

371-8(42)(M)

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AUG 5- 1938

From: Commandant  
To: Chief of the Bureau of Engineering 3077  
Subject: U.S.S. TENNESSEE (BB43), OKLAHOMA (BB37), ARIZONA (BB39), PENNSYLVANIA (BB38), NEVADA (BB36), MARYLAND (BB46) - Combined A.A. Director and Stereoscopic Rangefinder Mounts.

Reference: (a) Bu.Eng.Conf.let. C-371-8(1-27-Yf) of 25 February 1938. 371-8(42)

1. In compliance with paragraph 5 of reference (a), the Yard has made a study covering the installation of the combined A.A. directors and stereoscopic rangefinder mounts on the USS TENNESSEE, OKLAHOMA, ARIZONA, PENNSYLVANIA, NEVADA and MARYLAND. The work as outlined below will form the basis for the Yard's preliminary estimates covering this installation and is forwarded for the Bureau's information.

- (a) Install a lead from the I.C. switchboard direct to each combined A.A. director and rangefinder mount for 115 volt A.C. supply.
- (b) Install a lead from the forward distribution switchboard direct to each combined A.A. director and rangefinder mount for 230 or 115 volt D.C. supply.
- (c) Install new connection boxes and necessary cable to extend all present circuits from the old Mk. XIX directors to connection boxes located inside the new director tubes, below the combined mounts.
- (d) Relocate all A.A. battery auxiliary equipment at present used by the Mk. XIX director personnel to a position inside the new combined mount. This equipment, consisting of battery powered battle telephone jacks, selective switches, sound powered telephone jacks, cutout switch boxes for circuits X1JY and X2JY, salvo buzzer keys and cease firing contact makers, is at present mounted on the railing at the Mk. XIX directors. The cost of relocating this equipment will be included in the Bureau of Ordnance estimates.

Initials hereunder indicate to the Commandant that the person initialing has read and approved the correspondence and has no recommendation to make as to change therein.

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(e) Relocate 24" signal searchlights, peloruses, side lights, navigation rangefinders or other equipment as specified on Construction and Repair arrangement plans.

2. In reply to paragraph 3 of reference (a) regarding reserve capacity of present generators to handle the additional load as outlined in paragraph 2 of reference (a), it is believed that the 15 KVA motor generators on the OKLAHOMA and NEVADA may be slightly overloaded when operating under short or long range battle practice with all alternating current circuits in use. However, the Yard concurs with the Bureau in that additional motor generator sets need not be installed on any vessel other than the TENNESSEE unless service tests made after the installation of the combined mounts actually show the present 115 volt A.C. motor generators to be of insufficient capacity.

3. Engineering estimates of costs and weights requested in paragraph 5 of reference (a) will be handled in separate correspondence as the Construction and Repair arrangement plans are completed for each vessel.

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E.B. FENNER.

Copy to:  
Bu.Ord. DONE 3376

A. Bonvillian,  
by direction

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