Mr. Reid Nelson  
Advisory Council on Historic Preservation  
Suite 803  
1100 Pennsylvania Avenue NW  
Washington, DC 20004-2501  

Subj: Section 106 Consultation for the Battleship Texas Proposed Dry-berth Project  

Dear Mr. Nelson:

I am writing to inform the Advisory Council on Historic Preservation (the Council) of the proposed undertaking to permanently dry-berth Battleship Texas and to invite the Council to participate in Section 106 consultation.

Battleship Texas is a naval vessel that is owned by the State of Texas and operated by the Texas Parks and Wildlife Department (TPWD). The TPWD proposes to construct a permanent dry-berth for the ship to prevent further deterioration to the ship’s hull and alleviate future major hull repairs. TPWD received federal funding to complete the project and is required to maintain the ship in a condition that is satisfactory to the Secretary of the Navy. Further, Battleship Texas is listed in the National Register of Historic Places (NRHP) and is considered a National Historic Landmark and a National Mechanical Engineering Landmark. In accordance with the National Historic Preservation Act (NHPA), the Department of the Navy (Navy) initiated Section 106 consultation and will serve as lead federal agency for the proposed undertaking.

On January 26, 2012, the Navy in partnership with the TPWD conducted the first Section 106 consultation meeting. During this meeting, the TPWD presented alternative designs for the dry-berth and alternative sites within the vicinity of the ship’s current location. The TPWD also presented a preliminary area of potential effects and identified historic properties that will be affected by the proposed undertaking. In addition to the ship, the San Jacinto Battleground, which is a national historic landmark, has also been identified as a historic property that will be affected by the proposed undertaking. After reviewing the proposed alternative designs and alternative
locations, the Navy determined the proposed undertaking may alter characteristics of Battleship Texas and/or the San Jacinto Battleground that qualify them for inclusion in the NRHP, thereby, satisfying criteria for a finding of adverse effect. The State Historic Preservation Officer (SHPO) concurred with the Navy's determination on March 13 (see attached letter from SHPO).

Pursuant to the NHPA and its implementing regulations codified at 35 C.F.R. § 800.6 (1)(i)(A), the Navy is formally inviting the Council to participate in Section 106 consultation. In further compliance with 36 C.F.R. § 800.11(e), additional information is attached for your review.

We appreciate your consideration and look forward to hearing from you. If you have additional questions, please contact Tuwana Cummings at (202) 781-1504 or tuwana.cummings@navy.mil or Jim Poles at (202) 781-0149 or james.poles@navy.mil.

Sincerely,

Glen A. Clark
Deputy Program Manager
Navy Inactive Ships Program, PMS 333

Enclosures:

1. National Register of Historic Places Inventory, Nomination Form, San Jacinto Battleground (prepared 1975)


3. Battleship Texas Dry-Berth Project, Preliminary Onsite Alternatives (26 January 2012)

4. Battleship Texas Dry-Berth Project, Preliminary Offsite Alternatives (26 January 2012)

6. Battleship Texas Dry-Berth Project, "Ship Log," for distribution at public meeting held 28 February 2012


cc: Mr. Garry McMahon, Program Manager, Port of Houston Authority, via email
Ms. Tammie Nielsen, District Director, Office of State Representative Ken Legler, via email
Ms. Amanda Peters, Chief of Staff, Office of State Representative Wayne Smith, via email
Mr. Andy Smith, Texas Parks and Wildlife Department, via email
Mr. Russell Kuykendall, Texas Parks and Wildlife Department, via email
Mr. Scott Tribes, Texas Parks and Wildlife Department, via email
Mr. Justin Rhodes, Texas Parks and Wildlife Department, via email
Mr. Michael Strutt, Texas Parks and Wildlife Department, via email
Ms. Laura Russell, Texas Parks and Wildlife Department, via email
Ms. Ruth Mathews, Texas Parks and Wildlife Department, via email
Mr. Travis Davis, Texas Parks and Wildlife Department, via email
Ms. Winnie Trippet, Texas Parks and Wildlife Department, via email
Mr. Mark Wolf, Texas Historical Commission, via email
Mr. Mark Denton, Texas Historical Commission, via email
Ms. Elizabeth Butman, Texas Historical Commission, via email
Ms. Kristen Brown, Texas Historical Commission, via email
**THEME:** The Mexican War: Prelude to War—the Texas Revolution & the Bear Flag Revolt

**NAME**

San Jacinto Battlefield

**LOCATION**

22 miles east of Houston on Texas 134

**CLASSIFICATION**

<table>
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</table>

**OWNER OF PROPERTY**

State of Texas, administered by Texas State Park and Wildlife Department

**LOCATION OF LEGAL DESCRIPTION**

Harris County Courthouse

**REPRESENTATION IN EXISTING SURVEYS**

**DATE**

**DEPOSITOR FOR SURVEY RECORDS**

**CITY. TOWN**
The Battle of San Jacinto had been commemorated by Texans as early as the first anniversary but it was not until the 1850's that early efforts were first organized to appropriately mark the battlefield. In the 1890's the idea of purchasing the entire battlefield and converting it into a State Park gained momentum and a chapter of the Daughters of the Republic of Texas enlisted support for a legislative bill to provide funds. In 1897 the bill passed. Three years before, in 1894, James Monroe Hill led a committee of San Jacinto veterans to the battleground to delineate the exact location of the battle. His son George Hill correlated eye-witness reports and drew the map which formed the basis for the boundary. It took three years to complete the purchase of the property.

