



Friends of the Battleship, April 2011

Friends Flapjack Fundraiser



You are invited to the first annual Friends of the Battleship **Flapjack Fundraiser on May 21st**. Battleship volunteers (some in period dress or uniform) will be serving you flapjacks at

Applebees
5120 New Center Drive
Wilmington, NC
8 AM—10 AM

Come and meet your Friends Board of Directors and have breakfast and fellowship with volunteers and supporters of the Battleship NORTH CAROLINA. This will also

be your opportunity to learn about future activities planned or supported by your Friends group. Bring your family and friends. Tickets for this event are being sold in advance.

Please send a check for \$7.00 **payable to the Friends of the Battleship** to:
Helen Harrington
Friends of the Battleship
NORTH CAROLINA
503 South 11th Street
Erwin, NC 28339

Include your email address. We will send you

an e-mail acknowledgement and add your name to the breakfast list. Proceeds benefit the Friends of the Battleship.

Hope to see you there!

And if you will be out of town or otherwise unable to attend the Flapjack Breakfast you still might consider a \$7.00 donation to the Friends of the Battleship. We can welcome you in spirit, because we know that you will be thinking of us!

Floy Hamilton, Helen Harrington, John Whitley
Board members

Hail from the Friends Board!

It has been almost a year since the **new** Friends of the Battleship North Carolina Board met. We learned about the Board's history and structure, reviewed the various committees and their responsibilities, and had an overall discussion of ideas and possibilities for the upcoming year.

The first few meetings involved discussing and writing a Memorandum of Agreement (MOA) for the Friends, discussing and revising the existing Bylaws, and discussing and revising

the responsibilities of the various committees. With the administrative issues behind us we began discussing activities related to membership in the Friends.

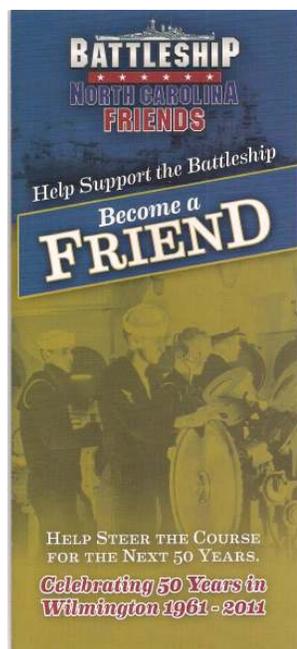
Over the past year there have been numerous ideas and suggestions discussed relating to fund raising projects, increasing membership, and especially ways to encourage Friends members to become more involved. Our actions to date are:

1. The Board should communicate more often with Friends' members to keep you up to date on what we do, planned activities, and ways for you to participate in various functions and activities associated with Friends membership and activities associated with the Battleship. The *Scuttlebutt* is one way to communicate, but there could also be times when we

(Continued on page 2)



Friends Report *continued*



communicate directly with you. PLEASE be sure to keep your email and snail mailing addresses current.

2. We needed a professionally designed Friend of the Battleship membership brochure. Thanks to Alice Heitchue's great work we now have one.
3. The Friends have a new official logo.
4. A prominent "Friends" tab is now on the Battleship's website. We are soliciting ideas and opinions about what we want to see on this page. We are also considering developing our own website, but to do that we need expert advice, so as a Friends member, if that's your specialty, we could use your ideas and help.
5. As part of the Battleship's 50th Anniversary, numerous special events have been planned to celebrate the occasion. The Friends has been offered an opportunity to participate in as many of these events as possible and we are creating a Membership Booth" to enlist new members.

A tri-fold display board along with the new membership brochure will be used to "display and explain ourselves." Here's an opportunity for Friends members to help out and get involved, so if helping to "man the booth" for some of the events interest you, just let us know!

6. For the Friends' members who don't mind getting dirty, the Board would like to invite you to participate in an ongoing restoration project on the Battleship. There is plenty of opportunity for members to get involved with this idea. Your talents are needed!
7. The Friends approved funding for two special collection projects: conservation of rubber lwo Jima relief map and conservation of an 1827 watercolor of the Ship-of-the-Line North Carolina. The Friends also approved funding for a new display case for the exhibit hall and interpretive panels about the Ship of the Line and the Ironclad *North Carolina*. A new banner about the Legacy of the Ships Named NORTH

CAROLINA, proudly funded by the Friends of the Battleship will be hanging in the exhibit hall.

