United States Department of the Interior
National Park Service

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VLR 12/15/2011
NRHP 03/28/2012

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name U.S.S. *Wisconsin* (BB-64)

other names/site number "Wisky," VDHR No. 122-5414

2. Location

street & number One Waterside Drive N/A not for publication

city or town Norfolk N/A vicinity

state Virginia code VA county Norfolk code 710 zip code 23508

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this **X** nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

X national ___ statewide ___ local

Signature of certifying official — Date 2/13/12

Title — Virginia Department of Historic Resources
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official — Date

Title — State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I, hereby, certify that this property is:

___ entered in the National Register
___ determined eligible for the National Register
___ determined not eligible for the National Register
___ removed from the National Register
___ other (explain:) _____

Signature of the Keeper — Date of Action

USS *Wisconsin* (BB-64) | Norfolk, VA
Name of Property | County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

	private
X	public - Local
	public - State
	public - Federal

Category of Property
(Check only **one** box)

	building(s)
	district
	site
X	structure
	building(s)
	object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
2	0	structures
0	0	objects
0	0	buildings
2	0	**Total**

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

DEFENSE/naval facility: battleship
DEFENSE/naval facility: utility boat

Current Functions
(Enter categories from instructions)

RECREATION AND CULTURE/museum

7. Description

Architectural Classification
(Enter categories from instructions)

IOWA-CLASS BATTLESHIP

Materials
(Enter categories from instructions)

foundation:
walls:
roof:
other: METAL: steel
WOOD: teak

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The USS *Wisconsin* is a flat-bottomed, wall-sided, triple-hulled ship of the *Iowa*-class, with a total of 215 frames. She is 209'1" tall, 887'3" long, 108'2" wide, with a fully loaded draft of 34' 9" feet. She now lays at a draft of 33' 06" feet. Her full displacement is 57,271 tons. Twin skegs support the two outboard propellers. There are twin rudders. Within the hull, there are three continuous decks. Below the third deck, there are three platforms and the hold. Above the deck there are 12 levels and platforms (number from 01 to 012). An armored citadel stretching from forward of Turret I to aft of Turret III protects the ship's vital systems. The armor citadel features plates with a maximum face depth of 17 inches. *Wisconsin* carried multiple weapons systems, of which the 16 inch (in)/50 caliber (cal) guns are the most prominent. Laid down in 1941 and launched on 7 December 1943, *Wisconsin* underwent many changes during her career. A 40-foot utility boat dating from the 1980s—the period of significance of *Wisconsin*—carried on the main deck is a contributing structure.

Narrative Description

Both Robert F. Sumrall's *Iowa Class Battleships* and Joseph Lombardi's historical fabric report have been relied upon for information in this section (full citations can be found in Section 9).

Decking and Armor

Wisconsin bears a teak deck with welded threaded studs, paid seams, and bunged fasteners laid over a steel deck. The current teak deck dates from the 1986-1988 recommissioning and covers the vast majority of the main deck —with the exception of the helipad —and most of the exterior of the 01, 02, and 03 levels. A steel anti-skid helipad sits atop the teak deck on the stern of the vessel. Originally, during the World War II era, this space bore a teak deck, catapults, and crane for *Wisconsin*'s aircraft. During the Korean War, the catapults were removed and the deck was utilized as a helipad. During the 1986-1988 modernization, the teak in the helipad section was covered with steel to enable heavier modern helicopters to land.

As a battleship, *Wisconsin* was heavily armored. Her armor consisted of three types: Class A, Class B, and Special Treatment Steel (STS) plate. The bomb deck, main armor deck, and splinter deck comprise the horizontal armor system. The vertical side armor is made of two belts that incline at an angle of 19 degrees; the upper belt is Class A armor (12.1 inches) and the lower belt is Class B armor (12.1 inches-1.62 inches). Four tanks on the outboard sides of the hull provided limited torpedo protection. A triple bottom hull system also provided protection from submerged threats. These systems remain in place on *Wisconsin* and were not changed over her operational life.

The current bow of *Wisconsin* came from USS *Kentucky* (BB-66). After a collision on May 6, 1956, rather than repair the *Wisconsin's* damaged bow, engineers grafted 68 feet of the bow from the unfinished *Kentucky* onto *Wisconsin*. This bow is the only part of the hull of *Kentucky* that survives (her hull was sold as scrap in 1958).

The starboard fuel replenishment rig remains intact. So do capstans at Frame 23 and 182 ½. The vessel also retains two 30,000 pound stockless Bower anchors and corresponding anchor windlass consisting of a wildcat and capstan.

