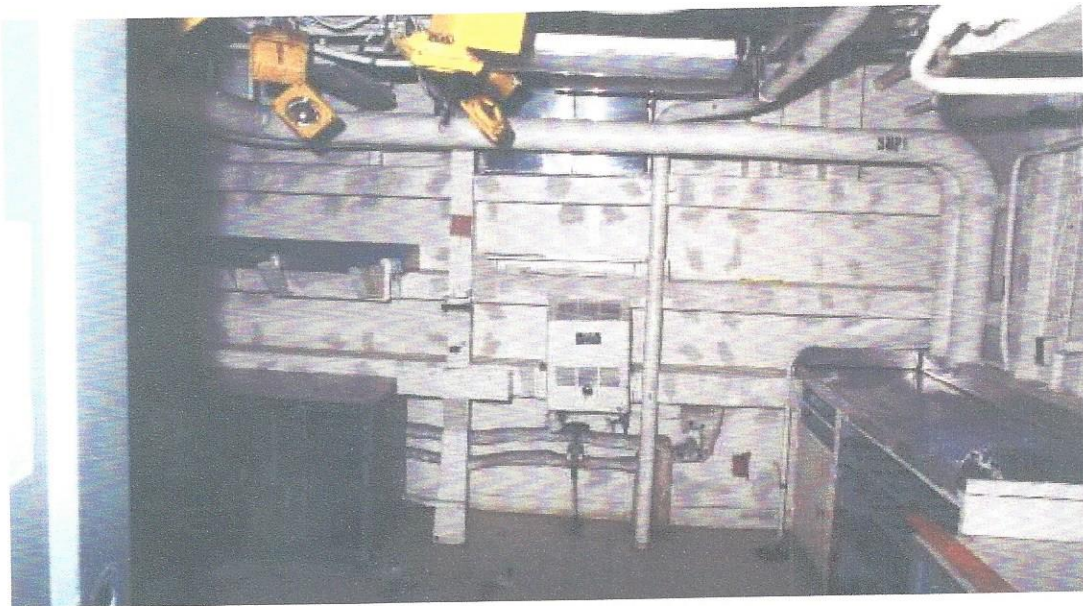
1-174-1-L, Crew Berthing, This space has 54 bunks, however the personal effects drawers are removed from all bunks and most lockers have been removed. This is a fairly large space approx. 25ft. X 22ft. that could be used for another purpose if the bunks were removed. There are no supporting stanchions in the center of this space.

I-161-0-L, Ist. Div Berthing, This space contains 54 bunks. The two writing tables and large clothing lockers are removed and personal effects drawers are removed. The location and easy access to this space would make an ideal "camp-aboard" berthing space for scouts

1. Restore bunks and lockers in those to be opened.
2. Replace drawers where missing.
3. Restore ship's service and S/P phones

4.12 CREW HEADS

1. Restore those to be opened
2. M&B Div Head (2-165-1-L) has leaking deck fitting to fuel tanks



4.13 SICK BAY

The cabinets are intact with most drawers missing. The examining table and overhead lamp are removed. The Autoclave was removed and the deck is in need of repair. The adjoining drug locker has bins but all drawers have been removed.

1. Restore standard configuration – cabinets/table/lights

4.14 BATTLE DRESSING STATION(S)

1. Restore Port side and CPO Mess stations with standard Equipment, lockers, stretchers, lights, water supplies, etc.

4.15 BARBER SHOP

1. Procure 2 barber chairs
2. Restore sink/cabinet configuration

4.16 LIBRARY

This space has the majority of shelves intact but the reading table has been removed. This is a small space that could be used for an office.

1. Restore shelving, tables, chairs

4.17 TV SITE ROOM

1. Restore standard TV control/transmission equipment
2. Replace office furniture for site

4.18 LAUNDRY

Bulkhead between space and passage removed. All laundry equipment removed.

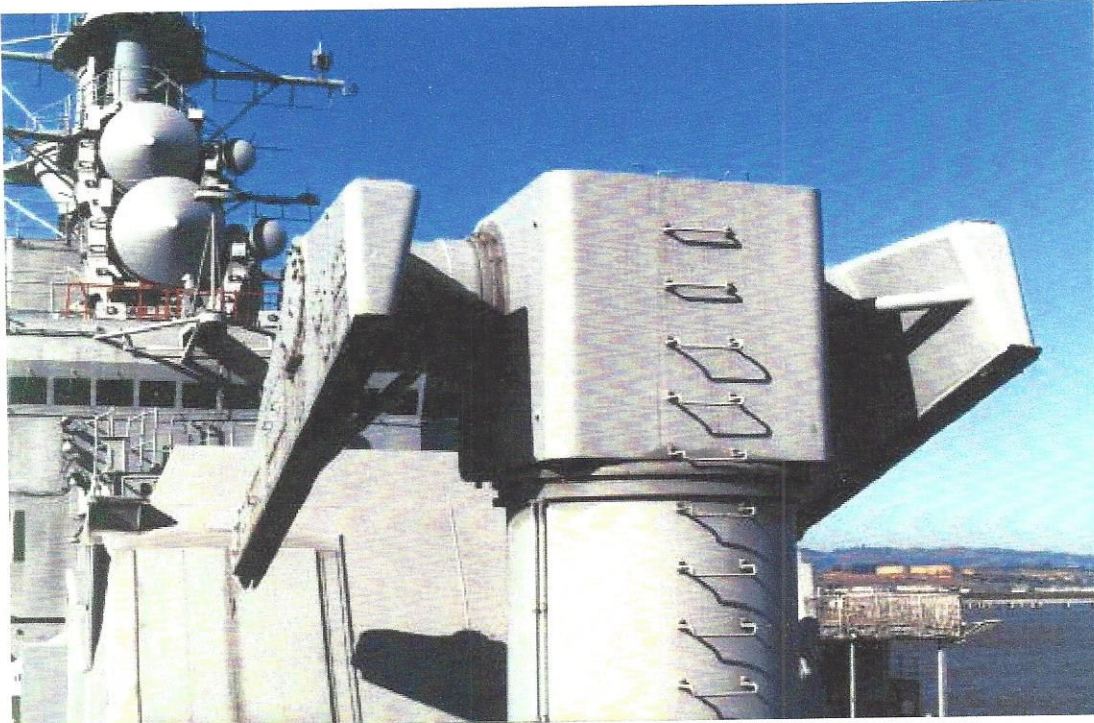
1. Procure assorted laundry machinery

4.19 POST OFFICE

1. Restore shelving/bins

5 WEAPON SYSTEMS

Sterett's missile system is essentially intact mechanically. The rails that held the missiles have sections torched and cut to render them "demilitarized". These can cosmetically be repaired to appear complete. Some control stations have controls and indicators removed. Topside launchers appear intact and presentable to the public. Demilitarization of the topside launchers did not alter their appearance since only small segments of rail were cleanly removed.



