



Ghost Ship

Ghostbusters starring Bill Murray will be shown as the Fantail Family Movie on October 9th at 8:30PM. Tickets are \$1 and popcorn and soda will be available. The first 20 people to arrive wearing Halloween costumes are free!

Ghost Ship, a haunted house walk-through, will run Oct. 16th, 23rd, 24th, and 30th. Tickets are \$10 and go on sale at 6:30 pm on the night of the event. (The event runs from 7-10 PM.) *Ghost Ship* will use fog, actor volunteers, and lighting to create an eerie

and fictional ship that has become lost at sea, making it a thrilling haunted house experience.



Where History Comes Alive

BATTLESHIP NORTH CAROLINA

Scuttlebutt

October 2009



October on Battleship

- Ghostbusters Movie, October 9th, 8:30 PM
- Batty Battleship, October 27th, 5:30 PM
- Ghost Ship, October 16, 23, 24, 30. Tickets go on sale at 6:30 PM. Tickets are limited.

Hidden Battleship Tour

Register now for the November 14th Hidden Battleship tour. Interpretive guides will tour small groups through various areas off the regular tour route. You'll see and learn about officers' quarters (bow and half deck), boatswain's locker, ammunition handling rooms, ship's brig, after-gyro, storage rooms, engineering spaces, machinery space #1, radio transmitter room, area where the torpedo struck, ship's reefers, and climb inside the fire control tower all the way to the top of the ship! The Azalea

Coast Radio Club will interpret the radio transmitter room.

The tour lasts four hours and you choose between a morning (8:30-12:30) or an afternoon (1:30-5:30) session. Participants must be able to maneuver over high hatch combings and climb up/down narrow ladders. Sturdy shoes are required! Age 12 and over only. Bring your camera...that's all you will need!

Questions? Contact the Museum Department at 910-251-5797 ext. 3026 or

curator@battleshipnc.com.

To Register please call: 910-251-5797.

The fee is \$45 per person or \$35 for Friends member and active military. The fee includes general ship admission, so you can tour the regular route on the same day.

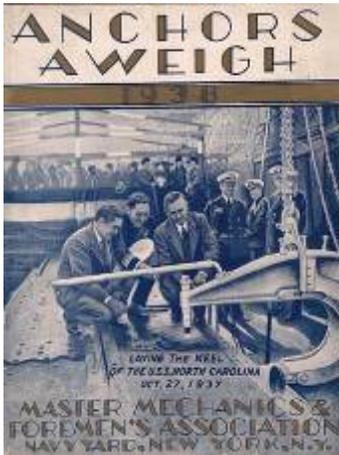
Hidden Battleship will also be offered on January 23 and March 13, 2010. We only give the tour in the cooler months. Two, new specialized tours are in development for 2010...stay tuned!



Above: Third deck hatch combings off the tour route. Below (L-R): Radio II, view from FC tower, Engine room



Back In Time



October 27, 1937: "One of the largest crowds ever recorded in the NY Navy Yard assembled to witness the ceremonies attending the laying of a keel. October 27th is Navy Day, a day set aside by the Navy League and dedicated to the memory of President Theodore Roosevelt. Visitors who came to witness the ceremonies in connection with the laying of the keel for this big battleship (the first since the limitations of arms treaty 15 years ago) were not permitted to have an idle moment before or after the

ceremonies, as they were well entertained by the numerous exhibits at every turn, the products of each and every shop in the yard." 30,000 visitors listened to speeches given by North Carolina Lt. Governor Wilkins P. Horton and Charles Edison, Asst. Secretary of the Navy. The crowd then cheered as the men drove the first rivets uniting the sections of the Battleship's foundation. An artist's rendering of the event graced the cover of The Master Mechanics and Foreman's Assn., Anchors Aweigh 1938 magazine.

October 18, 1941: The first Ship's Ball was held in the Grand Ballroom of the St. George Hotel, Brooklyn, NY. The guests of honor were Captain and Mrs. Hustvedt. 2100 people enjoyed the music of two popular orchestras (Teddy Black and Al Kavelin) and a floor show by the U.S.O. "The only thing missing was plenty of space in which to dance...." But it was "a swell time for all, and a hot time in the old town to-night."