As a member of the Friends, YOU ARE the Friends of the Battleship North Carolina. You are included on a list of distinguished individuals who all joined for the same reason. Your ideas and suggestions are welcomed, and your talents are needed.

The Friends consist of 160 members, which is a very large pool of talent and ideas. Whether your specialty is planning social functions, developing websites, keeping the books, scraping paint or just being available to help out where you can, your ideas and talents are needed and welcomed. As positions open on the Board the nominating committee will be soliciting interested persons to serve on the Board.

Please contact the Friends Board of Directors with your questions, opinions, suggestions, ideas, offers of assistance, etc. at our email address:

friendsbb55@ec.rr.com.

And visit us on Facebook!

Mike Wortham

*Friends of the Battleship
Board member*

Rare World War II Map Conserved

Over the past nine months, conservators at East Carolina University have been documenting, cleaning, and preserving a rubber map from the Battleship's collection. The three dimensional relief map, originally used in intelligence training, depicts the island of Iwo Jima with landing strips and Mt. Surabachi.

The conservation project represented the department's continuing effort to foster a sense of community between ECU and eastern North Carolina in an effort to connect the public with its maritime heritage. The students gained experience with a truly unique object and rare material type. The map was also a dynamic project requiring an ability to adapt to the artifact's needs.

First, the map's surface was dry cleaned with a light suction vacuum to remove dust. Then the

map was turned over and the bottom-most layer of pressboard was removed in one piece. The second layer of pressboard was carefully peeled back in several hundred layers! *(Photo below left)* In the course of the work stenciling was revealed that documents the map's provenance. *(Photo left)*

As part of outreach efforts to interact with the public and increase awareness of preservation concerns, ECU hosted a public day event on the 66th anniversary of the allied landing at Iwo Jima. Faculty from the Department of History and the Joyner Library Special Collections supplemented the artifact's story with historical context from opposing perspectives and shared significant items from the archival collections. "The great thing about an artifact is that it can generate discussion, evoke memories, and create a shared

experience amongst an audience," explains conservation student Nicole Wittig. Presenting the map in this way allowed the participants to explore the context of the map within a broader framework of the historical event.

The map has returned to the Battleship collection and is being safely stored in a custom-made, oxygen-free environment. Providing a long-term plan for preservation that met the storage and display needs of the object and the museum was a critical part of the project. We are grateful for the opportunity to be able to contribute to the preservation of material that has such tremendous significance to North Carolina history.

Susanne Grieve, Nicole Wittig, and Emily Powell, East Carolina University



Obverse side of map:
"Constructed by the Terrain Model Workshop / U.S. Naval Photographic Intelligence Center"



Funding for conservation was provided by the Friends of the Battleship NORTH CAROLINA

Bofors 40mm Quad Mount

Probably the most recognizable anti-aircraft weapon of WWII was the Bofors 40mm. NORTH CAROLINA had 15 quad hydraulic/electric mounts (60 barrels), symmetric port and starboard with mount #15 on top of Turret III.

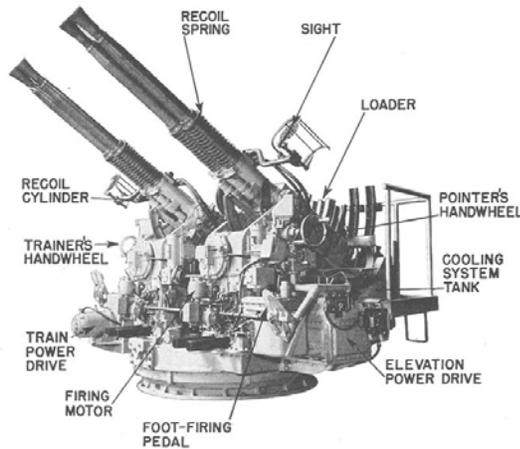


FIGURE 7B2. 40 mm. quad gun assembly.

The gun was developed by Bofors in Sweden with maybe with a little help from Krups, the German arms company which had a financial interest in Bofors for a period of time. The gun was sold to the British, Dutch, and French. The United States became interested and managed to get the plans out of Nazi Europe in mid-1940, just as the war closed down the occupied countries. York Safe and Lock Company adapted the plans for U.S. specifications and mass production. The United States produced 39,200 of the guns.

