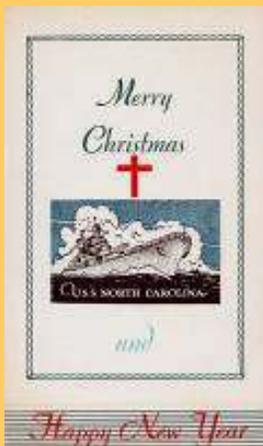




Friends of the Battleship, December 2010

## Give the Gift of Friendship

Looking for unique gifts for the holidays this year? Select a membership in the Friends of the Battleship! There are a wide variety of levels to choose from and all include unlimited admission for a year. See last page for details.



## Preserve the Legacy

When the Battleship Commission announced that the hull repairs for the Battleship would be done in place, right where the ship sits, utilizing modern cofferdam technologies, Captain Ben Blee, USN (Ret) was so pleased that he decided to show his support with a generous \$1,000 donation. (Shown right) His was the first check received in support of the project.

Captain Blee knows a thing or two about the running of this 50-year-old museum. He twice served on the Battleship Commission and was chairperson. He researched and installed the first comprehensive history exhibit aboard the ship, wrote the first and second editions of *Battleship NORTH CAROLINA*, produced the documentary *Showboat: A Battleship at War*, conducted numerous oral histories, and donated many items to the ship's archives. His love of the ship dates back to when he saw her arrival in Pearl Harbor on July 11, 1942, when he was a young lieutenant (jg) aboard PENSACOLA. He later served as intelligence officer aboard NORTH CAROLINA.

We are entering a season of thanksgiving and great joy. The Battleship has enjoyed a stellar year with 208,994



paying visitors plus hundreds of children under age 6 and numerous complimentary visitors. We are thankful that our robust visitation and small, hardworking staff enables us to remain strong financially.

We count our blessings and look with hope to a new year, a year when we will celebrate the 50<sup>th</sup> anniversary of the Battleship's arrival in Wilmington and the 70<sup>th</sup> anniversary of her commissioning.

What a wonderful time to join Captain Blee in affirming your support of the Battleship and the In Place Hull Repair project

by giving a tax-deductible year-end gift. Your gift of any size will be greatly appreciated.

Make checks payable to Friends of the Battleship NORTH CAROLINA and send to PO Box 480, Wilmington, NC 28402.

We are excited about the Battleship's future and hope that you share our optimism!

The Friends of the Battleship, Battleship staff, and USS North Carolina Battleship Commission wish you and yours a very warm and wonderful Holiday Season!

Kim Sincox

## Lifelong Learning Programs

### Hidden Battleship Tour

Saturday, January 15th;  
choose between 8:30-  
12:30 or 1:30-5:30 time  
slot

\$45/\$35 Friends member,  
active military

Program is limited to 80  
participants, ages 12 and  
older

Register and pay by  
January 13th

Join us for a unique, be-  
hind-the-scenes tour of  
un-restored areas of the  
Battleship. The four-hour  
tour consists of small  
groups with guides.  
Guests explore the bow  
(officers' country and  
boatswain locker), third  
deck (Radio II, brig, after  
gyro, storage rooms, am-  
munition handling, Engi-  
neer's office, torpedo  
area), Engine room #1,  
and the refrigerator com-  
partments. The Azalea  
Coast Radio Club will be  
in Radio II to explain their  
work on the ship's radio  
transmitters. And you will  
climb inside the fire con-  
trol tower to the top of the  
ship (view below).



### Firepower Program

Saturday, February 19th;  
9 AM – 4 PM with lunch  
included

\$95/\$85 Friends member,  
active military

Program is limited to 40  
participants, ages 16 and  
older

Register and pay by Feb-  
ruary 17th

Learn about and explore  
the Battleship's 16-inch  
and 5-inch guns from the  
gun houses to the ammu-  
nition loading compart-  
ments; the 40mm and  
20mm guns, and the  
weapons that they re-  
placed (1.10 and 50 cali-  
ber guns).



