

USS PAMPANITO

VOLUNTEER MANUAL



San Francisco Maritime National Park Association
USS PAMPANITO
PIER 45 - SHED A
SAN FRANCISCO CA 94102
415 775-1943



June 01, 2010

LETTER OF PROMULGATION WELCOME ABOARD

We're pleased to welcome you to the San Francisco Maritime National Park Association, steward of the historic ship USS PAMPANITO. Thank you for joining us! We trust that your relationship with the Association and PAMPANITO will be a mutually beneficial and pleasant one.

You have joined an organization dedicated to maritime preservation and education in order to enhance public understanding, appreciation and enjoyment of our national maritime heritage. We hope you will find satisfaction and take pride in your work with us.

This Manual will inform you about the Association's volunteer policies and practices, your responsibilities as a volunteer with the Association, and the Association's responsibilities to you. This Manual is our official policy and your compliance is important to both you and the PAMPANITO.

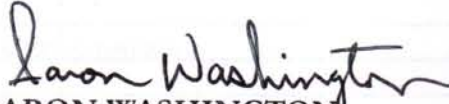
We hope this Manual will assist you in understanding your role as a volunteer. We depend on you -- your success is our success. Please direct questions to the PAMPANITO's Ship's Manager.

This Manual supersedes all previous manuals, policies, memoranda and inconsistent oral or written descriptions of the Association's volunteer policies and benefits. While this Manual applies specifically to PAMPANITO volunteers because of the nature of your duties aboard a World War II submarine, its policy content applies uniformly to volunteers in every aspect of the Association's operations. We ask that you read this Manual carefully, and refer to it or the Ship's Manager whenever questions arise.

This Manual cannot address every possible situation. A special project or event, unique work situation, or other factors may require variations in organizational policy or procedure. In these cases, specific direction will be provided by the Ship's Manager.

Whenever provisions to Association policies or rules are changed, we will advise volunteers on a timely basis. You will be issued replacement pages and we strongly recommend that you make it a priority to keep this manual updated at all times. This Manual remains property of SFMNPA and must be returned upon completion of your volunteer status.

WELCOME ABOARD! We genuinely appreciate your service to San Francisco Maritime National Park Association and, in particular, to USS PAMPANITO SS 383. Zero Bubble!


AARON WASHINGTON
SHIP'S MANAGER


BILL PARKER
PAMPANITO COMMITTEE

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CHAPTER 1

VOLUNTEER ADMINISTRATION AND POLICY

1.0 VOLUNTEER ADMINISTRATION

1.0.1 DEFINITIONS

“SFMNPA” and “Association” as used herein shall mean the San Francisco Maritime National Park Association.

“Employee” as used herein shall mean a paid member of SFMNPA staff (“Staff”)

“Volunteer” as used herein shall mean anyone who submits a *Volunteer Application*, subsequently signs an *Agreement for Individual Volunteer Services*, and remains in good standing with SFMNPA.

Appendix 2 contains the approved Volunteer Application and Appendix 3 contains the approved Agreement for Individual Volunteer Services.

“Manual” as used herein shall mean the San Francisco Maritime National Park Association USS PAMPANITO Volunteer Manual.

Global Comment: In context, “Ship’s Manager/Designee” means either the Ship’s Manager or a person specifically designated by the Ship’s Manager to act in his/her stead. This designee may be an Employee or a Volunteer, depending upon the specific situation.

1.0.2 PROMULGATION

This Manual is promulgated effective June 01, 2010. It supersedes all previous policies pertaining to Association Volunteers associated with the Historic Ship USS PAMPANITO (SS-383).

Note that the Association also has Volunteers working under the provisions of its contractual agreement with the San Francisco Maritime National Historic Park at Hyde Street Pier.

Because the Association’s relationship with the National Park Service, an agency of the United States Government, is *wholly separate* from the Association’s ownership and operation of PAMPANITO, policies pertaining to Volunteers at Hyde Street Pier and those at PAMPANITO may differ in some particulars, especially those mandatory National Park Service policies that are not applicable to PAMPANITO Volunteers.

Although the fundamental policies contained in this Manual are Association-wide, please remember that this Manual is specifically intended for use by PAMPANITO Volunteers. Hyde Street Volunteers should NOT use this Manual, nor should PAMPANITO Volunteers use the policy manual applicable to Hyde Street.

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1.1 YOUR VOLUNTEER FILE

A Volunteer file is maintained by the Ship's Manager/Designee documenting your service hours and work performed. This file contains your application, personal information, volunteer hours, evaluations, and your emergency contact form. This information is important in order to ensure proper recognition of your volunteer work and to the Association for record keeping and development purposes.

Personally identifiable information shall not be divulged to anyone without a strict need-to-know.

If you have a change in any of the following items, please notify the Ship's Manager/Designee as soon as possible:

1. Legal name
2. Home address
3. Home telephone number and E-mail address
4. Emergency contact information
5. Other personal data (beneficiaries, dependents, etc)

You may see your personnel file upon request and you may obtain copies of all documents you have signed. Please make arrangements with the Ship's Manager/Designee.

1.2 BACKGROUND CHECKS

The Association understands that background checks are a sensitive subject and that Volunteers have a right to have the policy explained in full to them.

The Association respects the privacy of its Volunteers and complies with State and Federal laws regarding the handling of personal information.

Purpose

Specific Volunteers must receive a background check in order to perform certain work at the Association. This is for several reasons:

1. Volunteers who come into contact with thousands of schoolchildren during our overnight education programs are contractually required by school districts to undergo a background check;
2. Certain Volunteers' duties will require access to priceless artifacts. The Association must establish Volunteer bona fides in order to comply with prudent museum policy and contractual terms of loan or donation conditions that the Association is obligated to satisfy; and
3. Volunteers may accept assignment to other sensitive positions designated by the Ship's Manager

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Information Collected

The scope of a background check is limited, and is not to be confused with governmental type security checks.

The Association's sole interest is to ensure that Volunteers have no convictions for sexual or violent crimes, and that they have not been convicted for theft or embezzlement.

We do NOT seek or collect any other personal information such as financial history, misdemeanor offenses, or other information not directly related to the criteria listed above.

How the information is handled

The Human Resources manager is the only person authorized to initiate a background check and subsequently report the results to designated officials within the Association. No person other than those designated may see or use such information. By law, all personal information (including SSAN) will be secured.

Access to the results of a background check are limited to three Employees, these are:

- The Human Resources Manager, and at his/her discretion:
- The Executive Director
- When necessary, the Ship's Manager

The Association bears all costs related to a background check. All current and future Volunteers are subject to this policy.

We carefully monitor the reputation of any vendor selected to perform background check services. As Employees, we share your concern about accuracy and security of personal information.

Non-Participation

The Association fully respects the decision of a Volunteer not to undergo a background check and makes no assumptions as to the reason behind that decision.

Volunteers whose duties require contact with children participating in our overnight education programs, have unsupervised access to museum artifacts and high dollar value materials, or otherwise as may be determined by the Ship's Manager who decline undergoing a background check may choose to perform volunteer services in a less sensitive capacity.

When a Volunteer's position requires a background check and he/she declines undergoing that check and is unwilling to accept a less sensitive assignment, their service with the Association will be terminated.

1.3 TRAINING AND MEETINGS

Volunteers must attend designated meetings and complete mandatory training, including dealing with policy issues (such as sexual harassment) and other job-specific training. Specific training meetings during a Volunteer's probationary period (see Section 1.4.3) are considered an integral part of successfully completing that probation.

Every effort will be made to schedule meetings and training at mutually acceptable times. Makeup sessions will be arranged for those who notify the Ship's Manager/Designee that they cannot adjust their schedules in order to attend the planned session.

Failure to attend mandatory meetings or receive required training could result in termination of your service.

1.4 VOLUNTEER POLICIES

1.4.1 EQUAL EMPLOYMENT OPPORTUNITY AND AMERICANS WITH DISABILITIES

The Association provides equal opportunities to Volunteers without regard to race, color, sex, age, physical or mental disability, medical condition, religion, national origin, marital status, sexual orientation, ancestry, or status as a veteran.

It is Association policy to comply with all applicable provisions of the Americans with Disabilities Act (ADA). The Association will not discriminate against any otherwise qualified Volunteers because of physical or mental disability.

The Association will make reasonable accommodations for Volunteers with disabilities, provided that the individual is otherwise qualified to safely perform the duties and assignments connected with the job and that those accommodations do not result in undue hardship to the Association.

Management is primarily responsible to ensure that Association equal opportunity policies are implemented, but all Volunteers share in the responsibility for assuring that by their personal actions, the policies are effective and apply uniformly to everyone.

It is noted that USS PAMPANITO is both a historic artifact and a National Historic Landmark. As such, every effort is made to protect and preserve PAMPANITO's historic fabric. This essentially precludes modifications that would otherwise be necessary in order to meet ADA requirements.

Volunteers do not have access to the employment discrimination complaint process established by the Equal Employment Opportunity Commission since you are neither employees nor applicants for employment with the Association. However, Volunteers may contact the Human Resources Manager to seek assistance in resolving potential complaints.

Volunteers involved in discriminatory practices will be disciplined, up to and including discharge.

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1.4.2 POLICY PROHIBITING HARASSMENT AND WORKPLACE VIOLENCE

GENERAL HARASSMENT

The Association prohibits harassment of anyone, regardless of whether that harassment is targeted specifically to the Volunteer. Harassment could be based on an individual's race, religion, color, gender, age, national origin, ancestry, marital status, medical condition, sexual orientation, or physical and mental disability.

Prohibited harassment includes epithets, slurs, derogatory comments or jokes, intimidation, negative stereotyping, threats, assault or any physical interference with the Volunteer's normal work or movement, directed at an individual Volunteer, their relatives, friends or associates.

Harassment may also include written or graphic material that denigrates or shows hostility or aversion towards an individual or group that is placed on walls, bulletin boards or elsewhere on the Association's premises or circulated in the work place

Whether the offending person meant to give offense, or believed his/her comments or conduct was welcomed, is not significant. Association policy is violated when other Volunteers and Employees, whether recipients or mere observers, are offended by comments or conduct which are based on race, religion, color, gender, age, national origin, ancestry, marital status, medical condition, sexual orientation or disability.

SEXUAL HARASSMENT

The Association is also committed to provide an environment free of sexual harassment. Sexual harassment is unwelcome sexual conduct of any nature that creates an offensive or hostile working environment or that is made a condition of volunteering at the Association.

Prohibiting sexual harassment includes unwelcome sexual conduct such as:

- Verbal harassment (e.g., sexual requests, comments, jokes, slurs);
- Physical harassment (e.g., physical contact); and
- Visual harassment (e.g., posters, cartoons or drawings of a sexual nature).

Whether the offending person meant to give offense, or believed his/her comments or conduct was welcomed, is not significant. Rather, Association policy is violated when other Volunteers, whether recipients or mere observers, are offended by comments or conduct which are sexual in nature.

For these purposes, our work place is not limited to Association facilities, but also includes client and vendor facilities and contact with the public while on Association business, as well as anywhere an Association business-related function is taking place.

COMPLAINT PROCEDURE

If a Volunteer believes he/she has been harassed by another Volunteer, Employee, vendor, or other

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business contact, or becomes aware of an incident of harassment, whether by witnessing the incident or being told of it, that Volunteer should immediately report the incident to the Ship's Manager. If the Ship's Manager is involved in the reported conduct or the Volunteer feels uncomfortable making a report to the Ship's Manager, the Volunteer should report the incident directly to the Human Resources Manager.

Any supervisor who sees or hears about any conduct that may constitute harassment under this policy should contact the Human Resources Manager immediately.

The Association will not retaliate, nor will it tolerate retaliation, against Volunteers who complain in good faith about harassment in the work place. The Association will investigate every report and take whatever corrective action is deemed necessary, including disciplining or discharging any individual who is believed to have violated these prohibitions against harassment and retaliation.

Volunteers have a duty to cooperate in the Association's investigation of alleged harassment. Failure to cooperate or deliberately providing false information during an investigation shall be grounds for disciplinary action, including termination of volunteer service.

1.4.3 GENERAL VOLUNTEER POLICIES The following policies are listed in alphabetical order for ease of reference.

APPEARANCE AND GROOMING

Volunteers are expected to dress and groom themselves in accordance with accepted business standards. Volunteers whose primary assignment involves direct contact with PAMPANITO visitors must present a positive image of the Association in both personal grooming as well as attire. Each supervisor is responsible for establishing reasonable grooming standards and dress code appropriate to the area in which you volunteer.

Volunteers in close contact with visitors, especially those serving as Docents, must be clean, presentable, and neatly groomed. Clothing such as clean dungarees, chambray shirts, Navy-style "poopie suits," or suitable casual civilian attire is encouraged.

PAMPANITO Docent ballcaps and other PAMPANITO Crew articles of clothing are provided as appropriate to your assignment.

Volunteers working on repair and restoration projects should wear clothing suitable for the work involved. Since much of this type of work involves greasy, oil-laden tasks and is clearly not amenable to more presentable attire, coveralls and working dungarees are encouraged.

Because repair and restoration work aboard the boat may place a Volunteer in occasional contact with visitors, being dressed like a diesel boat bilge rat must comport with your duties.

While it is entirely appropriate to respond to a visitor's questions as they come through the compartment in which you are working, it is inappropriate to assume the duties of a Docent while in soiled working clothes or physically filthy from your labors.

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BREAKS

Volunteers are entitled to meal and rest breaks in accordance with the agreed work schedule. Meals are the sole responsibility of the Volunteer. Certain refreshments such as bottled water, coffee, tea, and hot chocolate are provided by the Association and are generally available in the Watch Office. A refrigerator, toaster oven, and microwave are also available for Volunteer use.

COMPENSATION POLICY

Volunteer activities done on behalf of the Association are unpaid. There is no compensation or benefits associated with your voluntary service to the Association.

Mileage and other out-of-pocket expenses may be deductible from your income tax because the Association is a non-profit public benefit corporation. Please consult your tax advisor on this point.

CUSTOMER RELATIONS

USS PAMPANITO's mission success depends upon the quality of the relationships between our Volunteers and the visiting public. Visitors' impression of the USS PAMPANITO and their interest and willingness to support us is influenced directly by the Volunteers who serve them.

Regardless of your role as a Volunteer, you are a *PAMPANITO ambassador*. The more goodwill you promote, the more our visitors will appreciate you, the boat, its history, and our mission.

Here are several things you can do to help give visitors a good impression of the Association:

1. Deal with customers in a competent, courteous, and respectful manner.
2. Communicate pleasantly and respectfully at all times.
3. Follow up on questions promptly, provide businesslike replies to inquiries and requests, and perform all duties in an orderly manner.
4. Take great pride in your volunteer service and enjoy doing your very best.
5. Sections 2 and 3 of this Manual provide more detailed guidance regarding performance of Volunteer Repair and Restoration and Docent duties.

These are the building blocks for your and the Association's continued success. Thank you for adding your support.

INSURANCE AND LIABILITY COVERAGE

Volunteers are covered for job-related incidents ONLY. This includes injuries incurred while at client and vendor facilities on Association business, while in an Association owned or leased vehicle, and/or anywhere an Association business-related function is taking place.

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It is the Volunteer's personal responsibility to ensure that an *Agreement for Individual Volunteer Services [Appendix 3]* is on file in order to assure coverage by the Association's insurance policies.

OPEN DOOR POLICY

Association management maintains an open door policy for all Volunteers, and welcomes any suggestions that will enable the Association to foster a more productive working environment. If at any time you feel that you are not being treated fairly, the problem should be reported to the Ship's Manager. If you believe your concerns merit higher level attention, you may raise them with the Human Resources Manager or the Executive Director.

The Human Resources Manager or Executive Director will investigate your concerns and provide an answer to you as soon as is practicable. It may not always be possible to achieve the result you want, but, if not, the Association will attempt in each case to explain why.

PERFORMANCE REVIEWS AND PROBATIONARY PERIOD

Volunteers are in a probationary status for the longer of six months or sixty hours of their service to the Association. At the end of that period, or as soon thereafter as practicable, the Ship's Manager will conduct a formal performance review that will take into account direct observations of the Volunteer's service as well as commendations and complaints registered by PAMPANITO visitors and the observations of Staff and other Volunteers.

Supervisors and Volunteers are strongly encouraged to discuss job performance and goals on a regular basis. Ongoing discussions with supervisors are an excellent opportunity for Volunteers to clarify any questions regarding their service. These reviews give the Volunteer and supervisor an opportunity to discuss job tasks, encourage and recognize strengths, identify and correct weaknesses, and discuss constructive, purposeful approaches for meeting goals.

PERSONAL PHONE CALLS

Please keep personal phone calls to a minimum - they must not interfere with Association business. However, be assured that all incoming urgent calls will be directed to you. The main telephone number for PAMPANITO is 415 775-1943.

POLICY CHANGES

This Manual supersedes all previous Volunteer Manuals for the San Francisco Maritime National Park Association as of June, 2010. It is anticipated that additional Volunteer policies may be needed from time to time and outdated policies need to be revised.

The Association, at its discretion, may change, delete, suspend or discontinue any part or parts of the policies in this Manual at any time without prior notice. Any such action shall apply to existing as well as future Volunteers. No oral or written statement or promise by a supervisor, manager, or department head may be interpreted as a change in policy nor will it constitute an agreement with a Volunteer. Authorized policy changes shall be in writing in the form of an amendment or subsequent

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revision to this Manual.