5.1 MISSILE HOUSE

1. Restore operating positions (consoles/chairs) for missile handling
2. Repair missile rails, if minimal operating condition desired.
3. Restore battle lanterns
4. Restore ship's service and S/P phones
5. Restore batter power supply safe
6. Procure special tools for system operation

5.2 MISSILE MAGAZINE

1. Procure T-SAMs and ASROC missiles for display here, on rail, and/or

5.3 HARPOON LAUNCHERS / MISSILES

1. Restore launchers
2. Procure missile canisters

5.4 CIWS STATIONS

1. Procure CIWS mounts



5" mount on USS Standley

5.5 5" GUN MOUNT

1. Replace missing gun mount

5.6 5" LOWER HANDLING ROOM

1. Restore usual configuration items – battle lanterns, phones
2. Restore configuration and power for operating gun mount

5.7 5" MAGAZINE

1. Restore bin partitioning
2. Procure 5" projectiles and powder cases for display here or elsewhere.



Torpedo tubes aboard USS Leahy

5.8 TORPEDO TUBES

1. Procure demo MK 32 torpedoes

5.9 TORPEDO MAGAZINE (Hangar)

1. Procure cut-away MK 32 torpedoes

5.10 CHAFF DISPENSORS



6 MAIN MACHINERY SPACES

Our overall assessment of the main machinery spaces is very good. From what we could see, it would only take minimal cleaning and preservation to have them looking shipshape. We were impressed with the overall appearance, considering the ship has been laid up for five years.

No. 1 Engineroom

3 gages missing on throttle board

High Pressure Air Compressor, clock, sound powered phones have been removed

No.2 Engineroom

2 gages missing on throttle board

High Pressure Air Compressor, clock, sound powered phones have been removed

Recirc. line on 2A Main Condensate Pump has a hole in it

No. 1 Fireroom

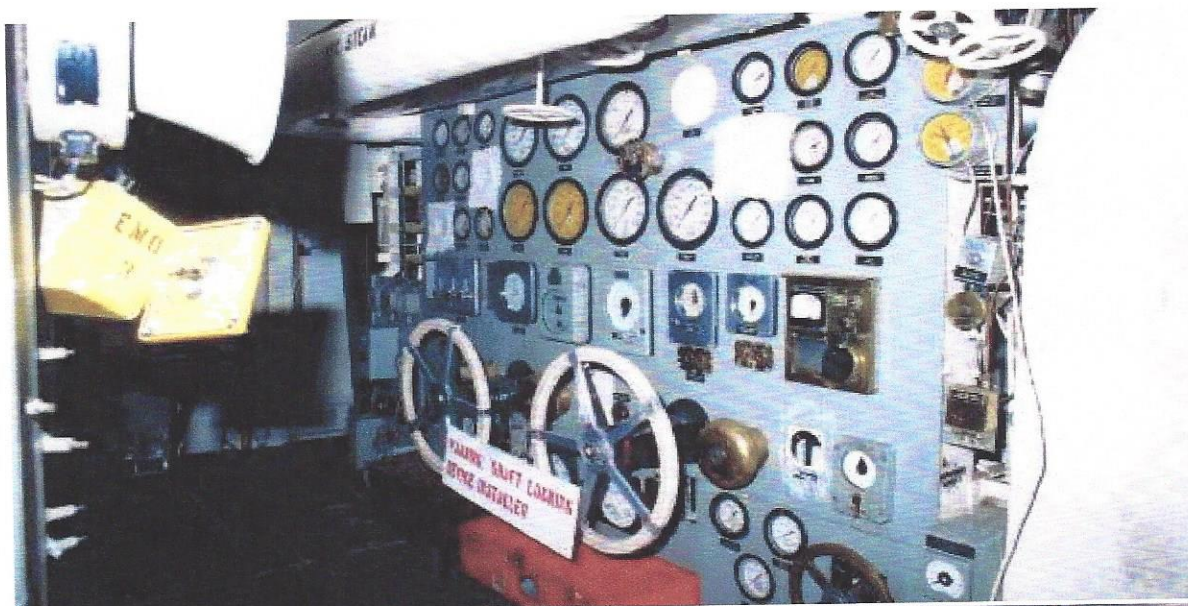
Burner barrels have been removed

Several gages have been removed from the boiler control console. Clock has been removed

Pump end of the steam driven fire pump has been removed Sound powered phones have been removed

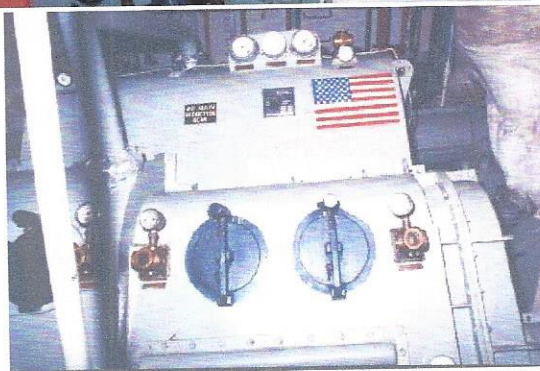
No.2 Fireroom

Pump end of the steam driven fire pump has been removed Burner barrels have been removed



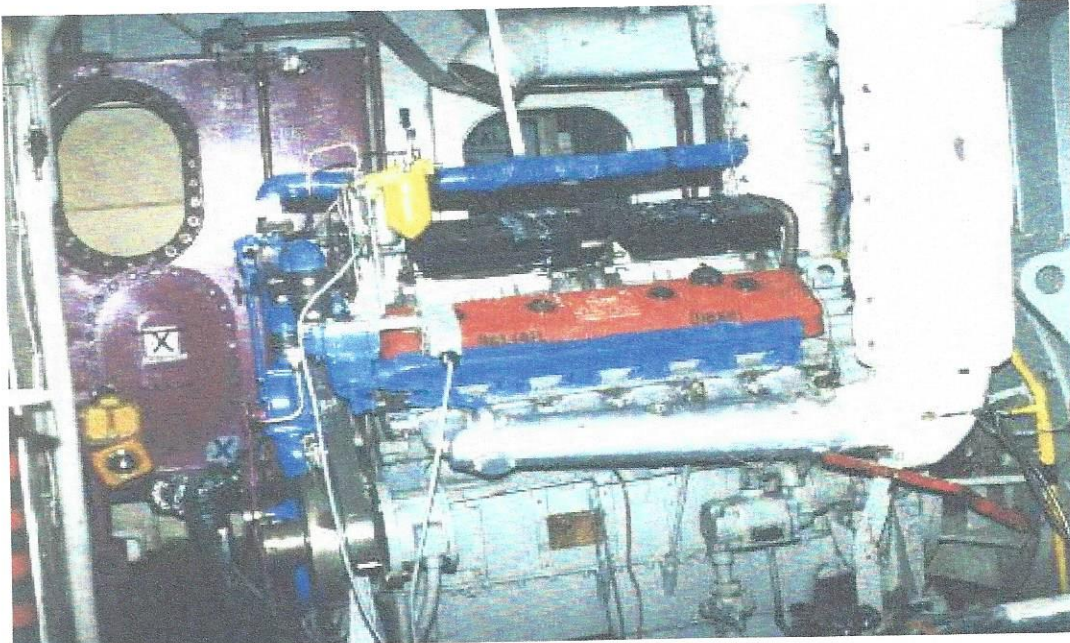
6.1 ENGINEROOMS and FIREROOMS

1. Replace missing gauges and gauge labels
2. Restore ship's service and S/P phones
3. Restore battle lanterns
4. Procure boiler burner barrels/assemblies
5. Restore fireroom operating consoles
6. (Poss) reinstall main induction boots in enginerooms
7. Generally in good condition
8. Consider opening up reduction gear and main condenser
9. Restore fwd main electrical distribution station to operating condition



6.2 GAS TURBINE GENERATOR

1. Replace cutout turbine section
2. Spruce up for display through view window



6.3 DIESEL GENERATOR ROOM

The generator and diesels appear untouched and in excellent condition. 2 inch nylon mooring line left in this space.

