



Albacore Park

600 Market Street
Portsmouth NH 03801
603-436-3680

26 September, 2008

Program Manager
Navy Inactive Ships Program (PMS 333)
Naval Sea Systems Command
1339 Isaac Hull Avenue
Washington Navy Yard, DC 20376-2701

Ref: (a) NAVSEA Ltr 4520 SEA 21 Ser 333/201 of 5 August, 2008

Encl: (1) ex-ALBACORE (AGSS 569) Ship Donation Inspection - Status Report

Dear Sir:

Reference (a) forwarded the results of the Navy's recent inspection of ex-ALBACORE (AGSS 569). This inspection was conducted on 7 June, 2008 in Portsmouth, NH as part of the Ship Donation Inspection Program. The purpose of the inspection was to verify that the Port of Portsmouth Maritime Museum Association (PPMMA) is maintaining the vessel in a condition satisfactory to the Navy – a requirement of the ex-ALBACORE donation contract.

Enclosure (1) to reference (a) provided detailed comments relating to the entire inspection. Within the narrative of Reference (a), you documented (highlighted) nine (9) items which should be considered *the most significant material weaknesses and concerns requiring correction by the Museum*; and you requested that we provide a formal response, by letter, to you regarding the status of our efforts to address those nine high priority issues.

PPMMA's ex-ALBACORE Maintenance Steering Committee completed its review of enclosure (1) to Reference (a) on 5 September, 2008. Enclosure (1) is forwarded, per your request, to document our specific progress (to date) on the nine priority, and four additional non-priority items. In summary:

The following eight (8) Items have been corrected subsequent to the conclusion of the inspection based on remedial options discussed during the inspection de-brief meeting;

Item 1a There is no formal maintenance plan;

Item 2 Two Electrical Hull openings are not properly sealed/preserved;

Item 3a There is Heavy corrosion along the keel area of the hull forward of sail;

Item 5 The Forward Hatch closing mechanism is damaged;

Item 6a There is external hull corrosion (freeboard and above) forward of the ballast tanks;

Item 8 Several compressed gas cylinders in the Engine Room are missing safety caps;



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Item 3b There is water intrusion and corrosion on a starboard, midships electrical panel;
Item 9 The Access Panel just forward of the Conning Tower presents a tripping hazard;
Item 4 The starboard, forward sea water discharge is not capped or sealed;

The following Item has been entered into our Calendar Year CY 2008 Maintenance Plan and is tentatively scheduled for completion;

Item 6b There is a crack and corrosion evident on the starboard Dive Plane;

We disagree with the inspection team's findings for the following two (2) Items. The rationale for our exception to each of these findings is documented in Enclosure (1).

Item 1b There is no written plan to accomplish hull preservation work which would normally be accomplished in a drydock;

Item 7 The organization should seek professional, technical certification of the integrity/security of the forward and aft Brow Connecting Pins.

The following one (1) additional, non-priority Item documented in enclosure (1) to reference (a) has been corrected subsequent to the conclusion of the inspection;

Item 10 Emergency lantern adjacent to aft exit did not function.

The following one (1) additional, non-priority Item documented in enclosure (1) to reference (a) has not been corrected;

Item 13 Cut braided cable forward of aft hatch should be repaired or replaced.

The following two (2) additional, non-priority Items documented in enclosure (1) to reference (a) require no action;

Item 11 1 inch hole, bottom centerline about 15' from propeller. Did not know if needed to be capped;

Item 12 Museum states that the vessel has received a periodic fire/safety inspection and last inspection was on June 27, 2008. However, there are no records kept of this inspection;

Our point of contact for PPMMA remains:

*Mr. James Sergeant
Albacore Park
600 Market Street
Portsmouth, NH 03801
Phone: (603) 436-3680*

Sincerely,

/s/

James V. Wakefield
Board of Directors,
Port of Portsmouth Maritime Museum Association

Copy To:
File
Maintenance Steering Committee (4)
Friends of Albacore (2)
Jim Sergeant

ex-ALBACORE (AGSS 569) Ship Donation Inspection Status Report

The following information is provided in response to your (NAVSEA PMS 333) request for a report on the status of our (Port of Portsmouth Maritime Museum Association (PPMMA)) efforts to resolve the nine (9) priority inspection findings, and four (4) non-priority items identified during your July, 2008 Ship Donation Inspection of ex-ALBACORE (AGSS 569).