In 1936, under the impetus of the state centennial celebration, extensive "improvements" of the property began which included the construction of a towering monument with a museum at its base, a large reflecting pool and landscaped grounds. Today the battlefield exists within a maze of oil refineries, chemical plants and high tension wires. Because of this heavy industrial development, the land is subsiding rapidly, causing the reflecting pool to lose its rectangular form and the park area to become a marsh in several areas. Markers at various numbered points explain the battle and are illustrated on a map of the battleground which is included as sketch map A.
SIGNIFICANCE

PERIOD AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW
PREHISTORIC ARCHEOLOGY-PREHISTORIC COMMUNITY PLANNING
ARCHEOLOGY-HISTORIC CONSERVATION LANDSCAPE ARCHITECTURE
AGRICULTURE ECONOMICS LAW
ARCHITECTURE EDUCATION LITERATURE
ART ENGINEERING MILITARY
COMMERCIAL EXPLORATION/SETLEMENT MUSIC
1800-1899 INDUSTRY PHILOSOPHY
1900- COMMUNICATIONS POLITICS/GOVERNMENT

SPECIFIC DATES 1836

STATEMENT OF SIGNIFICANCE

General Sam Houston on April 21, 1836, won the decisive engagement of the Texas Revolution, the battle of San Jacinto, and insured the victory of the revolutionaries, and ultimately, the independence of the Texas Republic from Mexico. Independence paved the way for annexation by the United States, which in turn brought on the Mexican War and the acquisition by the United States of the entire Southwest and California.

HISTORY

On March 2, 1836, Americans in Texas adopted a declaration of independence for the Republic of Texas, establishing General Sam Houston as Commander-in-Chief of all Texas forces. Before he could raise sufficient forces the Alamo had already fallen to Santa Anna. Realizing that his small army with meager provisions would provide no fight for the Mexican army, he chose to retreat to the Brazos River.

Santa Anna, after arriving too late in Harrisburg to capture the newly formed Texan government, turned north in pursuit of Houston's forces. On April 20, 1836, he took up his position where the San Jacinto River joins Buffalo Bayou, with open country to the left, the San Jacinto on their right, and the bayou before them.

On April 18, Houston intercepted a Mexican courier with dispatches that clearly revealed Santa Anna's plans. Houston began his move. Crossing south of Buffalo Bayou, Houston proceeded with a force of about 900 men to the vicinity of Lynch's Ferry, near the confluence of the San Jacinto River and the bayou. Houston's intelligence indicated a force of about 600 Mexicans faced his troops across the prairie, but for undisclosed reasons Houston waited while General Cos, a brother-in-law of Santa Anna, joined the Mexican forces raising the enemies strength to some 1,200 men.

Then on the afternoon of April 21, Houston prepared to attack the Mexican position which now offered them no road for retreat as the bridge on the only road across the Brazos, eight miles from the encampment, had been destroyed. At half past three, Houston gave the order to arm and assemble. The Texans formed a line of infantry extending about 1,000 yards, broken only by a battery of two cannons. Some 60 cavalry troops under the command of Mirabeau B. Lamar protected the Texans' right flank and guarded against a Mexican breakthrough to the prairie.

(Continued)
GEOGRAPHICAL DATA
ACREAGE OF NOMINATED PROPERTY  0.455

UTM REFERENCES

A
Z: 1.5
E: 219 9 9 8 0
N: 5 2 1 2 7 0

B
Z: 1.5
E: 219 9 5 2 0
N: 5 2 1 4 3 0

C
Z: 1.5
E: 219 7 1 4 0
N: 5 2 1 2 9 7 0

D
Z: 1.5
E: 219 7 9 4 0
N: 5 2 1 3 8 1 0

VERBAL BOUNDARY DESCRIPTION
As the boundaries of San Jacinto State Park were set according to the best available historical information, the landmark boundary coincides with the state owned property as indicated on the U.S.G.S. map. and as held by the State as of May 15, 1975. The Battleship Texas and monuments and other physical appurtenances do not contribute to the national significance of the landmark.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE  CODE  COUNTY  CODE
STATE  CODE  COUNTY  CODE

FORM PREPARED BY

NAME/TITLE
Patricia Heintzelman, Architectural Historian, Landmark Review Project

ORGANIZATION
Historic Sites Survey, National Park Service

DATE
5/15/75

STREET & NUMBER
1100 L Street NW.

TELEPHONE
202-523-5464

CITY OR TOWN
Washington

STATE
D.C.  20240

STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL ____  STATE ____  LOCAL ____

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE

FOR NPS USE ONLY
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

ATTEST

KEEPER OF THE NATIONAL REGISTER

Landmark
Designated:  12/27/61
date

Boundary Certified:
 date

Chief, Hist. &
Arch. Surveys

Boundary Certified:
 date

Acting Director, OAH

While a slight swell in the terrain afforded the attackers cover to within 200 yards of the enemy, the complete surprise by which the Texans took the Mexican forces remains unexplained. The account of the action, extracted from General Houston's official report of the battle to the President of the Republic, David G. Burnet states: "Colonel Sherman, with his regiment, having commenced the action upon our left wing, the whole line, at the center and on the right advancing in double quick time, raised the war-cry, 'Remember the Alamo!' received the enemy's fire, and advanced within point blank shot before a piece was discharged from our lines. Our lines advanced without a halt, until they were in possession of the woodland and the enemy's breastwork—the right wing of Burleson's and the left of Millard's taking possession of the breastwork; our artillery having gallantly charged up within seventy yards of the enemy's cannon, when it was taken by our troops."