1. Good condition. Clean up as needed



6.4 SHIPS POWER DISTRIBUTION SYSTEM

1. Complete and excellent condition
2. Provide rubber matting

6.5 ANCHOR WINDLESS

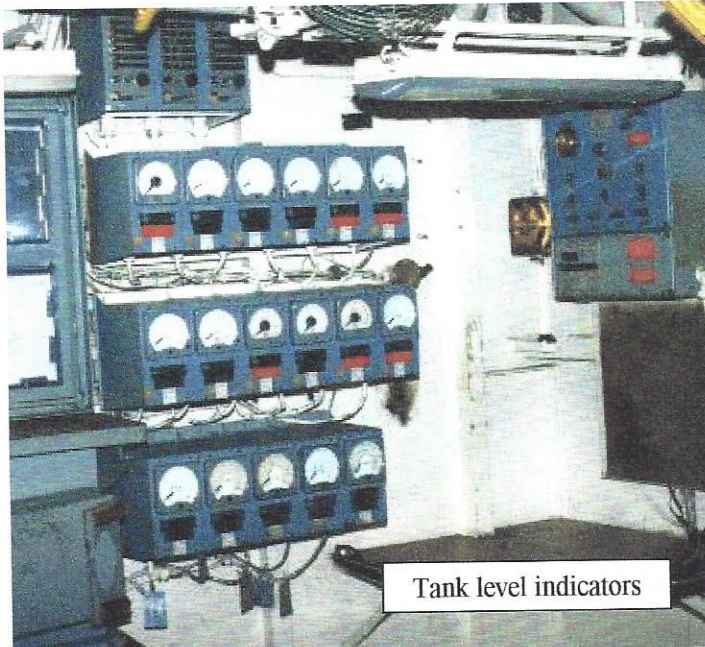
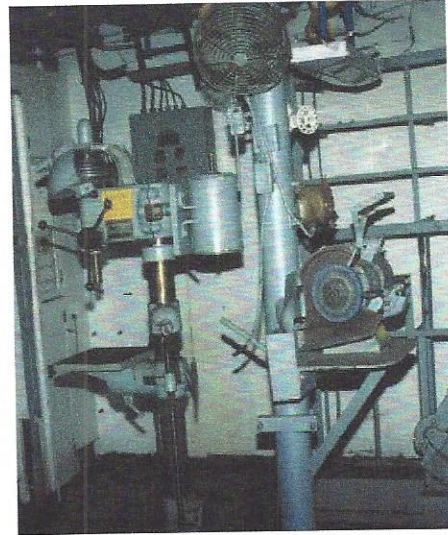
1. Excellent condition, needs little cleaning

6.6 AFTER STEERING

1. Provide access
2. Restore ship's service and S/P phones
3. Procure gyro repeater
4. Provide magnetic compass
5. Restore battle lanterns



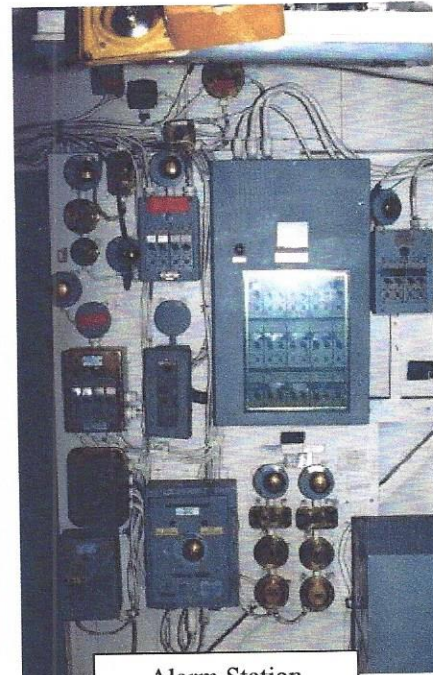
6.7 MACHINE SHOP



Tank level indicators

6.8 DAMAGE CONTROL CENTRAL

This space has IC/SM Alarm panels and Tank level indicators
FIRE/FLOOD/INTRUSION ALARM PLAN... Utilize installed flooding alarms (after repair if required) extend fire sensors to additional spaces (presently just magazines), install small smoke detectors in all manned (visitor) spaces, install sprinkler system in all spaces expecting 40+ people (including all berthing spaces to be used for "sleep overs")



Alarm Station

6.9 LOG ROOM (Engineer Office)

1. Restore desks, chairs, lights, phones

6.10 ENG WATER TEST/TREATMENT OFFICE

1. Restore chemical handling configuration

**6.11 REEFERS**

1. Open for viewing

6.12 AC&R ROOM

1. Motors and compressors are missing

7 MISCELLANEOUS

7.1 BOSUN'S LOCKER

1. Outfit with standard equipment/material

7.2 CHAIN LOCKER

Not Entered

7.3 STOREROOMS

Those entered are intact

7.4 VOID SPACES

Not entered

NAVAL SHIP MUSEUMS UPDATE

Activity in the world of museum warships accelerated in 2000, and shows no signs of slowing this year. In an economic impact survey recently completed by the Association, visitation to the museums topped 9.3 million persons. Total operating expenses of the museums exceeded \$65 million. Despite the many challenges faced by those managing the ships, the outlook is bright for nearly all of them.

The three criteria for a museum ship to become a member of HNSA are: (1) It shall have served in the defense of its country at some time during its history; (2) It is a not-for-profit operation; and (3) It is open on a regular schedule for visiting or is working toward that objective. This explains why Army, Coast Guard and merchant vessels are also members of the historic fleet. Three ships that are not open at this time, but will be later this year are tug *LUNA* and the battleships *USS NEW JERSEY* and *USS WISCONSIN*. Some 14 vessels get underway for regular or special cruises. For those who take the public as paying passengers, arrangements must be made in advance with the museums to which they belong.

Following are highlights of recent events and plans for this year in the historic fleet.