October 17, 1945: A tug with the banner "Welcome Home / Well Done" greets the NORTH CAROLINA's arrival in Boston harbor after the war.

October 1961: Welcome Home USS NORTH CAROLINA exclaimed the local newspaper headlines as the Battleship made her way to the newly dredged berth (right) across from downtown Wilmington. Her 26 mile journey up the river was delayed on October 1st by heavy seas, but she arrived in Wilmington to cheering crowds on October 2nd.

BB-55 has been here for 48 years and just celebrated an outstanding summer attendance.



Wartime Fuel Consumption Tabulated

BB-55 Fuel Consumption

Month	Underway Hrs	Total Revolutions	Ave. Speed	Miles Steamed	Fuel Used	Gal/Mile
Apr-41	0.0	0	0.0	0	0	
May-41	67.3	318637	12.3	828	242998	112
Jun-41	0.0	0	0.0	0	118908	165
Jul-41	0.0	0	0.0	0	139773	188
Aug-41	161.0	858606	13.8	2233	293817	111
Sep-41	222.0	1170476	13.8	3066	479691	111
Oct-41	192.0	909741	12.4	2392	276435	91
Nov-41	0.0	0	0.0	0	0	0
Dec-41	190.0	1069679	14.8	2813	448211	127
Jan-42	734.0	3686398	13.2	9699	1100187	113
Feb-42	50.0	221737	11.6	580	142978	149
Mar-42	62.6	313844	13.1	820	349377	133
Apr-42	20.3	134769	17.4	353	299307	165
May-42	69.3	471681	17.9	1247	428874	148
Jun-42	367.0	2312064	16.6	6054	938351	138
Jul-42	527.0	3314762	16.5	8696	1342158	145
Aug-42	744.0	4363052	15.4	11458	1595233	139
Sep-42	661.0	3915983	15.5	10252	1472724	141
Oct-42	0.0	0	0.0	0	0	0
Nov-42	197.0	1524551	20.3	4007	650671	155
Dec-42	360.0	2553353	18.7	6738	1139668	146
Jan-43	287.0	2026733	18.5	5321	949087	152
Feb-43	434.0	3055251	18.5	8042	1241064	147
Mar-43	292.0	1955502	17.6	5153	1021652	177
Apr-43	56.0	380962	17.2	965	164753	150
May-43	347.0	2735738	20.6	7154	1328863	171
Jun-43	145.0	1008636	18.2	2650	542994	143
Jul-43	587.0	4090388	18.3	10746	1601793	145
Aug-43	168.0	1167634	18.2	3069	612420	146
Sep-43	370.0	2075485	14.8	5448	955340	168
Oct-43	40.3	270549	17.7	713	137484	137
Nov-43	533.0	3563	17.6	9386	1425639	146
Dec-43	408.0	2949704	19.3	7892	1259919	148
Jan-44	438.0	3278863	19.8	8680	1729473	166
Feb-44	420.0	3052231	19.0	7988	1488698	179
Mar-44	219.0	1465599	17.6	3858	764606	152
Apr-44	576.0	3964998	18.1	10905	1755865	161
May-44	323.0	2287346	18.3	5914	1126100	172
Jun-44	592.0	4042908	17.9	10606	1701630	156
Jul-44	513.0	3411711	16.8	8618	1372629	152
Aug-44	0.0	0	0.0	0	7700	0
Sep-44	18.4	124652	16.9	311	202206	239
Oct-44	584.0	3826121	16.4	9579	1307690	131
Nov-44	597.0	4517212	18.7	11173	2226376	195
Dec-44	400.0	3080054	18.5	7600	1717396	209
Jan-45	612.0	4337677	17.6	10787	2195223	199
Feb-45	449.0	2976429	16.0	7145	1391932	183
Mar-45	437.0	3351983	19.0	8269	1780398	201
Apr-45	709.0	5302077	18.5	13129	2717928	207
May-45	215.0	1656421	19.0	4087	863755	195
Jun-45	235.0	1552434	16.4	3864	740280	157
Jul-45	714.0	4982583	17.2	12296	2235814	180
Aug-45	744.0	4310555	14.9	11086	1630898	147
Sep-45	567.0	3420076	15.5	8795	1150382	122
Oct-45	312.0	1973795	16.2	5061	784855	129
Nov-45	27.2	181618	17.0	462	298223	147
	17993	115956821	15	307988	53890426	145
	Total	Total	Average	Total	Total	Average



Volunteer Kirk Binning collated data to create this chart, left. Another chart lists corresponding ship's location or activity.