RECOGNITION OF SERVICE

Discounts: Volunteers receive a 15% discount at the PAMPANITO Store.

Name Tags: Shortly after commencing your Volunteer service, an official PAMPANITO name tag will be issued to you.

PAMPANITO Fleece: Upon completion of two years of service, a PAMPANITO fleece will be awarded.

Admission to the Boat: Once a Volunteer has completed the prescribed probationary period, a reasonable number of visitors may be brought aboard the boat without charge. Guests of a Volunteer, however, are not granted any additional insurance coverage by virtue of their guest status.

Service Credits: The Association instituted a program effective 1 January, 2010 allowing Volunteers to earn service credits to partially offset the cost of overnight programs. Service credit usage requires that groups must be approved by the Association and that groups must meet all requirements established in the *Group Usage Policy*. The Ship's Manager/Designee can provide more details on this.

Designation: A current Volunteer Service Award Designation form is available from the Ship's Manager or Education Manager and should be submitted within a reasonable period after commencing your Volunteer service.

This form shows which groups are pre-approved, *subject to meeting insurance and other Group Usage Policy requirements*. You may request approval of a group that is not pre-approved. That request will receive fair and immediate consideration. Typically, these groups are non-educational church or affinity sponsored organizations.

Other Volunteer Service Awards: As this edition of the Manual is being prepared, PAMPANITO is working with JEREMIAH O'BRIEN as well as the historic sailing ship ALMA (Hyde Street Pier) to develop a mutual Volunteer rewards program that will result in Volunteers being able to participate in O'BRIEN sailing/steaming cruises or ALMA sails on San Francisco Bay. This program has not been completely defined yet - it is what the Association hopes will become an attractive Volunteer service reward in the near future.

Bob Taylor Award: The Bob Taylor Memorial Volunteer Service Award ["Bob Taylor Award"] was established on Memorial Day, 2010 in recognition of Bob's nearly thirty years' of dedicated volunteer service to PAMPANITO.

This award will be conferred during the Memorial Day Ceremony by the President of the Association upon nomination by the Ship's Manager to and in joint consideration with the PAMPANITO Committee.

The names and year of award will be entered on a plaque designed for the purpose and suitably

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displayed for public recognition. The Ship's Manager shall also determine appropriate Volunteer incentive awards for each conferral. See Appendix V for details.

USE OF ASSOCIATION COMPUTERS, ELECTRONICS AND VOICE-MAIL

Electronic mail and other information systems belonging to the Association, including access to the Internet, are not to be used in a way that may be disruptive, offensive to others, or harmful to morale.

The Association prohibits display or transmission of sexually explicit images, messages, or cartoons, or any use of E-mail that contain ethnic slurs, racial epithets, or anything that may be construed as harassment or disparagement of others based on their race, national origin, sex, sexual orientation, age, disability, religious or political beliefs. The Association's E-mail system may not be used to solicit or proselytize others for commercial ventures, religious or political causes, outside organizations, or any other non-Association business.

Volunteers may use the Association's information systems for official business only.

Volunteers shall not access another E-mail file without the user's permission. However, the Association maintains a right to access E-mail files that are on Association computers.

USE OF ASSOCIATION PROPERTY

The Association strives to provide a safe and secure workplace for Volunteers and to protect Association property and other business interests of the Association.

The Association seeks to maintain a balance between Volunteers' expectations of privacy in the workplace and its business needs. All Association facilities, buildings, offices, furnishings, equipment (including telephones and computers), desks, lockers, and supplies are the exclusive property of the Association. Their use is restricted to Association business.

Because of business and security concerns, the Association maintains the right to open, enter, and inspect any vehicle, package, container, or Association property without the knowledge or presence of the persons using the property. The Association may also access, retrieve, copy or review E-mail, voice mail or other contents of Association-provided media, including computer hard disks, for any business purpose, or to respond to lawful demands requests for information.

The Association maintains a video monitoring system with audio capability for the protection of its Volunteers, Employees, property, and the Association's interests.

VOLUNTEER HOUR RECORDS

Volunteer hours are recorded in the Volunteer Log Book, both in order to recognize you for your hard work and dedication, and to assist the Association in its fundraising efforts for the PAMPANITO. Careful attention to signing in and out is the only way the Association can document how many hours you have contributed.

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1.4.4 WORK SCHEDULE

ABSENCES

The Association values its Volunteers and appreciates the time you freely give to the Association. However, because we do rely upon your service, please notify your supervisor whenever you know you will be unable to volunteer during your regular day(s) or hour(s). If there is an emergency or other circumstances that prohibit you from arriving or remaining for your designated volunteer time, please contact the Ship's Manager/Designee as soon as reasonably possible.

RECOGNIZED HOLIDAYS

The following holidays are observed. Association headquarters offices will be closed. Please discuss Volunteer duties falling on holidays with the Ship's Manager, as PAMPANITO remains open.

- New Year's Day - January 01 of each year
- Martin Luther King Jr. Day - Third Monday in January
- President's Day - Third Monday in February
- Easter - first Sunday after the first full moon after the vernal equinox [March 23rd to April 24th]
- Memorial Day - Last Monday in May [Annual Lost Boat Ceremony conducted on this holiday]
- Independence Day - July 04 of each year
- Labor Day - First Monday in September
- Columbus Day - Second Monday in October
- Veterans Day - November 11 of each year
- Thanksgiving Day and the day after - Fourth Thursday and Friday following
- Christmas Day - December 25 of each year

TERMINATION

Either the Volunteer or the Association may terminate a Volunteer Agreement at any time without cause by notifying the other party in writing. Should the Volunteer choose to initiate termination of service, the Association requests one week's notice in order to redistribute volunteer duties and fulfill paperwork requirements.

EXIT INTERVIEWS

Whenever a Volunteer leaves our program on their own accord, Association management may want to discuss your reasons for leaving, how you felt about your volunteer service, and any other impressions that you may have about volunteering at the boat. If you decide to leave, you may be asked to grant us the privilege of an exit interview. All information will be kept strictly confidential.

1.4.5 WORKPLACE ENVIRONMENT

FIRST AID

Federal law ("OSHA") requires that we keep records of all illnesses and accidents which occur on the job. Our policies also require that you report any illness or injury on the job, no matter how

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slight. If you hurt yourself or become ill, please contact the Ship's Manager/Designee.

SECURITY

Maintaining security over Association property is every Volunteer's responsibility. Develop habits that insure security as a matter of routine.

For example:

- Always keep valuable items properly secured. If you are aware that anything valuable is not stored securely, immediately inform the person responsible;
- Know the location of all alarms and fire extinguishers, and familiarize yourself with the proper procedure for using them;
- When you leave the Association's premises, make sure that all tools and equipment you have used have been cleaned and stowed properly;
- Make certain that any exits you use are properly secured behind you; and
- If you open a security barrier on the boat, you are responsible to lock it when you are done.
- Remember that although the Association's area in Shed A is posted, there are several ways that unauthorized persons could access our spaces and steal or vandalize items.

WORKPLACE VIOLENCE

The Association has a zero tolerance policy against threatening or committing any act of violence in the workplace, on Association premises, while participating in Association-related business, or while operating any vehicle or equipment owned or leased by the Association.

This policy applies to everyone. The Association will not tolerate anyone who makes threats, engages in threatening behavior, or commits acts of violence against other Volunteers, Employees, visitors, guests, or other individuals. Compliance with this policy is every Volunteer's responsibility.

The Association will terminate the services of any Volunteer violating this policy and may refer the incident for criminal or civil prosecution.

Volunteers are required to report any incident involving a threat of violence or act of violence immediately to the Ship's Manager/Designee. The Ship's Manager shall report any matter coming to his/her attention to the Human Resources Manager.

The Human Resources Manager will investigate the matter and take appropriate corrective action. This may include disciplinary action, up to and including immediate dismissal and preferring criminal or civil charges for prosecution.

Volunteers may report violations of this policy without fear of retaliation of any kind.

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1.4.6 SAFETY RULES

Safety is Job #1 on Association premises. Association policy requires that all personnel promote safety and observe all safety rules and precautions, not only for their own protection, but to also assure that our visitors have a safe experience with us.

Safety Hazards: Volunteers who become aware of any workplace safety or security hazards, or have suggestions for improving safety and security in the workplace should speak with the Ship's Manager/Designee.

Enforcing Safety Rules: Staff shall insist that Volunteers obey every safety rule as is necessary to the safe conduct of the work, and shall take such action as is necessary to obtain compliance.

Supervision: Work shall be supervised to prevent injuries in handling materials and working with tools or other equipment. Safety gear is provided by the Association. Failure to utilize safety gear will result in termination of your Volunteer status.

Drugs and Intoxicants: Volunteers known to be under the influence of drugs (prescription or otherwise) or intoxicating substances that impair their ability to perform assigned duties in a safe manner shall not be allowed on Association premises while in that condition.

No Volunteer shall knowingly be permitted to work whenever his/her ability or alertness is impaired by fatigue, illness, or other causes that could expose the Volunteer or others to injury.

Entry into Closed/Secured Spaces: Volunteers shall not enter places not open to visitors until it has been determined by the Ship's Manager/Designee that it is safe and necessary to do so.

Proper Tool Safeguards: Volunteers shall ensure that all equipment guards and other protective devices are in place and properly adjusted prior to use, and shall report deficiencies to their supervisors. Equipment red-tagged or recognized as not being safe for use shall not be used until those deficiencies are repaired.

Proper Tool Usage: Tools shall be used only in the manner and for the purpose they were designed. Do not improvise by using an incorrect tool for the job, or by using a tool incorrectly.

Horseplay: Horseplay, scuffling, and other acts that tend to have an adverse influence on the safety or well-being of Volunteers, Employees, or visitors are prohibited.

In lifting heavy objects, use the larger muscles of your legs instead of the smaller muscles of your back. Get assistance lifting heavy or awkward items in order to prevent strain or losing control and possibly injuring yourself or others.

Footwear: Inappropriate footwear or shoes with thin or badly worn soles shall not be worn. Except as required for tasks designated by the Ship's Manager/Designee, steel-toe safety shoes are not required.

Storage of Materials: Storing material against doors, exits, fire extinguishing equipment and electrical panels is prohibited. The shop area has designated safety zones delineated by yellow paint

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and signs that, if violated, could result in the Association being fined heavily. Do not put anything in a designated safety zone - even just “for a few minutes.”

Ship’s Systems: Volunteers shall not adjust power, equipment, machinery, air or water lines or any other ship’s systems not within the scope of their duties until they have received instructions from the Ship’s Manager/Designee, and it is ascertained that adjustment is necessary and safe to perform.

HPAC Operation: The High Pressure Air Compressor is locked out and shall not be operated without specific authorization by the Ship’s Manager. This rule applies to everyone irrespective of status. Violation of this rule could result in serious injury or death and significant material damage.

Operation of the HPAC in violation of this rule will result in immediate termination of Volunteer status and prohibition of entering upon PAMPANITO’s premises at any time in the future.

1.4.7 MUSEUM AND COLLECTION POLICIES

MUSEUM COLLECTIONS

As part of its mission in maintaining, restoring and interpreting the World War II submarine, USS PAMPANITO (SS-383), the Association collects objects, documents and photographs relating to U.S. submarines in the Pacific theater during World War II.

These items are catalogued and cared for in order to preserve the history of WWII submarines for future generations. Some items are used in the restoration of the submarine, some in educational programs and exhibits, and others, which are too rare or fragile for such uses, are carefully stored and made available for research purposes.

We ask you, as a Volunteer, to appreciate the historical value of the collections in our custody and to treat them with care and respect.

The Association strives to maintain its collections in accordance with professional standards of museum display and storage, as outlined in the PAMPANITO Curatorial Manual. Any questions or issues pertaining to the collections, including care, cleaning, and restoration, should be referred to the Ship’s Manager or Ship’s Curator.

Volunteers who have personal collections that are similar in content to any portion of the Association’s collections must be ethical and avoid any actions that could constitute even the appearance of a conflict of interest.

For example, Volunteers may not compete with the Association in collecting. If you purchase an object for your personal collection that may be relevant to the Association’s collections, you must offer that item to the Association at the same price before adding it to your personal collection.

Should you decide to dispose of part or all of your collection, you must first offer it to the

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Association at fair market value or as a gift before selling it to an outside buyer. Make sure you fully document all transactions involving your personal collection.

Volunteers must not use the museum collections for any form of personal gain. In addition, Volunteers may not purchase or otherwise acquire objects removed from the Association collections. Please direct any questions you may have on this policy to the Ship's Manager or Ship's Curator.

1.5 VOLUNTEER FORMS

You will be provided with a *Volunteer Receipt and Acknowledgement Form* at the time this Manual is issued to you. This form is shown in Appendix 1 of this Manual.

Prior to acceptance as a Volunteer, you will need to submit a *Volunteer Application*, and if accepted, an *Agreement for Individual Volunteer Services*.

These forms are contained Appendices 2 and 3 to this Manual, respectively. Please sign and return these forms to the Ship's Manager/Designee. Copies of your signed forms are available to you on request.

CHAPTER 2

REPAIR AND RESTORATION VOLUNTEERS

2.0 GENERAL

2.01 REPAIR AND RESTORATION

The Association is committed to restoring and maintaining PAMPANITO to its configuration during the summer of 1945. After completing six war patrols during WWII, and receiving limited upkeep and repairs during that period, PAMPANITO was in need of a major overhaul.

That overhaul was accomplished by Hunters Point Naval Shipyard during the spring and summer of 1945. With that overhaul came some equipment and configuration changes that, in turn, form the basis for selecting that particular time as PAMPANITO's restoration point.

WWII ended just as PAMPANITO returned to Pearl Harbor in August, 1945. She was ordered but never commenced her seventh war patrol. Instead, PAMPANITO returned to the mainland. Shortly thereafter, never to again sail under her own power, PAMPANITO served as a reserve trainer and then fell into an ignominious period of neglect and fleet stripping that lasted for several years.

Fortunately, most of the consequences of neglect and stripping have been reversed through contribution of literally tens of thousands of Volunteer hours as well as hundreds of thousands of dollars worth of donated materials, services, and reclamation of historic artifacts.

It is believed that today, PAMPANITO is the most accurately and completely restored BALAO class boat in the Memorial Museum Fleet. The Association, Staff, and certainly our Volunteers are justifiably proud of the standard PAMPANITO sets in the Memorial Museum Fleet.

Chapter 3 contains an abbreviated history of PAMPANITO that you should become familiar with because it forms the basis for much of the repair and restoration work that remains in order for the boat to conform even more closely with its summer, 1945 configuration.

2.1 REPAIR AND RESTORATION POLICY

Underlying Policy: The underlying policy for repairs and restoration is that all work must be done to the fullest extent possible using WWII-era submarine materials, construction, and repair practices.

Authentic Materials: If authentic materials are not available, the Ship's Curator may approve use of replica materials on a case basis. Manufactured replica materials should conform to the original design in both the material used and the fabrication or machining methods used, and to the original design as may be determined by reference to the reasonably complete set of plans available in PAMPANITO's archives. Lacking blueprints, dimensioning an existing part is an approved method of replication.

Protected by Law: The historic fabric of PAMPANITO is protected by law due to her designation as a National Historic Landmark. Plus, to retain its authentic WWII mantle, PAMPANITO cannot be

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jury-rigged nor may convenient shortcuts be taken with the historic fabric of the boat. Any variations from materials and methods used to build and maintain PAMPANITO during her years of service during WWII require careful consideration, exploration for genuine artifacts and materials, and well-documented decisions to depart from this standard.

Non-Historic Modifications: It is acknowledged that certain modifications to PAMPANITO were forced upon the Association which impact PAMPANITO's historic fabric. More prominent of these is the removal of both torpedo loading hatches and subsequent installation of stairwells for visitor access and egress.

At the time PAMPANITO was to be opened to the public, affordable liability insurance to protect the Association was unavailable. This was due to the insurer's perceived risk of using the normal ladder access/egress from Torpedo Rooms. In today's climate, the insurance situation is even more onerous.

Remember - this is California. While some other memorial museum boats still use the original Torpedo Room ladders, they are located in states with court systems that are far more sensitive to historic authenticity than California and can obtain insurance coverage at a reasonable cost.

Security Barriers: Another non-historic modification is the installation of security Plexiglas barriers and steel grates throughout the boat. These modifications, while not so invasive as removing the torpedo loading hatches, still alter PAMPANITO's configuration from that in the summer of 1945.

Further Modifications Impacting Historic Fabric: It is the committed objective of the Association to not permit any further modification of PAMPANITO's historic fabric. Thus, your services as a Repair and Restoration Volunteer may become more difficult during some projects.

2.2 CURATORIAL STANDARDS

While the Association's designated person responsible for PAMPANITO is specifically the Ship's Manager, he/she is guided by curatorial standards and expertise that the Ship's Curator provides.

Thus, much of your work as a Repair and Restoration Volunteer will be under the purview of the Ship's Curator. While this could be, on occasion, a tedious process, it is important to remember that everyone is dedicated to doing what is best for PAMPANITO, consistent with the historic standards we seek to maintain.

2.3 TEMPORARY MODIFICATIONS DUE TO SAFETY

This is not a discussion of safety in the workplace. Rather, it applies to interim non-historic measures that must be taken to assure visitor safety until historic materials and methods can be utilized.

One good example of this is temporarily covering portions of the superstructure platform deck and the 40mm gun deck aft of the bridge. While these areas await proper restoration, they constitute a possible safety hazard to visitors, Volunteers, and Staff alike.