The finest guns are of  
little use without the  
means to direct their fire  
accurately at the target.  
Presenters will discuss  
the various types of fire  
control equipment direc-  
tors/optical range finders,  
radar, computers) and  
how main and secondary  
battery plotting rooms and  
the combat information  
center operated. Partici-  
pants will enjoy a lively,  
engaging, in-depth pro-  
gram with presentations,  
hands-on experience, and  
serious exploration for  
adult learners.

### Power Plant Program

Saturday, March 19th;  
1PM – 5 PM

\$50/\$40 Friends member,  
active military

Program is limited to 40  
participants, ages 16 and  
older

Register and pay by  
March 17th

Calling all Navy engineer-  
ing enthusiasts! Join us  
for an in-depth program  
on the Battleship's power  
plant. Learn in detail  
about the ship's eight  
Babcock & Wilcox boilers,  
four sets of General Elec-  
tric turbines and reduction  
gears, steam and diesel  
powered service turbo  
generators, along with  
electrical distribution and  
water distillation. Our pro-  
gram features classroom  
presentations and behind-  
the-scenes tour of engi-  
neering spaces. Discover  
what it took to propel a  
36,000 ton heavily ar-  
mored battlewagon bris-  
tling with massive fire-  
power and 2,300 fighting  
men across the Pacific.



**NOTE:** The tours are  
not appropriate for  
those who have diffi-  
culty climbing narrow  
ladders or over knee-  
high hatches. Wear  
warm, comfortable,  
washable clothing,  
sturdy, rubber-soled  
shoes and bring a  
camera!

Call 910-251-5797 for  
reservations or more  
information.

## It's a Mystery



Stafford Morss, CDR USNR (Ret), has written *Excellence Under Stress*, an article comparing machinery installations on NORTH CAROLINA class and later class battle-ships. The paper was sent to our staff for review and to retrieve some additional information and photographs from our archives. In assisting Mary Ames Booker with research for Morss, I learned a couple of interesting facts I wanted to share and a mystery to be solved.

First was the criterion for the size and shape of the machinery spaces. The engine rooms could have been larger, but the designers had to consider worst case scenarios such as major flooding from a torpedo hit. Larger spaces would have in-

cluded a major transverse bulkhead. If that bulkhead was compromised in flooding then both machinery spaces would be flooded: 5600 tons of flooding, almost 14% of the ship's total displacement.

How small could the machinery space be? The main condensers use scoop injection of sea water that can be obtained at normal ship speeds. In order for this to occur, the condensers are mounted longitudinally. Condenser tubes need to be replaced when they leak and removal is from the forward end so there had to be room to allow removal and replacement of the tubes. Moreover, the location of the reduction gear/propeller shaft coupling, the length of the main propulsion turbines

and gears dictated how far back the space could be designed. This fact set the minimum machinery space length at 44 feet.

The second item of interest involves a mystery to be solved. There are portable (removable) plates in the overhead of each engine room space to allow vertical removal of the reduction gear's bull gear and stub shaft. This is the largest single engine room component that could not be disassembled into smaller pieces. I cannot find any sign of an opening in the armor above the reduction gears, but there are removable panels in the boiler exhaust flashing. Does anyone know if they removed engine room components through the stack?

*Kirk Binning*



## A Banner Year



What an exciting year it has been aboard the Battleship NORTH CAROLINA. As we move into the holiday season, we truly have a lot to be thankful for. Even with the economy still in a slump, we were able to achieve the best attendance in eight years, with almost 209,000 paid visitors. **We thank you for your continued support in helping make this happen.** It is because of our community, neighbors, volunteers and staff that we are able to maintain, nurture and grow the Battleship for all generations to enjoy.