By Houston's official report, the battle lasted only 18 minutes. Mexican losses were 630 dead, 208 injured and 730 prisoners, while Texan forces lost only 9 men with 30 others wounded. Santa Anna was captured the following day dressed as a Mexican private and was held as a hostage against further Mexican attack. On May 17 the treaty was signed which brought the conflict formally to a close.


Richardson, R. N. *Texas, the Lone Star State*, (New York, 1943).


NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME
HISTORIC U.S.S. Texas
AND/OR COMMON The Battleship Texas

2 LOCATION
STREET & NUMBER San Jacinto Battleground State Park
ca. 22 mi. east of Houston on Tex. 134
CITY, TOWN Houston
STATE Texas

3 CLASSIFICATION
CATEGORY DISTRICT
OWNERSHIP PUBLIC
STATUS OCCUPIED
PRESENT USE MUSEUM

4 OWNER OF PROPERTY
NAME State of Texas, The Battleship Texas Commission

5 LOCATION OF LEGAL DESCRIPTION
COURTHOUSE The Battleship Texas Commission
REGISTRY OF DEEDS, ETC
STREET & NUMBER EXXON Building, Suite 2695
CITY, TOWN Houston
STATE Texas

6 REPRESENTATION IN EXISTING SURVEYS
TITLE ASME National Historical Mechanical Engineering Landmark Program
DATE 1975
DEPOSITORY FOR FEDERAL
SURVEY RECORDS ASME United Engineering Center
CITY, TOWN New York
Newport News Shipbuilding and Dry Dock Company built Texas (BB35) in 1911-14. Upon her completion she measured 573 feet long, was 94 3/4 feet wide at the beam, had a normal displacement of 27,000 tons and a mean draft of 28 1/2 feet, and boasted a top speed of 21 knots. She carried ten 14-inch guns, sixteen 5-inch guns, eight 3-inch guns, assorted antiaircraft weapons, three seaplanes launchable from a catapult, and a crew of 1,314.8

Texas was one of the last two American warships built with reciprocating steam engines, and she is the only surviving one. The engines, which drive twin screws, are four-cylinder, triple-expansion machines with a total designed horsepower of 28,100 at 125 revolutions per minute and steam at 265 pounds per square inch. Cylinder bores are: high pressure, 39 inches; intermediate pressure, 63 inches; and low pressure (two cylinders), 83 inches. All have a 43-inch stroke. Cylinder sequence is: forward low pressure, high pressure, intermediate pressure, and aft low pressure. Crank angles are 90° and the working sequence is high, intermediate, forward low, and aft low. Each high pressure cylinder has one piston valve, and each of the other cylinders has two. All are actuated by Stephenson's double-link valve gear. Cylinders and valve crests are cast iron; working liners are close-grained cast iron. The pistons, all conical, are cast steel, except the high pressure which is cast iron. Except for the high pressure, the cylinders are steam-jacketed around the liners and at both ends. Bedplates are cast steel, and framing consists of Navy-type forged steel columns bolted to the bedplate and cylinders and braced by diagonal, cross, and longitudinal stays.

All working and moving parts of the main engines, except the valve links and valve-stem guides, are force lubricated under a pressure of about 50 pounds per square inch. The crank pits are totally enclosed by galvanized sheet-steel casings within 18 inches of the bottoms of the cylinders. Steam is supplied by 15 Babcock and Wilcox water-tube boilers working at 295 pounds per square inch, throttled down to 265 pounds per square inch at the engines. The heating surface is 62,213 square feet and the grate area 1,554 square feet. Furnaces operate under closed fire-room forced draft with an ashpit pressure of 2 inches of water. Total machinery weight is 2,375 tons. The propellers are three-bladed; have manganese bronze blades; measure 18 feet, 7 1/2 inches in diameter; and have a pitch of 19 feet, 11 1/2 inches.9


9 Ibid., 5-6. Although still intact, Texas' engines are no longer operable.
SIGNIFICANCE

RELATED TO BOTH THE MILITARY AND THE ENGINEERING THEMES.

AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

- Archeology-Historic
- Archeology-Preliminary
- Community Planning
- Conservation
- Landscape Architecture
- Religion
- Law
- Science
- Economics
- Literature
- Sculpture
- Agriculture
- Exploration/Settlement
- Military
- Social/Humanitarian
- Architecture
- Education
- Music
- Theater
- Art
- Industry
- Philosophy
- Politics/Government
- Communications
- Invention
- Commerce
- Transportation
- Communications
- Invention

SPECIFIC DATES 1910-1948

STATEMENT OF SIGNIFICANCE

When completed in 1914, the U.S.S. Texas (BB35) was one of the last two American-built warships powered by reciprocating steam engines. Today she is the only surviving one. Navy guns and planes sent Texas' sister ship, U.S.S. New York, to the bottom of the Pacific Ocean during a training exercise in 1948.

