

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

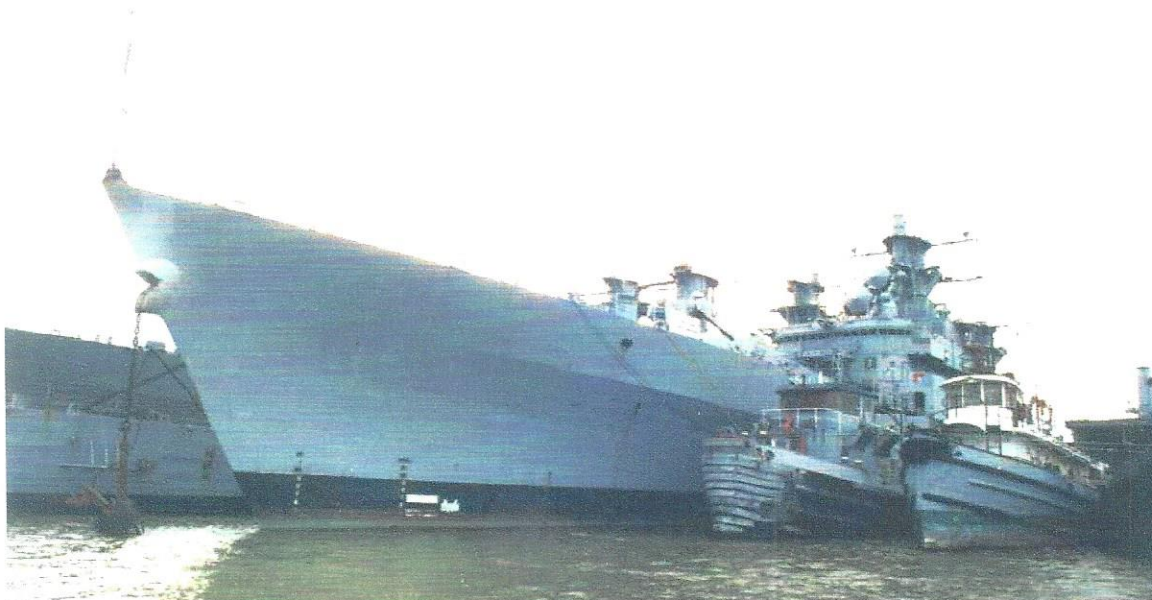
The Team Members

- **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.