The Item Numbers referred to below, for the first nine (9) items, are references to the Item Numbers identified in your 5 August, 2008 Letter (Reference (a)). For Items with split (multiple) status we have added an Alfa suffix (1a, 1b, 3a, etc) for clarity. Item numbers 10 thru 13 refer to the additional four (4) non-priority items identified in Enclosure (1) of Reference (a). The Section Numbers referred to below are references to the identification numbering system utilized on the ex-ALBACORE Ship Donation Inspection Report (Enclosure (1) to Reference (a)).

Item 1a (Section 1.7) There is no formal maintenance plan.

The Calendar Year (CY) 2008 Maintenance Plan has been completed. We plan to submit this plan for approval to the PPMMA Board of Directors at their next scheduled meeting.

Item 1b (Section 1.7) There is no written plan to accomplish hull preservation work which would normally be accomplished in a drydock.

We disagree with the *premise* that the ex-ALBACORE Formal Maintenance Plan should include long range planning for "drydock level" re-preservation. Our disagreement is based on the following:

Ex-ALBACORE is permanently "dry-docked" in a basin, the bottom of which is approximately at sea level (ex-ALBACORE rests above sea level). Ex-ALBACORE's entire interior and exterior profiles are fully accessible at, all times, for inspection of overall material condition. Ex-ALBACORE is not subject to water-borne conditions or associated deterioration. The environmental and logistical obstacles to accomplishing in-place dry dock level hull (active commissioned ship) surface preparation and marine quality re-preservation are prohibitive (i.e.; ex-ALBACORE can not be sand-blasted and spray painted in its current location). PPMMA is fully confident that the current level of corrosion on ex-ALBACORE poses no threat to the vessel's structural integrity; and we believe that weather-induced corrosion (ex-ALBACORE's current single source) will not significantly affect hull and support structure integrity in the foreseeable future.

Our current hull preservation approach is to hand paint the outer hull periodically (the latest repainting was completed the first week of September, 2008). In areas where corrosion becomes either aesthetically or functionally untenable, we will remove the rust (using wire brushes, chippers and grinding wheels) as completely as possible and repair the area using (automotive) body-shop or ship fitter methods as appropriate. In short, we believe that hull preservation planning for ex-ALBACORE should be re-active rather than pro-active. Material condition, including preservation, is evaluated during an annual inspection. Any required maintenance or re-preservation is documented and resolved in accordance with PPMMA's Maintenance Policy and Plan.

Item 2 (Section 2.8) Two Electrical Hull openings beneath the after brow are not properly sealed:

These hull openings have been sealed.

Item 3a (Section 3.5) There is Heavy corrosion along the keel area of the hull forward of sail.

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Re-preservation of the entire outer hull and control surfaces, visible to the public, with the exception of the sail, has been completed. Ex-Albacore's sail preservation is currently in excellent condition and visually matches the hull. PPMMA has no immediate plans to re-preserve the sail.

Item 3b (Section 3.5) There is water intrusion and corrosion on a starboard, midships electrical panel.

The ex-ALBACORE Maintenance Steering Committee believes this item has been confused. There is no electrical panel in the position described. There are also no areas where there is water intrusion within ex-ALBACORE's hull. During the inspection team's de-brief, a starboard amidships exterior skin panel to a non-pressure hull area of the ship was identified with this deficiency. This preservation issue was corrected during the re-preservation of the outer hull. External corrosion and preservation issues forward of the sail have also been corrected.

Note: Section 3 of the Ship Donation Inspection Report addresses Hull Inspection criteria; so this item is likely referring to a structural rather than an electrical panel, supporting our conclusion.

Item 4 (Section 3.10) The starboard, forward sea water discharge is not capped or sealed.

The sea water discharge has been plugged.

Item 5 (Section 5.2) The Forward Hatch closing mechanism is damaged.

The Forward Hatch closing mechanism has been repaired.

Item 6a (Section 7.4) There is external hull corrosion (freeboard and above) forward of the ballast tanks.