In addition to making Texas unique, her reciprocating steam engines, which the American Society of Mechanical Engineers calls the "most sophisticated" of their class, make the vessel a symbol of the rapid evolution of steam power in U.S. warships between the 1880's and the first decade of the 20th century. Although one-quarter of all Navy ships had steam power by 1850, naval authorities did not fully accept steam for major vessels until the 1870's. Once adopting steam power for capital ships, however, the Navy moved quickly from reciprocating to turbine engines. When Texas and New York were authorized in 1910, the Navy already had three turbine-powered battleships and selected reciprocating engines for the two new vessels largely to force turbine builders to adopt improved designs.

In 34 years of service Texas not only proved the durability of its engines but performed outstandingly in both the First and Second World Wars. In World War I Texas joined the 6th Battle Squadron of the British Grand Fleet in protecting the British Isles, and in World War II the still formidable vessel escorted several Atlantic convoys, participated in the North African and Normandy invasions in the Atlantic Theater, and assisted in the preinvasion bombardments of Iwo Jima and Okinawa in the Pacific Theater. Of the Normandy action, Ernest Hemingway, who observed the scene, wrote that while Texas fired 14-inch shells at enemy defenses, soldiers approaching the beach in landing craft watched the ship's flashing guns with both surprise and great joy. "Under their steel helmets," he said of the troops, "they looked like pikemen of the Middle Ages to whose aid in battle had suddenly come some strange and unbelievable monster."

2 Quoted in Samuel Eliot Morison, The Invasion of France and Germany,
MAJOR BIBLIOGRAPHICAL REFERENCES


GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY

UTM REFERENCES

ZONE  EASTING  NORTHING
A  1.5  29,779,55  3,219,313,8.0
C  

ZONE  EASTING  NORTHING
B  
D  

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE   CODE   COUNTY CODE

STATE   CODE   COUNTY CODE

FORM PREPARED BY

NAME / TITLE
George R. Adams, Managing Editor

ORGANIZATION
American Association for State and Local History

STREET & NUMBER
1400 Eighth Avenue South

CITY OR TOWN  STATE
Nashville  Tennessee

STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL  STATE  LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY
THE HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE

ATTTEST:

KEEPER OF THE NATIONAL REGISTER

DATE

57
Initially Texas burned coal and used oil only as an auxiliary fuel in an emergency. During a major overhaul in 1925, the Navy converted the vessel to oil. At the same time workmen took down her two cagemasts, installed a high tripod foremast, and added advanced fire control equipment, more armor, and antitorpedo blisters.

At the end of World War II, the United States made major military cutbacks, and Texas appeared expendable. Rather than watch the gallant vessel mothballed or scrapped, Texans, led by Lloyd Gregory, created the Battleship Texas Commission and raised money to save her. Tugs towed the huge ship from Norfolk Navy Yard to Houston in 1948, and there the U.S. Government decommissioned her and presented her to the State for use as a historic monument.

Today Texas is permanently moored in a slip off the Houston Ship Channel on the edge of the San Jacinto Battleground State Park. Her only enemies now are air pollution and the weather. Constant exposure plus heavy tourist traffic and lack of a large crew of sailors for swabbing and polishing have led to deterioration of the ship's teakwood main deck, much of which is covered today with a concrete slab. Rust is a constant problem too, but Texas' curator and staff do a good job in combatting it. Many areas of the ship are open to the public, including the engine rooms, and several small museums are maintained aboard her. In 1975 the American Society of Mechanical Engineers declared Texas a National Mechanical Engineering Landmark for her reciprocating steam engines.


Decommissioned in 1948, the 573-foot-long, 34,000-ton Texas now lies permanently moored in a slip off the Houston Ship Channel on the edge of San Jacinto Battleground State Park.

**History**

The U.S.S. Texas (BB35) is the second battleship named for the Lone Star State. Workmen at Norfolk Navy Yard built the first one in 1892-95. It played a leading role in naval operations in the Caribbean during the Spanish-American War and was decommissioned and sunk in 1911. By that time Congress had authorized construction of the second Texas and two other new battleships—New York and Oklahoma.

For the new Texas, destiny saved a special niche in shipbuilding history. Having opposed for years the use of steam to power its capital ships, the Navy Department had accepted it in the 1880's and, following a rapid evolution in engine design, had concluded that steam turbines represented the engines of the future. By 1910 the U.S. Fleet included three turbine-powered battleships, and eventually Oklahoma would be the fourth. For Texas and New York, however, the Navy reverted to reciprocating steam engines largely to force turbine builders to improve future designs according to Navy specifications. When completed, Texas and New York had, according to the American Society of Mechanical Engineers, "the last, and most sophisticated, reciprocating steam engines" installed in American warships. Today only Texas survives, New York having been decommissioned and sunk in 1948.

Building Texas at a bid price of $5,830,000, Newport News Shipbuilding and Dry Dock Company laid the vessel's keel in April 1911 and launched the new ship in May 1912. The Navy commissioned her in March 1914. Upon her completion Texas measured 573 feet long, was 94 3/4 feet wide at the beam, had a normal displacement of 27,000 tons and a mean draft of 28 1/2 feet, and boasted a top speed of 21 knots. She carried ten 14-inch guns, sixteen 5-inch guns, eight 3-inch guns, assorted antiaircraft weapons, three seaplanes launchable from a catapult, and a crew of 1,314.