Thus, heavy non-skid mats and sections of plywood have been laid to mitigate weak sections of the 55-plus year old teak decking. The 40mm gun deck is nearly restored at this point, but certain

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portions of the main deck still require restoration.

To maintain a balance between historic fabric and visitor safety, it will be necessary in specific instances to provide an interim, non-historic repair. This is not at odds with the Association's policy of using historic materials and methods because it permits us to maintain our mission of keeping PAMPANITO open to the public as a museum and memorial to those WWII submariners and boats still on Eternal Patrol while suitable materials can be obtained and installed.

Interim non-historic repairs are completely unacceptable when that work can be accomplished using historic materials and methods. Further, interim repairs are exactly that - interim. Correcting interim repairs using historic materials and methods shall be a priority.

2.4 CONTROL OVER REPAIR AND RESTORATION PROJECTS

All repair and restoration projects must be approved in advance by the Ship's Manager. The Ship's Manager, in turn may consult with the Ship's Curator to ascertain the specific historic fabric requirements for each project.

This review and approval process technically extends from something as simple as replacement of a 4-40 flat head screw to complex projects such as overhauling a main engine. No detail is so small - or so large that PAMPANITO's historic fabric can be neglected.

Volunteers often have two roles in this mission - that of performing or assisting in performing repair and restoration work as well as recognizing and reporting other necessary repair/restoration work that may be discovered.

The Ship's Manager/Designee is responsible to arrange for suitable materials, tools, and services and to develop and approve work plans. In many cases, Volunteers and Staff with particular skills (e.g. welding, machining parts, performing highly specialized adjustments, etc) will be the actual source for performing some or all of any given work plan.

The Association recognizes and appreciates the value of specialized skills possessed by Volunteers and wants to make best use of them. However, only the Ship's Manager may review and approve repair and restoration projects. Changes to the plan likewise require review and approval.

2.5 COORDINATION AND SCHEDULING

In addition to control over project work plans, the Ship's Manager is solely responsible to determine when a repair/restoration project will be scheduled. Some projects can be 90% completed in the workshop area whereas other projects will require 90% access to the boat. Or any variation thereof.

For example, repairing electronic gear could be accomplished in the pierside shop, but de-installation and re-installation both require access to the boat. Reballasting, on the other hand, requires concurrent pierside as well as on-board activities. Running an engine is predominantly an on-board project. As you see, there are many possible variations, so no attempt is made to define each. Instead, this policy is all-inclusive. It applies. Period.

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The principal consideration in scheduling a repair/restoration project is maintaining visitor and workplace safety.

If there is no danger to visitor safety or significant obstruction of visitor flow thru the boat, the Ship's Manager may determine that a project can be accomplished during regular opening hours. An example of this type of project is getting the ice cream machine in Crew's Berthing online.

Work that could pose a danger to visitors must be conducted when the boat is closed to visitors. Depending upon the urgency of the project, this could be during opening hours.

Closing the boat during opening hours to perform a project requires compelling reasons and may be approved only by the Ship's Manager.

Boat closure during opening hours is strongly discouraged for two reasons -

- 1) Visitors coming from a great distance appear at Pier 45 with every right to expect the boat will be open and are disappointed (or even angered) to find us closed; and
- 2) When we are closed to visitation, we are losing much-needed revenue that directly funds repair and restoration projects.

Thus, closure during opening hours must be for a compelling reason - or an emergency.

The preferable schedule is to conduct projects that could endanger visitors after hours.

There is a category of repair/restoration projects that is 100% on-board and can be performed but require special precautions. For example, work in the lower flats of an Engine room or the Motor Room requires opening deckplates.

While the Ship's Manager may schedule this type of project during opening hours, he/she may determine that someone must be stationed on the platform deck to make certain no visitor falls into the opening whenever the deckplate is up, or is in the process of being raised or shut.

2.6 MATERIALS REQUIRED FOR A REPAIR AND RESTORATION PROJECT

Very few things frustrate a Volunteer more than appearing for work, only to find that tools and materials necessary for the work session are not available.

Thus it is important that the Volunteer discuss material, tool, and support requirements of a project with the Ship's Manager/Designee. It is strongly advised that Volunteers list requirements for the next working session in the project notebook (Section 2.11) so the Ship's Manager/Designee can assure that necessary materials, tools, and services are available on schedule.

Please be specific and, if at all possible, provide a McMasters-Carr catalog/page number in order to make certain that the correct items and quantities are procured.

Thus, both the Volunteer and the Ship's Manager/Designee bear a responsibility towards having the

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necessary tools and materials available.

Unless expressly approved in advance by the Ship's Manager, tools and materials will be purchased by Staff thru Association accounts. In those cases where a Volunteer's purchase and reimbursement makes sense, it may be authorized by the Ship's Manager. The Ship's Manager will inform the Volunteer of what documentation is required as well as establish a spending limit in each case.

2.7 ONGOING PROJECT MATERIAL STORAGE

Few repairs and restorations can be completed start-to-finish in one session. For those projects that will require several sessions, it is important to keep parts for the project safely stored and identified.

In most cases, the parts will be relatively small and should be retained in a coffee can. These cans should be labeled with the Volunteer's name, the project involved, and the date. A segregated repair and restoration storage rack is provided in the tool room where these cans shall be kept when not in use during a project work session.

Larger pieces will be tagged with the same information as just mentioned and stored on the repair and restoration rack as well.

Bulky and heavy pieces that will not fit safely on the rack, as well as pilferable or expensive items will be stored in a locked sea van controlled by the Ship's Manager/Designee or Ship's Curator.

Under no circumstances shall anyone remove parts reserved for one project from storage and use them on another project without first obtaining permission from the Ship's Manager. If redirection of any project material is authorized, a brief note to that effect should be placed wherever that material was stored or in that particular project notebook *at the time it is removed*. Then, when the original Volunteer resumes work, he/she will not waste time searching for "missing" items.

2.8 REMOVED MATERIAL

Every shred of material removed during a project, including pieces that are clearly waste, ***SHALL NOT*** be disposed of except at the direction of the Ship's Curator. While this requirement may appear to make little sense in some cases, good museum practices require careful review of the disposition of any historic artifact or pieces thereof.

While the likelihood is obviously limited, other museum boats may need salvageable pieces of components removed from PAMPANITO. The Ship's Curator maintains ongoing contact with other historic ships in this regard. This is a two-way street, thus further underscoring the need to submit all removed materials for proper disposition. ***NO EXCEPTIONS!***

2.9 DOCUMENTATION

In order to maintain an accurate history of work performed on PAMPANITO, it is mandatory that appropriate documentation be maintained as a regular, ongoing practice during every project.

Further, some projects are complicated and involve several Volunteers over months or even years.

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Proper documentation may be the only source of detailed information of how something goes back together that future Volunteers can rely upon.

Do not count upon your own memory because recall isn't always accurate or detailed enough. For unanticipated reasons including illness and death, the Volunteer who started a project may not be the one completing it. In those cases, information retained in one's memory can be lost unexpectedly.

The best documentation consists of detailed written notes, photographs, and sketches.

Appendix IV to this Manual provides an example of this method. Restoration of one 40mm gun from the parts and pieces of two is the subject of Appendix IV. In this project, the Volunteer, Rich Pekelney, submitted an E-mail report after every work session, detailing work that was accomplished as well as the intended plan forward. Excellent detailed photographs were included in each report.

Rich's approach to documentation on the 40mm gun project is commendable - and absolutely worthy of emulation. Appendix IV contains a portion of well over 100 progress reports originated by Rich. These limited glimpses into that project clearly demonstrate the "how to" way to document a project.

All project documentation is reviewed by the Ship's Manager and entrusted to the Ship's Curator for preserving PAMPANITO's written history and for permanent archival.

2.10 PROJECT NOTEBOOK

As already noted, most PAMPANITO projects take several work sessions and, in many cases, involve more than one Volunteer - or may require Staff action in making preparations for future work or obtaining materials for those sessions.

The Ship's Manager/Designee provides project notebooks in such cases and it is important at the completion of each work session to write down exactly what preparations, materials, and other requirements are necessary in order to conduct the next work session effectively. Copies of progress reports (Section 2.9) should be retained in the project notebook to document progress and set priorities for upcoming tasks in subsequent work session.

The Ship's Manager/Designee will review project notebooks in a timely manner and, to the extent possible, ensure that all materials, tools, and special services are ready for the next work session. If some essential requirement for the next work session cannot be met, the Ship's Manager/Designee will E-mail or telephone the affected Volunteers and assist in developing a work-around.

2.11 CLEANUP

No job is completed until a thorough cleanup occurs. Even ongoing projects that last several months must be properly cleaned up after every work session.

Cleanup includes securing all equipment, systems and spaces involved with any work project.

There are several practical reasons for conducting a thorough cleanup:

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- 1) **Safety hazards** are eliminated. This includes conditions that could otherwise result in a fire or in someone being injured;
- 2) **Wasted time** - Time spent looking for tools needed by a project that were not returned to their proper storage location in the tool crib is wasted time. This is a frustrating situation because Volunteers working for a few hours in each session lose valuable time looking for tools that were not returned to their proper places. Their search soon escalates to Staff who has other priorities and the frustration level soon propagates through the entire organization;
- 3) **Theft and loss** - By failing to return tools to their proper place, the probability of theft or inadvertent loss is increased significantly.
- 4) **Hazards** - Failure to conduct a proper cleanup is wholly inconsiderate of others both in allowing hazards to exist as well as wasting time that is best spent working on productive matters and
- 5) **Rig for Visitors** - Cleanup must include restoring all security and other access-limiting devices to their proper "Rig for Visitor" conditions. This includes securing the DC bus, relocking barriers, shields, and lockers, securing fresh water and compressed air, and de-energizing circuits that, if tampered with, could damage the equipment or pose a hazard to visitors and other personnel.

Remember, some visitors are compulsive knob-twisters who will punch buttons and turn valves with absolutely no idea what that action will result in. Any controls a visitor can operate will be operated.

THUS, THOSE CONTROLS MUST BE DISABLED AND CIRCUITS DE-ENERGIZED.

ALWAYS include adequate time for a complete cleanup at the end of each work session.

2.12 REMOVAL OF ASSOCIATION PROPERTY FROM THE PREMISES

Over the years, irreplaceable PAMPANITO components have been removed from the premises in order to obtain expert repair services and for other well-intentioned reasons. Some of this was done with the Ship's Manager's concurrence while in other cases, a well-meaning Volunteer simply removed the item without consulting any member of Staff.

As one would naturally expect, some of the items faded from memory and never found their way back to the boat. In other cases they were returned and stored somewhere, only to become "lost" on the premises for many months or even years.

It is mandatory that each and every PAMPANITO artifact must be formally signed out on a temporary custody form. The Ship's Manager and Ship's Curator are the only Staff empowered to authorize removal of any Association property from the premises.

Whenever a Volunteer determines that some repair or restoration may be best affected by removing a piece of equipment from the premises, the Ship's Manager shall be consulted and appropriate

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custody documents filled in and placed on file. ***NO EXCEPTIONS!***

Although this requirement may appear unduly restrictive, it is essential to allow for the unanticipated. If a Volunteer removes any item without proper authority and documentation, it is possible that while he/she has custody, illness or even death could occur. This leaves the Volunteer's family, vendors the Volunteer is using, and the Association in a difficult position.

Family and vendors will most likely be unaware of Association ownership of the item and, therefore, would probably dispose of it through sale or the trash can. Or, if it has some memento value, it could be expropriated to someone's personal property.

Concomitantly, the Association, being unaware of the undocumented transaction, will not know to contact the family or, worse yet, some unknown vendor to request return of the item.

Thus, it is mandatory that all Association-owned items be signed out on a temporary custody receipt and returned to the Association as soon as the reason for removal has been satisfied. Volunteers violating this policy will be terminated.

CHAPTER 3 DOCENT VOLUNTEERS

3.0 INTRODUCTION

3.0.1 IMPORTANT ASPECTS OF BEING A DOCENT

Volunteers most likely to have direct, extensive interface with visitors are our Docents. This chapter provides you with PAMPANITO's general characteristics, a reasonably detailed history, policy and recommendations specific to Docents, important technical information about WWII diesel boats in general and PAMPANITO in particular.

As a Docent, you will quickly realize that our visitors come from many places across the USA as well as numerous foreign countries. They have a broad range of political persuasions. Occasionally, a visitor will be antagonistic and seek arguments with you. Most will be courteous and inquisitive.

Strangely enough, experience shows that our Japanese visitors are among the most courteous. When inquiring about the Japanese flag painted on the inner doors of tubes aft, they readily accept the fact our two countries were at war at the time and those flags represent ships sunk by torpedoes fired from those tubes.

Universally, however, our visitors are awed by the seemingly complex array of levers, switches, and valves. Their questions will typically reflect that reaction. "How did you ever stand this?" is an inevitable question you will field many times during your service as a PAMPANITO Docent.

Perhaps the one source of the most satisfaction you will have as a Docent is with younger children in the first thru fourth grades. You will be amazed at the really insightful questions they can come up with. Then, you'll be even more amazed with their follow-up questions. These kids are sharp!

In section 3.7, we will provide some experience-based tips on welcoming our visitors, making them feel comfortable, and engaging them in productive conversations.

3.0.2 DIESEL AND NUCLEAR - A GUT ISSUE TO SETTLE RIGHT UP FRONT

PAMPANITO's Docent corps increasingly includes more nuclear submariners with very little or no diesel boat experience. A major influx of non-submariner Docents cannot be that far off.

Indeed, some memorial museum boats already have a high percentage of civilian Docents who never served in the military, let alone submarines. Many are college students studying museum management who are required to perform intern work. PAMPANITO has had the services of such interns, but thus far, never as Docents.

This is an obvious progression from DBF to NBF and civilians because, unfortunately, the infirmities of age are catching up with our diesel boat brothers and they are becoming too infirm to serve as Docents. Each year, we see the DBF content of our Docent program dropping.

The day is not far off when PAMPANITO will no longer be blessed with WWII subvet Docents and

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soon thereafter, our Cold War diesel boat veterans will join that same chapter of bygone days.

This inevitable, disheartening progression underscores an essential point, however:

Your role as a PAMPANITO Docent is to assist our visitors in understanding what life was like aboard a WWII submarine such as PAMPANITO.

Thus, your commentary should never dwell on nuclear submarines except to briefly answer questions that may arise about the differences between nuclear and diesel submarines' capabilities.

Out of respect to our WWII brothers, Docents should never engage in discussions whether nuclear or diesel boats were "better."

Each was "best" for its own reasons. Each served or serves its purpose capably and with distinction. Denigrating the other is simply churlish behavior that the Association will not tolerate.

The plain fact of life is that from USS HOLLAND in 1900 on, throughout WWI and WWII and for many years into the Cold War, the United States Navy only had internal combustion engine-powered boats. Today, the USN only has nuclear powered boats.

Irrespective of the source of propulsion power, those who sailed in harm's way aboard submarines in service to our country served in boats the Navy assigned them to -- and they made the best possible use of the warfighting machines they served in, no matter how it was propelled.

Honoring the memory of ALL submariners -- of all times, wars, and propulsion power -- is an important mission that PAMPANITO serves.

Docents must continue to demonstrate respect for all submariners.

3.1 PAMPANITO's CHARACTERISTICS

Class: BALAO class diesel-electric powered submarine.
Built by: Portsmouth Naval Shipyard, Kittery, Maine

Keel Laid: 15 MAR 1943
Launched: 12 JUL 1943
Commissioned: 6 NOV 1943
Decommissioned: 25 SEP 1945
Transferred to SFMNPA: 21 NOV 1975
Opened to Public as Memorial/Museum: 15 MAR 1982

Length: 311' - 9"
Beam: 27' - 3"

Surfaced Displacement: 1,525 tons
Surfaced Displacement fully outfitted: 2,075 tons
Submerged Displacement: 2,415 tons

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Maximum Operating Depth: 412'
Pressure Hull: 35.7# (i.e. 7/8") high tensile steel

Crew: 10 officers, 71 enlisted men

Torpedo Tubes (21") - 6 forward, 4 aft
Torpedo Load: 24; 10 in tubes, 10 reloads forward, 4 reloads aft
Deck Guns: 5"-25 caliber wet mount

Maximum Speed: Surfaced - 20.25 knots; Submerged - 8.75 knots
Cruising Range: Surfaced - 11,000 nautical miles at 10 knots
Submerged Endurance: 48 hours at 2 knots [Battery Capacity], 16-18 hours due to CO₂ Limits
Patrol Endurance: 75 days [limited by food capacity]
Fuel Capacity (Including FBT #4) 116,000 gallons

Propulsion: Diesel-electric reduction gears;
Main Engines: 4 Fairbanks Morse 38D8¹/₈ ten cylinder opposed piston at 1,600 BHP each
Main Generators: 4 Elliotts at 1,100 KW each
Auxiliary Engine: 1 Fairbanks Morse 35A5¹/₄ seven cylinder opposed piston
Auxiliary Generator: 1 at 300 KW
Main Motors: 4 {2 per shaft} Elliotts at 1,375 HP each
Reduction Gears: Westinghouse
Total Shaft HP: Surfaced - 5,400; Submerged - 2,740
Storage Batteries: 2 Groups of 126 cells each
Battery Cell: each 50¹/₂" X 15" X 21", 1,650 # fully charged - almost 208 tons in all.

3.2 PAMPANITO's GENERAL HISTORY

PAMPANITO is a BALAO class submarine built by the Navy's Portsmouth Naval Shipyard in Kittery, Maine. It was part of the WWII Fleet Submarine construction program that commenced in late 1938, some time before the US became involved in WWII.