Moving into 2011 and the 50th anniversary of the Ship being moored in Wilmington, we invite you back on board to experience new elements that were developed in 2010. In January, we will unveil the new BB55 documentary, "Battleship NORTH CAROLINA: The Showboat Legacy." This unveiling will be followed by numerous events throughout the year as we celebrate the anniversary. If you have not done so, please look at the new website: [www.battleshipnc.com](http://www.battleshipnc.com). All activities for the upcoming year will be notated under the Events section. Thank you again for your support and we look forward to seeing you soon. *Heather Loftin*

## We Salute the Friends of the Battleship!

### Admirals

Charles Murray  
PPD, Wilmington

### Commodores

William Oakley  
Margaret De St. Aubin/  
Wren Foundation

### Captains

Charles M. Paty  
Robert Ruffner/Clancy &  
Theys Construction  
Nick England  
Gretchen Ross Odum  
VADM Carol Pottenger

### Commanders

Kent Atkins  
John T. Arnold  
George & Paula-Curtis  
Burn  
Norwood Bryan, Jr.  
William Collinson  
George W. Currie  
James Garey  
Helen & Sion Harrington  
Egbert Herring III  
Leslie G. Hollenbeck  
K. Corey Keeble  
Barry & Diane Kilfoil  
Richard Moore  
Steve & Pat Moore  
William Phillips  
Charles & Judy Pierce  
Sally Severa  
Bill Usher  
Jay Weitzel

### Lieutenant

#### Commanders

Robert Abbotts  
Darrell Adams  
Jay Alvaro  
Jane & Doug Anderson  
Carlisle Bateman  
Sheldon Batchelder  
Donald Brauer  
John Carter  
Kiyong Chang  
Matt Craven

Charles Cullen  
Tom Cunningham  
Stephen Dicenso  
Dave Derry  
Skip Dixon  
Janet & Thomas Durant  
Steve Drew  
William Edwards  
Edward Eickmeyer  
Donald Enoch  
Ronald Fascher  
Scott Foster  
James Hagood  
Peter Hale  
Becky Hill  
Tammy Hollingsworth  
Wilbur Jones  
Jay Linton  
Pat Marriott  
Tony Mastracchio  
Ray and Erin Mitchell  
Sandy Monroe  
Jimmie C. Mungle  
Sam Oliver  
Mauro Oliveira  
Rhea Overson  
Bruce Patterson  
Laurie Pilakowski  
Jim Ramentol  
Philip Simon  
Tom Squier  
Larry Steffee  
Dean Whitaker  
John C. Whitley

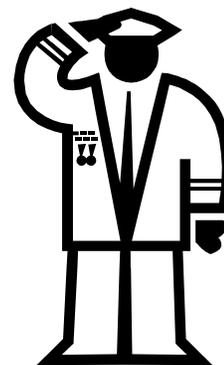
### Lieutenants

Rodger Bell  
David Brauer  
Susan Mason Carter  
Robert & Rhonda Clark  
Kelly Copley  
Thomas Edward III  
Doug & Margi Erickson  
Eric Eschert  
Randall Egsegian  
Paul and Sara Flusche  
Thomas Farmer  
Gene Gallagher  
Elizabeth Gardner  
Frank Glossl  
Robert Goolsby  
Chuck Gore

Fred J. Hall, Jr.  
Joe Hagan  
Tom Hamilton  
Reginald Harris  
Ralph Harwood  
G. David Heath  
Dennis Hicks  
John Jordan  
Milford Kirby  
Joe Layman  
John Levis  
Candy Martin  
Daryl Millard  
Keith Nixon  
Billy Patterson  
Ashmead Pipkin  
Vernon Porterfield  
Richard Riano  
Mike Roberts  
Ken Rittenmeyer  
Arnold Schultheis  
Drew Simmons  
Don Slawter  
Edwin Southern  
Samuel Southern  
Alan Tapscott  
Wilmer Taylor  
Henry Weber  
L. Bruce Whitaker  
Mike Wortham  
Ray Wycoff