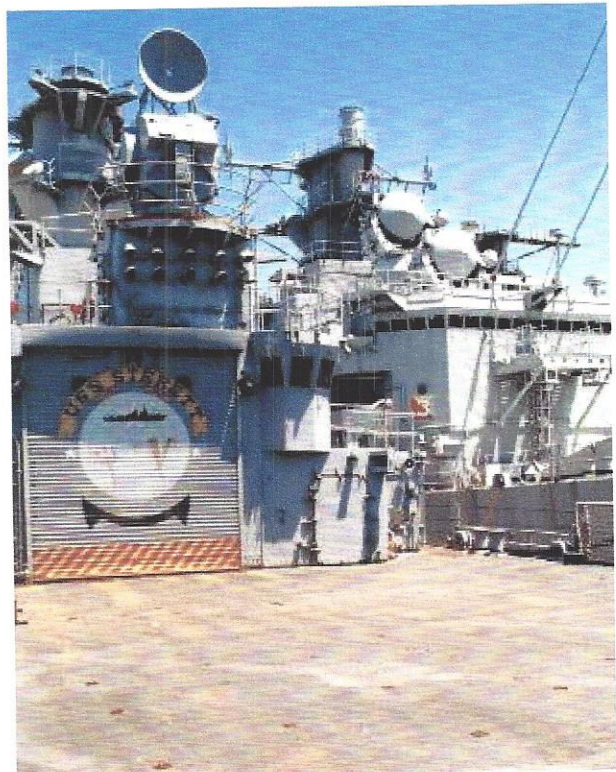


2.1 MAST/MACKS

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

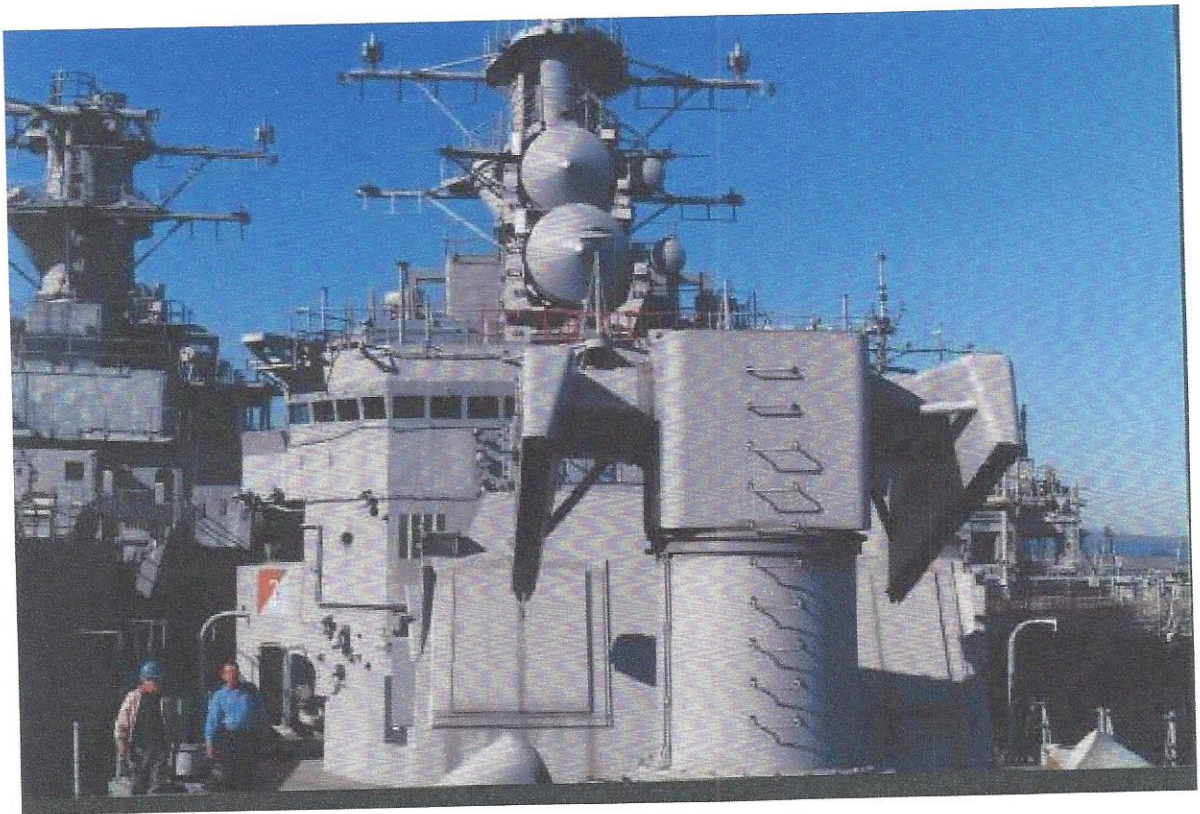
1. Replace missing signal lights P&S
2. Procure "big eye" binoculars P&S
3. Replace signal halyards, fittings and brass securing pins
4. Restore "Nancy" signal light positions
5. Procure full set of signal flags/pennants
6. Restore Signal Shelter, interior, door (dogs missing)

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

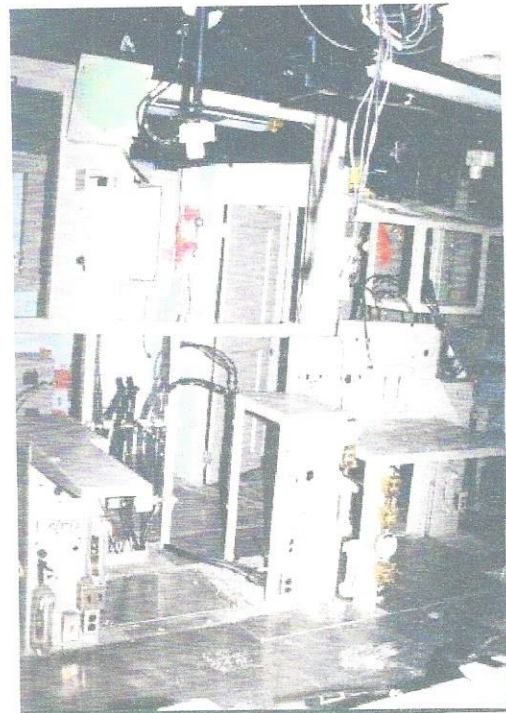
1. Procure fathometer display
2. Procure SATNAV equip
3. Replace missing drawers
4. Procure standard nav equipment, charts, etc.
5. Procure chronometer
6. Procure Loran display



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.