The GATO class started before BALAO but there was a certain amount of overlap during the respective construction programs simply because of the compelling need for submarines after the United States entered WWII, delivery schedules with the several building yards, and long lead times for critical materials.

A total of 119 BALAO class submarines were built during WWII. Of the 52 boats lost during WWII, a total of 11 BALAO class boats were sunk due to enemy action. Five BALAO boats survive today as museum/memorial submarines. PAMPANITO is the only one located on the West Coast.

Portsmouth Naval Shipyard delivered forty-four BALAO class submarines; Electric Boat, forty; Manitowoc Shipbuilding, fourteen; Cramp Shipyard, ten; Mare Island Naval Shipyard, nine, and Boston Navy Yard, two.

PAMPANITO's keel was laid by Portsmouth Naval Shipyard on 15 March, 1943 and launched on 12 July, 1943 - some one hundred twenty days or three days short of 4 months later. She was

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decommissioned on 15 December, 1945 and served as a dockside trainer at Mare Island into 1971.

The boat was transferred to the San Francisco Maritime National Park Association on 21 November 1975 and laid up in Stockton CA for almost six years while the issue of bringing her to Pier 45 was resolved. PAMPANITO officially opened to the public on 15 March, 1982 and has been in continuous service as a museum and memorial submarine ever since.

As previously discussed in Section 1.0.2, the Association has a contractual relationship with the National Park Service, an agency of the United States Government that is *wholly separate* from the Association's ownership and operation of PAMPANITO.

3.3 PAMPANITO'S WWII HISTORY

USS PAMPANITO (SS-383) and USS PICUDA (SS-382) were the first two of ten subs to be built in Portsmouth's new building basin. Later, to meet the increased demands of the war, submarines were assembled in the dry docks which were normally used to repair vessels.

After commissioning, PAMPANITO's crew spent from November 29, 1943 to January 15, 1944 conducting sea trials and training exercises in the icy waters off Portsmouth and New London, Connecticut. Practice attacks were made and exercise torpedoes were fired. All of the deck guns were fired and equipment was calibrated. A six day practice war patrol was also carried out.

Although the crew was new to PAMPANITO, there were many experienced submariners aboard to train and qualify the new hands. Commanding Officer Lt. Commander Charles Jackson, Jr., for example, came from USS SPEARFISH (SS-190), and Executive Officer Paul E. Summers had been assigned to PAMPANITO following seven war patrols on USS STINGRAY (SS-186).

On January 15, 1944 PAMPANITO left New London to sail for the Pacific Ocean to join up with the war. PAMPANITO sailed south traversing the Panama Canal on January 24, 1944 where she spent four days in Balboa for minor repairs and tests. Upon arriving in Pearl Harbor, on Valentine's Day, she was laid up for a week for further repairs and installations, including a five day drydocking to renew and repair her wooden (lignum vitae) shaft bearings. While in Hawaii, on March 6, 1944, Charles Jackson was relieved of command, and Summers was fleeted up to Commanding Officer.

Officers and crew were prepared as much as possible for the dangerous job that lay ahead. Day and night drills were conducted in the warm waters around Hawaii where practice torpedoes were fired, gun crews drilled, and many test dives were made. PAMPANITO even received an indoctrinational depth charging.

PAMPANITO returned to Pearl Harbor where she was loaded with fuel and provisions. Sixteen Mark 14 steam torpedoes were loaded into the forward torpedo room, and eight Mark 18 electric torpedoes were loaded into the after room. On March 15, 1944, exactly one year after her keel was laid down at Portsmouth, PAMPANITO left on her first war patrol.

Below are the accounts of PAMPANITO's war patrols. The material for these patrol histories was gathered from a variety of sources, including the war patrol reports of PAMPANITO and all the ships she operated with, oral histories of crew and survivors gathered by Association staff, and

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several published works.

The events of the third patrol were largely unraveled by Joan and Clay Blair for their book *Return From the River Kwai*. This book is a remarkable combination of oral histories and official records that describes every aspect of these events.

Clay Blair is also the author of *Silent Victory*, the definitive history of U.S. submarine operations during the war. Other books about PAMPANITO's history are:

USS PAMPANITO A Submarine and Her Crew, by Carl Nolte

USS PAMPANITO, Killer-Angel, Gregory F. Michno

Steel Shark in the Pacific, USS PAMPANITO 383, by Capt. Walter W. Jaffe

Lucky 73 USS PAMPANITO's Unlikely Rescue of Allied POWs in WWII by Aldona Sendzikas

In addition, Robert Stern has published an excellent book of detailed photographs in *USS PAMPANITO on Deck*.

These books are generally available in our bookstore.

3.3.1 FIRST WAR PATROL 15 MARCH - 2 MAY, 1944:

Patrol SUCCESSFUL; Combat Insignia Award authorized

Sunk - None

Damaged: 1 Freighter, 7,000 tons

On April 7, 1944, in the Central Pacific Ocean about 70 miles southwest of Guam, USS *PAMPANITO* was patrolling the western edge of the Japanese convoy routes between Saipan and the Palau Islands. *PAMPANITO* was 24 days into her first war patrol. Earlier in the patrol she had been off the coast of Yap Island standing lifeguard duty, searching for downed US fliers during the Palau air strikes on 30-31 March.

Since leaving Pearl Harbor the crew had been kept busy repairing a leaky torpedo tube and a bad hydraulic valve in the bow plane rigging; not easy jobs between the many dives necessary to avoid Japanese planes patrolling the area. Avoiding enemy airplanes was done not only to protect the submarine, but also to keep the boat's position secret, one of the submarine's greatest tactical advantages.

Just after noon on April 7, *PAMPANITO*'s radar operator picked up a target about 10 miles off the starboard bow. Through the periscope *PAMPANITO*'s skipper, Lt .Commander Paul E. Summers, sighted a small convoy under escort moving on a radical zig zag course at 12 knots. Summers moved the submarine into attack position.

" 1326 - Set up looks fairly good, came left to 110 degrees for about 75 degrees starboard track on leading target. The escort is crossing over

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toward us from port to starboard bow of target. A second look disclosed a small mast well astern... of second ship in column. Probably another escort. 1330 - With track of about 75 degrees starboard, zero gyro angle and torpedo run of about 1400 yards, up periscope for final check on set-up, disclosing the following: leading escort was heading almost directly for us at range of less than 500 yards, leading target was zigging away to the left, with smoke billowing from his stack."

Summers took *PAMPANITO* deep and began a cat and mouse game that lasted four days. The boat was depth charged and damaged as her skipper tried repeatedly to maneuver into attack position. A few minutes later...

"1403 - 1405 - Received a string of 5 depth charges varying in depth from 150 to 600 feet, all very close.... we heard the screws of one escort through our hull, and the sound man distinctly made out a definite ping similar to a fathometer as the escort passed over us and let go his charges. This string of 5 depth charges caused considerable damage and shaking up of the boat....

1406 - We can definitely hear the two escorts now pinging on us."

Summers pulled the boat back for evaluation of damages; some quick repairs were made. *PAMPANITO* then moved ahead to the estimated position of the convoy, eventually catching up at dawn on 10 April. Summers was now able to get his first clear view of the whole convoy. It consisted of two large freighters with three destroyers, one ahead and one on each flank, and a sub chaser astern.

Summers tracked the zig-zagging convoy all day and was able to move into attack position that night. A nearly full moon had risen so Summers moved in on the side of the convoy away from it to avoid being seen.

"2155 - Fired spread of 4 torpedoes designed to get 2 hits. Track 81 [degrees]starboard, torpedo run 2450 yards....

With quick set-up on leading destroyer, fired... 2 torpedoes.... Noted starboard DD [destroyer] screen coming in fast on our port beam, too close for comfort. Evidently the DD at which I just fired had "Gotten the word too" for he is coming right rapidly...

2156-10 - Commenced evasive tactics.

2156-40 - First torpedo hit, with violent explosion felt throughout the ship. Target was probably carrying high-test gas in his tanks.

2156-58 - Second torpedo hit. These two explosions time exactly with the first and second torpedo runs....

2159 - First depth charge; not close.

2200 - Much noise, confusion and milling around in the direction of target.

2201 - Pattern of 3 depth charges, fairly close. At about 300 feet,

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commenced taking in water through the main air induction piping. #9 torpedo tube indicating sea pressure. Evidently outer door is leaking from last depth charging.

2202 - Pattern of 3 depth charges, fairly close.

2205 - Had to close the hull induction drains in engine rooms and maneuvering room as water is coming in too fast. Boat is getting very heavy. One of the poppet valves in the forward torpedo tubes stuck open on firing causing flooding of the forward torpedo room bilges.

2207 - Intermittent depth charges. None very close. A total of about 25 were dropped. Am having to use between 90 and 100 shaft turns with a 12-15 degree rise bubble to keep the boat from going any deeper...

2315 - Both sound head training motors grounded out due to bilge water running over the forward torpedo room deck with a 15 degree rise bubble. Tried using a bubble in safety tank twice to hold my depth, and each time it brought the DD's over again. Excessive noise being caused by the pressure forcing water into main induction piping....

11 April 1944

0015 - Destroyer screws going away.

0043 - Surfaced. All clear."

Summers pulled away to evaluate the damage caused by the depth charges. The convoy had moved over the horizon so Summers sent a message to USS *Harder* (SS-257), also in the area, in hopes that *Harder* could intercept them.

The outboard air induction piping was completely flooded, the sound heads were grounded out and number nine torpedo tube had flooded. The training motors for the sound heads were beyond repair and they were out of commission for the remainder of the patrol. Following the repairs *PAMPANITO* moved north to patrol the Guam/Palau convoy routes and stand another lifeguard watch. On April 25, unable to locate any targets and short on fuel, *PAMPANITO* left the patrol area and headed for Midway to refuel.

On May 8, 1944, after 54 days at sea, *PAMPANITO* returned to Pearl Harbor for refit.

3.3.2 SECOND WAR PATROL 3 JUNE - 23 JULY 1944

Patrol: Not Successful

Sunk - None

Damaged (Unverified by JANAC) 1 Freighter 5,100 tons

During the refit period that followed her first patrol *PAMPANITO* underwent several modifications. Main Ballast Tank #4 was converted to a fuel ballast tank designed to carry fuel oil at the beginning of a patrol and to be flushed out at sea when the fuel had been used to again become a ballast tank. This conversion greatly extended her patrol range.

The conning tower was fitted out with a dead reckoning tracer (DRT), a tactical plotting device,

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which was the second such unit on board.

Additionally, a VHF radio system was installed for short range communications with airplanes while *PAMPANITO* was on lifeguard duty, and with other submarines while operating in wolfpacks.

On 1 June, 1944 Summers received new orders. *PAMPANITO* left for Midway Island two days later where she rendezvoused with a sub tender, a repair and supply ship, to undergo periscope repairs and take on 20,000 gallons of diesel fuel. *PAMPANITO* left Midway on 8 June 8, bound for her patrol area at two engine speed.

June 9 was omitted from the calendar as *PAMPANITO* crossed the international date line on her way to patrol off the southern coast of Japan.

PAMPANITO was experiencing high seas and typhoon like winds when the Japanese island of Tori Shima was sighted on June 15. The foul weather continued. Navigational star sights could not be obtained as she moved northward through the islands off the southern tip of Japan. As *PAMPANITO* penetrated deeper into enemy waters, she maintained a routine of staying submerged during the day and traveling on the surface at night to run the diesel engines to charge the batteries.

Her engines could not be run while she was submerged because U.S. subs were not fitted with snorkels that carry oxygen to burn the fuel and allow exhaust gasses to escape while submerged.

When *PAMPANITO* traveled on the surface during daylight hours, lookouts kept a watchful eye so that she could dive if an enemy plane was spotted or target moved into range.

As skies cleared and the seas turned glassy, *PAMPANITO* approached the Bungo-Suido, the straits between the large Japanese islands of Kyushu and Shikoku.

At 0350 on 23 June, the Officer of the Deck, the Navigator, and one lookout sighted a torpedo wake crossing *PAMPANITO*'s bow. Left full rudder was ordered at flank speed to parallel the track of the oncoming torpedo. Another torpedo wake was sighted proceeding up the starboard side. (Steam turbine driven torpedoes left a visible wake of exhaust gasses.) Summers states in his patrol report:

"The night was clear and I'm sure if there had been a submarine on the surface we could have seen it. As it turned out, I feel certain that a submerged enemy submarine had fired at us and his misses were due merely to the fact that we were zig-zagging, for which I am now very thankful."

PAMPANITO submerged and attempted to pick up the sound of the attacker's screws. Nothing could be heard. At 2300, Summers received orders to remain in the area until the night of 27 June to intercept the remnants of a crippled enemy task force returning from the Battle of the Philippine Sea.

Whale (SS-239), *Grouper* (SS-214), and *Batfish* (SS-310) were also patrolling this area, but no contacts were made. During this time *PAMPANITO* was able to detect enemy radar from shore that revealed her position, and she submerged to keep her position unknown.

Several potential targets were sighted over the next few days, including a destroyer and a nine-ship

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convoy, but the need to dodge patrol craft combined with the pull of strong easterly currents made attack positions too difficult to set up and maintain. Matters were further complicated when both periscopes began fogging, and there was no nitrogen gas left aboard to dry them out.

By the night of 5 July, as *PAMPANITO* traveled through the seven mile wide channel between the islands of Nii Shima and Kozu Shima, the sky had cleared and a moonlit night revealed a clear view of both islands. Just after noon on 6 July, a convoy consisting of two medium AK's (armed amphibious transports) and a tanker, with three escorts and air coverage from three planes, was sighted. It was a calm afternoon with glassy seas making it difficult to make an approach that offered an opening through the enemy screen. Summers fired a three-torpedo spread from the stern tubes at the leading target and one torpedo hit. The depth charge attack that followed drove *PAMPANITO* deep and the results of the attack could not be observed. Summers stated in his report:

"1340 - First of eleven depth charges; all big and set shallow but not close. This was the most half-hearted depth charging I have ever witnessed, mainly due, I believe, to the fact that the enemy had no idea where we were (because we had fired Mark 18's **) and could not hear or pick us up in the shallow water to seaward of the attack because of the sharp temperature gradient."

*** Mark 18 torpedoes were electric torpedoes that left no visible wake.*

The target's screws had stopped and the sound of a ship breaking up could be heard by the crew. A later periscope observation revealed that the leading ship was dead in the water, apparently hit by the second or third torpedo which had run under the escort.

The enemy ship and the escort had such close air cover that Summers decided to pull away submerged at 250 feet. Later that night, a lookout reported a periscope 1500 yards to port. A few minutes later, radar revealed a plane closing in. That night the lookouts had the first night sighting of an enemy patrol airplane, which had been numerous during the daylight hours.

They were apparently searching for *PAMPANITO* following the attack. *PAMPANITO* dove and resumed the patrol while moving on to the next patrol area. Just before dawn on 16 July, *PAMPANITO* was patrolling on the surface west of the island of Hachijo Shima with a partial moon silhouetting her as she moved along at 19 knots.

At 0340 a torpedo wake was sighted moving toward her port beam. *PAMPANITO* immediately came left to parallel the track of the torpedo. It was estimated later that the torpedo crossed *PAMPANITO*'s bow as she turned, narrowly missing her by 3 to 5 yards. Summers again attributed the miss to the zig zag course he had kept.

That same day Summers received a report of an enemy convoy approaching, and he spent an extra day in the area in search; however, a U.S. submarine was the only vessel sighted. Diminishing fuel supplies forced *PAMPANITO* to leave the area and head for Midway to meet the sub tender USS *Proteus* (AS-19) to undergo refit.

PAMPANITO arrived at Midway on 23 July. Following Summers' report of the second war patrol

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Admiral Lockwood, Commander of the Submarine Force, Pacific Fleet, speculated that the torpedoes fired at *PAMPANITO* may have been fired by a midget Japanese submarine. The Commander of Submarine Squadron 20 also noted an increase of land based enemy radar based on Summer's patrol report.

PAMPANITO was refitted and prepared for her third patrol.

3.3.3 THIRD WAR PATROL 17 AUGUST - 28 SEPTEMBER, 1944

Patrol Successful

Sunk: one AP, 10,500 tons; one AK, 6,600 tons; one AK 6,500 tons

Damaged - 1 AK - 4,000 tons

Rescued - 73 British and Australian POWs

On 17 August, 1944 USS *PAMPANITO* was ready for sea. She had rendezvoused three weeks earlier with the submarine tender USS *Proteus* (AS-19) at Midway Island for repairs and supplies. During the standard refit period, which followed each war patrol, *PAMPANITO* was modified and repaired by the tender.

Improvements included the installation of a radio key in the SJ radar (a surface search device so that the radar could also be used for communications), and the placement of charging equipment in the forward torpedo room which allowed the firing of Mark 18 electric torpedoes from the six forward tubes, an ability she already had in the after room.

The brushes were replaced in all four of the 1600-horsepower electric main propulsion motors, and gaskets were replaced on the conning tower hatch, the main air induction valve, and Fuel Ballast Tank #4A. Then final preparations were made for getting underway. *PAMPANITO* took on provisions, fuel, ammunition, and torpedoes.

PAMPANITO departed Midway again under the command of Lt. Commander Paul E. Summers and headed for her assigned patrol area in the Luzon Strait north of the Philippine Islands. This area was code named "Convoy College" because of the large number of Japanese convoys that converged there as they traveled north to Japan.