Texas' first cruise began May 19, 1914, and took the warship to the eastern coast of Mexico, where following the Tampico Affair, U.S. troops

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3. Murphey and Serratore, "Reciprocating Steam Engines: U.S.S. Texas"

4. Sources differ on number of men and guns. These figures are accepted by the Battleship Texas Commission.
briefly occupied Vera Cruz, and the Navy blockaded Mexican ports. Once the two countries resolved their difficulties, Texas underwent repairs in the New York Navy Yard and then spent 2 years engaged in fleet tactics and battle problems from the coast of New England south to the Caribbean Sea.

During the first few months after U.S. entry into World War I, the Navy utilized Texas in training engineers and gun crews for armed merchant ships, and it was at this time that Texas experienced what might have been a major embarrassment had the witnesses not included her sister ship New York. On September 28, 1917, the ship grounded near the north end of Block Island. For 3 days Texas' crew worked unsuccessfully to lighten the vessel and free her. The Navy then brought in tugboats to move the battlewagon, but they also failed to budge her until sailors watching from the nearby New York shouted in unison: "Come on, Texas!" As the cry went up, the huge ship moved slightly, and in no time it backed clear of the island. Since that day, "Come on, Texas!" has been the ship's battlecry.

In February 1918 Texas crossed the North Atlantic and joined other U.S. battleships in the 6th Battle Squadron of the British Grand Fleet. Until the cessation of hostilities Texas cruised off the British Isles to help meet any threat from the German Fleet. The war ended in November, and the following month Texas formed part of the honor escort that took President Woodrow Wilson into Brest, France.

Returning to New York for Christmas, Texas received routine repairs and in the summer joined the Pacific Fleet for maneuvers off the west coast. The veteran warship remained in the Pacific 5 years before steaming to Annapolis in 1924 to join a U.S. Naval Academy practice cruise to Europe. In 1925 Texas put in at the Norfolk Navy Yard for an extensive overhaul. Workmen converted her from a coal-burner to an oil-burner, removed her cagemasts and installed a high tripod foremast, and added antitorpedo blisters, more armour, and the first "electric gunnery director" put in any Navy vessel.

On September 1, 1927, Texas became the flagship of Adm. Charles F. Hughes, Commander of the U.S. Fleet, and for the next few months took part in combined maneuvers in the Caribbean and the Pacific. Back in New York by December, Texas was chosen to transport President Herbert Hoover to the Pan-American Conference in Havana, Cuba, in January 1928. After accomplishing this prestigious task, the ship spent the next 11 years along the eastern seaboard and in the Caribbean, with occasional maneuvers in the Pacific.
When World War II erupted in Europe in September 1939, the Navy assigned Texas to the Atlantic Squadron, which soon became the nucleus of the Atlantic Fleet under the command of Adm. Ernest J. King. Following a series of "neutrality" patrols, the aging but still powerful battleship joined in convoy duty, and between January and July 1942, she escorted troop and supply vessels to the Panama Canal, West Africa, and Scotland. In August of that year, Texas became the flagship of Adm. Monroe Kelly and began preparing to take part in the Allied invasion of North Africa. Kelly commanded the Northern Attack Group, which on October 28 rendezvoused with Adm. H. Kent Hewitt's Western Naval Task Force. Consisting of 102 ships, this was the greatest U.S. war fleet yet assembled. During the ensuing landings, Texas' heavy guns were not needed, but her recently installed radio station broadcast in French the proclamations of President Franklin Roosevelt and Gen. Dwight Eisenhower. Over the next few days Texas rained shells on enemy reinforcement convoys, and one of her scout planes scored a direct hit, with a depth charge, on a German tank.

Between January 1943 and April 1944, Texas led six major troop convoys across the Atlantic and then entered Belfast Lough to get ready for the long-awaited invasion of France. On May 19, 1944, Eisenhower came aboard to address the officers and crew, and on June 6 Texas, now the flagship of Adm. Carleton F. Bryant's naval bombardment support group, took up her battle station off Omaha Beach. The effectiveness of the great ship, once the shelling began, is perhaps best described by Ernest Hemingway, who rode in the sixth wave of landing boats and wrote later that the soldiers "were watching the Texas with looks of surprise and happiness. . . . Under their steel helmets, they looked like pikemen of the Middle Ages to whose aid in battle had suddenly come some strange and unbelievable monster." 5 Before noon Texas destroyed six 155mm German guns on Pointe du Hoc, blasted numerous machine gun nests and pillboxes, and scored direct hits on four 155mm mortars and at least one mobile gun battery. After noon she reduced to rubble a group of fortified points near Vierville, where the initial landing had become stalled by snipers and Howitzers. "Texas' expenditure on D-day of 428 rounds of 14-inches and 254 rounds of 5-inch ammunition is" says naval historian Samuel Eliot Morison, "good evidence of her zeal." 6 The battleship per-

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5 Quoted in Morison, The Invasion of France and Germany, 135.
6 Ibid., 148.
formed similarly on succeeding days too. On June 25 she took on the
German Battery Hamburg, probably the most powerful enemy strongpoint
on Cotentin Peninsula, and despite having only half the range of the
battery, knocked out one of its four guns and kept the rest occupied
for hours. During the action, Texas took two shells, one of which was
a dud, and suffered the only fatal casualty of her 34-year service.