Re-preservation of the entire outer hull has been completed.

Item 6b (Section 7.4) There is a crack and corrosion evident on the starboard Dive Plane.

PPMMA has engaged a welding contractor to seal weld the crack in the starboard, lower, stern control surface. This work will be accomplished after the park closes for the season. The area of the weld repair will be re-preserved when welding has been completed.

Item 7 (Section 5.8) The organization should seek professional, technical certification of the integrity/security of the forward and aft Brow Connecting Pins.

We do not believe that the Brow Connecting Pins require technical certification. The After Brow Pin has been replaced (prior to the July, 2008 Inspection); and the Forward Pin was inspected during the September hull preservation. Both pins are currently straight; both are relatively rust free; both have a uniform diameter along their entire length; and both are subject to (exclusively) sheer loading. (i.e.; the current assemblies match the original (as-installed) brow attachment configuration).

Notes:

1. PPMMA's earlier attempts to certify the damaged after pin turned out to be an unacceptable alternative to replacement. The diameter of the after pin had been somewhat reduced as a result of catholic erosion (the after brow is aluminum - the pin is steel), and the small diameter end of the pin was slightly bent. Most of the technical people we surveyed indicated that certification of the "reduced diameter" pin would involve non-finite science where-as pin replacement would re-establish a known optimal configuration.

2. We do not anticipate a recurrence of the Brow Pin damage problem. The forward pin is not subject to galvanic deterioration (the forward brow is steel); and we will commence periodic (scheduled) inspections of the after pin (checking primarily for uniform pin diameter) starting in CY 2008.

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Item 8 (Section 6.5.3) Several compressed gas cylinders in the Engine Room are missing safety caps.

This item has been corrected;

Notes:

1. PPMMA has been unsuccessful in obtaining replacement gas cylinder safety caps over the years and is no longer attempting to obtain any. We feel the inspector's suggestion that we stencil for **display only** on the bottles would do little to deter the public from investigating *the operational parameters of the valves*.
2. All of the gas cylinders on the vessel are empty. In our opinion the slight pressure release experienced by the inspector was the result of the environment (i.e.; the temperature differential within and without the bottle).
3. This item, however, has been corrected by drilling vents in inconspicuous locations in all cylinders. These vents prevent any slight positive or negative pressure accumulation due to environmental temperature fluctuations. The vents also ensure cylinders remain permanently empty.

Item 9 (Section 9.0) The Access Panel just forward of the Conning Tower presents a tripping hazard;

This Item has been corrected.

Item 10 (Section 2.0, Item 2.7) Emergency lantern adjacent to aft exit did not function;

This item has been corrected.

Item 11 (Section 3.0, Item 3.6) 1 inch hole, bottom centerline about 15' from propeller. Did not know if needed to be capped;

This hole is a drain in the aft free flood area which allows any rain water that may enter to drain out. The hole will remain open and no further action is required.

Item 12 (Section 6.0, Item 6.1) Museum states that the vessel has received a periodic fire/safety inspection and last inspection was on June 27, 2008. However, there are no records kept of this inspection;

Ex-ALBACORE **did not** receive a fire/safety inspection on June 27, 2008. The Portsmouth, NH Fire Department and Emergency Medical Technicians did conduct an internal routine familiarization and training visit to PPMMA facilities on that date. As such, no report was issued to PPMMA. No further action is required.

Notes:

1. On November 10, 2003, at the request of the PPMMA Board of Directors, the Portsmouth Fire Department Bureau of Fire Prevention and Control did conduct a fire inspection of the Albacore Park facility. This inspection found no action items aboard ex-Albacore and only one (1) within the visitor center (the deficiency was corrected at that time).
2. The Deputy Fire Chief, in his report of the inspection, determined that "this facility does not require a Place of Assembly permit due to the limited occupancy of less than 50 people". Therefore fire safety inspections of Albacore Park are not required or accomplished by the Portsmouth, NH Fire Department.

Item 13 (Section 9.0, Item (2)) Cut braided cable forward of aft hatch should be repaired or replaced.

This item has not been completed but has been documented and will be included in the CY 2009 Maintenance Plan. Ends of cut braided cable will be shrink wrapped for visitor safety.