

Questions about disposal of ex-RANGER (CV 61):

Q. Where is ex-RANGER currently berthed?

A. Ex-RANGER is currently located in Bremerton, WA.

Q. What is the service history of ex-RANGER?

A. Attack Carrier Air Wing 2 (CVW-2) embarked on September 15, 1967, with the new A-7 Corsair II jet attack plane and the UH-2C Seasprite turboprop rescue helicopter, making USS RANGER the first carrier to deploy with these powerful new aircraft. USS RANGER entered the history books on March 21, 1983 when an all-woman flight crew flying a C-1A Trader from VRC-40 "Truckin' Traders" landed aboard the carrier. On July 24, 1987, Tactical Electronics Warfare Squadron 131 (VAQ 131) began the first Pacific Fleet deployment of the EA-6B Prowler equipped with HARM missiles, deployed in USS RANGER. While in the Arabian Gulf during joint operations with former Cold War adversaries, a Russian KA-27 Helix helicopter landed aboard USS RANGER. It was the first such landing on a U.S. Navy aircraft.

Ex-Ranger was decommissioned on July 10, 1993 and maintained as a retention asset for possible future reactivation until it was stricken from the Naval Vessel Register on March 8, 2004, whereupon it was designated for donation as a museum/memorial.

Q. Is ex-RANGER eligible for listing in the National Register of Historic Places?

A. Yes, see the Navy's November 30, 2010 determination of eligibility at http://www.navsea.navy.mil/teamships/InactiveShips/Historic/pdf/Ranger_CV-61_Final_DoI.pdf.

Q. Is the Navy required to make inactive ships available for donation that have been determined to be eligible for listing in the National Register of Historic Places?

A. No. However, procedures issued by the Advisory Council for Historic Preservation (ACHP) in March 2010 setting forth the way in which the Navy will comply with Section 106 of the National Historic Preservation Act provides that "The Navy will strongly consider making the vessel available for donation only upon decommissioning and striking from the NVR (Naval Vessel Register) pursuant to 10 U.S.C. 7306 for up to two years unless: i. The vessel is designated for Foreign Military Sales (FMS) transfer; ii. There are other Navy requirements for its continued use; iii. The material condition of the vessel precludes donation; iv. National security or other restrictions preclude donation; or v. The vessel is nuclear powered." The ACHP's procedures are available at http://www.navsea.navy.mil/teamships/InactiveShips/Donation/pdf/Federal_Register_Preservation_of_Vessels.pdf.

Q. How long was ex-RANGER available for donation and what is the Navy's policy for the duration on donation holds?

A. Ex-RANGER was available for donation for over eight years, from March 2004 to September 2012. The Navy's policy in OPNAVINST 4770.5H provides that ships designated for potential donation for museum/memorial use are not to be retained in a donation hold status beyond 2 years unless extended on an annual basis based on the existence of viable donation interest and demonstration by the prospective donee that measurable progress is being made

toward submitting a ship donation application that meets the Navy's minimum requirements. Thus, the Navy provided more than adequate time for an organization to develop its ship donation application for ex-RANGER.

Q. How many organizations expressed interest in saving ex-RANGER?

A. During the eight years the ship was advertised as available for donation, the USS Ranger Foundation was the only organization to express interest in saving ex-RANGER?

Q. Where did the USS Ranger Foundation propose to establish ex-RANGER as a museum and how close were they to resolving the major problems with their application?

A. The USS Ranger Foundation searched ports from Long Beach, CA to Everett, WA, focusing on Portland, OR for several years before settling on Fairview, OR, a community to the east of Portland, OR. The Foundation did not submit its first Phase II application (containing the Business/Financial Plan and Environmental Plan) to the Navy until September 2, 2010, which contained significant deficiencies.

The Navy's response on November 19, 2010 advised the Foundation of the deficiencies with its application, advised that the Navy could not retain ex-RANGER indefinitely and had a need to remove the ship from Bremerton by September 30, 2014, and gave the Foundation a deadline of July 31, 2012 to correct the deficiencies with its Phase II application. The Foundation submitted a revised Phase II application on July 31, 2012 which demonstrated no progress with fundraising and provided no solution to the Columbia River bridge obstructions that would have to be resolved in order to get the ship to Fairview, OR.