July 1944 found Texas off Algeria preparing for the invasion of
southern France. Still Admiral Bryant's flagship, on August 15 she led
what Morison calls "an unusually strong gunfire support group" for the
landing of Gen. William W. Eagles' 45th Army Division. Following a
successful operation, Texas returned to New York for overhaul.

Adm. Isaac C. Sowell relieved Bryant in October as Commander of
Battleship Division Five but retained Texas as its flagship. A month
later she joined Missouri and Arkansas and steamed for the Pacific,
where Adm. Peter K. Fishler replaced Sowell. By February 10, 1945,
Texas was underway with Amphibious Task Force 52 to conduct battle re-
hearsals for the invasion of Iwo Jima, which began 6 days later. Here,
as at Normandy, Texas performed brilliantly. She silenced several
Japanese batteries, pounded the enemy battlefield, destroyed two air-
craft on the ground, blasted at least three antiaircraft emplacements,
and knocked out a radar control station. In March, April, and May,
Texas participated effectively in a similar bombardment of Okinawa.

Late in September, following the Japanese surrender and several
weeks of patrol duty, Texas sailed for the States. In subsequent weeks
she made three round trips to Pearl Harbor to bring home 4,267 troops,
and then she steamed to Norfolk Navy Yard to undergo preparation for
inactivation. Her reciprocating steam engines had served her—as she
had served the Nation—well. With the war over, though, she was deemed
expendable. On April 21, 1948, the Government decommissioned the vessel
and presented her to the State of Texas for preservation as a historic
monument.

7
Ibid., 265.
GIVING THE BATTLESHIP TEXAS A PERMANENT PLACE IN HISTORY

BATTLESHIP TEXAS
Dry Berth Project

SHIP’S LOG
PUBLIC MEETING
FEBRUARY 28, 2012
SAN JACINTO MONUMENT
LA PORTE, TEXAS
PROJECT BACKGROUND
The Texas Parks and Wildlife Department (TPWD) has been challenged with a huge and inspiring endeavor – the preservation and protection of the historic Battleship TEXAS. The agency’s task, as mandated by the Texas Legislature and the Legislative Budget Board, is to place TEXAS in a permanent dry berth.

In 2007, Texas voters approved $25 million for a dry berth project, and it was funded by the Texas State Legislature in 2009. As TPWD set forth to save the battleship, three equally important priorities for the project were identified:
1. The solution must be within reason, reversible.
2. The solution must visually respect the historic San Jacinto Battleground site.
3. The solution must provide a less expensive long-term alternative to conducting a major dry docking every 10-15 years.

FEASIBILITY OF A DRY BERTH SOLUTION
In 2010, TPWD began conducting studies and developing conceptual design options for the dry berth project. To determine the feasibility of dry berthing the battleship, TPWD has accomplished the following:
- Evaluation of the battleship's current condition.
- Studies and surveys (including geotechnical, topographical, bathymetric, preliminary natural resource and archeological data collection).
- Development of siting constraints.
- Regulatory coordination.
- Stakeholder outreach.
- Identification, preliminary design preparation, and cost estimates of temporary mooring locations during construction.
- Development of four dry berth design options and cost estimates for each, and
- Development of a fifth dry berth design option.

WHERE ARE WE NOW?
TPWD is considering the conceptual designs and potential alternatives while preparing an Environmental Assessment document in coordination with TPWD’s lead federal agency, the Department of the Navy, Naval Sea Systems Command, and NAVSEA. This Environmental Assessment is being prepared to comply with Department of the Navy and National Environmental Policy Act (NEPA) requirements. At the same time, TPWD is following the consultation process required by the National Historic Preservation Act.

THE BATTLESHIP’S CONDITION
During the summer of 2011, investigations of the ship’s hull revealed surprising and alarming news about the TEXAS’ fragile condition. Hull inspections indicated that moving TEXAS to a different location, even temporarily, could present considerable risk to the ship. Moving TEXAS could also endanger navigation on the Houston Ship Channel. TPWD project team responded by developing design concepts for dry-berthing TEXAS in her current location.

PURPOSE AND NEED
The purpose of the Battleship TEXAS Dry Berth Project is to provide a permanent dry berth for the ship on property owned by the Texas Parks and Wildlife Department. Since 1948, the Battleship TEXAS has been moored in a blackwater berth. The ship is outside of operation and stationary, with portions of the ship in disuse. These and other factors pose physical and environmental threats, creating a condition of continuous deterioration at the ship.

The Proposed Action is needed to:
- Protect and preserve the Battleship and its rare historical archives and artifacts.
- Maintain the Battleship’s historical landmark status.
- Guarantee continued public access, preserve educational opportunities, and enhance the overall visit experience.
- Enhance the visual aesthetics of the ship and its surroundings.
- Improve public access safety.
- Reduce long-term maintenance costs for the ship and its berth.
- Maintain the ability to transport the ship.
- Enable TPWD to continue to provide stewardship for TEXAS and maintain her in a condition that is satisfactory to the Navy. The only practical dry berth at TEXAS remains on property owned by TPWD.

THE PROJECT TIMELINE

*[Diagram and timelines]*
**DRY BERTH DESIGN OPTIONS**

Here are five dry-berthing options that TPWD is putting forward for your consideration. These conceptual designs were selected from numerous options developed and considered.