### Lieutenant (jg)s

Brad Aikens  
Jennifer Baker  
Joseph Benedek, Jr.  
Lance Bevins  
Katherine Brantley  
Walter Bullard  
Robert Carnegie  
Leo Clayton  
Marc Cohen  
Thomas Coleman  
Capt. Frank Conlon  
Willie Lee Deaton Jr.  
Charles Emerson  
Cris Etheridge  
Floy Hamilton  
L.D. Haynes  
Barbara Hennrich  
David Hill  
Larry Malaby



As of November 30, 2010. Our Friends' members are from 43 different cities and towns in North Carolina and join us from California, Colorado, Florida, Georgia, Massachusetts, Maryland, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, South Carolina, Texas, Virginia, West Virginia, and Canada.

Richard McGowan  
Jim McNeely  
Marc Meryde  
Michael Nave  
Peter Polk  
Robert Pope  
Richard Rennick  
Jim Rhinehart  
Ronnie Rhodes  
Samuel Soles  
John Andrew Stratton  
Charles Sum  
Ralph Swift  
Brent Turner  
Thomas Walton  
R. Douglas Walton  
Peter Winship  
Wayne Woodard

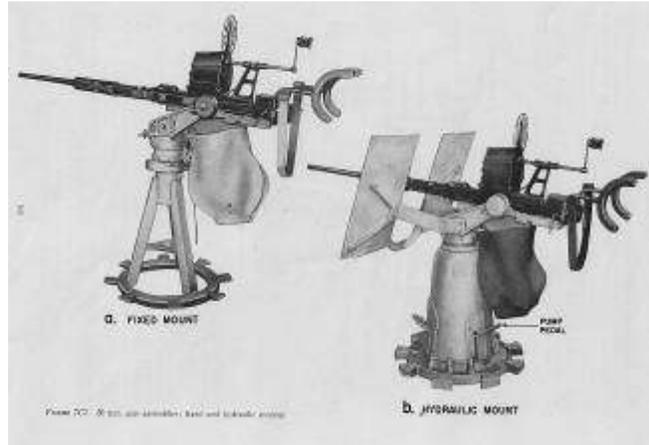
## Oerlikon 20mm Gun and Mark 14 Gun Sight

The Oerlikon 20 mm guns were fielded in US Navy ships starting in 1941. Capt. Oscar Badger on the Battleship NORTH CAROLINA demanded the installation of the gun after the attack on Pearl Harbor in December 1941. BB55 had between 40 and 53 Oerlikon 20mm guns during the war.

**Range/Altitude/  
Rate/Muzzle  
Velocity:**  
2000 yds (1 mile),  
10000 ft altitude,  
450 rpm, 2725  
feet per second

The weapon became famous in the naval anti-aircraft role providing an effective defense at short ranges (about 1 mile) at which heavier guns had difficulty tracking a target whose azimuth and elevation were changing rapidly. Other benefits of the gun were its lack of dependence on external power and the ability to change barrels in 30 seconds.

The 20mm Oerlikon is credited with a third of the Japanese aircraft downed by the US Navy from December 1941 to September 1944. The 20mm was usually unable to stop an attacking aircraft from releasing its weapon and that deficiency became critical with the Japanese Kamikaze campaign in



late 1944. The weapon's short range indicated to the Battleship crew to seek cover. When the 20mm guns started firing, the enemy was very close!

### Gun History

The Oerlikon autocannon family tree began in WWI. The Oerlikon 20mm used a blowback bolt operation that was developed by German Reinhold Becker during WWI. His gun was called the 20mm Becker. After the war, the Treaty of Versailles limited the German arms industry so the design was sold to a Swiss firm that was eventually bought by the Oerlikon, a firm named after a Zurich suburb. Refinements to the design continued between the wars while Oerlikon marketed their gun to the world. The basic deficiencies in the weapon were inadequate rate of fire and muzzle velocity. *(Note: Oerlikon was saved from bankruptcy by a Japanese naval order for the 20mm gun in 1935.)*

The Oerlikon cannon was adapted for use on aircraft as a wing cannon. It couldn't fire through the propeller because the design couldn't be synchronized to miss the propeller. Eventually improvements to the weapon (muzzle velocity, rate of fire, 60 round magazine) migrated into an anti-aircraft variant produced in 1938 and known as the Oerlikon SS. With improvements, the British and the Americans eventually warmed to the Oerlikon autocannon and during WWII it was widely used by the Allies and the Axis powers. The US Navy used it as a free swinging (no external power required) anti-aircraft weapon on a multitude of ships. The United States produced 124,735 units during WWII and another 50,000 units were manufactured in/for the United Kingdom. A billion 20mm rounds were produced.

