Historic Naval Ship Association
Annual Meeting
19 September 2012

Ex-IOWA (BB 61) arriving at the Port of Los Angeles, CA, June 2012

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Program Manager
Navy Inactive Ships Program
(PMS 333)
202-781-5196
Significant Events since the 2011 HNSA Annual Meeting

- Ex-IOWA (BB 61) donated and removed from Navy custody for display at the Port of Los Angeles, California.
- Ex-EDSON (DD 946) donated and removed from Navy custody for display in Bay City, Michigan.
- Ex-HOGA (YTM 146) removed from Navy custody for preparation for transit to North Little Rock, Arkansas.
- GSA sold ex-SEA SHADOW (IX 529) for dismantling and HMB-1 for conversion to commercial use.
- Ex-VOSSELER (MSB 5) completed dismantling by the Pate Museum of Transportation, Forth Worth, Texas.
Significant Events since the 2011 HNSA Annual Meeting

- Ex-CANON (PG 90) removed from donation hold and re-designated for dismantling.

- Ex-SARATOGA (CV 60) dismantling solicitation cancelled. New solicitation issued for CV carrier dismantling. Three five-year contracts to be awarded with initial FY13 task orders for dismantling of ex-Forrestal (AVT 59), ex-Saratoga and ex-Constellation (CV 64). Additional CV carriers can be competed for scrapping during the five-year period.

- Three ex-MISSOURI (BB 63) spare 16-inch gun barrels donated for display in Delaware, Virginia and Arizona.

Spare battleship gun barrel in transport from Portsmouth, VA
Status of Ships on Donation Hold

- Number of ships on donation hold reduced from 13 in 2004 to 4 today.
  - On donation hold since March 2004.
  - Only one applicant: USS Ranger Museum Foundation.
  - 2\textsuperscript{nd} Phase II application received July 31, 2012 is under evaluation.
- **Ex-CHARLES F ADAMS (DDG 2)** [www.adamsclassmuseum.org](http://www.adamsclassmuseum.org)
  - Only one applicant: Jacksonville (FL) Historic Naval Ship Association.
  - Complete, final application due by November 30, 2012.
- **Ex-TICONDEROGA (CG 47)** [www.bringthetricohome.org](http://www.bringthetricohome.org)
  - On donation hold since June 2004.
  - Only one interest: Mississippi Maritime and Warship Museum.
  - No application received to date. Propellers, shafting, rudders and other equipment currently being removed to support Navy requirements.
- **Ex-JOHN F KENNEDY (CV 67)** [www.ussjfkri.org](http://www.ussjfkri.org)
  - On donation hold since October 2009.
  - Only one applicant: Rhode Island Aviation Hall of Fame.
  - Partial Phase II application received February 2011. RIAHOF working to determine the preferred mooring location on Aquidneck Island, RI.
Navy’s authority to donate ships is defined by 10 USC 7306

- 10 USC 7306 requires:
  - The vessel be maintained in a condition satisfactory to the Secretary of the Navy, and
  - Transfers be at no cost to the United States.
- This statute applies only to the Navy’s actions.
- Requirements flow down to the Donee through the donation contract.

Under the donation contract:

- The Donee accepts title and ownership of the vessel, and
- The Donee assumes all responsibility and liability for preservation, maintenance, and ultimately for ship disposal.
Ship Donation Contracts

- Variations exist in the terms and conditions of ship museum donation contracts since 1948. However, the common thread in all ship museum donation contracts are:
  - Title and ownership of the vessel transfers to the Donee.
  - Vessel must be maintained in a condition satisfactory to the Navy; i.e., maintained & preserved for the purpose it was donated for.
  - The government shall not bear any cost resulting from the donation.
  - Donee must obtain Navy’s consent for ship disposal or subsequent transfer of the vessel.
    - Warships are Munitions List Items requiring demilitarization of the hull by scrapping at the end of its useful life as a museum artifact.
    - Navy’s consent is required to ensure that demilitarization by scrapping is complied with, or that the vessel is transferred to another organization for the same purpose it was originally donated for.
    - The financial liability for ship disposal or subsequent transfer of the vessel belongs with the owner, i.e., the Donee.
Ship Donation Contracts

- 4 of 47* ship museum donation contracts require the Donee to obtain Navy’s consent prior to construction or modifications that would change the “character defining features” of the vessel. Another 10 contracts require the Donee to obtain Navy’s approval for “significant changes in...use and display”.
  - Donees should first consult with the State Historic Preservation Officer. It is highly unlikely that Navy will consent to modifications that the SHPO opposes.
  - Events using the vessel as a hosting facility or backdrop (i.e., reunions, concerts, political rallies) are not significant changes in use and display and do not require the Navy’s consent.