BATTLESHIPS

Three of the four *Iowa-class* battleships are now in place as museums. *USS MISSOURI* (BB-63) has been open for two years in Pearl Harbor, attracting over 600,000 visitors. "Mighty Mo" received both a \$300,000 "Save America's Treasures" grant and a National Trust for Historic Preservation Award in 2000. *USS NEW JERSEY* (BB-62) is now berthed in Camden, New Jersey, where she will begin welcoming visitors on September 2nd. *USS WISCONSIN* (BB-64) arrived in Norfolk, Virginia, in December and will open on 16 April. Because the "Whisky" is still in the Navy's Reserve Fleet as a mobilization asset, visitation will be limited to the ships exterior, main deck and above. However, extensive exhibits interpreting the ship will be located next door at *NAUTILUS* - The National Maritime Center. *USS IOWA* (BB-61) is also still a mobilization asset. She will be towed by the Navy from Newport, Rhode Island, to the Reserve Fleet Facility at Suisun Bay, California, this spring. A group in San Francisco hopes to acquire her, either in a situation similar to the *WISCONSIN*, or once she is stricken and becomes available through the Navy's ship donation program. *USS MASSACHUSETTS* (BB-59) in Fall River, Massachusetts, completed her first dry-docking in 46 years at a Boston ship repair facility early last year. *USS NORTH CAROLINA* (BB-55) will host the Sixth Maritime Heritage Conference and Fourth International Ship Preservation Conference in Wilmington, North Carolina, this coming 2528 October. Some 400 delegates are expected.

AIRCRAFT CARRIERS

Groups in four cities are vying for three aircraft carriers. The San Diego Aircraft Carrier Museum is continuing its efforts to satisfy local and state conditions pursuant to berthing *USS MIDWAY* (CV-41) at the south end of the Embarcadero. Organizations based in Tampa, Florida, and Baltimore, Maryland, are competing for *USS FORRESTAL* (CV-59). Both submitted their applications to the Navy last year and are working to satisfy remaining ship donation program requirements. A Providence, Rhode Island, organization applied in late 2000

for USS *SARATOGA* (CV-60). If successful, they plan to berth the "Sara" at the former Quonset Point Naval Air Station. The decade-long saga to save USS *CABOT* (CVL-28) finally came to an unfortunate close in December. Neither of the latest two groups attempting to acquire her last year was able to meet the owner's asking price. She is now being scrapped in Brownsville, Texas. USS *LEXINGTON* (CV-16) and USS *MISSOURI* both were the sites of extensive on-location shooting for "Pearl Harbor." *LEXINGTON* portrays both Japanese and American carriers in the film.

CRUISERS

USS *DES MOINES* (CA-134) is still awaiting a new home. Four organizations - one in Minnesota, one in Indiana, and two in Wisconsin - continue to be interested in obtaining the "Daisy Mae." None, however, has submitted an application. As much as the Navy would like to see *DES MOINES* saved, time may be running out for her as she rests in the Reserve Fleet facility in Philadelphia. Restoration of USS *OLYMPIA* (C-6), the other cruiser in the City of Brotherly Love, continues with significant work having been accomplished last year. Renovation of her non-public spaces should make her engine rooms and boiler rooms accessible for special tours for the first time in years. Owing to highway and bridge construction close by, USS *SALEM* (CA-139) will likely be moved from her berth at the old Fore River Shipyard in Quincy, Massachusetts, sometime this year. Possible sites for her relocation are being investigated. "The Witch" was dry-docked in Boston last year for \$2 million of repairs and painting of the hull. Significant waterfront improvements at Buffalo Naval Park with USS *LITTLE ROCK* (CLG-4) and three other historic vessels will continue through this year and into 2002. On the West Coast, a group is preparing an application to the Navy to obtain USS *STERETT* (CG-31) for display in Eureka, California.

DESTROYERS

Destroyer enthusiasts will be pleased to learn that another "tin can" has been added to the Historic Fleet. USS *ORLECK* (DD-886) was returned from Turkey last summer and is now undergoing restoration in Orange, Texas, the port where she was built. Tours by appointment are available on a not-to-interfere basis with the refurbishment work. HMCS *FRASER* (DDH-223) was presented a plaque by the Minister of Canadian Heritage in honor of the entire class of seven *St. Laurent-class* of destroyers. The group hoping to obtain USS *CHARLES F. ADAMS* (DDG-2) for Bay City, Michigan, is not making the desired headway, nor is an outfit in Vancouver, British Columbia, desiring to acquire HMCS *ANNAPOLIS* (DDH-265) for that city. The U.S. Navy may re-open the competition for *CHARLES F. ADAMS*. USS *JOSEPH P. KENNEDY JR.* (DD-850) stars as herself and also as USS *JOHN R. PIERCE* (DD-753) in the recently-released film "Thirteen Days" about the Cuban Missile Crisis. USS *CONOLLY* (DD-979) remains available with no takers to date. The Navy has received expressions of interest from Toledo Ohio and Nashville, Tennessee, organizations for USS *OLI-VER HAZARD PERRY* (FFG-7) and an application from a Vallejo, California, group for USS *KNOX* (FF-1052). The six privately-operated museums with destroyers in the United States received grants last year totaling \$106,600 from Tin Can Sailors, Inc. That brought the nine-year total for their grants program to over \$900,000.

SUBMARINES

There has been action beneath the surface as well. Perhaps the most significant historic ship event of 2000 was the raising of the Confederate submarine H.L. *HUNLEY* last August. The first submarine to sink a war vessel, she had rested on the ocean floor off Charleston for 136 years. She is now being conserved at the former Charleston Navy Base. The process is expected to take upwards of seven years. When it is completed, she will be displayed at the Charleston Museum. USS *ALBACORE* (AGSS-569) was twice honored last year. She was designated an Historic Mechanical Engineering Landmark by the American Society of Mechanical Engineers and was presented the American Welding Society's Historical Welded Structure Award. The Vancouver Maritime Museum in British Columbia has acquired the research vessel *BEN FRANYLIN*, and the Science Museum of Virginia in Richmond now has the research vessel *ALUMINA UT* on exhibit. Extensive restoration work is being performed on USS *CAVALLA* (SS-244) in Galveston, Texas, by submarine veteran volunteers. A Cincinnati-based group is examining the feasibility of obtaining the nuclear attack submarine USS *CINCINNATI* (SSN-693) for their city. A number of submarines in the historic fleet have been tapped as sites for on-location filming roles. Among them are USS *COD* (SS-224) and USS *SILVERSIDES* (SS-236).

ALL OTHERS

Significant developments have also occurred in the "Gator Navy." The USS *SILVERSIDES* and Maritime Museum successfully acquired USS *LST-393* last year. Restoration work is proceeding apace. She is available on request for special tours now, and will be open for general visiting by the end of this year. It should be noted that the USS *LST-325*, not a member of HNSA, was sailed back from Greece in January by a determined bunch of elderly LST veterans who disregarded U.S. Coast Guard advice not to make the voyage. She is now berthed in Mobile, Alabama, where she will remain through the fall. A Long Beach, California, organization continues its efforts to obtain the amphibious assault ship USS *NEW ORLEANS* (LPH- 11) from the Navy. Their plan is to berth her at a yet to be determined West Coast port.