Interior spaces, including the galleys, mess, crew living quarters, and officers' quarters were redesigned during the 1986-1988 modernization. The captain's inport cabin, captain's galley, executive officers' stateroom, admiral's stateroom, wardrooms, captain's office, administrative offices, passageways, crew living spaces, crew washrooms, crew water closets, carpenter's shop, trash burner room, bakery, bread room, bakery annex, marine guard office, provisions issue room, chief petty officers' mess, crew galley, food preparation room, garbage grinding room, snack bar, scullery, crew library, chief petty officers' galley, chief petty officers' lounge, chief petty officers' living spaces, post office, machine shops, sheet metal shop, X-Ray dark room, X-Ray room, operating room, surgical dressing room, medical ward, ward baths, central damage control, main passageways known as "Broadway," projectile handling rooms, secondary battery plotting rooms, main battery plotting rooms, tailor shop, dry cleaning shop, barber shop, brig, laundry rooms, combat information center, and powder magazines retain the comparment layout from the original plans, but due to the 1986-1988 modernization, most materials, equipment, and furniture dates to the 1980s. The crew spaces fluctuated with the use of the vessel; the design called for 117 officers and 1,804 enlisted men. During World War II, the actual crew levels rose to 189 officers and 2,789 enlisted men before falling to 151 officers and 2,255 men during the Korean War. After modernization in the 1980s, the crew fell to below design numbers with 65 officers and 1,450 enlisted men.

In the majority of the vessel, piping, ductworks, duct grilles, mesh nylon safety netting, and drains have been continually replaced during the period *Wisconsin* remained deactivated but subject to recall to active duty. Many of these materials date to the 1990s. They do not reflect the historic fabric of the vessel.

Propulsion

Wisconsin, along with the rest of the *Iowa*-class, is a fast battleship. Her power came from a main propulsion plant of eight Type M Babcox and Wilson Express boilers arranged in pairs. Each pair of boilers powered one of four main engine units, each comprised of a turbine and reduction gear. Each engine unit drove one propeller shaft. The inboard shafts mount 5-bladed 17-foot propellers, while the outboard shafts mount 4-bladed 18-foot propellers.

Armament and Defensive Countermeasures

Over the course of her nearly 50-year career, *Wisconsin* has undergone significant changes to her armament. As constructed, *Wisconsin* bore three three-gun 16in/50cal turrets, ten twin 5in/38cal turrets, twenty 40 millimeter (mm) quad turrets, forty-nine single 20mm turrets, and two twin 20mm turrets. Currently, only the three three-gun 16in/50cal turrets and six of the 5in/38cal turrets remain.

The 16in/50cal turrets, developed for the *Iowa*-class, remain the largest and most sophisticated guns ever used by the United States Navy. These turrets, numbered I to III, from bow to stern, are positioned on the centerline, with I and II fore of the superstructure and III aft of the superstructure. Each turret contains three guns, each with its own slide, rammer, and powder and projectile hoists. A Mark 38 fire director on each turret provides aiming data. Turret II sites and barrels are one deck higher than the other two. All three of the original turrets remain. The 16in/50cal gun uses either a 2,700 pound armor-piercing round for anti-ship fire missions or a 1,900 pound high-capacity round for shore bombardment. A third projectile, a nuclear-tipped round, may have been carried on *Wisconsin* during the 1950s.

The secondary battery consisted of ten 5in/38cal turrets. These turrets could fire against surface, shore, and air targets. Each twin turret fully enclosed the guns in an armored shield. Chain hoists moved ammunition from magazines within the armored citadel to the ammunition handling room of each turret. Six 5in/38cal turrets were mounted on the 02 level and four were mounted on the 01 level. Of the original ten 5in/38cal turrets,

Wisconsin retains six – two forward on the 02 level, two forward on the 01 level, and two aft on the 01 level – with the other four removed during the 1986-1988 modernization to make room for missile launchers.

For anti-aircraft defense, *Wisconsin* carried twenty 40mm quad Bofors cannon mounts in addition to forty-nine 20mm Oerlikon cannons mounted singly. Initially outfitted with only two twin 20mm Oerlikon mounts, over the course of World War II, the Navy added 14 more twin 20mm mounts. Following World War II, the Navy determined that the Oerlikon cannons had failed to perform well, particularly against Japanese kamikaze attacks. Accordingly, they were removed, and the 40mm quad mounts reduced, leaving *Wisconsin* with sixteen 40mm quad Bofors mounts during the Korean War. These 40mm guns were mounted as follows: two emplacements on the stern, one on top of the III turret, two on the 01 level, two on the 02 level, four on the 03 level, four on the 04 level, and one on top of the II turret. During the 1986-1988 modernization, engineers radically reconfigured the anti-air defenses. The development of the radar-directed Phalanx Close-In Weapons System (CIWS) obviated the need for other anti-aircraft batteries. *Wisconsin* received four Block-1 Phalanx CIWS. Making it the first of the *Iowa*-class to be so equipped, with two on either side of the forward superstructure on the 05 level and two aft of the aft funnel on the 05 level. All CIWS were removed after the deactivation.