The first four design concepts were created in coordination with field surveys and studies conducted by the TPWD project team. Costs estimates for these concepts were not feasible due to the costs being $95.4 million or higher. The project team went back to the drawing board to develop a fifth option that meets the goals of the dry berth project within the available budget allotted by the Texas State Legislature. As the project team further develops this fifth conceptual design option, TPWD is accepting further viable and reasonable alternatives from the public.

**NOTE:** The dry-berthing design options displayed on the following pages are conceptual designs that are under consideration. Please note that design options are identified by numbers one through five; however, this naming convention does not indicate preference or favor for any option. These design options are shown for the existing berth location, but aspects of these designs may be applicable for other locations.

*Estimated costs include the cost to construct the permanent dry berth, a temporary berthing facility if required, and the cost to move the ship. Costs to repair the ship are not included in these estimates.*

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**OPTION 1**

Site: Existing berthing location
Elevation of Basin Slab: -36 feet
Elevation of Ship: +5 feet higher than existing height
Ship Location During Construction: On-site superbolied wet berth
Construction Type: Sloped earthen revetments
Visitor Access During Construction: No
Ship Entrance Into Houston Ship Channel Required: No
Estimated Cost: $38.2 million*

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**OPTION 2**

Site: Existing berthing location
Elevation of Basin Slab: -36 feet
Elevation of Ship: -7 feet lower than existing height
Ship Location During Construction: On-site wet berth (not superbolied)
Construction Type: Sloped earthen revetments
Visitor Access During Construction: No
Ship Entrance Into Houston Ship Channel Required: No
Estimated Cost: $45.3 million*

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**OPTION 3**

Site: Existing berthing location
Elevation of Basin Slab: -36 feet
Elevation of Ship: -7 feet lower than existing height
Ship Location During Construction: Existing berth
Construction Type: Sloped earthen revetments
Visitor Access During Construction: Yes
Ship Entrance Into Houston Ship Channel Required: Yes
Estimated Cost: $41.1 million*

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**OPTION 4**

Site: Existing berthing location
Elevation of Basin Slab: -36 feet
Elevation of Ship: -7 feet lower than existing height
Ship Location During Construction: Existing berth
Construction Type: Reinforced concrete slurry wall/contiguous steel king pile wall
Visitor Access During Construction: Yes
Ship Entrance Into Houston Ship Channel Required: No
Estimated Cost: $49.3 million*

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**OPTION 5**

Site: Existing berthing location
Elevation of Sand Bottom of Basin: -20 feet
Elevation of Ship: Same as existing height
Ship Location During Construction: On-site wet berth
Construction Type: Sloped earthen revetments with sandbottom
Visitor Access During Construction: No
Ship Entrance Into Houston Ship Channel Required: Yes
Estimated Cost: To Be Determined(Under Design)*
**Battleship Texas**

**A Ship of Firsts**

- First airplane flight off a U.S. Navy battleship (1919)
- First talking movie aboard a U.S. Navy ship (1930)
- First commercially built radar aboard a U.S. Navy ship (1938)
- Birthplace of the 1st Marine Division of the U.S. Marine Corps (1941)
- First memorial battleship gifted to a state (1948)
- First permanent battleship memorial museum in the U.S. (1948)
- First battleship to be declared a U.S. National Historic Landmark (1977)

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**What is an Environmental Assessment?**

An Environmental Assessment (EA) is a formal study that documents the evaluation of possible effects—positive or negative—that a proposed project may have on the natural, social, and economic environment. The EA study process evaluates multiple alternatives as well as measures to prevent, minimize, and compensate for adverse environmental effects.

The public is invited to participate in the EA study process by providing valuable feedback to assist TPWD in selecting the most desirable, or “preferred” alternative.

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**Compliance with the National Historic Preservation Act**

Sections 106 and 110 of the National Historic Preservation Act require that all federal agencies take into account the effects of their actions on historic properties, such as the Battleship Texas and the San Jacinto Battleground. Ways to avoid, minimize, or mitigate any adverse effects to historic resources are developed during this process, which is overseen by the Advisory Council on Historic Preservation, an independent federal agency.

The Sections 106 and 110 processes will result in a memorandum of agreement designed to address any adverse effects to historic properties. The NEPA and Section 106 processes will provide NAVSEA with the information that they need to make an informed decision about the project.

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**Now, We Need Your Help**

We need your feedback on the proposed dry berth project. Your comments will be considered as a vital part of the NEPA and National Historic Preservation Act compliance processes.

Feedback gathered at tonight’s meeting will be used to determine the benefits, issues, concerns, and opportunities of proposed project alternatives.

Written comments will be accepted at the meeting and by mail and e-mail. Please submit written comments by March 13, 2012 to:

Neil Thomas, Infrastructure Division  
Texas Parks and Wildlife Department  
4200 Smith School Rd  
Austin, TX 78744  
E-mail: info@dryberthTEXAS.com

For more information on this project, please visit the Battleship Texas Dry Berth Project website at

**www.dryberthTEXAS.com**
March 13, 2012

Captain C. R. Pietras
Program Manager, Navy Inactive Ships Program, PMS 333
Department of the Navy
Naval Sea Systems Command
1333 Isaac Hull Avenue
Washington Navy Yard DC 20376-2701

Re: Project review under Section 106 of the National Historic Preservation Act of 1966 and the Antiquities Code of Texas, permanent dry berthing for the Battleship TEXAS, Houston, Harris County, Texas (Navy/106/SAL, THC Track 201207049)

Dear Captain Pietras,

Thank you for your correspondence describing the above referenced project. This letter serves as comment on the proposed undertaking from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission, which is also the agency responsible for administering the Antiquities Code of Texas.