Other noteworthy activity has occurred with cargo vessels and tugboats. Last summer, SS *JOHN W. BROWN* traveled from her homeport of Baltimore to Toledo, Ohio, for drydocking and replacement of some 14,000 rivets. She paid calls at nine ports following the shipyard visit. The "Brownie" and SS *JEREMIAH O'BRIEN* have been announced by the London-based World Ship Trust as co-winners of their prestigious Maritime Heritage Award this year. The award is bestowed on vessels that are transcendent examples of successful historic ship restoration and preservation. Significant progress is being made on SS *AMERICAN VICTORY* in Tampa, Florida, and SS *RED OAK VICTORY* in Richmond, California. Both organizations are working to bring their ships back to operating condition. Tug *LUNA* was towed from Boston to Boothbay, Maine, for major repairs, the culmination of a year's-long effort to save her. She is expected to be back and open for visiting at the Charlestown Navy Yard this fall. A group in Fort Lauderdale, Florida, appears intent on obtaining Tug *HOGA* (YT-146) for display in that city. The tug that fought fires and maneuvered ships during the attack on Pearl Harbor now rests at Suisun Bay. Fleet tug USS *ZUNI* (ATF-95) and later Coast Guard cutter *TAMAROA* (WMEC-166), closed for visiting, is

berthed at the Hudson River Park Trust in New York City. A group in Florida is working to acquire the vessel for display in Palm Beach.

Two of the most prestigious maritime museums in the United States are now members of HNSA. The Mariners' Museum in Newport News, Virginia, is aboard with artifacts from the Civil War ironclad USS *MONITOR*. Mystic Seaport Museum in Connecticut joined with their sailing vessel *BRILLIANT*. The auxiliary schooner served with the U.S. Coast Guard in World War II. Glacier Society volunteers in northern California are preparing USS/TJSCGC *GLACIER* (WAGB-4) for her trip to Bridgeport, Connecticut. There, the organization plans to operate her as an underway educational "classroom" in addition to exhibiting her pierside.

Finally, projects to return USS

WESTCHESTER COUNTY (LST- 1 167) from Turkey to New York and presidential yacht USS *WILLIAMSBURG* (AGC-369) from Italy to Virginia are being hampered by lack of adequate funding.

STERETT Maintenance Plan

This Plan is organized into three areas of the ship. The same maintenance action may be included for more than one area.

LEGEND: (1) Who: S/S ... Sounding & Security Patrol S ... Security Staff M ... Maintenance Staff

(2) When: O/A ... On Arrival W/W ... When Waterborne A ... Annual S/A ... Semi-Annual
 Q ... Quarterly W ... Weekly S ... Situation Dependent

A copy of NSTM Chap 50 and this Plan are kept in the STERETT Admin Office and the Maintenance Shop.

A. External Areas and General

Maintenance Action	Periodicity	Who	Comments
ENGINEERING			
Inspect electrical systems and devices for evidence of problems	Q	M	NSTM 8.7.1.2
Inspect that shore power connections are in good condition	Q	M	NSTM 050.2.3.3.11 and Table 050-8 item 7
Ensure that covers are installed on operational electrical switches, power panels/electronic equipment	S/A	M	
Hull			
RECORD DRAFTS HERE. Forward: Port _____ Stbd _____ Aft: Port _____ Stbd _____	O/A	M	NSTM 050.2.2.1,3.3.1,8.3.2, 8.3.3
Compare current drafts to drafts at time of arrival at site RECORD CURRENT DRAFTS HERE. Forward: Port _____ Stbd _____ Aft: Port _____ Stbd _____	Q & W/W	M	NSTM 050.2.2.1,3.3.1,8.3.2, 8.3.3

Maintenance Action	Periodicity	Who	Comments
Ensure that tank manhole covers are in place	S/A & W/W	M	list in Maint Shop
Ensure that the cathodic protection system is functioning	Q & W/W	M	NSTM 050.3.3.2,5.1.1
Inspect that the overall condition of the external hull above the waterline in satisfactory condition & inspect for evidence of bimetallic corrosion	S/A	M	NSTM 050.3.2.5 & 3.3.6 Corrosion, wastage or pitting less than 25% of original thickness
Inspect that the overall condition of the mack and antennas are satisfactory condition	S/A	M	NSTM 050.3.2.5 & 3.3.6 Corrosion, wastage or pitting less than 25% of original thickness
Inspect the standing rigging for good material condition	S/A	M	
Inspect that the overall condition of the weather deck is in satisfactory condition	S/A	M	NSTM 050.3.2.5 & 3.3.6 Corrosion, wastage or pitting less than 25% of original thickness
Inspect that the overall condition of the superstructure is in satisfactory condition	S/A	M	NSTM 050.3.2.5 & 3.3.6 Corrosion, wastage or pitting less than 25% of original thickness
Inspect the condition of the external hull at or below the water	S/A & W/W	M	NSTM 050.3.2.5
Inspect the condition of strength members and plating	A & W/W	M	NSTM 050.3.2.5
Inspect the hull for leaks	Q & W/W	M	NSTM 050.3.3.3
Insure the ship is properly sealed for potential weather damage	S	S/S	NSTM 3.4, 3.6.2.3 & 8.6.2
TOUR ROUTES			
Ensure the Park area around the vessel is clean and maintained	W	S/S	NAVSEA INST 4250.1
Ensure the overall appearance of the vessel is clean & maintained	W	S/S	NAVSEA INST 4250.1

Maintenance Action	Periodicity	Who	Comments
Remove PCB items listed on the PCB Inventory	no later than 45 days before the commencement of tours	M	MHF required to certify to EPA Region IX Toxics Section that removal and disposal of these items in accordance with the PCB disposal regulations at 40 CFR 761 was accomplished.
Provide to EPA for approval, a document (including a highlighted map blueprint) describing liquid & non-liquid PCB materials located along proposed tour route and in areas to be open to the public	at least 60 days before commencement of tours	M	to be updated upon discovery of additional items
In conjunction with the County of Humboldt, develop and submit a sampling plan for surfaces and indoor air to EPA for approval.	no later than 21 days following the execution of this Agreement.	M	to establish a baseline
Execute sampling plan.	no later than 30 days following EPA approval of the sampling plan	M	monitor against the baseline
Maintenance Action	Periodicity	Who	Comments
Provide EPA with sampling results.	No later than 21 days after samples are taken.	M	