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

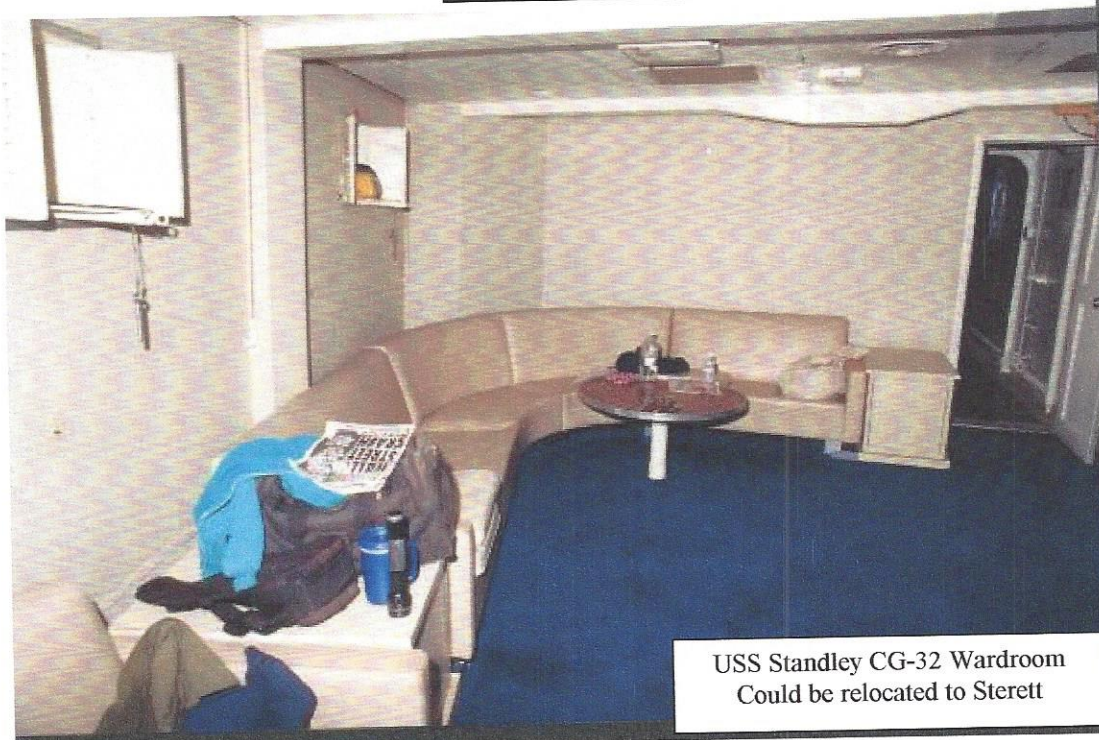
3.14 UNIT CDR CABIN

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



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

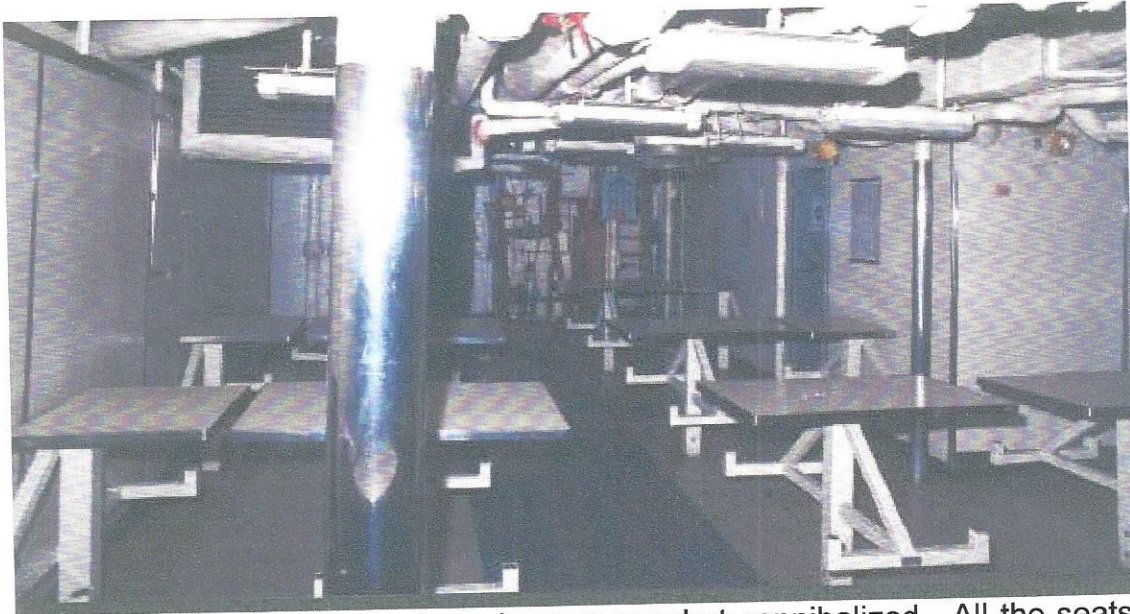
– (those to be opened to public)

