

UNITED STATES NAVY YARD

MARE ISLAND, CALIFORNIA

WAR DAMAGE

U.S.S. SELFRIDGE (DD357)

While in the South Pacific war zone, this vessel was hit by two torpedoes which completely destroyed the bow back to the forward side of the bridge. She had been flooded with water and oil back to the forward fireroom bulkhead, and arrived at the yard after having had a false bow installed.

Upon arrival, the magnitude of the damage and the appearance of the U.S.S. SELFRIDGE resembled the U.S.S. SHAW (DD373) after her damage at Pearl Harbor 7 December 1941. The yard, having received advance notice as to the extent of the damage, had the new bow prefabricated and ready for installation upon arrival of the ship. It was installed in 19 days drydocking time.

In addition, a very extensive change was made in the armament and fire control system, and the ship was given a thorough overhaul and brought up to date in outstanding alterations. The U.S.S. SELFRIDGE was completed and departed this month.

U.S.S. FLIER (SS250)

This ship had run aground on a reef in the South Pacific Area and pounded for four days. After being floated, the U.S.S. FLIER was drydocked at Pearl Harbor where temporary repairs were made sufficient for her to proceed on one screw to the mainland. Upon docking at Mare Island, it was found that the bottom was entirely destroyed from about frame 10 to vicinity of the shaft struts and from bilge keel to bilge keel. All frames and floors were wrinkled in varying amounts up to a foot from the outer hull. The port strut was gone and the shaft had been so damaged that it was removed at Pearl Harbor. The rudder was so severely damaged that it required removal. In common with all severe grounding jobs, the support of the ship while the bottom was being renewed presented a special problem. Prior to removal of the drydock blocking, the weight of the vessel was transferred to shores in alternate sections of about 50 feet. The structure was repaired and

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the blocking replaced, after which the remainder of the blocks were removed and the balance of the structure repaired. The total time in drydock was 37 days. After unseaking, the complete re-alignment of the engines and shafting was performed. This ship was completed and departed during this month.

ANTI-AIRCRAFT PROTECTION EXISTING THIS DATE

Since the entry regarding anti-aircraft protection in the War Diary of Navy Yard, Mare Island, under date of 31 May 1943, anti-aircraft protection has been reduced and, as of this date, stands as follows:

GUN BATTERIES

(1) U.S. NAVY

The only naval anti-aircraft batteries available for defense of the island are those on vessels at Navy Yard, Mare Island.

(2) U.S. ARMY

(a) 90 M.M. GUNS

- 1 battery of 4, plus 4 50-caliber machine guns, situated in Crockett, California.
- 1 battery of 4, plus 4 50-caliber machine guns, situated on Hunter's Hill, Vallejo, California.
- 1 battery of 4, plus 4 50-caliber machine guns, situated 1.6 miles north of Sears Point Road and west of the housing project.
- 1 battery of 4, plus 4 50-caliber machine guns, situated near Water Tower Hill on Mare Island.