- 9 of 47 ship museum donation contracts require the Donee to notify the Navy if it is no longer able or willing to maintain the vessel.
  - Navy has no intention of resuming title to donated ships but will work with the Donee regarding the Donee’s responsibility to dispose or transfer the vessel.

* Ex-TEXAS (BB 35) was donated in 1948 under a unique statute. No donation contract was executed.
Ship Donation Contracts

- 46 of 47 ship museum donation contracts allow Navy to terminate in the event of a national emergency and retake title/ownership.
  - Extremely unlikely Navy would ever exercise this option.
- 47 of 47 ship museum donation contracts allow Navy to terminate if the Donee fails to perform its obligations under the contract.
  - Highly unlikely Navy would ever exercise this option. Rather, Navy would work with the Donee regarding the Donee’s responsibility to dispose or transfer the vessel.
- 18 of 47 ship museum donation contracts allow Navy to terminate if the vessel becomes a hazard to navigation or public health & safety.
  - Highly unlikely Navy would ever exercise this option. Rather, Navy would work with the Donee regarding the Donee’s responsibility to dispose or transfer the vessel.

Navy has NO intention of terminating contracts and assuming liabilities. It is the Donee’s responsibility to assess the material condition of the vessel before it becomes untowable and a hazard to navigation, and either develop plans for indefinite preservation or for ship disposal.
End-of-Life Issues

Ships are designed for a finite life – 20 to 50 years; however, the ship museum donation contract assumes an indefinite life as a museum artifact with appropriate maintenance/dry-docking.

Factoids

- 39 of 48 Navy donated vessels are wet-berthed.
- 67 years is the average vessel age.
- 32 years is the average time since donation.
- 22 of 39 wet-berthed vessels have not been dry-docked since donation.
- 9 of 30 organizations with wet-berthed ships do not have a viable plan for dry-docking or maintaining the underwater hull.

Most Navy ships were donated 20 to 65 years ago

44 of 48 Navy donated vessels are either listed on, or eligible for listing on the National Register of Historic Places.
End-of-Life Issues

- Wet-berthed museum ships will eventually become a ship wreck without maintenance & preservation of the underwater hulls, both externally and internally.

- Museum organizations need to either have viable plans (and funding) for underwater hull preservation or develop an end-of-life plan for vessel disposal.
Summary of Hull Conditions from SDIP Data

- Of the 39 wet-berthed Navy donated vessels:

<table>
<thead>
<tr>
<th>Condition</th>
<th>Number of ships/total ships</th>
<th>Percentage of ships</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ships with holes in their hulls</td>
<td>7 of 39</td>
<td>18%</td>
</tr>
<tr>
<td>Ships with pitting at the waterline</td>
<td>14 of 39</td>
<td>36%</td>
</tr>
<tr>
<td>Ships with weakened hull strength members</td>
<td>2 of 39</td>
<td>5%</td>
</tr>
<tr>
<td>Ships with active internal corrosion</td>
<td>9 of 39</td>
<td>23%</td>
</tr>
</tbody>
</table>

DISTRIBUTION STATEMENT A. APPROVED FOR RELEASE. DISTRIBUTION IS UNLIMITED.
Ship Donation Inspection Program (SDIP) (1 of 2)

- 2012 inspection status:
  - 16 inspections pending/being reviewed
  - 1 report in process
  - 13 inspection reports issued
  - 5 inspections deferred

<table>
<thead>
<tr>
<th>Year</th>
<th>Number of Reports Issued</th>
<th>Average Time to Issue Reports (Days)</th>
<th>Percentages of Responses Received</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>33</td>
<td>71</td>
<td>18%</td>
</tr>
<tr>
<td>2009</td>
<td>30</td>
<td>90</td>
<td>93%</td>
</tr>
<tr>
<td>2010</td>
<td>33</td>
<td>85</td>
<td>79%</td>
</tr>
<tr>
<td>2011</td>
<td>11</td>
<td>68</td>
<td>60%</td>
</tr>
<tr>
<td>2012</td>
<td>13</td>
<td>26</td>
<td>&lt;1%</td>
</tr>
</tbody>
</table>
Museums with green performance for 2011 and 2012 SDIP inspection:

- Documented in a memo for the record.

CONGRATULATIONS:
Ex-ALBACORE – Biennial inspections
Ex-BLUEBACK – Biennial inspections
Ex-BOWFIN – Biennial inspections
Ex-MISSOURI – Biennial inspections

Ex-ALBACORE (AGSS 569)
Ex-BLUEBACK (SS 581)
Ex-BOWFIN (SS 287)
Ex-MISSOURI (BB 63)
Eight wet-berthed vessels are considered untowable in present condition.