Q. Why was ex-RANGER removed from donation hold?

A. After eight years, the USS Ranger Foundation provided evidence of raising only \$105,000 of the \$31,850,000 that the Foundation estimated as its start-up costs, among other major deficiencies in its revised ship donation application. This indicated a lack of financial support from any source to make ex-Ranger into a museum. Given the significant and unresolved deficiencies with the Foundation's revised Phase II application, ex-Ranger was removed from donation hold on September 26, 2012 and redesignated for dismantling because the Navy had no confidence that the Foundation could resolve these deficiencies in a timely manner. In October and November 2012, the Navy allowed the interior of ex-RANGER to be filmed, which is available at www.youtube.com/user/jmdriver2?feature=watch, and photographed, which is available at http://nonplused.org/panos/uss_ranger/index.html.

Q. Who approved the removal of the ship from donation hold?

A. The Assistant Secretary of the Navy (Research, Development and Acquisition) approved the removal of ex-RANGER from donation hold.

Q. Has there been any viable interest in saving ex-RANGER as a museum/memorial since it was removed from donation hold?

A. While many veterans of the ship have recently noted their desire that the Navy not scrap the ship they served on, no State, municipality or non-profit organization has come forward with a viable plan to save the ship. Shortly after the ship was removed from donation hold on September 26, 2012, the Northwest Historic Ships Association was formed from members

previously associated with the USS Ranger Foundation and submitted a letter of intent on October 11, 2012. However, this proposal was found to be non-viable on November 1, 2012.

Q. Why does the Navy want to scrap ex-RANGER?

A. Ex-RANGER was determined to be excess to the needs for defense of the United States when the Secretary of the Navy struck it from the Naval Vessel Register on March 8, 2004.

Maintaining inactive ships, even in a safe stowage condition, consumes funds that otherwise could be used to operate, maintain and modernize active ships of the U.S. Navy, and to train sailors and naval aviators. After keeping ex-RANGER on donation hold status for more than eight years, much longer than the Advisory Council for Historic Preservation recommends and much longer than Navy policy prescribes, the only viable disposition for the ship is dismantling. The Navy has a responsibility as stewards of taxpayer dollars to continue the reduction of the inactive ship inventory in a cost-effective manner that complies with all applicable laws and regulations.

Q. There is a brand new organization in Long Beach, CA, Top Gun of the Pacific, who has started a new effort to save the ship. They propose to berth the ship at Pierpoint Landing in Long Beach. Will the Navy reconsider making ex-RANGER available for donation again?

A. No. While ex-RANGER was on donation hold for eight years, the Navy incurred costs, and continues to incur costs, of \$100,000 to \$200,000 per year to maintain security, fire and flooding protection for the ship, and periodic exterior maintenance to prevent peeling paint from falling into the waterway. These costs subtract from the resources that are appropriated by Congress to train current sailors and aviators, and to operate, maintain and modernize active ships in the Fleet. As such, the Navy cannot support another long-term attempt to convert ex-Ranger into a museum at a location in that would be competition with the battleship Iowa (BB 61) museum only six miles away in San Pedro, CA, and the aircraft carrier Midway (CV 41) museum 100 miles away in San Diego, CA.

Q. Is the Navy really serious about donating ships for use as museums? How long would it take for a new organization to successfully obtain a Navy ship via donation?

A. Since 1948, the Navy has donated 48 ships for use as museums throughout the country. However this does not reflect the number of ship made available for donation but later redesignated for disposal. Since 1990, only 11 of 29 vessels that were made available for donation as ship museums were actually donated. The remainder were removed from donation hold and redesignated for disposal due to non-viability of the prospective donees. Not only does it take an organization at least five years to generate the necessary fundraising to cover the start-up cost, the amount of which is dependent on the plan the organization is proposing, but there must be an existing suitable pier or mooring available for permanent use as there was for ex-Iowa (BB 61) when it was donated by the Navy in 2012 and ex-Midway (CV 41) when donated in 2003. There is no existing pier or mooring facility at Pierpoint Landing in Long Beach, CA suitable for an aircraft carrier. Regulatory and city approvals, design, permitting, dredging, and construction would likely take an additional five years or more once funding was available. The Navy cannot justify continuation of the costs of maintaining ex-RANGER at taxpayer expense for another ten years or more after already providing an ample opportunity for an organization to develop a viable plan and the necessary fundraising to convert ex-RANGER into a museum.