York produced its first quad mount in April of 1941 and the NORTH

CAROLINA received the first 40mm in September 1942. The 40mm was widely adapted to replace the problematic 1.10" guns. It was an easy replacement as the mounts were of almost equal weight.

The Bofors 40mm gun was credited with half of the Japanese aircraft kills from October 1944 to February 1945, but it could not stop a kamikaze. A Navy test concluded that a three-inch round was required to stop a kamikaze before it hit a targeted ship. The Bofors remained in use on the U.S. Navy ships into the 1970s and even longer in foreign navies with proximity fused ammunition and automatic loaders.

The 40mm gun was water cooled in the shipboard version. The weapon was manually cocked for the first round, and thereafter was cocked by blowback and the distinctive spring. The Bofors used the energy from the recoil to eject the spent round and load the next. The process relied on the large spring around the barrel that is a distinctive feature of the gun.

The Battleship's quad mount is really two twin mounts bolted together. The arrangement was very functional because the space between the twins gave the loaders room to work. The close mounted loading cradles

on the 1.10 inch mount made it difficult for the loaders to serve the weapon without getting in each others way.



Eleven men were assigned to the 40mm quad mount: mount captain, trainer, pointer and eight loaders. The pointer sat in the left seat with a three position firing pedal. Full depression manually fired the gun. Half depression passed control to the Mk 51 Director, and if the pointer took his foot off the pedal the gun didn't fire.

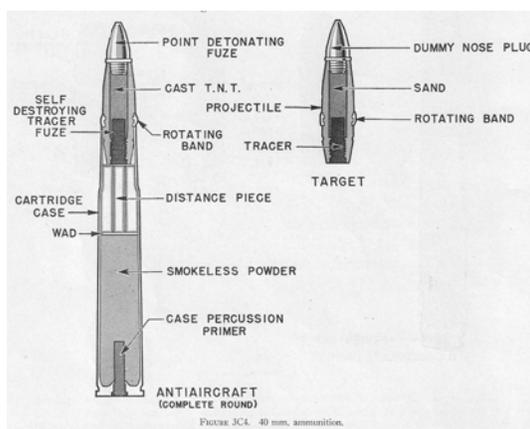
The pointer's firing pedal actually controlled the rammer rather than acting as a trigger. The next round fired automatically once it was rammed. The feed for each gun held two clips and the gun ceased firing when it had two rounds remaining in order to preclude the need for manual cocking. The gun resumed firing as soon as the next clip was fed. Due to spring action, the rate of fire was greater (as much as 40 rpm to 160 rpm) at lower barrel elevations, known as "gravity assist."

(Continued on page 5)

Ammunition

Ammunition for the 40mm gun was a two pound projectile with Contact High Explosive (HE), HE self destruct and self destructing tracer. The self destructing ammunition detonated at 4-5000 yards to minimize friendly fire problems. The four round clip weighed 20 pounds which was a vast improvement over the 34 pound clip of the 1.10 inch mount. The ammunition was armed by acceleration and rotation after firing. Each barrel on the 40mm mount fired a clip every 1.5-2 seconds. At 160 rpm per barrel, a quad mount could consume 3200 pounds of ammunition per minute if the loaders could keep up.

Supplying ammunition to the 40mm mounts was a problem. NORTH CAROLINA was designed with ammunition hoists in the forward and aft superstructures to supply the original four 1.10 inch mounts from the magazines on the third deck. The eleven additional 40mm mounts were supplied by ready service ammunition (about 440 rounds/110 clips) hung on the inside of the gun shields. The clip mounts have been cut off, but you can still see the stubs around the inside of each shield. If the mount exhausted its ready service ammunition, the crew replenished it by hand across the open deck.