<table>
<thead>
<tr>
<th>Vessel</th>
<th>Condition</th>
<th>Contributing Factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Olympia (C 6)</td>
<td>Deteriorated hull</td>
<td>Age – 120 years old</td>
</tr>
<tr>
<td>Texas (BB 35)</td>
<td>Deteriorated hull</td>
<td>Age – 100 years old</td>
</tr>
<tr>
<td>Becuna (SS 319)</td>
<td>Silted in</td>
<td>Lack of dredging</td>
</tr>
<tr>
<td>Ling (AGSS 297)</td>
<td>Silted in</td>
<td>Lack of dredging</td>
</tr>
<tr>
<td>Yorktown (CV 10)</td>
<td>Ballasted down in mud</td>
<td>Mooring design</td>
</tr>
<tr>
<td>Lexington (AVT 16)</td>
<td>Ballasted down in mud</td>
<td>Mooring design</td>
</tr>
<tr>
<td>Alabama (BB 60)</td>
<td>In permanent cofferdam</td>
<td>Mooring design</td>
</tr>
<tr>
<td>Kidd (DD 661)</td>
<td>Monopile type system</td>
<td>Mooring design</td>
</tr>
</tbody>
</table>
What is the museum’s long-term curatorial strategy?
- Continuous hull preservation through periodic dry-docking or in-water preservation techniques,
- Periodic complete replacement of shell plating,
- Plan for dry-berthing, or
- Plan for ship disposal before vessel becomes untowable?

Think about minimizing the impact of corrosion control on the museum’s total ownership costs:
- Consider corrosion prevention and control to be a life cycle problem impacting sustainment of the vessel as a historic artifact.
End-of-Life Issues

- Considerations in determining end of life:
  - Availability of dry-docks.
  - Bridge clearances.
  - Navigable waterways.
  - Water salinity and cathodic protection.
  - Marine growth and intact, active anti-fouling paint system.
  - Hull thinness.
  - Sea chest and sea connection external or internal blanks.
  - Internal corrosion from condensation, rainwater intrusion, ballasted tanks & voids.
  - Stability and structural integrity.

- Museums should regularly monitor the condition of the vessel’s hull and coating systems through periodic hull cleaning and diver visual inspections.
- Museums should conduct periodic non-destructive testing to determine hull thickness.
Ship Disposal

- If an organization has no viable plan for underwater hull preservation, a ship disposal plan should be developed.

- Options for Ship Disposal:
  - Domestic ship dismantling and recycling.
  - Environmental preparation and sinking as an artificial reef.
    Returning the vessel to the Navy is NOT an option.

- Prior to undertaking a plan for ship disposal, the Donee should:
  - Consult with its State Historic Preservation Officer if the vessel is listed on, or eligible for listing on the National Register of Historic Places.
  - Obtain Navy’s consent to dispose or transfer the vessel.

Beaufort SC, Vallejo CA, Scrapyard, or Offshore Reef?

The fate of ex-OLYMPIA (C 6) remains to be determined
Ship Dismantling

- Ships currently have a positive salvage value, allowing sales contracting for towing and dismantling.
- As the owner, the Donee may retain the vessel sale proceeds.
  - Vessels must be dismantled in the U.S. due to the probable presence of EPA regulated polychlorinated biphenyl (PCB) containing materials.
  - Warships must be dismantled in the U.S. for demilitarization purposes.
- Ship dismantling facilities exist in Brownsville, TX; New Orleans, LA; Baltimore, MD; and Vallejo, CA.

Ex-SAIPAN (LHA 2) being dismantled in Brownsville, TX

**Navy’s Net Cost of Ship Dismantling**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Scrapping</th>
</tr>
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<tbody>
<tr>
<td>2000</td>
<td>$1,000</td>
</tr>
<tr>
<td>2001</td>
<td>$900</td>
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<tr>
<td>2002</td>
<td>$800</td>
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<tr>
<td>2003</td>
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<td>2007</td>
<td>$300</td>
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<tr>
<td>2008</td>
<td>$200</td>
</tr>
<tr>
<td>2009</td>
<td>$100</td>
</tr>
<tr>
<td>2010</td>
<td>$0</td>
</tr>
<tr>
<td>2011</td>
<td>$0</td>
</tr>
</tbody>
</table>
Artificial Reefing

- Expect to pay a significant cost; e.g., $5M to $10M.
- Donee must work with a state artificial reef program for sinking at an Army Corps of Engineers permitted site.

Ex-ARTHUR W RADFORD (DD 968) being prepared by the State of Delaware’s contractor in Philadelphia, and being sunk off the coast of Delaware.
Summary

- Museum organizations need to either have viable plans (and funding) for underwater hull preservation or develop an end-of-life plan for vessel disposal.
- Museums should regularly monitor the condition of the vessel’s hull and coating systems through periodic hull cleaning and diver visual inspections.
- Museums should conduct periodic non-destructive testing to determine hull thickness.
- Returning the vessel to the Navy is NOT an option.
- However, the Navy will work with the Donee on its plan to either transfer the vessel to another organization for continued display, or to dispose of the vessel.