Unlike her first two patrols when she operated alone, this time *PAMPANITO* traveled as part of a wolfpack which included USS *Growler* (SS-215), and USS *Sealion* II (SS-315). Wolfpacks became more common in the Pacific War as Japanese convoys became better organized and protected.

Skippers used their radios sparingly, preferring to rendezvous regularly at pre-selected times using signal lights or megaphones instead. The structure of this pack, nicknamed "Ben's Busters" after tactical leader Commander T.B. "Ben" Oakley, included Oakley in *Growler*, Commander Eli T. Reich, second senior officer, in *Sealion*, and Summers in *PAMPANITO*.

En route to the patrol area the three boats exchanged recognition signals and tested communications via VHF radio. On August 19, Summers noted in his patrol report that he was having difficulty reaching *Growler* when the range exceeded 8,000 yards. He expressed doubts that successful

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communications could be maintained during a coordinated attack.

When "Ben's Busters" attacked a Japanese convoy in Bashi Channel off the southern tip of Formosa on 30 August, they operated with another wolf-pack, "Ed's Eradicators". This group was comprised of tactical commander Captain Edwin Swineburne in USS *Barb* (SS-220), skippered by Commander Eugene Fluckey, and Commander Charles Loughlin in *Queenfish* (SS-393). While the two packs attacked the convoy, sinking seven ships and damaging others, *PAMPANITO* lookouts reported distant explosions and a burning ship over the moonlit horizon, followed by distant depth charges.

No contact report was received from the two attacking wolfpacks, and Summers searched in vain for the remnants of the scattered convoy. Summers blamed communications problems for *PAMPANITO*'s lack of participation in the attack.

During the next few days *PAMPANITO* developed a serious and perplexing mechanical problem. A loud air squeal had been heard up forward during a dive, and the diving officer reported 2000 pounds of water in the forward trim tank. The cause could not be ascertained because the noise was coming from inside the tank.

On the night of 4 September, Lt. Howard Fulton and Motor Machinist E.W. Stockslader, hoping to locate the source of the problem, volunteered to be sealed into the leaky tank while the boat dove. A signal system was set up, and *PAMPANITO* went down to 60 feet, but the men found nothing.

Summers took her deeper, to 200 feet, before the leak was finally found. The seal around the operating rod to the outer door of torpedo tube #5 leaked as it passed through the forward bulkhead of the tank.

The boat remained submerged during daylight hours for the next two days while blueprints were studied. *PAMPANITO* surfaced at night to allow the leak to be repaired.

First Class Gunner's Mate Tony Hauptman, an amateur diver, volunteered to perform the repair. He used shallow water diving apparatus to get below the waterline under the superstructure. During repeated dives, Hauptman fixed the noisy leak using a specially made wrench. *PAMPANITO* was then again able to maneuver silently while submerged, allowing the war patrol to resume without having to turn back to Midway for repair.

Pete Summers celebrated his thirty-first birthday at sea on 6 September, 1944, the same day an ill-fated enemy convoy left Singapore bound through "Convoy College" to Japan. The convoy carried war production materials such as rubber and oil.

Unbeknownst to Summers, the convoy also carried over two thousand British and Australian prisoners of war being transported from Southeast Asia following the completion of the Burma-Thailand railroad.

This infamous "Railway of Death," as it became known, was used by the Japanese to move troops and supplies 250 miles through the mountainous jungles of Thailand and Burma connecting with other lines running through Southeast Asia and out to the South China Sea.

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The railway had been built at a huge cost of human life. An estimated 12,000 British, Australian, and many times that number of Asian prisoners died from jungle diseases, lack of medical care, starvation, abuse and overwork.

The fittest of the railway survivors, known as the "Japan Party," were being relocated to work as forced labor in the copper mines of Japan.

The POWs were openly worried about the likelihood of being torpedoed en route by American submarines and made what slim preparations they could for that strong possibility. Some formed teams and planned escape routes off the ship; others stockpiled meager rations or tested the effects of drinking small amounts of sea water. The Japanese could have requested safe passage for the transfer of prisoners, but no such request was received.

FRUPAC, the Fleet Radio Unit Pacific, intercepted and decoded a Japanese message detailing the course and estimated noon positions of the convoy along the route to Japan. On the night of 9 September, the "Busters" were ordered to rendezvous on 11 September to intercept the convoy.

Later that night, the "Eradicators" were ordered to act as backstop and to move in on the convoy, as well. *Growler*, first to arrive at the meeting point on the night of the 11th, found light overcast and calm seas with rain on the horizon. *Sealion* surfaced nearby around 2000 hours, having just returned from Midway where her torpedoes, fired during the 30 August attack were replaced.

PAMPANITO moved in an hour and a half later. The boats exchanged recognition signals with the SJ radar and moved within 100 yards of *Growler* to receive vocal instructions for the attack. The wolfpack moved to the expected position of the approaching convoy.

At 0130 on the morning of 12 September, *PAMPANITO*'s ace radar technician, George Moffett, picked up several pips on the screen at a range of over fifteen miles. A few minutes later, a contact report was received from *Growler*, but the message was garbled and could not be decoded.

Summers went flank speed to maneuver ahead of the convoy and into attack position. *Growler* approached from the west and fired on the ships, causing the convoy's escorts to scatter in all directions.

Growler's attack was a first and last in U.S. submarine history. Oakley had been picked up on radar by the Japanese destroyer *Shikinami* as he moved in to attack. The destroyer charged the sub. Instead of diving his boat and taking evasive measures Oakley faced the oncoming escort bow to bow, firing three torpedoes at the vessel from a range of just over 1000 yards.

The first torpedo hit, causing a violent explosion. The destroyer, listing badly, charged ahead, coming so close to *Growler* that Oakley felt the heat from the burning ship. *Shikinami* finally went under, sinking only 200 yards from *Growler*. This controversial bow to bow surface attack on a charging destroyer has never been successfully repeated and is considered to be unnecessarily dangerous. However, *Growler* escaped and went on to damage two other ships before moving out of range to reload her torpedo tubes.

A bright quarter moon had risen and, at 0230, Summers moved to the dark side of the scattered

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convoy. *Sealion* pulled back to repair a jammed automatic gyro setter, a device which is used to set the angle of the torpedo run. *Growler* lost the track of the convoy temporarily, and "Ed's Eradicators," *Queenfish* and *Barb*, were 80 miles to the north, since they had not received the contact reports alerting them to the battle taking place to the south. *PAMPANITO* and *Sealion* tracked the convoy for the remainder of the night, both boats moving into attack range just before dawn.

As Summers prepared to fire from a perfect position, *PAMPANITO* was jolted by a series of violent explosions which occurred as *Sealion*, to the west, fired two salvos of three torpedoes each at the convoy. The first salvo scored three hits on a large, heavily laden tanker which erupted into flames so bright they illuminated the second target, the transport *Rakuyo Maru*.

Rakuyo Maru was a 477-foot Japanese-built passenger-cargo vessel carrying a load of raw rubber and, unknown to the crews of the submarines, also carried over 1300 Allied prisoners of war. Two of *Sealion's* torpedoes hit the POW ship, one amidships and one in the bow. It took 12 hours for *Rakuyo Maru* to sink, which allowed the surviving POWs some time to make rafts and search the doomed ship for food and water. The Japanese guards had left the ship immediately after the attack using most of the lifeboats.

Sealion went deep to avoid the depth charging that followed the attack. The other two subs tracked the convoy as it zig-zagged radically to avoid being attacked. *Growler* caught up with and sank another Japanese escort, the frigate *Hirado*. The POWs, who were now in the water clinging to wreckage, had mixed feelings as the small escort instantly sank. Some cheered another score against their captors; others saw all chances of rescue sink with that ship. Tragically, many survivors of the initial attack were killed or badly wounded by shock waves caused by the explosions of *Hirado's* sinking, and the following depth charge attack on *Sealion*.

PAMPANITO again picked up the convoy on high periscope (using the periscope fully extended while on the surface to increase viewing range) at noon the next day, and tracked it westward. Just after dark, Summers moved in for a surface attack, but had to pull the sub back when he learned that the torpedo in tube #4 had moved forward in the tube and had had a "hot run" (the torpedo engine was running inside the tube at high speed being held back by the closed outer door). Although the warhead of a torpedo was designed to be unarmed until it had run through the water for a few hundred feet, the crew knew that torpedoes could be temperamental.

PAMPANITO was pulled back to disengage a jammed gyro setter caused by the hot run. Summers then quickly moved in again to set up the attack with the dud torpedo still in tube #4. A few minutes later the boat was once again in position.

"2240 Fired five torpedoes forward; three at large transport and two at large AK.... Swung hard right and at 2243 Fired four stern tubes; two at each of the two AK's in the farthest column. Saw 3 hits in large AP, two hits in large AK (Targets No. 1 and 2) and one hit in AK (farthest column) heard and timed hit in fourth AK (Leading ship in farthest column).... In all, seven hits out of nine torpedoes.

From the bridge we watched both the large AP and the large AK (one with two hits) sink within the next ten minutes, and saw the after deck house of the third ship, on which we saw one hit, go up into the air with the

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ship smoking heavily. The fourth ship could not be observed...because of much smoke and haze in that direction. A short interval after the seven hits, the escorts started dropping depth charges at random, but for once we didn't mind."

PAMPANITO had sunk a 524 foot transport, *Kachidoki Maru*, a captured American vessel built in New Jersey in 1921. First owned by the United States Ship Line, and later the Dollar Line, she had originally been named *Wolverine State*. After having been sold to American President Lines, she was renamed *President Harrison*. When captured off the China coast by the Japanese, she was given the name *Kachidoki Maru*. Like the *Rakuyo Maru*, the ship had been carrying raw materials to Japan. Also aboard were 900 Allied POWs.

Following the attack, *PAMPANITO* pulled away to eject the hot run torpedo and reload all tubes. An hour later, in another attack, Summers missed with three shots fired at a destroyer escort. He also observed two small ships, one of which had stopped, apparently to pick up survivors of the earlier attack. He decided they were too small to waste time and a torpedo on, and he moved on to rejoin the pack on the following night. No immediate attempt was made to track down the remaining stragglers from the convoy.

The wolfpack rendezvoused the night of September 13th. *Growler* moved south while *Sealion* and *PAMPANITO* spent the next day in vain looking for the rest of the convoy, then headed east toward the area of the September 12th attack on *Rakuyo Maru*. After diving to avoid a plane late in the afternoon of the 15th *PAMPANITO* surfaced to find much debris and floating wreckage.

"1605 A bridge lookout sighted some men on a raft, so stood by small arms, and closed to investigate.

1634 The men were covered with oil and filth and we could not make them out.... They were shouting but we couldn't understand what they were saying, except made out words "Pick us up please." Called rescue party on deck and took them off the raft. There were about fifteen (15) British and Australian Prisoner of War survivors on this raft from a ship sunk the night of 11-12 September 1944. We learned they were enroute from Singapore to Formosa and that there were over thirteen hundred on the sunken ship."

These men were survivors of *Rakuyo Maru*, sunk earlier by *Sealion*. After four days of drifting on makeshift rafts they were in extremely bad shape. Most were covered with oil from the sunken tanker, and had long since used up what little food and water they had with them. Slowly, the story of what had occurred was unveiled by the survivors brought aboard *PAMPANITO*. Summers radioed *Sealion*, and Reich also moved in to pick up survivors. Again from the patrol reports:

"1634 As men were received on board, we stripped them and removed most of the heavy coating of oil and muck. We cleared the after torpedo room and passed them below as quickly as possible. Gave all men a piece of cloth moistened with water to suck on. All of them were exhausted after four days on the raft and three years imprisonment. Many had lashed themselves to their makeshift rafts, which were slick with grease; and had nothing but lifebelts with them. All showed signs of pellagra, beriberi,

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immersion, salt water sores, ringworm, malaria etc. All were very thin and showed the results of undernourishment. Some were in very bad shape.... A pitiful sight none of us will ever forget. All hands turned to with a will and the men were cared for as rapidly as possible.

1701 Sent message asking Sealion for help.

1712 Picked up a second raft with about nine men aboard....

1721 Picked up another six men.

1730 Rescued another six men.

1753 Picked up... about eleven men....

1824 ...about six men.

1832 ...about five men....

1957 Light fading rapidly as we picked up a single survivor.

2005 Completely dark as we took aboard the last group of about ten men. Had made a thorough search of our vicinity with high periscope and kept true bearings of all rafts sighted. Felt we had everyone in sight and knew we had all we could care for if not more. When finally we obtained an exact count the number of survivors on board was 73. These together with 79 members of our crew plus 10 officers make us 'a little cramped for living space.

2015 Made final search and finding no one else set course for Saipan at four engine speed."

The crew of *PAMPANITO* spent four hours rescuing as many survivors as could be found. Under the direction of torpedo officer Lt. Ted Swain, volunteer teams were formed to get the almost helpless men aboard. Some of *PAMPANITO*'s crew dove into the water with lines to attach to the rafts so they could be brought in close enough for others, on deck and on the saddle tanks, to carefully lift the men aboard. Among those crew members who swam out to rescue the former POWs, leaving the relative safety of the sub and risking being left behind if the boat had to dive, were Bob Bennett, Andrew Currier, Bill Yagemann, Gordon Hopper, Jim Behney, and Tony Hauptman. It was a tense and emotional period as the shocked crew worked to save as many of the oil soaked survivors as possible. During the rescue many of the crew came topside to help. If a Japanese plane attacked at that time they would have been left on deck as *PAMPANITO* dove to avoid attack.

Personal cameras were not allowed on submarines. However, it was fortunate that a couple of contraband cameras were produced by the crew. Electrician's Mate First Class Paul Pappas, Jr. was able to document the historic rescue with an amazing series of photographs and a 16mm film using the ship's movie camera.

During the five-day trip to Saipan, the nearest Allied port, the survivors were berthed in the crew's quarters amidships and on the empty torpedo skids and bunks in the after torpedo room where they

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were cared for by the crew. Some of the survivors were critically ill and in need of medical attention.

Submarines carried no doctor on board, so the monumental task of treating these men became the responsibility of the only man on board with training in medicine, Pharmacist's Mate First Class Maurice L. Demers. With the help of crew members who fed the men and donated clothing, Demers worked around the clock.

Of the survivors, Britisher John Campbell, was the most seriously ill. Demers worked continually in an attempt to save the delirious Campbell, but he died the next day, 16 September. He was buried at sea following a somber ceremony; Paul Pappas read a heartfelt prayer.

At one point, as Demers tried to get a few hours sleep, several of the survivors took a turn for the worse, and he had to be awakened. Demers continued his grueling work until he came dangerously close to total exhaustion. However, his efforts were rewarded; Campbell was the only casualty.

In a letter written after the war Demers said "...as I examined and treated each one I could feel a deep sense of gratitude, their faces were expressionless and only a few could move their lips to whisper a faint 'thanks'. It was quite gratifying to see the happy expressions on their faces when they left the ship."

Before leaving for Saipan, Summers sent off a message to Pearl Harbor reporting what had happened, and requested that more subs be called in to continue the rescue. The only other boats in the area were *Queenfish* and *Barb*; they were ordered in as soon as possible. Both boats were 450 miles west in pursuit of a convoy, but when they received the new orders they dropped the track and headed full speed to the rescue area.

During the night of 16 September they encountered a convoy of large tankers and, among the escorts, a small aircraft carrier. The subs attacked the convoy and *Barb* quickly sank the carrier *Unyo* and an 11,000-ton tanker, after which they continued on to the rescue area.

Queenfish and *Barb* arrived at 0530 on the 17th to begin their search for rafts among the floating debris. Just after 1300 they located several rafts and began to pick up the few men still alive. They only had a few hours to search before a typhoon moved in, sealing the fate of those survivors not picked up in time. Before the storm hit, *Queenfish* found 18 men, and *Barb* found 14. The boats headed on to Saipan after a final search following the storm revealed no further survivors.

Of the 1,318 POWs on the *Rakuyo Maru* sunk by *Sealion*, 159 had been rescued by the four submarines: 73 on *PAMPANITO*, 54 on *Sealion*, and the 32 found by *Queenfish* and *Barb*. It was later learned that the Japanese had rescued 136 for a total of 295 survivors. Of the 900 POWs on the *Kachidoki Maru* sunk by *PAMPANITO*, 656 were rescued by the Japanese and taken to prison camps in Japan. Over 500 men were freed by American troops in August, 1945 at the close of the war.

On 18 September, as *PAMPANITO* traveled to Saipan, she was met by USS *Case* (DD 370) and took aboard a pharmacist's mate, medical supplies, and a doctor. Yet, Maurice Demers, who had saved so many lives, continued to care for the former POWs. On the morning of the 20th, *PAMPANITO* was met by USS *Dunlap* (DD-84) which escorted *PAMPANITO* into Tanapag Harbor, Saipan, where she docked alongside the submarine tender USS *Fulton* (AS-11).

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Fresh fruit and ice cream were brought aboard for the survivors as preparations were made for off-loading them to the *Fulton*. The transfer was complete by 1100 that morning as *PAMPANITO*'s crew bid farewell to the grateful and much improved former POWs.

PAMPANITO took on fuel and provisions and left for Hawaii at 1600 that afternoon. *PAMPANITO* arrived for refit at Submarine Base, Pearl Harbor on 28 September at 1000 hours. Summers and his crew were given high praises for their rescue mission, which COMSUBPAC Vice Admiral Charles A. Lockwood, Jr., called "unique in submarine history," and for a successful war patrol which had earned the combat insignia.