Range: 5000 yards (2.5 miles)
Altitude: 22,300 feet
Rate of Fire and Muzzle Velocity: 480 to 640 rpm (120-160 per barrel), 2890 feet per second

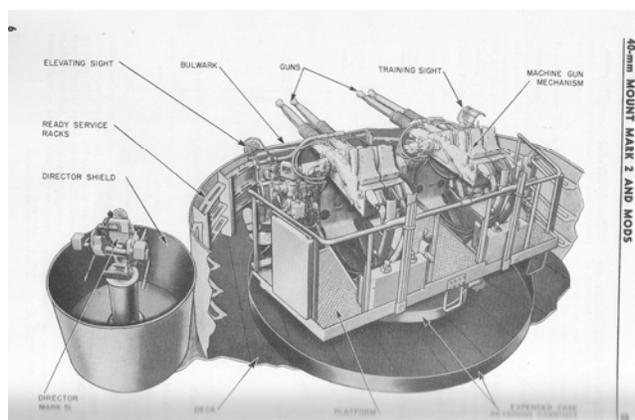
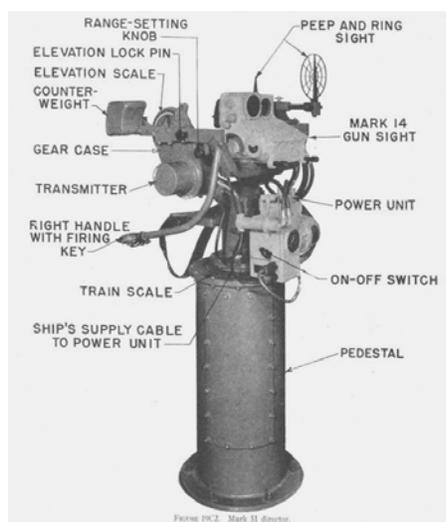
Fire Control

Mark 51 Gun Directors with a 15 mil reticle were used with each gun mount. A Mark 14 Gun Sight was used on the gun director for aiming the gun mount with a maximum range of 3,200 yards. (The Mark 37 5"/38 Directors could also control the 40mm guns.) Essentially, this is a gun with a two pound projectile and a two mile effective range and the shell took about eight seconds to travel the distance.

Test question! How much do you need to lead a 300 mph target with an eight second projectile time of flight? Answer: about 3520 feet and that is why the Mark 14 gun sight was so important and why the 40mm guns were largely ineffective beyond two miles.

Ken Rittenmeyer

Credits: www.navweaps.com, US Naval Weapons by Norman Friedman, Conway Maritime Press, 1983, and Battleship NORTH CAROLINA by Captain Ben Blee, USN (Ret), 2005.



Restoring the Navigator's Emergency Stateroom

When you consider that the mission of the Friends is to support the activities of the Museum Department and promote and perpetuate other activities relating to the ship, you must admit that the Showboat, as she is also known, is by far the biggest artifact we have.

The Battleship staff over the past five decades has done a wonderful job of restoring and maintaining vast areas of the ship to create what is probably the best self-guided tour of any historical ship.

As big as the Showboat is, however, there are still compartments that are in the same condition they were in when she came to Wilmington in 1961. One way to see some of the "off the main tour route" spaces is to sign up for one of the Hidden Battleship tours, and then you still see only a small percentage of these untouched areas. If the Bat-

leship restored the entire ship there would still be many decades and generations of work to be done.

The Friends' Board has discussed sponsoring ongoing Battleship restoration projects for Friends members to show off their talents and creative skills and at the same time contribute to the ship's preservation efforts. The Board has requested permission to restore the Navigator's Emergency Stateroom (called a Sea Cabin), which is located on the 04 Level adjacent to the Captain's Emergency Stateroom. Except for a small water closet compartment, restoring the Navigator's Sea Cabin would open all of the spaces on the Bridge Level for public viewing.

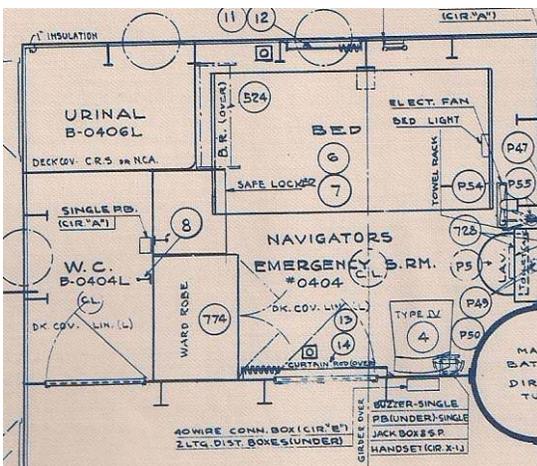
In March we looked inside the compartment to see what we were getting into. Nobody could remember seeing inside the cabin and it didn't even have a door knob! With some assistance from the Maintenance Department and some rather unique engineering methods, we were finally able to open the door to this archeological site.