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





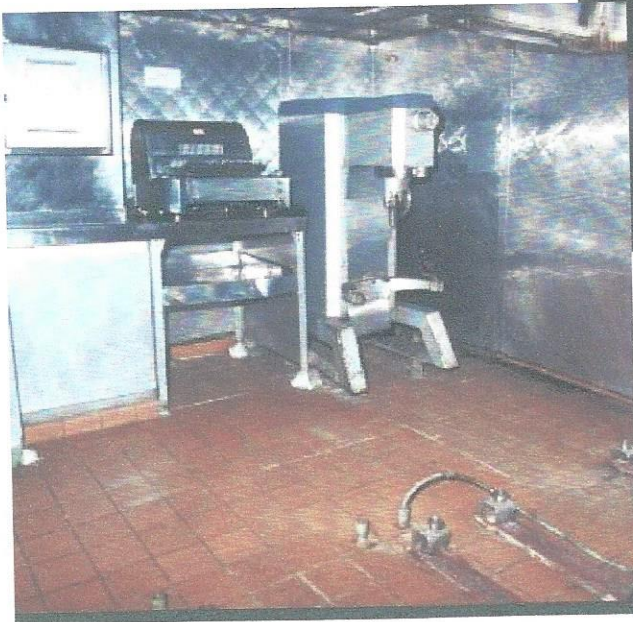
The Mess Deck/Galley areas have been somewhat cannibalized. All the seats have been removed from the tables. The Galley spaces are intact but much of the equipment is gone. All the sinks are covered with lagging

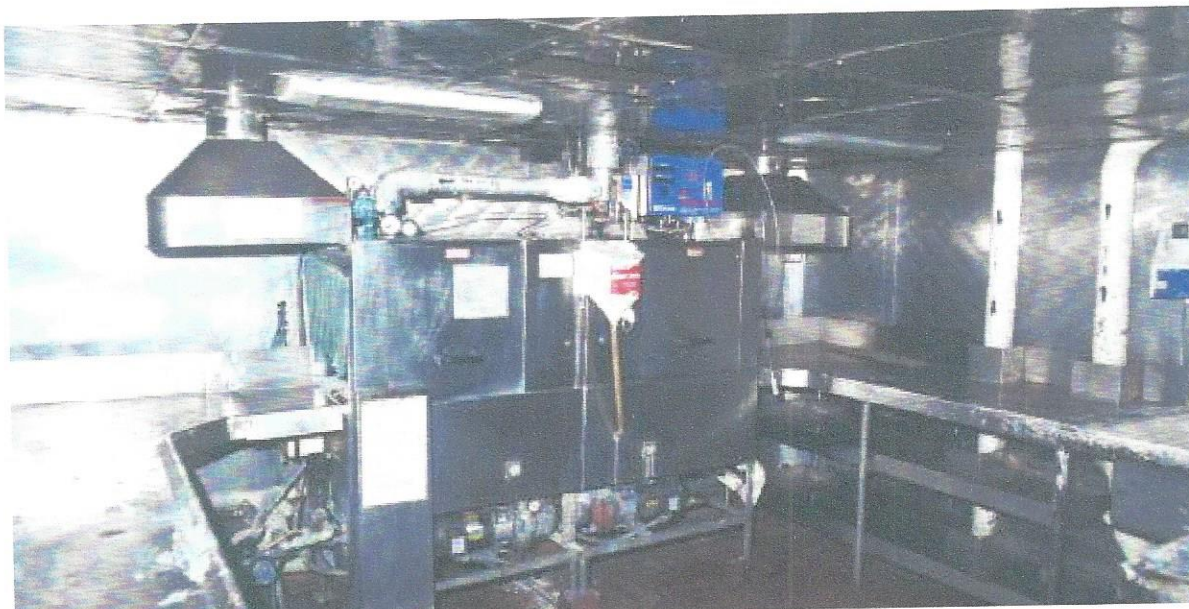
4.5 MESS DECKS

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.

