



Independence  
Seaport Museum

*OMMA*  
*GEORGIA*  
*HMC*

Exploring America's Maritime Heritage

February 26, 2004

Penn's Landing at  
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Philadelphia, Pennsylvania 19106-3199

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L.M. Jones, Jr., Captain  
Department of the Navy  
Program Executive Office  
1333 Isaac Hull Avenue  
Washington Navy Yard, DC 20376-2101

Dear Captain Jones:

I am responding to your inspection reports for both the ex-BECUNA and ex-OLYMPIA.

Response to ex-Becuna inspection letter:

Both Becuna's material condition and her interpretation continue to improve thanks to the devotion of the Delaware Chapter of the Submarine Veterans of World War II and the staff of the Independence Seaport Museum.

We were pleased that the inspection team had no safety concerns with the publicly toured spaces on Becuna. The Independence Seaport Museum has worked hard over the last 8 years to make these spaces as safe and presentable as possible.

Work is underway to address all of the items noted by the inspection teams:

We are securing the deck plates and ladders in the lower levels as referred to in section 5.7 & 5.8.

We have already removed most of the oil and oily water in the Pump Room and intend to make progress on the M/G room this spring. (Section 7.5)

Becuna still has active zincs on her hull, which provide hull protection. (See underwater video of Becuna's hull, May 2001) Would it be possible to follow the same policy of monitoring zincs that was outlined for the Olympia inspection letter?

Response to ex-OLYMPIA inspection letter:

I think you will be impressed with the work we have done since the October inspection. We have purchased new Heavy Duty submersible pumps and piping to build a comprehensive emergency pumping system.

We have also upgraded our Alarm system and now have a total of 27 high water sensors and 28 smoke detectors on the boat. If we get more than 6" of water in any bilge compartment, or if there is any sort of smoke generated on board the alarm sounds, and it is reported automatically 24/7.

To aid local firefighters and damage control teams we have also constructed a mimic board with lights that mark every smoke and bilge detectors exact location on the vessel. Even people with no knowledge of the ships layout will be able to find trouble spots rapidly.

Material deficiencies noted in section A implies there are two holed spaces "at the vessel's stern and in void D-112". The vessel's stern and void D-112 are the same space. We only have one area of existing waterline holes. It is a small, contained space that is monitored carefully.

When additional funding becomes available, we hope to continue work on both the handrails (section 5.1) and the missing deck plates (section 5.7). We have made strives in both of these areas since the last inspection.

The pools of liquid material found in several of the cofferdam areas are counter-flooding for stability purposes. There is difficulty in safely accessing some of these confined bilge areas and the small amount of water in them makes the effort of dewatering them difficult. Unfortunately, much of the water can only be removed with a mop not a pump. We will continue to working on this effort.

Thank you for considering our cathodic protection system requirements. We will continue to monitor hull deterioration on a routine basis.

Thanks for your past support of our efforts and I look forward to future inspections. Please let me know if you need any further information.

Sincerely,



Karen Cronin  
Vice President for Operations