My impression was that it's not too bad! It appeared that it had probably been restored (at least painted) since 1961. It will need cleaning and some new paint, but overall, it was in pretty good shape. If you're a Friends member and interested in working on this restoration project drop me a note!

Mike Wortham

mikewortham@gmail.com



Kingfisher Painting at National Naval Aviation Museum

A painting featuring the Battleship NORTH CAROLINA and two of her OS2U Kingfishers will be on display this summer at the National Naval Aviation Museum in Pensacola, FL. The painting is the work of Greensboro artist David Rawlins and is being exhibited by the American Society of Aviation Artists (ASAA) along with 75 other works of art.

David has only recently returned to traditional painting after a 20 year break. He started painting aircraft again in December of 2008 after getting a ride in a Piedmont Airlines DC-3 owned by the Carolinas Aviation Museum in Charlotte.

Since then he has completed six paintings, two of which feature the Piedmont Airlines DC-3. "Kingfishers Return to the Showboat" is painting number 6.



There are only about eight surviving Kingfishers left today, one of which is sitting on the Battleship's fantail. Since he was delivering a B-17 painting to Wilmington, David contacted us to see about getting access to the

Kingfisher as well as information in the archives. We happily provided two ladders to allow him to get a vantage point above the wing of the Kingfisher and in about 45 minutes he



"Kingfishers Return to the Showboat" will be on display at the National Naval Aviation Museum in Pensacola FL, May 1 - August 31, 2011.

took more than 350 pictures of the plane for reference.

The painting itself is 48 x 24 inches, a size chosen because it was the largest that would fit in the back seat of David's car!

Battleship 101

Spring has arrived; therefore, summer is right around the corner, and that means a new season of Battleship 101! Beginning in June and continuing through August volunteer docents will be on board the second Saturday of each month manning stations throughout the ship.

Station docents are experts on many of the numerous stops on the tour route and are there to give more information and insights to the various compartments. Visitors

learn about the galley, chapel, 5-inch guns, Combat Information Center, daily life, the Sick Bay, 20mm and 40 mm anti-aircraft weapons as well as the Kingfisher and her role on the Battleship.

Hands on displays and information materials also help the visitor gain a better understanding of what it was like to serve on one of the most famous combat ships of WWII.

Battleship 101 is included with admission and has been well received by visitors from all over the

country and the world. The ship's docents spend many hours researching and honing their presentations and volunteer their time and talents to insure that visitors come away with an experience they will remember for a lifetime. Many visitors have returned again and again and bring with them friends and family to share in this wonderful opportunity to see up close all the ship has to offer. See you on June 11, July 9, and August 13!
Frank Glossl



Shipshape

So far this year, 41 volunteers have given 1,285 hours to a variety of endeavors here on the Battleship.

Our three Lifelong Learning programs rely on knowledgeable volunteers to provide a memorable experience for our guests. They study, ask questions, investigate the ship and archives, and produce power point presentations. Others serve as "caboozes" keeping our guests safe and on the right path off the tour route. Our sincere thanks to presenters and guides Kent Atkins, Bill Barnes, Kirk Binning, Dave Carpenter, Dave Derry, Frank Glossl, Joe Hood, Mark McAllister, Ronnie Rhodes, Larry Sackett, John Whitley and Andrew Whitley, along with Norman Clemmons, Jack Jacobs, Allan Pellnat, and Bill Usher of the Azalea Coast Radio Club. Three cheers for David Keefe and Ann Glossl, who helped manage logistics!

Many of these same volunteers also helped with school programs and monitoring the gift shop during busy school-day visits.

In Radio 2 (third deck off the tour route) the men from the Azalea Coast Radio Club spent the colder months working on restoring another one of the ship's original transmitters. In February they hosted the NC QSO Party, a statewide event for HAM radio operators to make contact with others in all 100 North Carolina counties within a 10-hour period. And they hosted other HAM radio operators in an individual guest program.

The all volunteer Friends Board has been meeting and Frank Glossl and Sue Mason Carter continue to help manage the administrative work associated with memberships. In the archives Richard Riano and Kirk Binning continued to organize materials for our researchers to access. We recently welcomed Mike Hosick, who is researching the Supply Division for future programming uses.