Q. How many ship museums are there on the west coast?

A. Vessels that have been donated by the Navy and are existing ship museums on the west coast include the destroyer Turner Joy in Bremerton, WA, the submarine Blueback in Portland, OR, the aircraft carrier Hornet in Alameda, CA, the submarine Pampanito in San Francisco, CA, the battleship Iowa in the Port of Los Angeles, CA, the aircraft carrier Midway in San Diego, CA, and the submarine Dolphin in San Diego, CA. In addition, there are numerous other historic vessels not obtained from the Navy that are maritime museums on the west coast.

Q. How many other aircraft carrier museums are there in the U.S.?

A. In addition to the Midway and Hornet, there are the aircraft carriers Lexington in Corpus Christi, TX, Yorktown in Charleston, SC and Intrepid in New York, NY.

Q. Has the Navy previously tried to donate other supercarriers similar to ex-RANGER?

A. The Navy previously offered ex-FORRESTAL (AVT 59) and ex-SARATOGA (CV 60) for donation, but both attempts failed. The ex-JOHN F KENNEDY (CV 67), located in Philadelphia, PA, has been available for donation, and remains available, since October 2009.

Q. What is the status of the Navy's plan to dismantle ex-RANGER?

A. Since 2012, the Navy has removed equipment from ex-RANGER to meet requirements for active USN ships. Additionally, the Navy allowed existing naval ship museums to remove equipment from ex-RANGER to improve the display of the existing museum ships. The Navy anticipates awarding a contract for the towing and dismantling of ex-RANGER by December 31, 2014. The ship will be removed from Bremerton approximately 60 days after contract award.

Q. If the Navy sells ex-RANGER for a low price, why can't the Navy sell the ship to an organization who wants to save the ship as a museum?

A. The Navy does not sell inactive aircraft carriers for dismantling. The Navy awards a procurement contract to pay a qualified company to tow and dismantle an aircraft carrier. The lowest price the Navy can pay under a procurement contract is one cent. The contractor recovers its costs of towing and dismantling from the sale of the scrap metal generated during dismantling.

The Navy does not sell inactive ships for museum use. Under the Navy's ship donation program, an organization does not pay the Navy to obtain a ship. However, for ships that the Navy makes available for donation, an organization must meet the Navy's minimum requirements for donation (see <http://www.navsea.navy.mil/teamships/Inactiveships/Donation>), including having a confirmed permanent berthing location and available financing to cover the organization's start-up costs.

Q. Isn't ship dismantling disrespectful to the veterans who once served on a Navy ship?

A. No. The Navy has historically dismantled and recycled its ships in the United States at the end of the ships' service life. Ship dismantling creates jobs in the U.S., ensures that regulated hazardous materials are properly removed and disposed of in accordance with U.S. law and regulations, and the return of the scrap metal into the economy reduces the need to mine for virgin raw materials.

Q. If ex-RANGER cannot be saved, why can't it be sunk as an artificial reef like ex-ORISKANY (CVA 34) was?

A. The Navy's cost to environmentally prepare and sink ex-ORISKANY in 2006 was approximately \$20 million. Since that time, scrap metal commodity prices have substantially risen such that ship dismantling and recycling is much more cost effective.

Q. Can veterans obtain mementos from ex-RANGER during its dismantlement, particularly for plank owners?

A. The Navy does not have statutory authority to give federal property to private citizens. However, historical items which were removed from ex-RANGER during the ship's 1993 decommissioning may be available to a municipality or non-profit organization for public display under the Artifact Loan Program, <http://www.history.navy.mil/branches/org2-2.htm>. Regarding plank owners, <http://www.history.navy.mil/faqs/faq24-1.htm> advises that the last major vessel known to have been fitted with a wooden deck was USS LONG BEACH (CGN-9), commissioned in 1961, and that the Navy's Curator Branch no longer distributes deck planking for plank owners.