The combined total tonnage sunk of the two wolfpacks was the highest to date in the war. *PAMPANITO* was credited with sinking three ships. Summers was awarded the Navy Cross, as were skippers Loughlin, Fluckey, Reich, and Swineburn. Fluckey went on to become the most highly decorated submariner of the war.

The Navy and Marine Corps Medal was awarded to those who swam out during the rescue, as well as to pharmacist's mate Demers. The three men involved in the repair at sea of the leaky trim tank received Letters of Commendation.

3.3.4 FOURTH WAR PATROL 28 OCTOBER - 30 DECEMBER, 1944

Patrol Successful

Sunk one AK 7,500 tons; one AK 1,000 tons

Damaged one AP 10,000 tons

PAMPANITO underwent repairs and reprovisioning, and on the afternoon of 28 October, was again ready for sea.

The VHF radio equipment that had caused problems with wolfpack communications on the last patrol was replaced, and a new model SJ radar reflector was added. The crew spent the period between 17 and 25 October training with their new skipper. All loading of ammunition and provisions was complete by 27 October.

Commander Paul Summers, *PAMPANITO*'s skipper for her first three war patrols, was sent home on emergency leave to recover from the pressures of ten consecutive, demanding war patrols: three on *PAMPANITO* and seven on USS *Stingray* (SS-186).

Captain Frank Wesley (Mike) Fenno, Jr. volunteered to relieve Summers as commanding officer of *PAMPANITO* on October 7th.

Captain Fenno was himself an experienced submarine officer with a remarkable and unique war record. He had been the skipper of USS *Trout* (SS-202) on patrol off Midway Island on 7 December, 1941 when he received a radio transmission reporting the Japanese attack on Pearl Harbor.

He assumed that the distant bombardment he heard from Midway was a large Japanese invasion force. The invasion turned out to be two Japanese destroyers that pounded Midway heavily and left the scene before Captain Fenno could initiate a counter attack.

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In February, 1942 *Trout* was ordered to Corregidor, the island citadel at the entrance to Manila Bay in the Philippines, to deliver 3500 rounds of much needed anti-aircraft ammunition. There, *Trout* drew ten torpedoes and took on the most unusual ballast of World War II, over twenty tons of gold and silver. It had been taken from Manila banks and moved to Corregidor for safekeeping from the approaching Japanese invasion force. Five hundred eighty-three gold bars and heavy canvas bags containing eighteen tons of silver coins were carefully loaded in *Trout's* bilges to be delivered to Pearl Harbor.

Enroute, Fenno tracked and sunk an enemy freighter despite high seas. Later the same day *Trout* avoided a surprise torpedo attack from a Japanese patrol vessel and quickly sank the attacking vessel. Fenno left *Trout* after four patrols and went on to command USS *Runner* (SS-275). *Trout*, under the command of Lt. Commander A. H. Clark, was lost with all hands on her eleventh patrol.

On 28 October, 1944, a wolfpack of four U.S. submarines left Pearl Harbor and sailed west to patrol the Japanese convoy routes from the southern coast of Hainan Island north to Hong Kong. The wolfpack, nick-named "Fennomints" after pack commander Fenno in *PAMPANITO*, consisted of USS *Sea Cat* (SS-399), USS *Pipefish* (SS-388), and USS *Searaven* (SS-196).

Sea Cat, under the command of R.R. McGreggor, was a brand new submarine on her first war patrol. *Searaven*, commanded by Lt. Commander Raymond Berthrong, was an older boat on her thirteenth war patrol. *Pipefish*, skippered by Lt. Commander William Deragon, was making her third war patrol. All four submarines were built at the Portsmouth Naval Shipyard.

The pack stopped briefly at Midway to refuel before leaving at four engine speed for Saipan. A change of plans was received on 3 November, and the pack cut back to two engine speed, about 14 1/2 knots. *Pipefish*, however, reported an emergency case of appendicitis on board. She was released from the pack and headed full speed for Saipan.

On 6 November, 1944 *PAMPANITO* celebrated her one year anniversary at sea. The pack completed further repairs and refueling at Saipan before leaving for the Bashi Channel patrol area. They arrived on 17 November.

The submarines patrolled in parallel lanes with *Sea Raven* to the west of *PAMPANITO* and *Pipefish* and *Sea Cat* to the east. They maintained surface patrol with a zig-zagging course, constant SJ radar search, and high periscope observations each fifteen minutes. As the pack moved to the western edge of the patrol area Fenno anticipated frequent visits from patrolling enemy planes so he switched to a submerged patrol routine during daylight hours. The group was joined by USS *Archerfish* (SS-311) for remainder of the trip to Saipan, took on fuel and supplies, and were rejoined by *Pipefish*.

On the night of 18 November, *Pipefish* reported a contact. The submarines converged on a three ship convoy; a cargo ship with an escort leading and a smaller ship astern. *PAMPANITO* tracked the ships for over ninety minutes waiting for *Pipefish* to attack. *Sea Raven* took up a position about three miles off *PAMPANITO's* port quarter and also began tracking the targets.

Pipefish sent out a message that she was breaking off the attack because she had picked up SJ radar interference and suspected that an enemy submarine was in the area. Fenno, with a clearer picture of the situation, sent out the message "Am attacking" and moved in from the convoy's port side.

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He fired a six-torpedo spread from the bow tubes with the running depth set alternately for six and eight feet because of high seas. *PAMPANITO* swung around and the stern tubes brought to bear.

While firing the four stern tubes, two hits were observed in the cargo ship, one amidships and one in the stern. Lookouts reported a bright orange flash followed instantly by an enormous pillar of black smoke rising over 500 feet in the air.

The fire went out in two minutes and the target disappeared from the radar. *Shinko Maru #1*, a 1,200 ton cargo ship sunk quickly by the stern. Another hit was heard on the second target, but it remained afloat and moved out of visual range. Both of the remaining vessels were picked up on radar heading at top speed toward nearby Hainan Island.

PAMPANITO pulled back from the chase to reload the torpedo tubes, and *Sea Raven* was ordered in to attack. For the next two hours *Sea Raven* attacked twice with no success until the ships finally moved into the shelter of the Hainan coast.

The patrol routine resumed, and on the morning of 30 November, *PAMPANITO* again moved into attack position after a well escorted convoy was picked up. The convoy had been tracked for over two days but a firing position was very difficult to establish because it was moving fast and zig-zagging widely.

It was made up of four ships in a column plus a destroyer in the lead with two smaller escorts to port and starboard of the column. All the escorts were equipped with sonar; *PAMPANITO*'s sound operator estimated that there were a total of five escort vessels whose sonar pings could be detected.

The seas were flat calm and a full moon had risen, further complicating matters. Just before dawn, Fenno got into position and fired the bow tubes at the two leading ships in the column. He then swung around to get a bearing on the destroyer, but the targets moved out of range before another attack could be set up.

When *PAMPANITO* surfaced after reloading the torpedo tubes the rest of the wolfpack could not be located. She had become separated from the pack during the chase; the other subs had been unable to keep up and the convoy's speed had put *PAMPANITO* well ahead of the pack. *PAMPANITO* returned to the original patrol lane and located *Sea Raven* later that night.

Over the next two days the weather turned from flat calm to force 7 sea with strong northerly winds and mountainous waves. Two hours before dawn on 3 December, *Sea Raven* sent out a contact report and the pack converged.

Sea Raven attacked first and reported one vessel sunk with two hits. Next, *Sea Cat* reported she had sunk another ship and *Sea Raven* commenced her second assault.

Pipefish also reported she was attacking and *PAMPANITO*, moving in last, took up a position well ahead of the targets. *PAMPANITO*'s lookouts reported two bright explosions ahead over the horizon four minutes apart in the direction of *Sea Raven*'s attack.

Another explosion was heard in the direction of *Pipefish*. *PAMPANITO* went to battle stations at

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dawn as three of the ships and two escorts moved into range. Extra care had to be taken not to broach in the thirty-foot seas as a four-torpedo spread was fired from the after tubes at the two leading ships. A second attack was aborted as an escort charged in, driving *PAMPANITO* down deep. A string of six depth charges exploded, none close.

When *PAMPANITO* surfaced two hours later, she and the other subs commenced a search for the remaining ships in the convoy. Later that night *Sea Cat* sank a ship damaged earlier by *Sea Raven*. It was believed that five ships in the convoy had been sunk by the wolfpack.

The next day was spent searching for the remaining ships, but they could not be located. *Sea Raven*, having no more torpedoes, was released from the group and departed for Midway.

The three remaining submarines in the pack resumed the patrol routine as the foul weather continued. On 10 December, a mine was sighted and *PAMPANITO* tried to sink it with the 20mm gun, but the attempt was unsuccessful in the high seas. Lookouts spotted several other mines over the next few days and reported their positions to the rest of the pack.

On 14 December, it was noticed that *PAMPANITO* was leaving an oil slick astern. A work party was sent to investigate and they found a pipe had parted. They worked to convert a fuel tank into a main ballast tank, but the high seas made this a difficult job. In spite of the care taken one man, CMO MM William Merryman, was washed overboard, but was quickly rescued.

On 17 December *Pipefish* located a large solitary freighter and the pack gave pursuit until the cargo ship slipped into the safety of a sheltered bay on the Hainan coast.

Diminishing fuel supplies caused *PAMPANITO* to leave the patrol area for refit. McGreggor in *Sea Cat* assumed command of the pack, and on 18 December *PAMPANITO* set course south through the Karimata Strait and into the Java Sea. She was headed for Fremantle, Western Australia, a long haul where every drop of fuel was precious.

PAMPANITO moved on into the Indian Ocean through the Lombok Strait west of Bali and down the west coast of Australia to Fremantle where she arrived on 30 December.

Much to the crew's surprise, they were joyously greeted by a cheering group of former POWs rescued by *PAMPANITO* on her third war patrol. This liberty is one that all of *PAMPANITO*'s crew still talks about today.

PAMPANITO's fourth patrol had been a success and officers and crew were congratulated, with Captain Fenno being awarded the Bronze Star. The patrol had been a long one both in terms of time and miles: she had been out sixty-three days, covering 16,406 miles.

3.3.5 FIFTH WAR PATROL 28 JANUARY 28 - 12 FEBRUARY, 1945

Patrol Successful

Sunk one AK, 7,500 tons; one AO, 5,000 tons

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Damaged - None

During refit and repairs Commander Paul Summers returned to command PAMPANITO on 2 January, 1945. Lt. Commander Landon L. Davis, executive officer (XO) on the first four patrols, was relieved by Lt. Commander Lynn Orser. Lt. Commander William Bush reported aboard as prospective commanding officer (PCO).

PAMPANITO was refueled, repaired and reloaded. The aft 20mm anti-aircraft gun was replaced by a single-barrel 40mm gun. Refit was complete by 14 January, and the next week was spent in training and gunnery exercises.

She departed Fremantle on 23 January in the company of USS Guavina (SS-362), under the command of Commander Ralph H. Lockwood. The two submarines practiced night approaches with the Australian minesweeper HMAS Warnambool.

PAMPANITO and Guavina then headed north through the Lombok and Karimata Straits to the assigned patrol area off the east coast of the Malaysian Peninsula at the mouth of the Gulf of Siam (Thailand).

On 1 February, they crossed the equator and a long-time naval institution was observed. Members of the crew that had not sailed across the equator were known as "Pollywogs." They were duly initiated into the Realm of King Neptune. Summers played the role of King Neptune in a ceremony held in the crew's mess.

The two subs continued training and practice approaches. A mine was sighted as they entered the patrol area, but it could not be sunk despite several direct hits with the deck guns. Later, several dozen bales of raw rubber were sighted and Summers noted in the patrol report that he was tempted to pick up this precious material.

On the night of 6 February, a column of smoke was sighted which led to a Japanese convoy. One of the ship's stacks was smoking heavily, which proved to be very helpful in tracking the convoy of three ships and four escorts.

It was too dark for a periscope attack, so Summers risked moving in as close as possible on the surface. Once in position, he fired at the leading ship, the 7000-ton cargo ship Engen Maru, and scored two hits in her stern. She sank in minutes.

The escorts exchanged signal lights and the convoy changed course and headed out of radar range.

As Summers set up another attack, two escorts moved in fast on the port beam. PAMPANITO's bow tubes were fired at the two leading ships and she pulled clear of the escorts, which apparently were not equipped with radar. No hits were heard. The last four torpedoes forward were fired at the convoy, but again, no hits were heard.

Summers pulled away and Guavina moved in to attack. From PAMPANITO's bridge two hits were seen on the larger of the two remaining ships and it disappeared from the radar screen. Guavina had sunk the 6900-ton freighter Taigyō Maru.

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As dawn approached on 7 February, PAMPANITO dove and continued the patrol routine. When she surfaced at dusk a message from Guavina was received that the smoke from a possible convoy had been sighted. Summers set a new course to intercept.

A little later a high periscope observation revealed the northbound convoy on the horizon: one medium cargo ship and two escorts. When PAMPANITO arrived, distant flashes were seen as one of the escorts fired at Guavina following her first unsuccessful attack.

Summers moved in and fired the stern tubes, but no hits were heard. Just before midnight Summers sent a message to Guavina and requested that she fire a signal from the Very pistol to draw off the starboard escort. When the signal was fired the escort headed off and the target zigged to port and PAMPANITO attacked. She was in position just after midnight. From the patrol report:

"0025 Fired three torpedoes aft from 4000 yards on 75 starboard track.

0029 Had just about checked off three misses when the first torpedo hit and simultaneously the ship disintegrated with the bow going one way, the stern in the opposite direction and most of the ship going straight up.

Judging from the intense flames and explosions, this ship was evidently loaded with aviation gasoline.

One escort was close enough, I'm sure, to share in the effects of the explosions.

The second torpedo probably hit whatever was left to hit.

The whole area looked like a fourth of July celebration and we felt slightly naked in all this gaslight.

Escort on starboard quarter commenced firing at us and placed several rounds just over the bridge before we could pull clear on all four main engines.

For the next twenty minutes one violent explosion followed another as ship was torn to pieces. The stern sank and the bow put on the finishing touch by exploding beautifully and in technicolor."

PAMPANITO, with only one torpedo left, was ordered to proceed to the southeast corner of the patrol area and await further instructions. On 11 February, orders were received to proceed to Subic Bay, Philippines for refit. Subic Bay had recently been recaptured and plans were being developed to establish a submarine base there.

An advance contingent arrived there on 11 February and PAMPANITO arrived on the afternoon of the 12th, tying up alongside the submarine tender USS Griffin (AS-13). PAMPANITO was the first submarine to refit in Subic Bay. Again officers and crew were congratulated for a successful patrol. PAMPANITO was credited with two ships sunk. The fifth patrol had been short, only 20 days, but PAMPANITO had traveled almost 6,500 miles since leaving Australia.

3.3.6 SIXTH WAR PATROL 25 FEBRUARY -24 APRIL, 1945

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Not successful
Sunk - None
Damaged - None

PAMPANITO headed out on her sixth patrol on the afternoon of 25 February, 1945 and resumed patrol off the Malaysian Peninsula. On 27 February she sent out a message to Sealion II (SS-315, and Mingo (SS-216) to rendezvous. On the morning of March 2, Summers, commander of the new wolfpack, met the other two subs and gave orders for the next two days. The submarines patrolled in parallel lanes with Lt. Commander Charles F. Putman in Sealion to the west, and Lt. Commander John R. Madison in Mingo to the east.

The pack hunted in vain over the next several days, sighting only a properly marked hospital ship (which was, of course, allowed to pass), and a group of six sailing ships, which was avoided. They also picked up two U.S. subs, Pintado (SS-387) and Sea Robin (SS-407), with whom PAMPANITO rendezvoused on 11 March. Sea Robin had 34 sacks of long overdue mail for delivery. Christmas had finally caught up with PAMPANITO. This was an unexpected treat, even though some of the Christmas cookies had gotten a little moldy.

The next week was again characterized by a complete lack of targets until, on 18 March there was a contact on the SJ radar at a range of eight miles. The zig-zagging target was traveling fast, 22 knots. Summers closed to investigate but could not catch up. The target was thought to be a destroyer. As a result of missing the contact, Summers regrouped the patrol lanes of the pack to a staggered configuration. Sealion reported that she had sunk the unescorted tanker Samui, early on the 17th.

On the night of 23 March, the wolf-pack was joined by a fourth member, USS Caiman (SS-323). PAMPANITO rendezvoused with the new member of the pack a few miles east of the small island of Pulau Redang, and Lt. Commander William Bush, Perspective Commanding Officer (PCO) aboard PAMPANITO, was transferred to her.

Two days later the control of the pack was turned over to Bush in Caiman. PAMPANITO headed north to patrol alone until new orders were received.

On 28 March, PAMPANITO headed for Pearl Harbor. Enroute, heavy seas and high northeast winds were encountered. On 31 March, she exchanged recognition signals with USS Snook (SS-279), which was lost with all hands a few days later. The cause of Snook's loss is unknown. The storm tapered off as PAMPANITO arrived in Saipan on 5 April for fuel.

On the way to Hawaii, PAMPANITO joined a wolf pack called "Bennet's Blazers," made up of USS Sea Owl (SS-405), USS Piranha (SS-389), USS Puffer (SS-268), and USS Thresher (SS-200). She hunted with them for a week before continuing to Pearl Harbor. She arrived there on April 24.