The Wednesday Working Party (Kent Atkins, Jack Bogia, Carl "Flip" Filipiak, Stephen Gregory, Bob Huebner, Reg Kidd, Ken Kroeger, Fred Lehman, Mark McAllister, Ken Rit-

tenmeyer, Roger Wood and Gary Zenz), under the direction of Maintenance Supervisor Terry Kuhn, have been doing a variety of projects. In preparation for the Hidden Battleship tour in January, they strung handrails down to the reefers and between the second and half decks. They cleaned compartments off the tour route and refurbished lock-sets for doors because many of them are warped and need lubrication. Flip and Jack have been doing restoration work in the Chart House on the 04 level.

On the Bridge, George Burn continued to polish brass and replaced the ship's compass. Bill Barnes and Gary Zenz have been diligently stripping paint and polishing and coating brass throughout the ship. In the cooler months it was easier to work in Machinery Space #4 where Larry Sackett took on the task of stripping and polishing copper and brass piping of all sizes.

Keep up the good work, everyone!



Above: Before and after. Below: pipes and wheels before and after.



Naval Camouflage: A Brief History

From the first use of steam propulsion, merchant and passenger vessels were used during wars to provide auxiliary services for the battle fleet and to help land troops to capture enemy territory. These ships were used to transport supplies, ammunition, fuel, food and troops.

Merchant vessels were well suited for this role because of their vast and easily modified holds and accommodation spaces. Merchant ships were used for troopships, hospital ships, accommodation ships and even auxiliary cruisers for convoy escort work when appropriate warships were not available.

But even though they were easily adapted to wartime use, they had one flaw, they were not constructed with any armor plating or anti-torpedo blisters. They were simply not built to take the pounding that a warship would be expected to endure.

As a matter of fact, in many naval circles, the primary "armor" of passenger ships was their speed. They could outrun

any enemy vessel that might attack them. Well, that was the thought. During the early part of World War I this theory was proven to be essentially wrong.

The British Navy, early in World War I, decided that it was necessary to try and minimize the profile of merchant ships in service to the Royal Navy. Since, there was an ever increasing call up of merchant ships for such service. They decided to blur out their bright merchant colors in an effort to conceal them.

Like warships, gray paint seemed the best method to try. Thus, overall gray paint in some shade was used. This paint was low in cost and simple to put on. "Just paint everything gray" were the orders.

At first, this measure of camouflage seemed to be effective and besides it had worked for the warships of the fleet. However, after the war produced submarine warfare on an unprecedented and somewhat unexpected level, gray camouflage at sea proved to be less effective than expected.

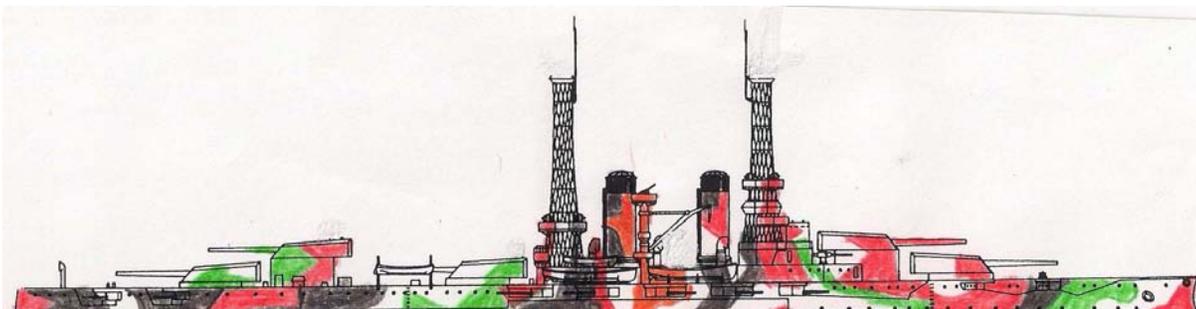
By 1917, ship losses were so great that it threatened the outcome of the war by limiting the amount of supplies reaching Britain. Now that the convoy system was put into use, the ineffectiveness of the overall gray camouflage became abundantly clear. The concentration of the ships in one area made them even more easily seen.

The Admiralty received many suggestions and set up the Directorate of Naval Equipment to investigate all these ideas. Soon afterward the United States Navy set up its own investigation branch: Bureau of Construction and Repair, Camouflage Research Center.

