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Volunteer Restoration News

Battleship Texas BB35

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Remembering the Do's and Don'ts

Do's and Don'ts

Specified equipment, soft metals and finishes must be protected and preserved while restoration is underway. As a general rule, adhere to the following "do's and don'ts". Exceptions, if any, will be approved on an item by item, event by event basis.

Do protect items that might be damaged by stripping, cleaning, washing, scraping, etc., such as insulated pipes, electrical outlets, junction boxes, plastic and brass tags, etc.

Do identify soft metals, i.e., brass, prior to applying mechanical or abrasive tools to them by use of magnets, etc.

Do be careful in using scrapers, pads, wire brushes, metal wool, or any type of abrasive. Use the least harsh method that will do the job.

Do use only a tool that is softer than the surface being restored. Use 3M Scotch-brite pads – carefully – on brass or aluminum.

Do be careful using paint stripper. Allow the stripper to soften the upper paint layers, then GENTLY lift the softened paint with a putty knife, 3M pads or rags.

Special Note: If stripper is used on plastic, verify with curatorial staff before applying to specific pieces; they have experience with reactions of chemicals on various materials.

Do safeguard parts/fasteners that must be removed, i.e., screws, nuts, etc. Place in plastic bags identified with notes in indelible ink showing their original locations. Place in secure location.

Do mask any exposed electrical outlets, light sockets, junction boxes and surfaces to be left unpainted.

Do stamp all new steel with date of installation.

Do not needlegun or power sand/brush the following:

- Copper
- Hull and pipe insulation
- Brass
- Aluminum
- Plastic
- Wood
- Porcelain enamel
- Chrome
- Stainless steel
- Linoleum

Items shown on drawings
Any surface seen to be damaged by work

Do not disturb insulation on pipes, etc. Most contain asbestos. Report any tears in insulation wrap to ship's manager.

Do not paint over any brass tags or plates, unless specified by work order or by authorization of TPWD staff.

Do not paint over any plastic tags or fittings, nor any manufacturer's tags on equipment, i.e., RCA tags on speakers, etc.

As restoration work continues aboard the Battleship Texas we just need to remind ourselves that our efforts "must not" cause damage to this proud ship.

We recently put together manuals that are now in each work area that covers the "Work Order", restoration guidelines, equipment operation manuals and MSDS documents on the products we are using. Please take a couple of minutes before you start each day and review the contents for anything New.

Electrical project manager Stan Adams

The rewiring of the paint locker is complete; I ran a new 12 ga cable from panel L-22 to the paint locker & rewired the interior of the paint locker.

I wrapped up the day repairing the lights in the #1 turret, two had shorts & two just needed lamps. It is nice & bright in there now.

While I was doing this, I also added a new receptacle in the space behind the Gedunk stand so hopefully that orange extension cord going through the electrical room bulkhead can go away for good.

First TEXAS Volunteer



Volunteer
RESTORATION
CREW

est. 1985

Safety

Safety is paramount in everything we do. All volunteers provide their time and skills at their own risk. The guidelines stated below should provide a good overview of areas of concern and precautions to be taken, but they are only guidelines. Individuals engaged in restoration work should always follow safety guidelines provided by suppliers of equipment, materials and supplies.

Much of the restoration activity by necessity occurs in areas that are risks to injury or health. Old paint to be removed is normally lead based, a serious health hazard; rust and dirt can cause infection to wounds, and mishandling of tools can cause serious injury. All wiring except lighting is to be deactivated by the ship's staff for the duration of the project; however, never assume. Be careful!

To enhance your safety, always:

Let a staff member or other volun-

teer know where you are working. Be sure to let them know when you have completed your work.

Periodically, check in with the staff so that they are assured of your well being.

When working in a dusty environment, regardless of source, always wear an approved filter mask.