Ensure areas open to the public meet PCB standards.	SA	M	advise EPA in writing within 48 hours discovery that levels exceed the standard
Remove PCB ballasts from fluorescent lights	60 days before tours or meetings are held	M	or supply information that the ballasts are non-PCB
Encapsulation requirements for non-liquid PCB material to be completed	30 days prior to commencement of tours	M	MHF shall notify EPA in writing upon completion of encapsulation requirements
Submission of maintenance schedule and procedures to EPA	at least 60 days before commencement of tours	M	
Inspections with written reports submitted to EPA quarterly.	Q	M	
Maintenance Action	Periodicity	Who	Comments
OSHA material made available to potentially exposed individuals involved in repair, removal, disposal activities, posting of Appendix A in view of these individuals.	OA	M	Appendix A to be provided to fire department and LEPA.
Maintain non-liquid PCB materials in their place.		M	oversight by Maint Dept
Provide results of annual air sampling to EPA for areas open to the public where air handling systems are in use.	A	M	no later than 21 days following the sample collection
Sample areas after repairs to air handling systems are made.	Q	M	results provided to EPA

Report to the EPA air sample monitoring results that exceed prescribed levels.	within 48 hours of MHF's receipt of the results	M	
Submit to EPA for approval a MIHP PCB Training Manual and Course.	30 days prior to the start of training	M	MHF to retain records of individuals completing the course.
Notify EPA before removal of PCB items and non-liquid PCB materials, unless emergency situation, then notice may be provided to EPA concurrent with emergency response.	OA	M	30 day advance notice shall be provided to EPA
Develop PCB safety procedures for opening new tour areas.	OA	M	
Maintenance Action	Periodicity	Who	Comments
PCB security measures to be provided to EPA for approval	30 days prior to commencement of tours	M	
Notify EPA of date tours will begin	30 days before they start	M	
Notify EPA upon discovery of additional PCB uses.	OA	M	
Post the Fact Sheet (shown at the end of this Appendix) at prominent locations on board	OA	M	
Ensure directional signs are in place to clearly indicate tour and exit routes	W	S/S	NSTM 050.6.5.5

ACCESS				
		W	S/S	NSTM 050.8.4 & table 050-8 item 1 b and 3n
Ensure that all ladders and openings are protected by handrails which are secured to the deck by appropriate fasteners		W	S/S	NSTM 050.8.4
Ensure all hatches and doors are properly secured to prevent inadvertent movement		W	S/S	NSTM 050.6.5.5 & table 050-8 item 1b
Ensure accesses on tour route are weather tight		W	S/S	NSTM 050.8.4 & table 050-8 item 3n
Ensure that all ladders, ladder rungs, treads, toggles, handrails, chains, and bolts are in good material condition	Maintenance Action	Periodicity	Who	Comments
Ensure lifelines/stanchions/double "J" hooks/safety chains, are in good material condition		W	S/S	NSTM 050.3.4.6 and table 050-8 item 1b
Ensure the boarding brow and ramp are in good material condition		W	S/S	NAVSEA INST 4250.1
Ensure the second brow is available for exit and emergency use		W	S/S	NAVSEA INST 4250.1
FIRE & SAFETY				
Arrange for the Fire Marshall to provide a periodic fire/ safety inspection		A	M	Fire Code
Ensure spaces are free of combustible material and liquids		W	S/S	NSTM table 050-8 item 1d
Ensure that pipe and bulkhead insulation, (which may contain Asbestos) is sealed		O/A	M	NSTM 050.7.2.7 and table 050-8 item 1m
Ensure that lagging is free of oil, particularly in refrigerated spaces?		A	M	NSTM 050.8.10.5
Ensure that portable compressed gas cylinders are not stored aboard (except fire extinguishers)		O/A and W	S/S	NSTM 050.3.14.17
Ensure that portable (15 # CO2) fire extinguishers are tested		Q	S/S	NSTM 050.3.14.18.2
Ensure that safety signs are posted when appropriate		W	S/S	OSH & Coast Guard regs

Inspect that transformers are free of leaks	W		S/S	NSTM 050.3.9.2.7 & 7.2.8.1
PRESERVATION & CLEANLINESS				
Inspect spaces for cleanliness	W		S/S	NSTM 050.8.2.2
Maintenance Action	Periodicity	Who	Comments	
Inspect areas of water accumulation for corrosion	W & W/W	S/S	NSTM 050.3.2.2.1	
Inspect the preservation of the superstructure and hull; determine if deterioration of paint coating is more than 35% in any area or overall	A	M	NSTM 050.3.2.2.1	
Inspect the preservation of the underwater hull paying particular attention to boot topping and weld seams	A	M	NSTM 050.3.2.2.1	
HEALTH & SANITATION				
Ensure control devices which might damage material if operated by the general public are properly protected from unauthorized operation	W		S/S	NSTM 050.8.4
Ensure that a pest and vermin control program is in place	S/A		M	NSTM 050-8 item ly

B. Interior Compartments and Passageways (Spaces Open to the Public)

Maintenance Action	Periodicity	Who	Comments
ENGINEERING			
Inspect & ensure that all propulsion systems are inactivated	O/A	M	NSTM 050.3.6.3.2 & 8.6.3
Ensure ventilation is operable	O/A and W	S/S	NSTM 050.3.14.14.1 & 7.2.6.1
Ensure ventilation systems are clear of excessive dirt, oil/grease	A	M	NSTM 050.3.14.14.1
Ensure that the galley is inactivated	O/A	M	NSTM 050.3.14.15
Maintenance Action	Periodicity	Who	Comments
Ensure lighting is operable	W	S/S	NSTM 050.3.9.2 & 8.10.3 and Table 050-8 item Ik
Ensure electrical systems and devices are grounded and free of visible evidence of problems	O/A	M	NSTM 8.7.1.2
Ensure emergency lighting operates	W	S/S	NSTM 050.8.6.3.3
Ensure that clean and dry rubber matting is adjacent to energized electrical or electronic equipment and switchboards	W	S/S	
Ensure there are covers on operational electrical switches, power panels/electronic equipment	W	S/S	
Ensure that a tag in-tag out system is used at circuit breakers by qualified and authorized staff members	W	S/S	
Hull			
Have all stern tube packing and rudder packing glands been tightened so there are no leaks?	A	M	NSTM 050.3.6.5.5

Have current tank soundings been recorded and compared to previous soundings?	S/A & W/W attach copy of tank soundings	M	NSTM 050.2.2.1, 3.5.2 3.5.3.4 and table 050-8 item 2.3s
Inspect that tank manhole covers are in place	W	S/S	
Inspect that strength members & plating are in satisfactory condition	A & W/W	M	NSTM 050.3.2.5
Maintenance Action	Periodicity	Who	Comments
Inspect that watertight integrity is maintained below decks	A & W/W	S/S	NSTM 050.6.5.2, 8.3, 8.4 & 8.6.2 & table 050-8 item 3m
Inspect that the ship is properly sealed against potential weather damage	S	S/S	NSTM 3.4, 3.6.2.3 & 8.6.2
TOUR ROUTES			
Ensure the overall appearance of the vessel is clean & maintained	W	S/S	NAVSEA INST 4250.1
Remove PCB items listed on the PCB Inventory	no later than 45 days before the commencement of tours	M	MHF required to certify to EPA Region IX Toxics Section that removal and disposal of these items in accordance with the PCB disposal regulations at 40 CFR 761 was accomplished.
Provide to EPA for approval, a document (including a highlighted map blueprint) describing liquid & non-liquid PCB materials located along proposed tour route and in areas to be open to the public	at least 60 days before commencement of tours	M	to be updated upon discovery of additional items
In conjunction with the County of Humboldt, develop and submit a sampling plan for surfaces and indoor air to EPA for approval.	no later than 21 days following the execution of this Agreement.	M	to establish a baseline