*(Continued on page 6)*



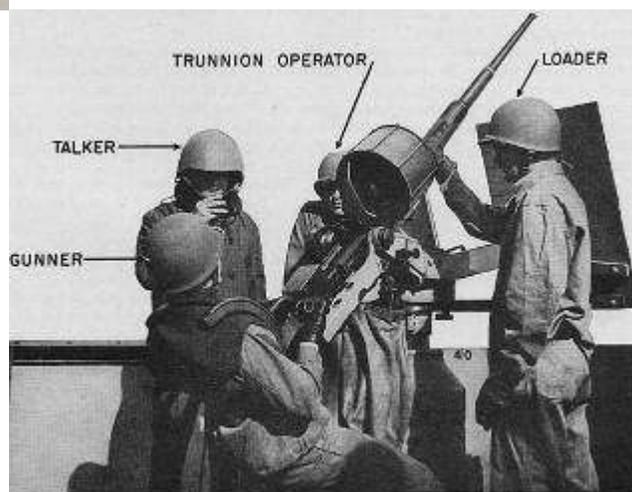
### Description and Unique Features

It was a free swinging, anti-aircraft gun with a maximum elevation of 90 degrees. The only external power required was for the Mk 14 gun sight (see next page). The 150 lb, air cooled weapon fired on the API (Advanced Primer Ignition) blowback concept. The barrel did not recoil. The gun fired as the bolt moved forward, allowing for a faster feed and a smaller bolt. Plenty of excess pressure reduced jams and allowed for less maintenance. The 20mm was popular for its high rate of fire, ease of maintenance, and reliability. Barrels could be changed in 30 seconds. The barrels were changed every 240 rounds (4 magazines) and spare barrels were kept in oil filled tubes inside the gun shields.

### Ammo/Fusing/Magazine

.27 lb projectile with contact HE (Contact Fused High Explosive) and SD (Self Destruct) tracers. The spiral magazine held 60 rounds and weighed 37 lbs. 120 pound boxes of ammunition held 180 rounds. The boxed ammunition was loaded into the spiral magazines in clipping rooms located at various points around the ship. (Photos of the clipping room on display on the tour route.)

Tracers were loaded one in three and sometimes fewer to reduce the ship's visibility. BB55 fired 20,377 20mm rounds in 19 documented engagements.



### Crew Size and Duties

Each 20mm gun had a crew of four: gunner, loader, trunnion operator, and range setter for the Mk 14 gun sight. There was a crew of three if the Mk 14 gun sight was not used. The Trunnion Operator adjusted the height of the gun so the gunner could comfortably track the target. (A talker was also assigned to the gun.)