When removing old lead based paint by mechanical means, wear a respirator with dust cover, or OSHA approved filter mask. (Respirators are better – less likely that minute lead dust particles will penetrate the entire filter system)

Do not disturb duct or pipe insulation. It could contain asbestos. If damage occurs or is noted, report it to the ship's architect or manager immediately.

Wear safety goggles. Wear the flexi-

ble type that makes a seal around your face. Wear good leather work gloves.

When using power or pneumatic equipment, wear ear plugs or "Mickey Mouse" ears.

Various chemicals used in restoration, for example strippers, may be toxic. Take precautions, i.e., rubber gloves, adequate air flow, respirator, etc. and follow recommendations of the manufacturer.

In summer, take plenty of breaks and drink plenty of water. It becomes extremely hot in the compartments undergoing restoration. Do not take a chance of becoming a heat casualty!

Always follow safety guidelines for the equipment you are using.

Always keep a flashlight on your person, especially when working below in confined spaces.

Whale Boat project manager Sharron Waszkiewicz



The whale boat is at the point of building the New cradle. This was needed due to the excess movement in the old cradle.

It was determined that the boat should be supported in six places along its 27 ft hull.

The wood was ordered and is now aboard ship (\$1155.79), we also pur-

chased Cupinol (green) (\$250.59) to properly seal the wood of the new cradle from rotting.

Now we are looking for some volunteers to help build the cradle very soon.

If you can give us a hand let Sharron know ASAP.....Thanks.



Officer's Pantry project manager Charles Moore

The Rust Busting is "Done", the welding repairs are done, the following needs to be accomplished;

1. Polish the copper work tables and lacquer them –
2. Refrigerators – sand the compressor section of the starboard unit. Remove the paint from the interiors of both units (best method is still being worked out). Fabricate the metal shelves; Mark Gruver is currently working on this. Fabricate the Freezer parts, currently at the outside vendor, don't have a completion date for this but will soon. Fabrication of frig doors; will build a Styrofoam mock-up to determine correct dimensions before sending info to vendor for fabrication. Repair the metal legs that support the refrigerators.
3. Dish Rack – All the brass pieces for the rack were completed, next part is to sand the four 9 foot long shelves to a 220grit finish. We are not to prime per instructions of Rustoleum for the appliance epoxy enamel that will be applied.

Painting of the compartment will be determined after this weekend when we see how far items progress, it should be soon!

Painting will be as follows:

- Paint an area (rollers and brushes) with Rust Bullet (hardener added), go to lunch, come back and apply a second coat (Rust Bullet) without the hardener.
- (Paint an area just large enough to get it "Done" in one day).
- Following day (Sunday) paint this area with the White final coat. The "TOP" coat must be applied within 48 hours of the second Rust Bullet per the manufactures instructions.

Just to refresh everyone's memory the two photos on the right are what the Pantry looked like in April 2006.



3 Boiler Room project manager Bill & Sarah Richmond



Bill and Sarah have been painstakingly repairing the historic rope work on the stairway going down into the boiler room on the starboard side.

The Historic rope is easily identified wrapped near the newer rope work. This will preserve the older rope nicely and make it much safer to enter and exit the boiler room.

They are also rebuilding the Control panel gages that will be remounted on the front of the boiler when they are restored...looks really good and on the May 5th HHT it was very nicely commented on.

**The Restoration
Motto should
always be "Save
Our Ship"**

DC Locker project manager David Glass

Repair Party Locker (main deck), David Glass has continued with the Rust Busting phase of this project and has started the overhead area.

This is the time consuming part of any project, still much to do.....

Anybody want to Rust Bust?



Ship's IMC System project manager Charles Moore

The ship's IMC system for some-time now has had issues as we all know with the never ending repairs!

Chuck is putting together a crew (anyone interested ?) to completely rebuild the IMC system. We are in the research mode currently, this project will start after the Officer's Pantry is completed.

All controls, Amps, & computer for the IMC will be relocated to the security cage on the main deck.

This system will have several enhancements over the old system but more important it does not damage the original IMC in doing so.

More Details to follow.....