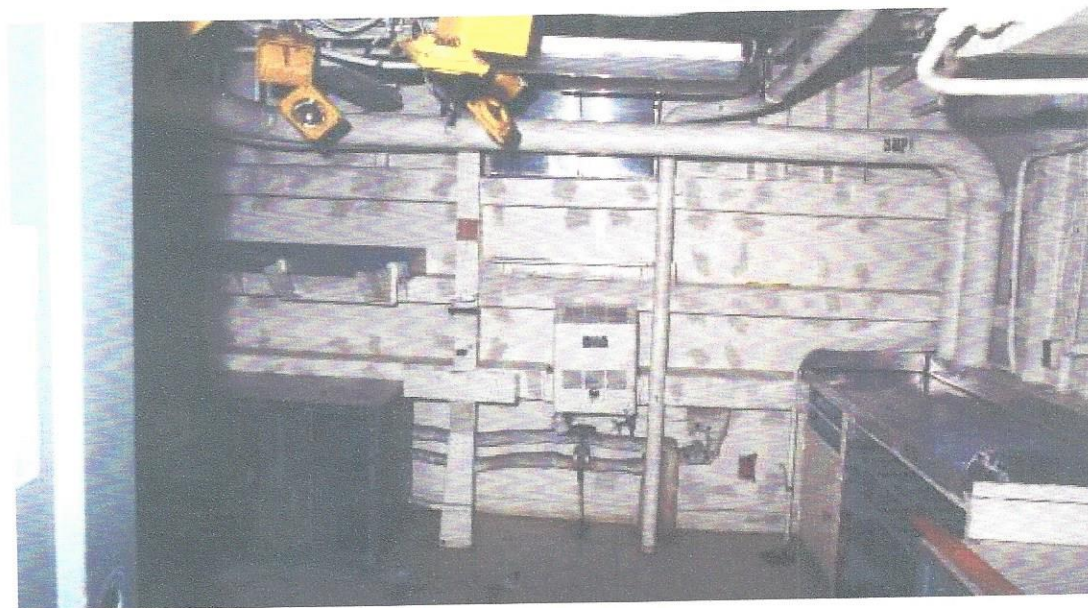
1-174-1-L, Crew Berthing, This space has 54 bunks, however the personal effects drawers are removed from all bunks and most lockers have been removed. This is a fairly large space approx. 25ft. X 22ft. that could be used for another purpose if the bunks were removed. There are no supporting stanchions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

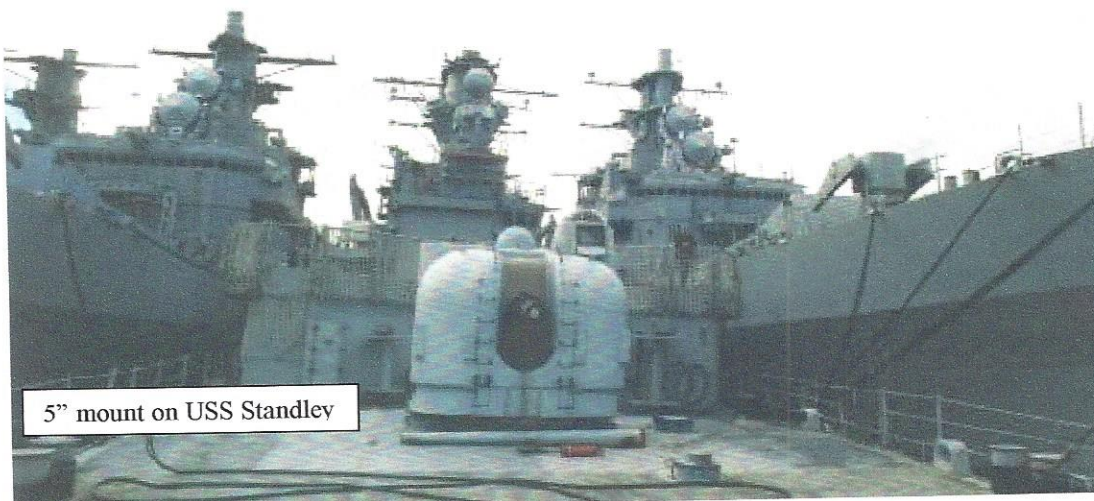
1. Procure T-SAMs and ASROC missiles for display here, on rail, and/or