Both of the units were charged to conduct research into the use of alternative and more effective colored paints and to develop schemes to reduce target visibility, confuse the ship's identity (ship type or class) or its speed, heading or distance from the observer. During World War I this resulted in some clever and visually impressive camouflage schemes.

"Just paint everything gray" were the orders.

Drawing of a dazzle pattern drawn for the NEW YORK Class battleships.



There were essentially two trains of thought. The first wanted to use soft colors and subtle lines that allowed for colors to be blended. This would create an optical illusion that would produce the effects desired.

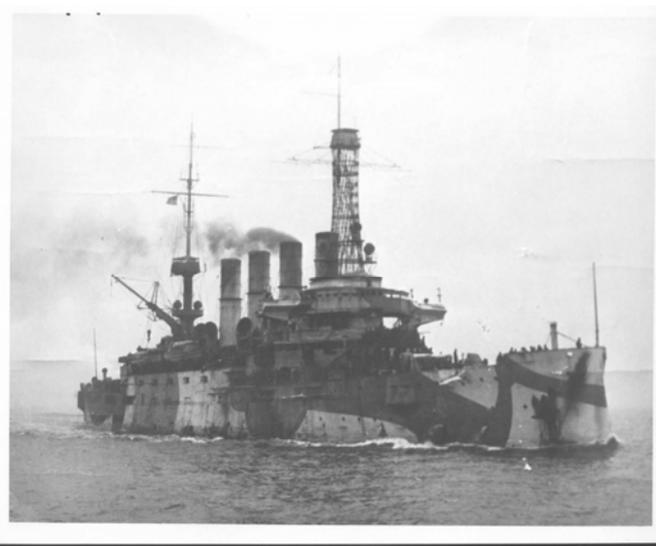
The second train of thought was that bold, bright colors that strongly contrasted each other drawn in sharp geometric patterns would make a submarine commander peering through a periscope misidentify the ship, its speed or heading. This second method became known as "Dazzle Painting."

During World War I many effective systems of both types were developed. During the years between World War I and World War II, the USN tried many "camouflage measures" as they were now known. Some measures were adopted that were less than successful during WWII and were eventually removed from the approved list.

In World War II, the contrasting colors were essentially limited to several grays, white, black and in some cases shades of green and brown. Many

books report that the pre-World War II grays used by the USN were essential neutral grays, however the tint numbers listed for reference in the Munsell Book of Color, 1929 for these colors indicate that they had consid-

Below: The Armored Cruiser NORTH CAROLINA in camouflage during WWI.



erable blue tint, nearly the same as those colors used during WWII. But one thing for certain is that during WWII the gloss of the paint was cut way down.

By the time World War II arrived, it was obvious that hiding a ship from the air was impossible. When a ship was in motion there was a white arrow wake pointing right at the bow of the ship, not to mention the wake astern. It was decided that anti-submarine camouflage was more important.

Early in the war German submarines raked havoc on the merchant fleet and were scoring hits on warships. Once again the camouflage measures were made to either blend colors to a medium shade of gray or be bold and

sharp to confuse submariners looking through periscopes. An American painter Everett Warner had a major influence on the navy's camouflage patterns. He contributed much to the development of measures of the disruptive type so even artistic consultation was taken into account.

When NORTH CAROLINA went on her way to the war she carried Measure 2 a graded system designed to confuse distance to target. Through the war she carried Ms 12 (another graded measure), Ms 21 (an overall navy blue scheme), Ms 22 (a graded system intended to confuse distance to target), Ms 32 (a medium disruptive anti-submarine pattern) and finally Ms 13, a peacetime overall haze gray system

which she wore in Wilmington from 1961 to 1995.

It is interesting to note that BB-55's MS 32 was a modified form. Measure 32 system was designed for dull black (BK), ocean gray (5-O) and light gray (5-L), but NORTH CAROLINA carried navy blue (5-N), haze gray (5-H) and pale gray (5-P). These colors considerably softened the pattern. Although these colors were for Ms 33, the pattern was drawn for Ms 32 and retained that designation even though other colors were used. In addition, the particular pattern adopted for BB-55 had a deck pattern in ocean gray (5-O) and deck blue (20-B), this was apparently not carried.

This is not the only example of varying colors and pattern changes being done to already drawn camouflage patterns. For example, Ms 31 was sometimes altered to use gray-greens. Several eyewitnesses say that the USS INDIANA (BB-58) carried such a pattern in

1942. All gray colors and dull black were used interchangeably during the War. Add to this the fact that the ultramarine blue used as tinting material had a tendency to fade or even turn whitish and interpretation of black and white photos is much more difficult.