The captain and crew were congratulated on a safe return from "a hard and boring patrol." PAMPANITO was ordered to San Francisco for a much needed navy yard overhaul at Hunter's Point. Administrative Commander R. S. Benson wished them "a pleasant patrol" in San Francisco.

3.3.7 HISTORY TO THE END OF WWII - 25 APRIL - 15 AUGUST, 1945

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At Hunter's Point, PAMPANITO underwent a major refit and drydocking during June and July. Her main four-inch deck gun, which she had carried forward of the conning tower on all six patrols, was replaced with a five-inch "wet mount" gun aft. She was fitted out with twin forty-millimeter guns, one on each gun deck, and a double twenty millimeter gun on the forward main deck. A sonar dome was installed, as was a newly developed SV type radar.

PAMPANITO left Hunter's Point enroute to Pearl Harbor and the seventh patrol under the command of Commander Donald A. Scherer. On 15 August, they received news that Japan had surrendered. PAMPANITO returned to the Bay Area where she has been ever since.

3.4 POSTWAR HISTORY

PAMPANITO was decommissioned on December 15, 1945 and placed in mothballs at Mare Island where she remained until she was brought out to serve as a training platform for Naval Reserve Submarine Division 11-12 at Mare Island during the 1960s.

PAMPANITO remained part of the reserves until 1970 when she was opened up to the fleet stripping program. Some of her equipment was removed to provide spare parts for other submarines.

In 1971, PAMPANITO was stricken from Navy records, and in 1976 PAMPANITO was turned over to the Maritime Park Association (formerly National Maritime Museum Association) to be opened to the public as a memorial and museum ship. However, the attempt to berth the submarine at Fisherman's Wharf was blocked by the San Francisco Port Commission led by Harry Bridges.

As a result, PAMPANITO was moved from Mare Island to a private shipyard in Stockton where she remained for almost six years in storage as the debate continued. Eventually the feeling of the Commission changed and a berth at Pier 45 was secured.

Opened to the public in 1982, she has become one of the most popular historic vessels in the country hosting as many as 250,000 visitors a year.

Since her opening the San Francisco Maritime National Park Association has worked to interpret the vessel to her visitors and to preserve and restore her to her wartime condition and appearance.

Most of the equipment taken during the fleet stripping period has been replaced as have the missing deck guns, bunks and other equipment.

Many of PAMPANITO's systems have been brought back to life and made operational as part of her extensive preservation program. This effort continues seven days a week.

In the Spring of 1996 PAMPANITO left her berth to star in the feature film *Down Periscope* starring Kelsey Grammer, Lauren Holley, Rob Schneider, Rip Torn and Bruce Dern. PAMPANITO played the fictitious submarine USS Stingray SS-161. (The real USS Stingray was hull number SS-186 and SS 161 was the S-50.)

3.5 DRYDOCKINGS

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USS PAMPANITO is on a six-to-seven year drydocking schedule consistent with preservation techniques being used to protect the underwater hull and fittings from corrosion and deterioration.

The boat is inspected annually by the U.S. Navy and receives a uniformly OUTSTANDING report each time which underscores the Association's repair and restoration program. Minor matters are noted and corrected and PAMPANITO has never received an unsatisfactory grade in any of the inspection categories used by the US Navy.

Drydockings typically cost on the order of \$350,000 with some offsets coming in the form of donated materials and services. Thus, the Association needs to raise about \$275,000 in cash every drydocking cycle.

USS PAMPANITO completed her fourth maintenance drydocking since becoming a museum, more than any other submarine in the museum and memorial fleet. We are now seeking funding and preparing for her next drydocking, which is tentatively scheduled during the winter of 2013-2014.

3.6 EDUCATION PROGRAMS

The Maritime Park Association operates a number of education programs to realize our goal of increasing the understanding of our nation's rich maritime heritage. The programs include daytime and environmental living programs at the Hyde Street Pier, daytime and overnight programs aboard USS *PAMPANITO* and Elderhostel programs.

3.6.1 DAYTIME GROUP TOURS

Here's your opportunity to get a first-hand look at one of the once-secret naval vessels which helped to win World War II.

The USS *PAMPANITO* (SS-383), a World War II fleet submarine, provides an excellent field trip experience for classes exploring the history of World War II or for other educational groups seeking an out-of-the-ordinary experience.

As one of the last surviving submarines from America's World War II fleet, the USS *PAMPANITO* provides a unique opportunity to bring alive the history most students can only read about.

Using our on-board self-guided audio tour system, your group can walk the decks and tour the interior of an actual submarine while learning about the important role played by the "Silent Service." Your tour will describe the difficult conditions under which the crews of these vessels toiled while you learn about the basic principles of submarine operation.

As an option, Docent-led tours are also available to daytime educational visitors.

3.6.2 BIRTHDAY AND OTHER YOUTH EVENTS

USS PAMPANITO is available to informal and affinity groups for such purposes as birthday parties and similar events.

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3.6.3 OVERNIGHT PROGRAMS

This unique experience is open to all organized groups (schools, scouts, YMCA, etc.) which meet certain insurance requirements.

The submarine has 48 bunks available for group members to sleep in; however, each person is required to bring their own sleeping bag. The minimum group size is 25.

While on board, you will have both a self-guided tour and personalized instruction by our staff on the history and operation of submarines. A television monitor and DVD player are available for viewing videos from our selection of feature submarine films while on board.

During the course of your visit, each camper will complete a submarine qualification worksheet and earn a special certificate from the USS *PAMPANITO* commemorating his/her overnight stay.

We expect your stay not only to be fun, but a learning experience as well. The Plan of the Day will help you to divide up responsibilities among your group so that they feel they are a real ship's crew. Your group will be responsible for furnishing their own meals.

We do require a minimum 1:6 ratio of adults to children less than 18 years of age, and a minimum of 7 parents with any sized group. Stricter supervision requirements may be required by your group.

Mixed gender groups can be accommodated. United States WWII BALAO Class submarines had all-male crews. Thus, maintaining separate toilet ("head") and lavatory facilities is simply not possible.

A total of 48 participants, including adult supervision can be accommodated for an overnight program. One berthing area has 36 bunks and the other has 12 and can be thus assigned to two genders in those numbers, or to 48 of the same gender.

Group Leaders of mixed gender groups are responsible to assign berthing and maintain decorum in accordance with that Group's policies.

3.6.4 WHERE HISTORY MEETS SCIENCE

This is an overnight education program designed for seventh and eighth grade students. Like other overnight programs, mixed gender groups of up to 12 of one gender and 36 of the other (including adult chaperones) or 48 of the same gender may be accommodated.

Join the crew of the USS PAMPANITO and learn the workings of WWII submarine technology. During their 17-hour "patrol", students explore and experiment with the basic scientific principles that enable a submarine to work.

A submarine is a unique vessel. The PAMPANITO was designed for a special purpose: to travel on long patrols independent of support from other naval vessels and carry a large crew to operate her varied and complicated equipment in often hostile environments -- and to do it submerged part of the time!

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To accomplish this, the submarine's designers had to answer a variety of questions, such as how to make the submarine dive, how to propel it, how to navigate, and how to communicate inside the boat and out. How could they make the submarine do all these things and at the same time make it habitable and as comfortable as possible for its crew? The answers to these basic questions lay in the realm of science.

Science was used to address virtually all the design challenges submarine builders faced. In this way, the USS PAMPANITO presents teachers and their students an unusual platform for the study of a variety of topics spanning the physical sciences: Force & Motion, Electricity & Magnetism, Energy, Light, and Sound. In fact, most of these topics can be directly correlated with content outlined in the Science Framework for California Public Schools.

The various systems and their components for operating the submarine are each examples of the application of science:

Objectives

Students will: explore practical applications of scientific concepts using an interdisciplinary approach; develop specific science skills; and develop teamwork and social skills

Scenario

Students board the USS PAMPANITO and are presented with 5 hands-on science stations. Four of the stations have staff members to supervise activities. The "Making a Chemical Battery" station is supervised by the teacher.

Students are given individual notebooks (supplied by the PAMPANITO crew) in which to keep notes and track answers. At the end of the program, each student will receive a "Submarine Qualification" certificate. The crew with the best over all accuracy will receive an award at the end of the program.

Timeline (approximate and subject to change):

3:30pm Arrive and check in

3:50pm Tour of submarine

4:30pm Education Program commences

7:30pm Dinner

8:30pm Movies

7:00am All hands - Reveille

7:30am Off load gear - Clean up

8:00am Colors (raising the American flag), Awards Ceremony, Evaluation

8:30 End

Outline of program

Education Stations:

Buoyancy - Make your own submarine

Sonar - Passive and active listening

Code and Navigation - Deciphering patrol orders and plotting course

Optics - Make a periscope

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Chemistry - Make a battery

3.7 POSITIVE DOCENT PRACTICES

3.7.1 VISITOR COMFORT LEVEL The vast majority of visitors you will come into contact with as a Docent will be overwhelmed with the complexity of valves, levers, and switches confronting them. Some will have noticed the signage on the pier that assists in understanding how a submarine submerges and surfaces while others will be acutely aware of eau d'diesel upon entering the boat.

The hallmark of a good docent is that of making visitors feel comfortable. While some may be interested only in moving thru the boat and getting off in the shortest possible time, most will have questions they *want* to ask.

Whether they indeed ask, however, is often moderated by their comfort level. Many times, visitors are encouraged to ask questions simply because there is another visitor present who is in conversation with the docents. On slow days, visitors will be straggling thru the boat at infrequent intervals, so the presence of one visitor out of a group who will ask questions is often lacking.

Thus, as part of making visitors feel welcome - and appreciated - it is essential that our Docents greet them as you would a guest in your own home.

Ron Gibson, one of our more experienced and sociable Docents usually sits in the Crew's Mess and greets everyone as they come thru the door from the berthing area -- "Welcome aboard PAMPANITO" followed by an icebreaking question such as "Where are you folks visiting us from?" He then invites them to sign our guest log and asks more questions that are intended to make our visitors feel even more comfortable. The vast majority respond positively to this approach and it is recommended as a model for all Docents to emulate.

Once the comfort level situation is ameliorated, questions will usually start to flow rather freely. Pre-teen children, for example, will have dozens of questions - some reflecting a thought process that belies their youth.

One good example was a 4th grade boy from Chicago who was visiting with his father. As he entered Control where two Docents were working, one of them asked him where he was from - followed by another open-ended question "What do you think about this submarine?"

The young lad looked around Control with an owlish expression on his face, then said "These are awfully tight confines for a crew of 80 men - how did you manage to get along?"

Looking at his father's reaction, the docents saw one of those "He does that to me all of the time" sort of expressions. They gave answers about volunteers, working hard, etc. but the young lad, obviously far wiser than his years, kept asking even more penetrating questions. He will probably turn out to be a very capable attorney by the time he is 15.

3.7.2 DOCENT CONDUCT

Reiterating two essential points:

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Your role as a PAMPANITO Docent is to assist our visitors in understanding what life was like aboard a WWII submarine such as PAMPANITO.

Honoring the memory of ALL submariners -- of all times, wars, and propulsion power -- is an important mission that PAMPANITO Docents serve.

As the Docent Manual for the Submarine Force Library and Museum in Groton, Connecticut admonishes: *“Good docents are remembered forever and bad docents are remembered even longer!”*

A **LIST OF DOs** that will prove to be helpful to you as a Docent in making a visitor’s experience more pleasant and meaningful:

DO pay attention to the Grooming and Appearance standards presented in Section 1.4.3 - you are a representative of the USS PAMPANITO, not a bilge rat. In order to properly represent PAMPANITO, a neat, clean appearance is considered a prerequisite to being a Docent.

DO sign in and out in the Docent Log;

DO wear a PAMPANITO Docent ballcap and nametag and introduce yourself to visitors by name;

DO clear visits to the Conning Tower in advance (when coming on duty if possible). Use discretion on taking any visitor into the Conn - anyone under the age of 18 **MUST** be accompanied by a parent or guardian as well as YOU as a Docent;

DO watch for and promptly report unsafe or abnormal conditions such as the sound of running water, leaking air, unusual odors, etc;

DO remain alert to possible medical emergencies aboard the boat - while these events are quite rare, they do occur. Other visitors are usually the ones who discover emergency situations and report it to the Docent on duty; Once you become aware of it, immediately notify the Ticket Booth;

DO take the time to listen to the audio tour every so often so that you know what the visitors are being told (this tour is also available online at www.maritime.org);

DO take the online virtual reality tour of the boat every so often so that you can direct visitors to it if they want to see more detail than the tour permits;

DO learn the history and characteristics of PAMPANITO and be prepared to discuss with visitors;

DO be prepared to provide factual information to our visitors so that it is consistent from one Docent to another;

DO learn the mission and role of US submarines during WWII and be able to discuss submarines from that particular perspective.

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DO be prepared to direct visitors to the Ship's Manager and Education Director should they exhibit an interest in conducting a program aboard PAMPANITO or participating in an education program;

DO be informed about upcoming PAMPANITO events, activities, and future plans so you can promote them to our visitors;

DO note and report any interesting or important comments made by visitors, especially those pertaining to safety or making their visit more valuable to them;

DO politely remind visitors you may observe breaking the rules of where they are and what is expected of them. Refer persistent or serious infractions to Staff; and

DO anticipate general emergencies aboard the boat, especially loss of shore power. Carry a flashlight and be prepared to assist Staff in effectively and safely evacuating the boat.

AND A LIST OF DON'Ts: Unfortunately, experience based upon isolated actions by a few Docents makes it necessary to instruct all Docents of some DON'Ts --

DON'T use profanity either in front of visitors or among yourselves - more than once a Docent has unwittingly used profanity to another Docent, thinking no visitors were within earshot -- there were - and they complained;

DON'T get so engrossed in swapping takes of derring-do with other Docents that you ignore visitors - or worse yet, give them the impression that they are intruding upon a private conversation;

DON'T tell X-rated sea stories;

DON'T get into discussions of religion, sex, or politics;

DON'T make up answers - if you don't know, offer to find out and then follow thru;

DON'T refer to the US enemy engaged by PAMPANITO during WWII in any derogatory manner (e.g. "Japs"); rather, simply refer to them generically as "the enemy." If asked the significance of the Japanese Merchant shipping flags painted on the inner doors of tubes aft, it is entirely appropriate to answer to the effect "a torpedo that sank an enemy ship was fired from that tube." We have had Japanese citizens tour the boat who asked that specific question and readily accepted the answer in context of the circumstances of WWII in the Pacific.

DON'T make it a general practice to conduct personally guided tours of the boat - that is why the audio tour is available and its use should be encouraged by all Docents because it promotes a uniform message about WWII submarine duty as interpreted aboard PAMPANITO; Docents are akin to the "color commentators" on Monday Night Football - not the play-by-play announcers;

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APPENDIX I - VOLUNTEER RECEIPT AND ACKNOWLEDGEMENT FORM**



**VOLUNTEER RECEIPT AND ACKNOWLEDGEMENT
ALL PERSONAL INFORMATION IS KEPT CONFIDENTIAL**

This *Volunteer Manual* is an important document intended to help you become acquainted with the San Francisco Maritime National Park Association. This Manual is, in part, a guide. Thus it may not be the final word in all cases. Individual circumstances may justify changes in policy that must be approved by the appropriate Association official.

Please read the following and then sign to indicate your receipt and acknowledgment of the San Francisco Maritime National Park Association PAMPANITO Volunteer Manual.

- I acknowledge that I received and will carefully read the USS PAMPANITO Volunteer Manual. I understand that this Manual supersedes all previous policy as of May 01, 2010.
- I understand that I will not receive any compensation for work done with or for the San Francisco Maritime National Park Association. As a Volunteer I am not eligible for any pay, vacation or sick leave accrual, or any other employee benefits.
- I understand that my volunteer service is at will and both I and the Association may terminate my volunteer service at any time without cause by written notification to the other party.
- I understand that this Manual remains the exclusive property of the Association and shall be returned on termination of my Volunteer status or as otherwise requested by the Association.
- My signature below certifies that I have read, understand, and will comply with the above statements, that I have received a copy of the San Francisco Maritime National Park Association's USS PAMPANITO Volunteer Manual, and that I will adhere to its provisions.

Volunteer's Printed Name

Volunteer's Signature

Check position(s) applied for:

- Ship Restoration and Repair
- Docent
- Other _____

Date

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USS PAMPANITO VOLUNTEER MANUAL
APPENDIX II - VOLUNTEER APPLICATION**



**USS PAMPANITO SS-383
VOLUNTEER APPLICATION**
ALL PERSONAL INFORMATION IS KEPT CONFIDENTIAL

PERSONAL INFORMATION

DATE _____

Name (Last, First) _____

Address _____

Telephone (A/C, Nr.) _____

E-Mail _____

Emergency Contact _____

Telephone (A/C, Nr.) _____

HOW DID YOU LEARN OF OUR ORGANIZATION?

ARE YOU A SUBVET? YES NO RATE _____ QUAL BOAT _____

ARE YOU A VETERAN? YES NO BRANCH OF SERVICE _____

~ NOTE: Being a Veteran is NOT a requirement for volunteering with USS PAMPANITO ~

POSITION: DOCENT REPAIR & RESTORATION OTHER _____

AVAILABLE SUN MON TUE WED THU FRI SAT HOL ON CALL

HOURS AVAILABLE _____

SKILLS (e.g. welding, mechanical, electrical, electronic, etc.) _____

SIGNATURE: I understand that this application as dated above is for volunteer service only with no monetary compensation and may be terminated without cause by either party. I understand that certain volunteer positions require a background check and that I may request assignment to a non-sensitive position or otherwise decline the background check. I agree to abide by all policies and regulations of the San Francisco Maritime National Park Association and of USS PAMPANITO.