The review staff, led by Elizabeth Butman, William McWhorter, and Mark Denton, has completed its review of the information provided, which was received on February 27, 2012. For the proposed construction of a permanent dry berth for the Battleship TEXAS, the Navy proposes an Area of Potential Effect (APE) encompassing the battleship, the San Jacinto Battleground State Historic Site, and locations across the Houston Ship Channel from which the battleship would be visible. Per our discussion at the January 26 and March 6, 2012 consulting parties meetings for this project, we understand that in addition to direct effects, the proposed APE takes into account the visual effect of the dry berthing project at various locations proposed within Texas Parks and Wildlife Department-owned land at the San Jacinto Battleground State Historic Site, as well as other indirect effects, including changes in visitor patterns that may result from the project. The updated APE received on February 27 encompasses the established boundaries of the San Jacinto Battlefield National Historic Landmark as well as a boundary expansion proposed by the San Jacinto Battleground Conservancy, as reflected in their letter of January 30, 2012, and is broader than the initial APE proposed at the January 26 meeting. The Texas Historical Commission agrees that the proposed APE takes into consideration feedback received from the consulting parties and concurs with its use for this project.

Additionally, the Navy seeks concurrence that the proposed undertaking may alter the characteristics of the Battleship TEXAS and San Jacinto Battleground that qualify them for inclusion in the National Register of Historic Places, thereby constituting an adverse effect per 36 CFR 800.5. Many factors must be considered in a careful evaluation of the effects of this project on historic properties, including but not limited to the physical impact of the dry berthing on the battleship, construction impacts, and visual effects of the dry berth on the battleship, battleground, and any other historic properties identified within the APE. Additionally, further engineering and design development of dry berth Option 5 is currently underway, and alternative sites for the battleship may be proposed by consulting parties. Although there are presently many unknown factors, the Texas Historical Commission concurs that the proposed undertaking has the potential for adverse effect to historic properties.

The Battleship TEXAS is a National Historic Landmark (NHL), a National Mechanical Engineering Landmark, and a State Archeological Landmark (SAL) under the Antiquities Code of Texas. As indicated above, the San Jacinto Battlefield is also an NHL. Section 110(f) of the National Historic Preservation Act requires that federal agencies, to the maximum extent possible, undertake such planning and actions as may be necessary to minimize harm to any NHL that may be affected by an undertaking. To that end, we fully support efforts to avoid or minimize the effects of the project on...
these highly significant historic properties and look forward to continuing to work with your office, Texas Parks and Wildlife Department, the National Park Service, and the consulting parties for this undertaking, as well as the Advisory Council on Historic Preservation, should they participate in consultation.

Thank you for your cooperation in this federal and state review process, and for your efforts to preserve the irreplaceable heritage of Texas. We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. If you have any questions concerning our review or if we can be of further assistance, please contact Elizabeth Butman at 512/463-6167.

Sincerely,

A. Elizabeth Butman
A. Elizabeth Butman, State Coordinator for Project Review
For: Mark Wolfe, State Historic Preservation Officer

MW/aeb

Cc: Tuwana Cummings, U.S. Naval Sea Systems Command
    Michael Strutt, Director, Cultural Resources Program, Texas Parks and Wildlife Department
    Neil Thomas, Project Manager, Infrastructure Division, Texas Parks and Wildlife Department
    Christine Whitacre, Program Manager, Heritage Partnerships Program, National Park Service
    James S. Poles, Environmental Project Manager, U.S. Naval Sea Systems Command, via email
    Janet Wagner, Chair, Harris County Historical Commission, via email
    Bruce Bramlett, Executive Director, Battleship TEXAS Foundation, via email
    Chad Burke, CEO, Economic Alliance, Houston Port Region, via email
    Jeff Nilsson, Executive Director, Historic Naval Ships Association, via email
    Garry McMahan, Program Manager, Port of Houston Authority, via email
    Jan DeVault, President, San Jacinto Battleground Conservancy, via email
    Casey Borowski, Director, San Jacinto Historical District, via email
    Larry Spasic, President, San Jacinto Museum of History Association, via email
    Ronald Brown, President, Sons of the Republic of Texas, San Jacinto Chapter, via email
    Tammie Nielsen, District Director, State Representative Ken Legler, via email
    Jeff Dunn, consulting party, via email
    John R. Ward, consulting party, via email
    Admiral Will Fisher, Texas Navy Association, via email
    Nancy T. Burch, Daughters of the Republic of Texas, San Jacinto Chapter, via email
    Tony Gregory, Chairman, Battleship TEXAS Foundation, via email
    Cecil Jones, Board of Directors, San Jacinto Battleground Conservancy, via email
    Amanda Peters, Chief of Staff, State Representative Wayne Smith, via email
    Andy Smith, Texas Parks and Wildlife Department, via email
    Russell Kuykendall, Texas Parks and Wildlife Department, via email
    Scott Triebes, Texas Parks and Wildlife Department, via email
    Justin Rhodes, Texas Parks and Wildlife Department, via email
    Patty Matthews, AECOM, via email
    Leslie Pompa, Crouch Environmental Services, Inc., via email