One more thing, the crew often "touched up" the patterns and the results were at the mercy of the deck crew. Colors were often darker on one part of the hull than another as the crew mixed the paint colors poorly or left parts of areas unpainted and still in the old faded color.

Spotch patterns were extensively used during the early part of World War II. The 1941 directions to the fleet were essentially that corners and surfaces useful for determination of course angles may be broken up by large splotches of contrasting paint colors. The splotches should not be smaller than can be resolved by the eye at ranges that would confuse a surface observer.

Splotches may be regular or irregular patterns. Small splotches are known to be ineffective.

Spotch patterns for confusing course or speed are completely useless in shadow. Spotch pattern usefulness depends on illumination of the vessel and conditions experienced by the observer at distances away from the observed ship. Although splotch patterns have been painted, none were tested and there was no first hand data concerning any effectiveness

It is truly a wonder why a major portion of the U.S. fleet were painted in them but we must consider that they were the only patterns approved. Allied and Axis ships before the entrance of the United States into WWII had been painted in simple or more complex camouflage and the psychological reason that sailors just felt safer on a camouflaged ship.

Henry S. Falkowski

*Professor of Chemistry,
Potomac State College,
West Virginia University*



The Battleship measures are depicted in Ship's Data 1 available from the Gift shop.

For news and schedules
make the Battleship
NORTH CAROLINA

one of your
favorites!

www.battleshipnc.com



Battleship Events

Another season of successful Lifelong Learning programs has come to a close. This year we welcomed 70 guests to Hidden Battleship, 32 to Firepower, and 29 to Power Plant. Since each program uniquely explores the Battleship we present these programs in the colder months before the steel hull has time to create that "South Pacific" experience! Join us in 2012!

Onto events for April through June:

Battleship Easter Egg Hunt/Carnival, April 22, 2011 (Good Friday), 10:00 am – 2:00 pm

Hippity Hoppity down the Battleship trail for a fun spring event with continuous games and egg hunts along with a bounce house and petting zoo for guests to enjoy. Egg hunts will run throughout the event so that kids are guaranteed a chance to find eggs and will be able to "hunt" as many times as they like. Tickets are \$5 a person and children under 2 are free.

Steaming, Signaling, and Secret Codes, Oh My!

A Girl Scout Program, Saturday, May 14th, 10:00 am – 4:00 pm

Girl Scouts can earn a Battleship Fun Patch and experience the Battleship like they never have before! Troop reservations are required through the Girl Scouts Council.

46th Annual Memorial Day Observance

Monday, May 30, 5:45 pm

Remember those who gave their lives in service by honoring veterans at the Battleship's Memorial Day Observance featuring a military guest speaker, an all-service Color Guard, a 21-gun salute by a Marine Corps Honor Guard, a military band, Taps, and a commemorative memorial wreath. A Field of Honor will stand in Battleship Park with 400 American Flags to serve as tribute to the men and women who served to keep our freedom. Attendance to the Memorial Service is free.

Museum Ships Weekend—Azalea Coast Amateur Radio Club, June 4 – 5, 9:00 am – 4:00 pm

Battleship NORTH CAROLINA will be one of 63 ships world wide participating in this annual event. The radio club will operate voice and Morse code stations using original equipment when possible. QSL with a SASE to P.O. Box 4044, Wilmington, NC 28406. Contact is Allan Pellnat at kx2h@att.net or 910-431-3875.

Battleship 101, Saturday, June 11th, 10:00 am – 4:00 pm. Free with admission. (see article)

Beach Music Festival, Saturday, June 11th, 10:00 am – 9:00 pm, Battleship Park. Nothing says summer fun along the Cape Fear Coast like beach music and the Battleship's 50th anniversary celebration. A party like no other with the best artist line up in the region: Mark Roberts and the Breeze, Jim Quick and the Coastline, Band of Oz, The Tams, Chairmen of the Board and The Embers. Fun for the whole family, there will be food, prizes and lots of dancing. Tickets are only \$18 in advance and can be purchased from the Battleship website or for \$22 the day of the event at the Battleship ticket window (if not sold out). You don't want to miss this! Battleship admission not included.