Maintenance Action	Periodicity	Who	Comments
Execute sampling plan.	no later than 30 days following EPA approval plan	M	monitor against the baseline
Provide EPA with sampling results.	no later than 21 days after samples are taken.	M	
Ensure areas open to the public meet PCB standards.	SA	M	advise EPA in writing within 48 hours discovery that levels exceed the standard
Remove PCB ballasts from fluorescent lights where applicable.	60 days before tours or meetings are held	M	or supply information that the ballasts are non-PCB
Encapsulation requirements for non-liquid PCB material to be completed	30 days prior to commencement of tours	M	MHF shall notify EPA in writing upon completion of encapsulation requirements
Submission of maintenance schedule and procedures to EPA	at least 60 days before commencement of tours	M	
Maintenance Action	Periodicity	Who	Comments
Inspections with written reports submitted to EPA quarterly.	Q	M	

OSHA material made available to potentially exposed individuals involved in repair, removal, disposal activities, posting of Appendix A in view of these individuals.	OA	M	Appendix A to be provided to fire department and LEPA.
Maintain non-liquid PCB materials in their place.		M	oversight by Maint Dept
Provide results of annual air sampling to EPA for areas open to the public where air-handling systems are in use.	A	M	no later than 21 days following the sample collection
Sample areas after repairs to air handling systems are made.	Q	M	results provided to EPA
Report to the EPA air sample monitoring results which exceed prescribed levels.	within 48 hours of MHF's receipt of the results	M	
Submit to EPA for approval a MIHP PCB Training Manual and Course.	30 days prior to the start of training	M	MHF to retain records of individuals completing the course.
Notify EPA before removal of PCB items and non-liquid PCB materials, unless emergency situation, then notice may be provided to EPA concurrent with emergency response.	OA	M	30 day advance notice shall be provided to EPA
Maintenance Action	Periodicity	Who	Comments
Develop PCB safety procedures for opening new tour areas.	OA	M	
PCB security measures to be provided to EPA for approval	30 days prior to commencement of tours	M	
Notify EPA of date tours will begin	30 days before they start	M	

Notify EPA upon discovery of additional PCB uses.	OA	M		
Ensure directional signs are in place to clearly indicate tour and exit routes	W	S/S		NSTM 050.6.5.5.
ACCESS				
Ensure that all ladders and openings are protected by handrails	W	S/S		NSTM 050.8.4 & table 050-8 item 1 b and 3n
Ensure hatches and doors are properly secured to prevent inadvertent movement	W	S/S		NSTM 050.8.4
Ensure that accesses on tour route are weather tight	W	S/S		NSTM 050.6.5.5 & table 050-8 item 1b
Inspect that deck plate gratings are properly secured	W	S/S		NSTM 050.8.4 & table 050-8 item 1b and 3n
Inspect that all ladders, ladder rungs, treads, toggles, handrails, chains, and bolts are in good material condition	W	S/S		NSTM 050.8.4 & table 050-8 item 3n
Maintenance Action	Periodicity	Who		Comments
Ensure lifelines/stanchions/double "J" hooks/safety chains, are in good material condition	W	S/S		NSTM 050.3.4.6 and table 050-8 item 1b
FIRE & SAFETY				
Arrange for the Humboldt Fire District 1 Fire Marshall to provide a periodic fire/ safety inspection	A	M		Fire Code
Inspect that spaces are free of combustible material and liquids	W	S/S		NSTM table 050-8 item 1d
Ensure that pipe and bulkhead insulation, (which may contain Asbestos) is sealed	W	S/S		NSTM 050.7.2.7 and table 050-8 item 1m
Ensure that lagging is free of oil, particularly in refrigerated spaces	W	S/S		NSTM 050.8.10.5

Ensure that portable compressed gas cylinders are not stored aboard (except fire extinguishers)	O/A	M	NSTM 050.3.14.17
Ensure that portable (15 # CO2) fire extinguishers are tested	W	S/S	NSTM 050.3.14.18.2
Ensure that transformers are free of leaks	S/A	M	NSTM 050.3.9.2.7 & 7.2.8.1
PRESERVATION & CLEANLINESS			
Ensure that spaces are clean and inspected	W	S/S	NSTM 050.8.2.2
Inspect areas of water accumulation to be free of corrosion			NSTM 050.3.2.2.1
Ensure that preservation of the superstructure and hull are in satisfactory condition	W & W/W	S/S	NSTM 050.3.2.2.1 deterioration of paint coating is no more than 35% in any area or overall
Maintenance Action	Periodicity	Who	Comments
Ensure the preservation of the underwater hull is in satisfactory condition paying particular attention to boot topping and weld seams	A	M	NSTM 050.3.2.2.1
Ensure that bilges of machinery spaces/pump rooms are clean and dry	A & W/W	M	NSTM 050.6.5.5 & table 050-8 item 3p
HEALTH & SANITATION			
Ensure that control devices which might damage material or harm individuals if operated by the general public are properly protected from unauthorized operation	W	S/S	NSTM 050.8.4
Ensure that sanitary facilities are clean and operable and properly marked	S/A	M	NSTM table 050-8 item 30
Ensure an effective pest and vermin control program is in place	S/A	M	NSTM 050-8 item ly

C. Interior Compartments and Passageways (Spaces Not Open to the Public)

Maintenance Action	Periodicity	Who	Comments
ENGINEERING			
Ensure propulsion systems are inactivated	O/A	M	NSTM 050.3.6.3.2 & 8.6.3
Maintenance Action	Periodicity	Who	Comments
Ensure lighting is operable	W	S/S	NSTM 050.3.9.2 & 8.10.3 and Table 050-8 item I k
Maintenance Action	Periodicity	Who	Comments
Ensure emergency lighting is operable	W	S/S	NSTM 050.8.6.3.3
Ensure that a clean and dry rubber matting adjacent to energized electrical or electronic equipment/switchboards	W	S/S	
Ensure that covers on operational electrical switches, power panels/electronic equipment is in place	W	S/S	
HULL			
Inspect that the stern tube packing and rudder packing glands are tightened so there are no leaks	A & W/W	M	NSTM 050.3.6.5.5
Inspect, record and compared to current tank soundings to previous soundings ... attach copy of tank soundings	S/A & W/W	M	NSTM 050.2.2.1, 3.5.2 3.5.3.4 and table 050-8 item 2. 3s
Ensure that tank manhole covers are in place	W	S/S	
Inspect strength members and plating condition	A & W/W	M	NSTM 050.3.2.5
Inspect to determine if watertight integrity is maintained below decks	A & W/W	M	NSTM 050.6.5.2, 8.3, 8.4 & 8.6.2 & table 050-8 item 3m
Ensure the ship is properly sealed against potential adverse weather	S	M	NSTM 3.4, 3.6.2.3 & 8.6.2
Inspect that valves controlling systems which could affect the ship's stability and the environment (fuel, etc.) Are wired shut	A & W/W	M	NSTM 050.3.3.5

