



DEPARTMENT OF THE NAVY

NAVAL SEA SYSTEM COMMAND
1333 ISAAC HULL AVENUE
WASHINGTON NAVY YARD DC 20376-2101

IN REPLY REFER TO
18 June 2009

Mr. John B. Hagerty, Esq.
Chairman
Patriots Point Naval & Maritime Museum
40 Patriots Point Road
Mount Pleasant, SC 29464-4377

Dear Mr. Hagerty:

The purpose of this letter is to remind ship museum organizations with water-borne vessels donated by the Navy of their responsibility to preserve and protect the long-term integrity of their vessels by planning, financing, and accomplishing periodic dry-docking hull repairs and preservation. Pursuant to this, and as detailed below, the Navy hereby requests information concerning your plans to dry-dock and, if appropriate, dispose of ex-CLAMAGORE (SS 343) and ex-YORKTOWN (CVS 10).

As you were made aware by the Navy's letter dated April 3, 2009 in response to your letter regarding the deteriorating condition of ex-LAFFEY (DD 724), all ship donation contracts include a requirement that the vessels be maintained in a condition satisfactory to the Navy. This requirement includes the expectation that water-borne vessels will be dry-docked periodically to repair any corrosion damage and restore exterior paint systems. In addition, water-borne vessels should be continuously maintained with cathodic protection systems to protect the outer underwater hull. Moreover, humidity levels inside the ships should be controlled to protect the inner hull, bilges, tanks, and voids from the corrosive effects of condensation.

Paragraph 15 of the Navy's donation transfer contracts for ex-CLAMAGORE (SS 343) and paragraph 5 for ex-YORKTOWN (CVS 10) transferred title and ownership to the State of South Carolina, represented by Patriots Point Development Authority. As such, the Donee assumed all ownership costs of restoration, preservation, maintenance, operation as a static ship museum for public display, periodic dry-docking, and ultimate ship disposal.

Ships are designed for a limited service life and, once donated, exist in a marine environment that requires continual maintenance and repair to ensure the long-term viability of the

vessel as a ship museum for an indefinite time period. The Navy's information indicates that ex-CLAMAGORE (SS 343) and ex-YORKTOWN (CVS 10) have not been dry-docked since prior to their donation transfers in 1979 and 1974, respectively. Therefore, please provide 1) information and data regarding your plans to dry-dock ex-CLAMAGORE and ex-YORKTOWN, and 2) the details and status of your capital fundraising efforts for financing the next dry-docking repair availabilities.

Since both ex-CLAMAGORE and ex-YORKTOWN are National Historic Landmarks, consultation under section 106 of the National Historic Preservation Act and its implementing regulations will be required if Patriots Point Naval & Maritime Museum engages in any activity that could potentially alter the characteristics of the historic property that qualify the property for inclusion in or eligibility for the National Register. This may include, but is not limited to, repairs and some restoration projects accomplished during a dry-docking availability. The Navy will participate in any such required consultation. Moreover, the Navy prohibits the disposal of any part of a vessel without the prior consent of the Navy.

As stated in the Navy's letter dated April 3, 2009, the Navy is statutorily prohibited from providing financial assistance for any donated ship. However, the Navy Inactive Ships Program (PMS 333) has worked recently with the Historic Naval Ships Association (HNSA) to identify sources of historic preservation grants that may be available to non-profit organizations in support of historic museum ships. This information is available on HNSA's web site at www.hnsa.org/sources.htm#development. The Navy Inactive Ships Program (PMS 333) can also provide technical assistance by reviewing Patriots Point's tow plans and dry-dock repair packages.

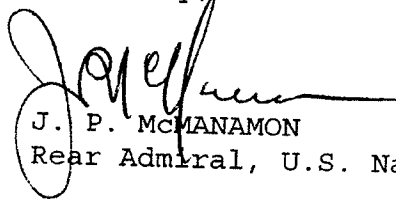
If Patriot's Point does not have a viable plan for the future dry-docking of these vessels, you should either develop a dry-docking plan or prepare and provide the Navy with a plan for their eventual disposal. If vessel disposal is contemplated in the future, consultation under section 106 of the National Historic Preservation Act and its implementing regulations is also required.

Most ship donation contracts do not allow the return of a vessel to the Navy for convenience of the Donee. Moreover, the NAVSEA Inactive Ships On-Site Maintenance Offices (INACTSHIPMAINTO) cannot accept the return of a donated vessel

in an advanced state of deterioration. Navy policy requires that all vessels to be transferred to the Navy's inactive ship facilities meet both the requirements of the U.S. Navy Towing Manual and the safe stowage requirements of Naval Ships Technical Manual (NSTM) Chapter 050, Section 9. Both documents may be found at www.hnsa.org/doc/index.htm. Patriot's Point would also be required to tow these vessels to the Navy's custody at the INACTSHIPMAINTO in Philadelphia, PA. Meeting these requirements may impose significant dry-dock and repair costs similar to those necessary to ensure the vessels' long-term viability as museums/memorials.

Please provide a formal response to this letter by September 04, 2009. My points of contact on this matter are Mr. Glen Clark, PMS 333, (202) 781-0498, glen.a.clark@navy.mil and Ms. Elizabeth Freese, PMS 333, (202) 781-4423, elizabeth.freese@navy.mil.

Sincerely,



J. P. McMANAMON
Rear Admiral, U.S. Navy