How many miles per gallon does your car get?

The Battleship got .006 miles per gallon or moved 32 feet per gallon.

It took 23 gallons of fuel to move the Battleship its own length of 729-1/2 feet.

In Their Own Words by Charles Malvern Paty, Jr.

Editor's Note: Crewmember and Radioman Chuck Paty has written about the radio rooms onboard the NORTH CAROLINA. We continue with his recollections of Radio IX.

I had been promoted from Apprentice Seaman to Seaman 2c on 12 April 1942, observed my 18th birthday on 29 July 1942 and received a birthday card from my parents in Charlotte NC. It was not a very exciting birthday, but it was my first naval one. Up to this point in time, we had experienced no enemy action, but that was about to change.

Although I was a Radioman Striker, I was assigned to various radar duties since, at that time, the ship had no separate Radar Division and my Battle Station was Radio IX [9]. I was to man a large radar transmitter [probably a Mark 4] that was connected

to Sky One (Mark 37 director) some 50 or more feet above. My principle duty was to maintain a steady flow of voltage and amperage through the transmitter. The flow was aggravated by the gunfire of the five inch batteries and as it fluctuated, I adjusted the voltage and amperage knobs.

On 24 August 1942, the Battleship engaged in repelling a coordinated air attack on Task Force Sixteen from 1712 to 1721. The NORTH CAROLINA [BB55] and the ENTERPRISE [CV6] were the principle objectives of the attack from about 40 enemy aircraft. The ENTERPRISE was in the center of a circle formation formed by the NORTH CAROLINA, the light cruiser ATLANTA and the heavy cruiser PORTLAND, positioned 2500 yards out. This whole formation was screened by six destroyers.

The weather was fair with bright sunshine, visibility unlimited. Sea was moderate with wind about 16 knots from the southwest. This Task Force was operating with Task Force Eleven to the northward of the GUADALCANAL-NDENI line. This was an imaginary line which ran northwest from Guadalcanal at a 45 degree angle. Our noon position was 9 degrees south, 163 degrees east. An enemy carrier task force had been reported in position 4 degrees 40 minutes south, 161 degrees 15 minutes east on course 180 at 1005.

At 1326, a Japanese four engine aircraft was shot down by our carrier aircraft at about 18,000 yards [9 miles] southward of our formation. General Quarters was sounded and all battle stations were continuously manned until

(Continued on page 5)



Above left: Peering into Radio IX. The radar transmitter is the large, dark object. This model dates to a later installation than 1942. Above right: View from Radio IX toward hatch to 01 deck. (2009 photos)

In Their Own Words *continued*

after the action at 1851, at which point it was cancelled. At 1530, the ship was in position 8 degrees 44 minutes south, 163 degrees 17 minutes east, when our search CXAM radar discovered many unidentified aircraft on true bearing 299 degrees, range 141,000 yards [70 miles]. At 1631, large groups of enemy aircraft were again detected at ranges of 83,000, 84,000 and 86,000 yards and these target ranges decreased rapidly in the succeeding minutes. At 1640, the speed of Task Force Sixteen was increased to twenty seven [27] knots on course 130. During the time the ship maintained 27 knots, we developed a terrible vibration but this speed was maintained until the attack developed.

At 1706, large groups of unidentified aircraft had been tracked in to about 30,000 yards [15 miles] on true bearings 335. At 1710, signal was made "standby to repel air attack."

At this point, my mind went into high speed and my whole life raced past. What was about to happen to me? What was about to happen to my ship? At this time, I had been standing or sitting in my "sweat box" [Radio IX] for some four hours. There were no visits to the head, no water, no visit topside for air.

I had heard only a few reports over my sound powered phones connected to Sky One. On the one occasion I attempted to communicate with Sky One, I was told to GET OFF THE LINE.