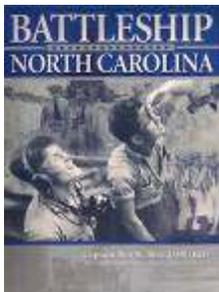
## Name That NORTH CAROLINA

1. The first aircraft to be catapulted from a ship while under way took place on my decks.
2. Artie Shaw and his band enjoyed my hospitality.
3. Commodore John Rodgers sailed aboard me, his flagship in the Mediterranean.
4. When world wide fleets partied at the centennials of Argentina and Venezuela, I was there.
5. Built in Wilmington, North Carolina, I guarded the mouth of the Cape Fear River during the Civil War.
6. Union sailors began their careers aboard me as a receiving ship in New York City.
7. I was built in the same shipyard as an earlier NORTH CAROLINA and even carry aboard the water pitcher and tray from her splendid silver service.
8. President-elect William Howard Taft sailed aboard me to the Panama Canal for an inspection tour while it was under construction.
9. The other NORTH CAROLINAs carried marines, but I can carry SEALS.
10. To help refurbish the IOWAs in the 1980s the Navy took 120 tons of parts off me.
11. I made six trans-Atlantic cruises bringing home almost 9,000 men of the American Expeditionary Force.
12. My illustrious officers included Samuel Francis DuPont, superintendent of the Naval Academy, and Matthew C. Perry, father of the steam navy and credited with the opening of Japan.
13. The story goes that Walter Winchell gave me my proud moniker, naming me after a popular Broadway musical in revival at the time.
14. I steamed to Havana, picked up the bodies from USS MAINE and returned the remains to the United States for internment in Arlington.
15. My marines attended the funeral of President Abraham Lincoln.

Answers below



Visit the Battleship's Gift Store this holiday season. There are books, clothing, toys, model kits, decals, magnets, glassware, teak deck pieces, and more to choose from. Friends members get 10% discount on purchases. The store is open every day from 8-5. Plenty of free parking!



1. ACR-12
2. BB55
3. Ship of the Line
4. ACR-12
5. CSS (Ironclad)
6. Ship of the Line
7. SSN777
8. ACR-12
9. SSN777
10. BB55
12. ACR-12
13. BB55
14. ACR-12
15. Ship of the Line

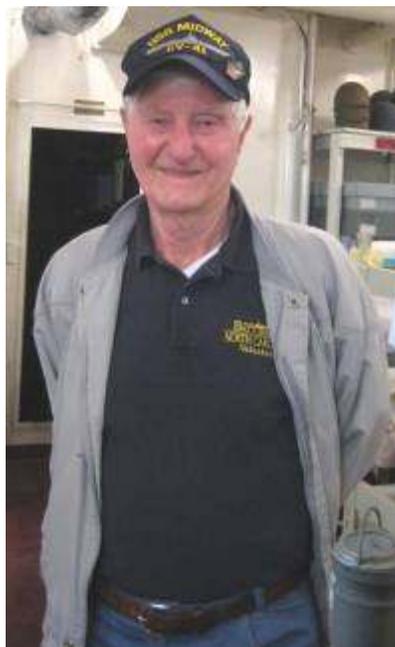
*How did you do?*

## Volunteer Highlight: Bob Huebner

Bob Huebner takes the helm as senior member of Terry's Pirates (the Wednesday Working Party volunteers). He has been working as a volunteer since 1990. As a "Wednesday Crew Plank Owner," Bob speaks candidly of the years he has spent working behind the scenes on the ship. He has met and traded sea stories with many former NORTH CAROLINA crewmembers who have toured the Battleship over the years, and he is a Navy veteran of the Second World War.

Bob was raised in Groveland, MASS, and in October of 1943, at age 17, he enlisted into the U.S. Navy at Haverhill. Following basic training, he went through the Navy's electrician's mate school and in early 1944 was assigned to U.S.S. MARBLEHEAD (CL-12) an OMAHA class light cruiser home ported at Norfolk, VA.

Although MARBLEHEAD was classified as a light cruiser, there was nothing 'light' about the ship. It was considered a capital warship of the fleet. The ship was 555 feet in length, displaced 7,000 long tons, and carried an armament of twelve 6-inch cannons, four 3-inch cannons, and six 21-inch torpedo tubes. The cruiser carried a crew of 458 men and its top speed was about 34 knots.