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

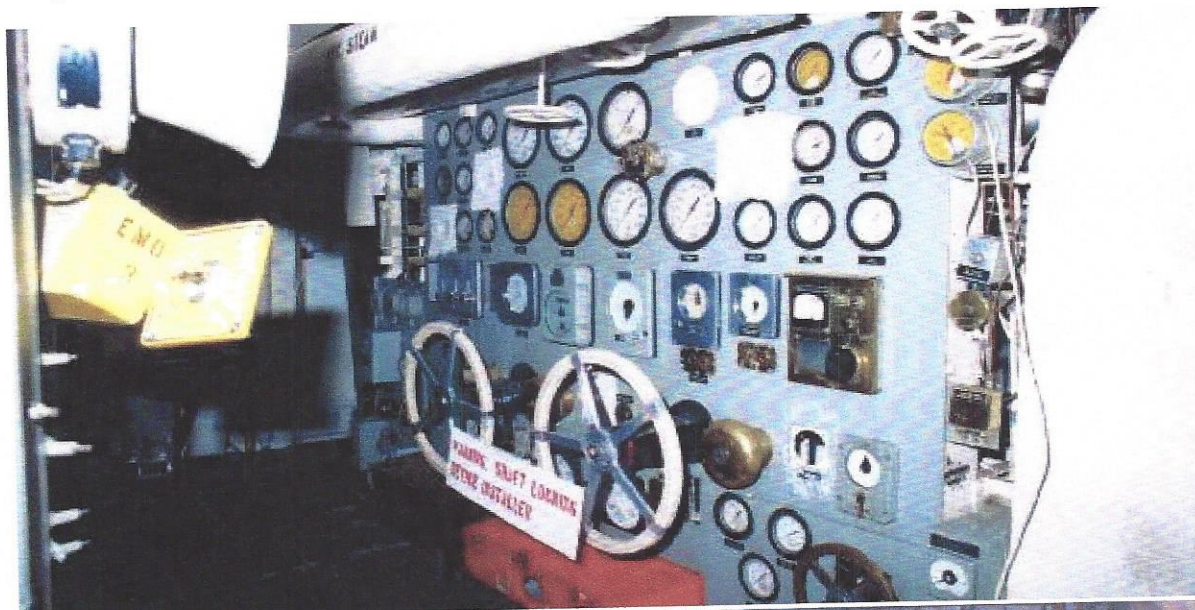
Burner barrels have been removed

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

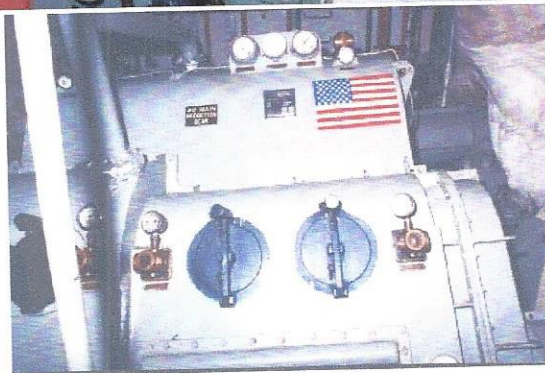
No.2 Fireroom

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



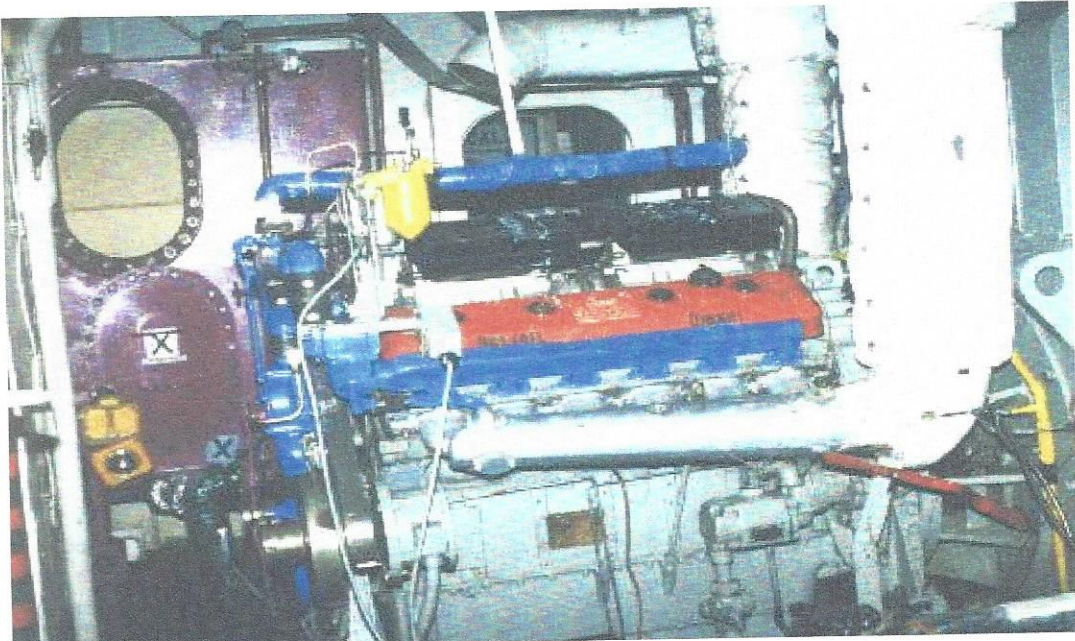
6.1 ENGINEROOMS and FIREROOMS

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 DISTRABUTION SYSTEM

1. Complete and excellent condition
2. Provide rubber matting

6.5 ANCHOR WINDLESS

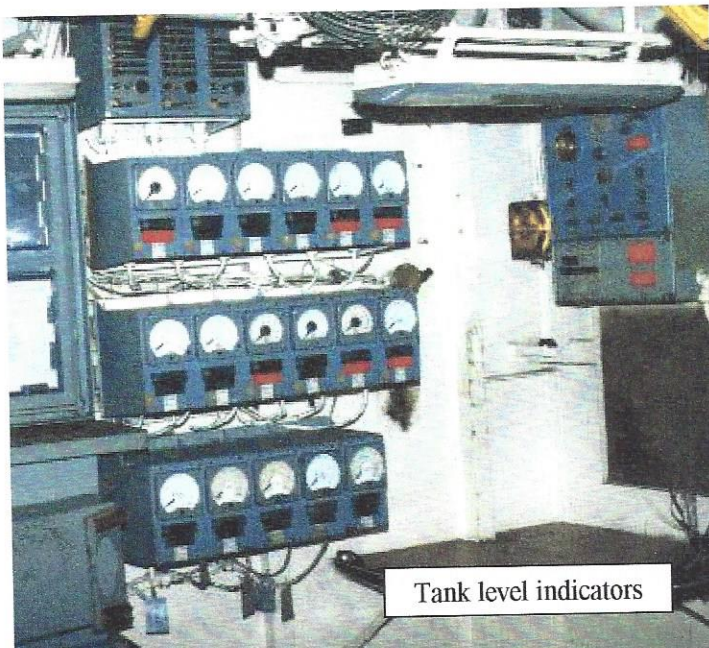
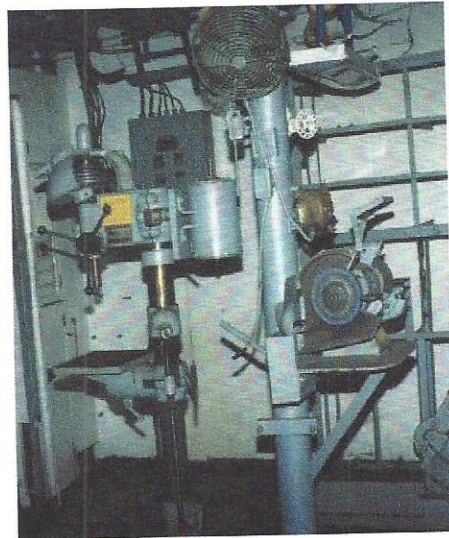
1. Excellent condition, needs little cleaning

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				
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 & table 050-8 item 1 b and 3n	
Ensure all hatches and doors are properly secured to prevent inadvertent movement	W	S/S	NSTM 050.8.4	
Ensure accesses on tour route are weather tight	W	S/S	NSTM 050.6.5.5 & table 050-8 item 1b	
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	
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 commence-ment 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 commence-ment 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 1y

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 item 3p
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 1y

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.