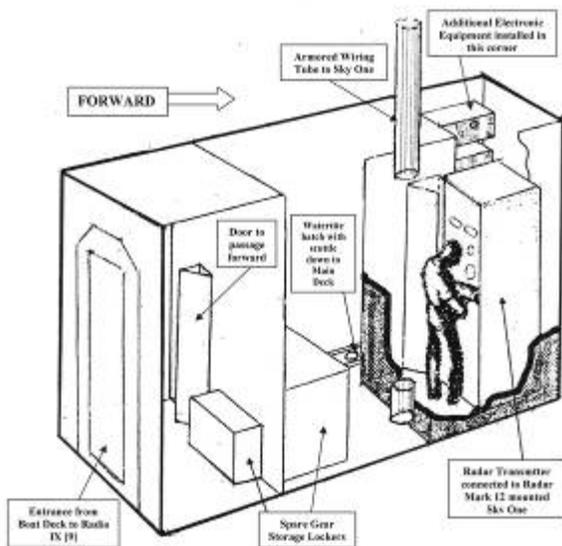
Silence – Silence – My mind continued to race. At 1712, the NORTH CAROLINA opened fire with 5"/38 AA fire on Japanese dive bombers attacking the ENTERPRISE. The ENTERPRISE began violent course changes which we and the rest of the Task Force followed at 27 knots.

At 1713, ten Japanese dive bombers attacked the NORTH CAROLINA from our star-

board bow and the five inch mounts just outboard of my battle station were putting up a furious rate of fire.

At 1715, a second dive bombing attack was made on BB55 from the port quarter by six dive bombers. Four bombs hit near the ship in this attack as follows: one abreast the starboard catapult about 100 yards out, one abreast the starboard catapult at 150 yards out, one dead astern about 50 yards and one abreast the port catapult which knocked down the automatic weapon gunners and flooded the deck with a foot and a half of water [The deck was depressed due to our speed which pushed down the stern].

We ceased fire at 1722 as all targets were out of range. In this short time, we accounted for seven Japanese aircraft shot down and a possible 14. The actual attack had lasted nine minutes and we had suffered one killed [George Conlon] and no wounded.



Sketch by Chuck Pate, August 2009

(Left) Illustration depicts Radio IX on 24 August 1942 and demonstrates how compact it was. There was no ventilation although there was a fan built into the radar transmitters which only seemed to circulate hot air. During an attack, all the doorways and hatches were closed including the watertight hatch below deck located in the passageway.



Radio IX, 01 level, starboard side, 1941. Radio IX is "TRANS. RM" on the drawing.

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BATTLESHIP NORTH CAROLINA

What's New?



Teakdecking Systems from Sarasota Florida returned to the Battleship this summer to continue repairs on the deck. The photos show the earlier repairs (darker) and the newly repaired teak and a view of the repaired bow. We can anticipate returning the ship's massive anchor chains to their original locations now.



Local architectural firm LS3P Associates Ltd. created the Battleship NORTH CAROLINA for "canstruction," the first annual design/build competition to benefit the Food Bank of Central and Eastern NC. They used Navy and Black beans (camouflage pattern) for the structure, tuna fish cans for the turrets, mushroom cans for the other guns, fettuccini for the deck, and a variety of slim jims sizes for the gun barrels. A sea of water bottles and even "Charlie" surrounded the ship.



Explore and Discover! Battleship NORTH CAROLINA

- Business Office:** Director: Capt. Terry Bragg, USN (Ret.)
Maintenance Director: Roger Miller; Comptroller: Elizabeth Rollinson
Brooke Laton, Candy Edwards, Kim Mintz
- Maintenance:** Robert Hall, Terry Kuhn, Steve Lewis, Phil Southworth, Gary Pietak, Jason Boyd
- Museum:** Kim Sincox, Mary Ames Booker
- Programs:** Danielle Wallace, Shelly Robinson, Christine Jamet, Julia Yannetti
- Promotions:** Heather Loftin
- Ship's Store:** Leesa McFarlane, Cathy Shipman, Devin Buie, Tara Banks, Sabrina Porter, Joy Lynch
- Night Watchmen:** Danny Bradshaw, Bill Parr, Brian Gibson
- Webmaster:** Randy Drew

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