Maintenance Action	Periodicity	Who	Comments
Ensure that blanks are in place on all sea connections either internally or externally	A & W/W	M	NSTM 050.3.3.5 & table 050-8 item 3a
TOUR ROUTES			
No action items in this section			
ACCESS			
Ensure that ladders and openings are protected by handrails	W	S/S	NSTM 050.8.4 & table 050-8 item 1 b and 3n
Inspect that all hatches and doors are properly secured to prevent inadvertent movement	W	S/S	NSTM 050.8.4
Ensure that non-public areas of ship are properly secured and marked to prevent unauthorized entrance	W	S/S	NSTM 050.6.5.5
Ensure that deck plate gratings are properly secured	W	S/S	NSTM 050.8.4 & table 050-8 item 1b and 3n
Ensure that all ladders, ladder rungs, treads, toggles, handrails, chains, and bolts are in good material condition	W	S/S	NSTM 050.8.4 & table 050-8 item 3n
FIRE & SAFETY			
Arrange for the Fire Marshall to provide a periodic fire/ safety inspection	A	M	Fire Code
Ensure that spaces are free of combustible material and liquids	W	S/S	NSTM table 050-8 item 1d
Maintenance Action	Periodicity	Who	Comments
Ensure that portable compressed gas cylinders are not stored aboard (except fire extinguishers)	W	S/S	NSTM 050.3.14.17
Maintenance Action	Periodicity	Who	Comments

PRESERVATION & CLEANLINESS

Inspect areas of water accumulation for corrosion	W & W/W	S/S	NSTM 050.3.2.2.1
Inspect that preservation of the underwater hull is in satisfactory condition (Paying particular attention to boot topping and weld seams.)	M & W/W	M	NSTM 050.3.2.2.1
Ensure that bilges of machinery spaces/ pump rooms are clean and dry	M & W/W	M	NSTM 050.6.5.5 & table 050-8 item3p

HEALTH & SANITATION

Ensure that sanitary facilities are clean, operable and properly marked	S/A	M	NSTM table 050-8 item 30
Ensure an adequate pest and vermin control program	S/A	M	NSTM 050-8 item ly

Check List of PCB Compliance Agreement Items

1. Remove PCB items listed on the PCB Inventory no later than 45 days before the commencement of tours; MHF required to certify to EPA Region IX Toxics Section that removal and disposal of these items in accordance with the PCB disposal regulations at 40 CFR 761 from the ex-STERETT was accomplished.
2. Provide to EPA for approval, a document describing liquid & non-liquid PCB materials located along proposed tour route and in areas to be open to the public (a highlighted blueprint of map to be included) at least 60 days prior to commencement of tours; to be updated upon discovery of additional items.
3. Develop and submit for EPA approval, a sampling plan for surfaces and indoor air to establish a baseline; for submission to EPA no later than 21 days following the execution of this Agreement.
4. Execute sampling plan no later than 30 days following EPA approval of the sampling plan; provide EPA with sampling results no later than 21 days after samples are taken.
5. Ensure areas open to the public meet PCB standards; advise EPA in writing within 48 hours discovery that levels exceed the standard.

6. Remove PCB ballasts from fluorescent lights 60 days before tours or meetings are held, or supply information that the ballasts are non-PCB.
7. Encapsulation requirements for non-liquid PCB material to be completed 30 days prior to commencement of tours; upon completion of encapsulation requirements, MHF shall notify EPA in writing.
8. Submission of maintenance schedule and procedures to EPA at least 60 days before commencement of tours; monthly inspections with written reports submitted to EPA quarterly.
9. OSHA material made available to potentially exposed individuals involved in repair, removal, disposal activities, posting of Appendix A in view of these individuals. Appendix A to be provided to fire department and local EPA.
10. Maintain non-liquid PCB materials in their place.
11. For areas open to the public where air handling systems are in use, annual air sampling, results provided to EPA concurrently with MIGPF, but no later than 21 days following the sample collection.
12. Repairs to air handling system; quarterly sampling required, results provided to EPA, same as above.
13. Air sample requirements; monitoring results exceeding prescribed levels to be reported to EPA by MHF within 48 hours of MHF's receipt of the results.
14. Submission to EPA of a Training Manual for EPA approval 30 days prior to the start of training. MHF to retain records of individuals completing the course.
15. 30 day advance notice shall be provided to EPA before removal of PCB items and non-liquid PCB materials, unless emergency situation, then notice may be provided to EPA concurrent with emergency response.
16. Procedures for opening new tour areas.
17. Security measures to be provided to EPA for approval 30 days prior to commencement of tours.
18. Notice to EPA of date tours will begin due to EPA 30 days before they start.

19. Notice to EPA upon discovery of additional PCB uses.

20. The following Fact Sheet shall be posted in prominent locations.

**PCB FACT SHEET DEVELOPED AS PART OF AN EPA/MILITARY HERITAGE FOUNDATION AGREEMENT
TO PERMIT THE CONTINUED USE OF ex-USS STERETT WITH UNAUTHORIZED PCBs**

Polychlorinated biphenyls (PCBs) are a toxic environmental contaminant. For information on health effects and toxicity, please call the Environmental Protection Agency's TSCA Assistance Information Service at (202) 554-1404.

PCBs have been used, in a liquid form, in the dielectric fluid of electrical transformers, capacitors, oil-filled cable, and fluorescent light ballasts, and in hydraulic systems. Most of the regulated liquid PCBs have been removed from the ex-STERETT. PCBs were also added as plasticizers and fire retardants to a variety of commercial-type products.

The Navy has found that the following items on some vessels constructed before 1979 may contain PCBs in regulated quantities: caulking; felt and rubber ventilation duct flange gaskets; insulation and other non-metallic components of electrical cable; fluorescent light ballast starters and potting material; bulkhead and pipe insulation; foam rubber/plastic/fiberglass/cork anti-sweat insulation used on hull surfaces and cold water piping; other rubber products such as pipe hanger rubber blocks, snubbers, bumpers, shock and vibration mounts, pads, spools, hatch gaskets, O-rings, packing, grommets, etc.; adhesive tape and double-backed adhesive tape; dried aluminized paint; and dried oil-based paint.

The items listed above could be found anywhere on the ex-STERETT. Such non-liquid items are generally not marked. The non-liquid items should be maintained intact and in place in their existing locations, unless removal is essential to work being undertaken. If such items are removed, they must be handled, stored, and disposed of as regulated PCB items in accordance with the requirements of Part 761 of title 40, Code of Federal Regulations, unless tested and found not to contain regulated PCBs.