U.S.S. MARBLEHEAD was tasked with convoy escort duty in the North Atlantic during some of the darkest days of the war. German submarines, known as the U boats of Admiral Doenitz's wolf pack, prowled the shipping lanes of the Atlantic Ocean in search of allied warships and the convoys of supply ships they were escorting to Russia, Europe and North Africa. It was a very dangerous assignment and there were a great many lives lost due to enemy submarine action. Most supply ships were manned by civilian merchant mariners and the American Merchant Marine had one of the highest casualty rates of all the wartime services. The U boats were a terrifying menace to Allied ships as they lay in wait,

then stalked and attacked any ship they came across while remaining unseen themselves.

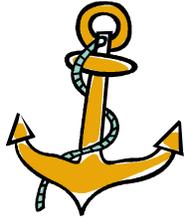
During one particular convoy MARBLEHEAD had escorted two U.S. Navy destroyer escorts that were torpedoed and sunk at sea, and their sinking's were not noticed until they both failed to make port. This was a common occurrence since most convoys had several dozen ships and were spread out over an area of many

hundreds of square miles. During radio silence and in dense fog, communication among ships was difficult to say the least.

In August 1944, MARBLEHEAD took part in Operation Dragoon, the invasion of southern France. The ship bombarded enemy radar communication towers and eventually put them all out of commission. That same year, the ship visited several western European ports, including Belfast, Northern Ireland, with its old world pubs that served the yanks from MARBLEHEAD plenty of warm brown beer. MARBLEHEAD also made port calls in Brazil and Argentina. U.S.S. MARBLEHEAD was decommissioned in November 1945, having earned

*(Continued on page 10)*

### Huebner *continued*



two battle stars in the Battle of the Atlantic.

Bob was then transferred to U.S.S. MIDWAY (CV-41), the lead ship of its class of new aircraft carriers. MIDWAY was commissioned in September 1945, and was based on the design of a MONTANA class battleship. This newly designed capital warship was noted for its superior degree of maneuverability and high speed. The ship was 972 feet in length, displaced 45,000 tons, and carried a crew of 4,100 men. It was designed to carry 100 aircraft during World War II, and was armed with 18

5-inch cannons, 84 40mm anti-aircraft guns and 68 20mm guns.

Bob, now a Second Class Petty Officer, was an Electricians Mate 2<sup>nd</sup> Class, or EM2. He served the remainder of his enlistment on MIDWAY during its shakedown cruise in the Caribbean and operations in the Atlantic. EM2 Huebner was honorably discharged May 1946 and went home to Massachusetts to pursue a career as an electrician.

He married Edith and they have remained together for more than 62 years! Bob and Edith have two

sons and a daughter and several grandchildren. Following World War II, Bob worked for ATT and New York Telephone as an electrician, and during those years he met several celebrities and famous politicians including 'The Great One' Jackie Gleason, Henry Kissinger, Nelson Rockefeller, and Bob and Dick Smothers—the Smothers Brothers!

Bob rarely misses a Wednesday working party, and hopefully, he'll be a member of "Terry's Pirates" for many years to come.

*Frederick Lehman*

### Where Is She Now?

One of the Navy's newest and most technologically sophisticated Virginia-class submarines, USS North Carolina (SSN 777) arrived at her new homeport, Joint Base Pearl Harbor-Hickam, Monday, Nov. 15, after the completion of a four month inner-fleet transfer from Groton, Conn.

"The crew of North Carolina is excited to be here. They've been looking forward to this day for well over two years," said Cmdr. W.E. "Wes" Schlauder, commanding officer. "Having just completed a long shipyard period, they are motivated to get to work here in the Pacific and for the ship's first deployment."

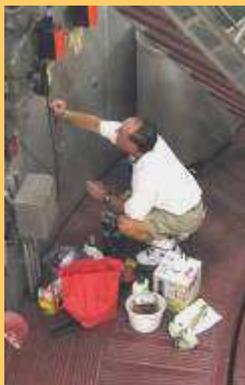
During the transfer, North Carolina conducted a diverse series of exercises and test events to evaluate and certify the ship's capabilities in stealth and her new combat system across a range of submarine mission areas.