PRINTED NAME

SIGNATURE

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APPENDIX III - AGREEMENT FOR INDIVIDUAL VOLUNTEER SERVICES**



**USS PAMPANITO SS-383
AGREEMENT FOR INDIVIDUAL VOLUNTEER
SERVICES**

ALL PERSONAL INFORMATION IS KEPT CONFIDENTIAL

By my signature hereto, I understand and agree:

All Volunteers: I will become familiar with the *USS PAMPANITO VOLUNTEER MANUAL* (“*Manual*”) as it applies to my Volunteer status with the San Francisco Maritime National Park Association (“SFMNPA”), steward of the historic ship USS PAMPANITO SS-383. The term “Ship’s Manager” as used herein also includes his/her designated representative, if any.

I will conform to all policies, procedures, and regulations contained in the *Manual* as well as those given orally or in writing by the Ship’s Manager. I will be respectful of the historic fabric of PAMPANITO. I will not make any adjustment or change the position of any control equipment, valves, switches, levers, etc. aboard the boat or pier-side apparatus without proper authority. I will not gain access to or handle any museum artifacts without proper authority. All SFMNPA property shall be returned upon termination of my Volunteer status.

I will not enter any closed or secured space aboard the boat without proper authority. I will observe all security measures and practices. I agree to complete a qualification process that comports with my experience and the duties I will perform as a Volunteer. My services as a Volunteer may require a background check as discussed in the *Manual*.

I will not receive any compensation or employee benefits as a Volunteer and that I am not an employee of SFMNPA or PAMPANITO. As a Volunteer, I am NOT covered under SFMNPA’s workers’ compensation policy. This Agreement may be terminated for cause by SFMNPA if I violate any of the conditions of being a Volunteer. This Agreement may be terminated without cause by either party upon written notice as set forth in the *Manual*.

I will not use profanity, tell off-color stories, or otherwise engage a visitor or another Volunteer in any controversial or contentious discussion. On the rare occasion that a visitor may become obnoxious or abusive, I will refer the matter to the Ship’s Manager for resolution.

As a Repair and Restoration Volunteer, all work I perform will be in accordance with directions provided by the Ship’s Manager. I will carefully observe all safety precautions that apply to the work I am performing and shall bring any safety hazard to the attention of the Ship’s Manager. I will complete work project documentation as required by the Ship’s Manager.

As a Docent Volunteer, my principal assignment is to effectively communicate PAMPANITO’s history and the role that US submarines played during WW-II to our visitors. In performing this assignment, I represent USS PAMPANITO and SFMNPA and it is my responsibility to maintain a positive, constructive demeanor towards all visitors. I must conduct myself properly at all times and never expose a visitor, another docent, the boat, or myself to any danger.

VOLUNTEER’S PRINTED NAME

VOLUNTEER’S SIGNATURE

DATE: _____

SHIP’S MANAGER _____

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APPENDIX IV- SAMPLE PROJECT DOCUMENTATION**



**SAMPLE
PROJECT DOCUMENTATION -
40mm GUN RESTORATION**

1.0 BACKGROUND: PAMPANITO's restoration point configuration consisted of a 5"/25 wet mount aft of the sail area and two 40mm Bofors single mounts, one on the gun deck immediately forward of the Bridge and a second on the Cigarette Deck aft of the Bridge.

In 2009, PAMPANITO obtained two demilitarized 40mm guns, one purchased from a scrapyard in Southern California and the other from USS MISSOURI. The latter gun was being offered for sale on e-Bay by a party with no legitimate title to the gun. Control was eventually regained by MISSOURI who, in turn donated it to PAMPANITO.

Both guns were in a sorry state of disrepair and corrosion due to unprotected exposure to rain and sea fog for many years. It was believed that from the parts and pieces of those two guns, together with some newly-machined parts, one could be built.

Trustee Rich Pekelney, together with Volunteer Tom Horsfall, have been laboring over disassembly of the two guns for many months at this point. Rich has issued E-mail reports after each working session, together with detailed photography of progress.

This Appendix is by no means complete, as there are literally hundreds of photographs and extensive narrative involved, only a representative portion of which is incorporated herein.

2.0 WORK NARRATIVES WITH PHOTOS: (Excerpted from various E-mail reports)

27 APR 2010: "- Fixed wooden tray in tool box. Peened in a straight pin for the foot rest extension of the loader deck. Made a spring keeper for equilibrators spring removal.

- Created a second tool for the loader bolt (the first one worked on the HI gun, but the steel was too soft for the LA gun.) The bolt can turn, but with more force than should be necessary, even when tapping on the loader tray. Moved the breech ring and loader tray a bit to see if this would ease the pressure without any real change. This is just much tighter than it should be and even if the spring is good, it will not have enough force to move the bolt.

Freed up barrel lock. Removed breech block, breech closing spring, outer and inner cranks from LA gun. With the closing spring out, we can try to remove the locking screw and then the spring cover and spring with offset tools that we will have to make. Then we can try to push the bolt out. The alternative is to drill and tap the bolt through the slot and try to pull it out.

Started to remove one of the equilibrators springs. We got the locking nut off, and unscrewed the nut

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on the spring keeper until the end of the rod. We did not take it all the way off because we broke the extended socket (it needs to be rewelded), and we ran out of time to finish the last improvisation of the equilibrator removal tools. We are close.

We are stuck on the LA gun until we can remove the loader bolt, and on the HI gun until we can remove the barrel (we now think we need to make a custom clamp to get enough torque.) We still have lots of work we can do on the mount.”



28 APR 2010: “We removed the springs from the equilibrators on the HI mount. Note the improvised tools. The tools from BB AL are for the gun, not the mount.

Also removed the spring from the loader bolt on the LA gun. Tried to push up to remove the bolt without success.”



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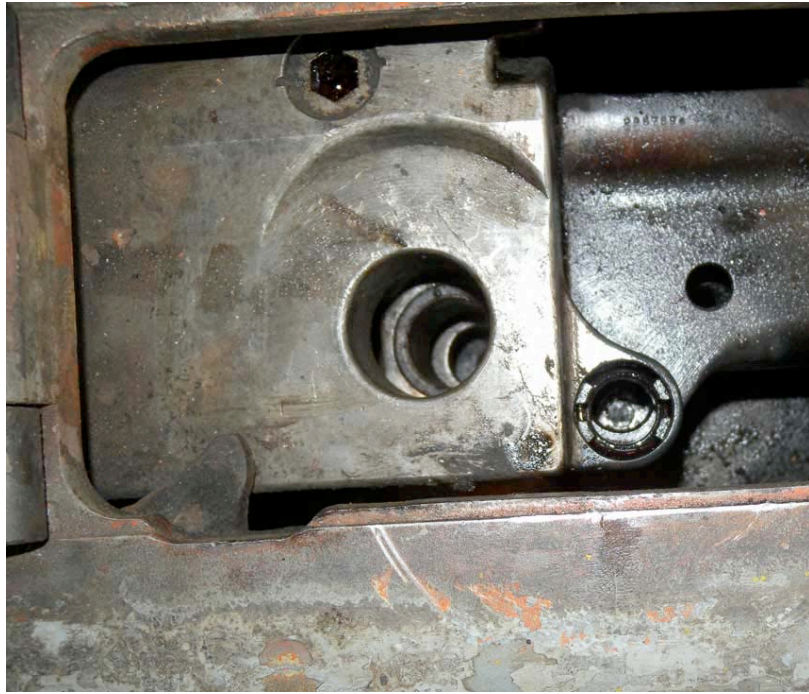


09 MAY 2010: "Today we got the loader bolt out of the LA gun. Removed the loader, removed the breech ring.

The difficulty with the loader tray bolt was a misalignment."



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18 MAY 2010: “With Tom's help, today we got the barrel to rotate on the LA gun. We can now rotate it back and forth about 10 degrees, including over what should be the removal position. We wiggled and pulled and supported the barrel in different ways, but we were not able to get the barrel to slide out at all. My best guess is that it needs to be really carefully aligned, but we were not able to make it happen this morning.”



23 MAY 2010: “- After re-installing stop bolt, more cleaning, better alignment and lots of movement back and forth the barrel came out of the breech ring on HI gun. It could not be removed from the

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breech casing because the recuperator (recoil) spring seat washer is rusted frozen into the breech casing. Removed the flash hider, removed the remains of the recuperator spring and spring retainer, reinstalled flash hider.

- After some heat, oil and lots of scraping of rust, removed the barrel with recuperator spring seat washer from breech casing of HI gun. Removed breech spring, inner and outer cranks with shaft. Removed breech ring from breech casing. The breech is still in the breech ring.

- Tom Horsfall took the broken cocking lever shaft to Fort McArthur for their machinist to repair.

There is still a lot of work, but this removal is a significant benchmark in the gun restoration. All the big assemblies have been field stripped.



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25 MAY 2010: Removed the breech block from the HI breech ring. Note the welded firing pin cover.



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3.0 SUMMARY: While the project used in this exhibit is generally more complex than those a volunteer is likely to encounter, it definitely reflects proper discipline with regard to documenting every step of the way in both narrative and photographic form.

It should also be noted that several dozen detailed photos that are part of this project documentation, along with markups of *copies* of assembly drawings and manuals and much more narrative have not been shown here.

Each E-mail and accompanying photos are preserved both in the form of a full color notebook as well as on DVD for future reference and study.

Indeed, this is the way to properly document a project!

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APPENDIX V- BOB TAYLOR AWARD**



**BOB TAYLOR MEMORIAL
VOLUNTEER SERVICE AWARD**

1. BACKGROUND: The Bob Taylor Memorial Volunteer Service Award [“Bob Taylor Award”] was established on Memorial Day, 2010 in recognition of Bob’s nearly thirty years’ of dedicated volunteer service to PAMPANITO.

This award will be conferred during the Memorial Day Ceremony by the President of the Association upon nomination by the Ship’s Manager to and in joint consideration with the PAMPANITO Committee.

The names and year of award will be entered on a plaque designed for the purpose and suitably displayed for public recognition. The Ship’s Manager shall also determine appropriate Volunteer incentive awards for each conferral.

2. NOMINATION AND SELECTION PROCESS: This award is the highest level of recognition and appreciation that can be bestowed upon a PAMPANITO Volunteer. Conferral is based solely upon individual contributions made to PAMPANITO through any combination of volunteer services performed by the recipient.

2.1 CRITERIA: This award is conferred according to the significance of a Volunteer’s contributions towards achieving PAMPANITO’s mission as a museum and memorial submarine.

This award shall not be based upon monetary contributions or contributions in kind made to the benefit of PAMPANITO. Rather, this award is specifically intended to recognize Volunteers without regard to financial considerations who have contributed their services aboard and in furtherance of PAMPANITO’s mission as a museum and memorial submarine.

Although it is entirely appropriate for any Volunteer to aspire to the Bob Taylor Award, this award shall not be conferred based upon application by the recipient or by meeting some predetermined number of hours’ service.

2.2 NOMINATION: The Ship’s Manager, in his/her sole discretion, shall nominate one or more Volunteers to the PAMPANITO Committee for consideration as candidates for that year’s award.

While the general intent is to confer the Bob Taylor Award annually, it is entirely appropriate for the Ship’s Manager to determine that there are no Volunteers meeting the high standards of service that merit consideration for this award in any given year.

When it is determined that one or more Volunteer’s services merit consideration, the Ship’s Manager

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will submit those nomination to the PAMPANITO Committee in sufficient time for final selection of a recipient and inclusion in that year's Memorial Day program.

The Ship's Manager may confer with others regarding possible nominees and the merits of each with regard to the Bob Taylor Award. However, the Ship's Manager is not obligated to confer with, seek approval of, or otherwise clear nominations with any outside group or organization such as NSL, USSVI or SVWWII. Nominations are at the sole discretion of the Ship's Manager.

2.3 CONSIDERATION AND SELECTION: The Ship's Manager will present the nominee(s) to the PAMPANITO Committee for consideration and selection.

The Committee, with full participation by the Ship's Manager, shall consider all nominations and shall reach consensus on conferral.

Normally, only one award will be conferred in any year irrespective of how many nominations are considered. Unusual circumstances of exceptionally meritorious service by more than one Volunteer may enable conferring more than one award that year. This particular determination shall be made jointly by the Committee and the Ship's Manager.

2.4 POST-SELECTION: Once a candidate is selected, the Ship's Manager shall complete (or delegate completion of) the following:

1. Notify the recipient, in person if possible, of his/her selection as this year's recipient of the Bob Taylor Award;
2. Ensure that SFMNPA President or designated Master of Ceremonies for the upcoming Memorial Day program is informed of that year's conferee, including a brief summary of the contributions of that Volunteer;
3. Prepare a suitable certificate recognizing conferral of this award [see Exhibit V-1];
4. Determine what additional incentive awards that may be appropriate; and
5. Ensure entry of each conferee's name on the Bob Taylor Award memorial plaque.

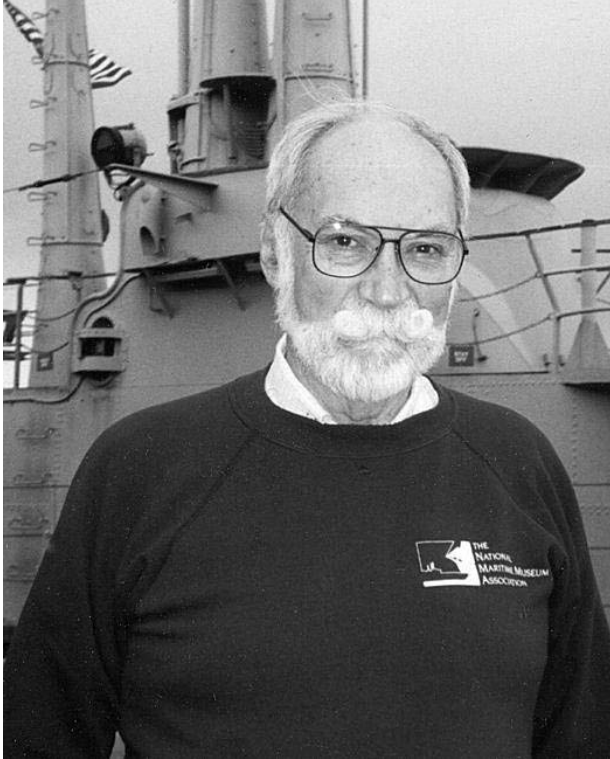
2.5 OTHER RECOGNITION: During the course of the Memorial Day Program at which that year's Bob Taylor Award is conferred, the Master of Ceremonies shall incorporate an appropriate announcement and determine the procedure by which the conferee will receive the award, whether in person, by proxy, or by other means.

2.6 PUBLICITY: It is appropriate for the recipient of the Bob Taylor Award to be identified in any advance press/media releases as well as publicity generated during the actual Memorial Day program. The Ship's Manager or designee will attend to these details.

Robert J. Taylor - USS Pampanito crewman - dies

[Carl Nolte, Chronicle Staff Writer](#)

Wednesday, May 19, 2010



Courtesy of SF / Maritime National Park Assoc.

Robert J. Taylor, whose quiet, low-key presence made him a stalwart member of the crew of the USS Pampanito, a World War II submarine docked as a memorial in San Francisco, died April 28 after a long struggle with cancer. Mr. Taylor was 80 and lived in San Francisco.

Mr. Taylor, who was a veteran of the U.S. Navy submarine service himself, spent more than 20 years as a paid crew member and later as a volunteer aboard the Pampanito at Pier 45 on Fisherman's Wharf.

"He was the heart and soul of that boat," said Harry Nystrom, who worked with Mr. Taylor aboard the Pampanito for years. "I don't know anyone who ever said a single bad word about Bob Taylor. He was the nicest guy I ever met."

Mr. Taylor, who served as an enlisted sailor aboard diesel-powered submarines from 1947-50, brought invaluable mechanical expertise to the Pampanito, a sub that had served in a number of patrols in the Pacific during World War II.

He also had large collection of what sailors call "sea stories," anecdotes and tall tales about life in the Navy and aboard submarines, and he was happy to share them with visitors to the boat.

Mr. Taylor was the archetypical old seaman, with a handlebar mustache, gray hair and salty manner, which disguised a gentle nature. His specialty was organizing weekly breakfasts on board for civic leaders or people interested in submarines, but he did every job on board, from sweeping the deck to fixing the boat's complex mechanical systems.

"He was a very great asset to the Pampanito," said Al McDonald, another sub veteran. "We will miss him very badly."

Mr. Taylor was born in Los Angeles and grew up in Grants Pass, Ore. After his Navy service, most of it aboard the submarine Queen Fish, he worked as a salesman for the San Jose Steel Co., then as a bartender in San Francisco, mostly at Barrons on Powell Street and at Vanelli's at Pier 39.

However, he always kept a sentimental attachment to the submarine service and went to work as a deckhand on the Pampanito. After a dozen years, Mr. Taylor resigned his paid position on the submarine, but continued working as a volunteer. Until his health failed, he reported to work three days a week for years.

Mr. Taylor was married and divorced; his only son, Charles Taylor, died in 1998. He is survived by two grandchildren, Mandy Canen, and Charles Taylor Jr., both of Maryland.

A memorial service will be held aboard the Pampanito at 5 p.m. on Thursday. Donations in his memory may be made to the San Francisco Maritime National Park Association, P.O. Box 470310, San Francisco, CA 94147.