North Carolina's keel was laid on May 22, 2004 and the submarine's official commissioning ceremony was held on May 3, 2008. Measuring 377 feet long, weighing 7,800 tons when submerged and with a complement of more than 130 crewmembers, it is the fifth ship to be named in honor of the Tar Heel State. *North Carolina* joins two active Los Angeles-class submarines in the Pacific, *USS Asheville* (SSN 758) and *USS*

*Charlotte* (SSN 766).

This state-of-the-art submarine is capable of supporting a multitude of missions, including anti-submarine warfare, anti-surface ship warfare, strike, special operations, intelligence, surveillance, and reconnaissance, irregular warfare, and strike group operations. "We are excited and determined that this legacy of service will continue as we make our new home here in Hawaii and begin operations in the Pacific," said Schlauder.

North Carolina will be the third Virginia-class submarine homeported at Pearl Harbor, and will be assigned to Commander, Submarine Squadron 3.



## Thanks Volunteers!

Kent Atkins  
 Bill Barnes  
 Cort Barnes  
 Kirk Binning  
 Jack Bogia  
 George Burn  
 Dave Carpenter  
 Kevin Cerasulo  
 Norman Clemmons  
 Dave Derry  
 Carl Filipiak  
 Frank Glossl  
 Stephen Gregory  
 Floy Hamilton  
 Helen & Sion Harrington  
 Joe & Christa Hood  
 Bob Huebner  
 Jack Jacobs  
 David Keefe  
 Reg Kidd  
 Ken Kroger  
 Fred Lehman  
 Mark McAllister  
 Allan Pellnat  
 Richard Riano  
 Ken Rittenmeyer  
 Larry Sackett  
 Capt. Dave Scheu  
 Doug Sincox  
 Bill Usher  
 Andrew Whitley  
 John Whitley  
 Michael Zalob  
 Gary Zenz

This year volunteers have given X hours so far to the Battleship. They develop and give programs for adults, families, military groups, Scouts and children. They strip paint, polish brass, string cable for office computers, and build ladders. They restore compartments and the Pilot House. They repair and rig sound powered telephones. They remove rust from the decks. They make the radio transmitters hum again. They are "spooks" in Ghost Ship. They organize records in our archives and write articles for the newsletter. They serve on the Friends' Board and in the Living History Crew. **They do everything that is asked of them...and more!**



If you'd like to lend a hand, drop us a line: [museum@battleshipnc.com](mailto:museum@battleshipnc.com)



**Friends of the Battleship NORTH CAROLINA**  
**is a non-profit organization and your membership is used**  
**to support exhibits, interpretation, programs, collections**  
**care and acquisition, and ship restoration. Enlist Today!**



**Membership Benefits**

- Free Admission for One Year**
- 10% discount in the Ship's Store**
- Discounts on special programs/tours**
- Quarterly newsletter *Scuttlebutt***

**First Adult's Name:** \_\_\_\_\_

**Second Adult's Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**City/State:** \_\_\_\_\_

**E-Mail Address:** \_\_\_\_\_ **Phone:** \_\_\_\_\_

**Enlistment Level (Please Check One):**

- Lieutenant (jg)** One adult 35.00
- Lieutenant** Two adults living in the same household 45.00
- Lt. Commander** 75.00  
 2 adults living in the same household and 3 children or grandchildren under age 18
- Commander** Please Choose One of the Following: 150.00
  - 2 adults living in the same household and 8 children or grandchildren under age 18
  - or**
  - 2 adults living in the same household, 3 children or grandchildren under age 18 and 5 one-time use guest tickets
- Captain** 300.00  
 2 adults living in the same household and 3 children or grandchildren under age 18 and Private guided tour for up to 15 guests who purchase \$10 tickets
- Commodore** 500.00  
 2 adults living in the same household and 3 children or grandchildren under age 18 and Private Hidden Battleship tour for up to 8 guests who purchase \$10 tickets
- Admiral** Custom Benefits Package 1000.00

**Total Enclosed:** \_\_\_\_\_

**Today's Date:** \_\_\_\_\_

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