During her modernization from 1986-1988, engineers drastically altered *Wisconsin's* weapon configuration beyond the removal of the 40mm guns. They removed four of the 5in/38cal turrets to create space for eight BGM-109 Tomahawk Land Attack Missile Systems (TLAMS) housed in armored box launchers (ABL) and four quad Mark 141 Model 1 RGM-84 Harpoon anti-ship missiles, housed in disposable launch canisters. After the 1990-1991 Persian Gulf War and her final decommissioning in September 1991, the Navy stripped *Wisconsin* of the modern weapons. Currently, the vessel retains the empty Tomahawk ABLs, the mountings for the Harpoon launch canisters and all the associated blast shields.

Advances in countermeasures since the Korean War resulted in further modification to *Wisconsin*. The Navy added four sextuple Mark 36 Super Rapid Bloom Offboard Chaff (SRBOC) launchers on each side of the superstructure, for a total of 24 launch tubes. The SRBOC provided some level of protection against anti-ship missiles and radar by creating a cloud of interference around *Wisconsin* through the use of chaff or infrared decoys. These devices were removed during decommissioning and are no longer aboard. The mounting supports remain.

The vessel retains the electric drum winch for its AN/SLQ-25A "Nixie" towed anti-torpedo decoy system, but the cable and towed decoy have been removed. Installed during the 1986-1988 refit, the Nixie system provided a false target signal to homing torpedoes, through both ship-signature noise emitters and active "ping" enhancers.

Electronics

Over its career, *Wisconsin* carried multiple electronic systems to facilitate fire control, communication, and navigation.

Several different systems provided fire control. The following systems directed the 16in/50cal main batteries. The Mark 38 Gunfire Control System (GFCS) directed the main batteries, and were located in the fore and aft fire control towers. Inside the main batteries were a 25x power rangefinder and DR-810 radar velocimeter. A Mark 3 analog computer also assisted in fire control. Four Mark 66 12x power telescopes assisted in visual aim correction. Two plotting rooms provided fire control solutions; each room contained a Mark 8 rangekeeper, a Mark 41 stable vertical computer, a Mark 13 radar console, and a fire control switchboard. These systems, extraordinarily advanced at their installation, enabled precise delivery of ordnance, with the computers correcting for target motion, ship motion, and the ballistic trajectory of the shells. A Mark 40 gun director,

mounted on the bridge at 05 level, inside the armored citadel consisted of three periscopes and a Mark 27 radar. During the 1986-1988 modernization, Mark 48 bombardment computers were added to both of the plotting rooms to enable indirect fire.

The secondary batteries were directed by Mark 37 gun directors. Their initial fire control radars were Mark 12; the Mark 25 was installed in 1953 and remained until decommissioning.

Wisconsin carried both surface and air search radar. The initial air search radar was the SK-1; the SK-1 set was replaced in 1946 with an SK-2 set. Other subsequent updates included the SPS-6 in 1951, the SPS-12 in 1955, and finally the SPS-49 that was installed during the 1986-1988 update. She initially used the SG surface search radar, with the SG-6 installed in 1951, followed by the SPS-4 in 1953, and finally the SPS-67 in 1986-1988. The SPS-49 and SPS-67 antenna arrays remain in place.

For the identification friendly-foe (IFF) system, *Wisconsin* carried the Mark III System, which mounted BK transponders as well as BN and BM interrogator-responders. In 1955, the Mark X replaced the Mark III; in 1986-1988 the Mark XII system that utilized AS-177 interrogators was installed. IFF antennas have been removed.

The antenna on the bow of the ship, installed in 1986-1988, connected *Wisconsin* to the Navy Tactical Data Systems (NTDS). The antenna connected the ship to both the Link 11, used for TLAM control and the Link 14, used for manual plotting. The NTDS antenna array remains in place.

A pair of AN/WCS-3 antennas enabled satellite communication. The satellite communications antennas have been removed.

The SLQ-32 Electronic Countermeasures (ECM) system was installed in 1988. Capable of automatically identifying and targeting hostile electronic emitters, the system was operational for the 1990-1991 Persian Gulf War. The two small turret-like antennas were located on either side of the forward main battery gun director on the 011 level of the superstructure, but were removed upon decommissioning in 1991.

Aircraft and Boats

Wisconsin carried up to ten utility boats during her service; her complement in the 1980s configuration included three 40-foot utility boats and two 33-foot personnel boats that were used as Captain's Gig and Admiral's Barge. She also carried two 26-foot whaleboats, which served as primary rescue boats. Originally, her life raft complement was approximately 200 10-man balsa rafts with hammock-like netting; by 1988, the Navy had replaced those with eighty-one Mark 6 25-man inflatable life rafts.

During World War II, *Wisconsin* carried three Vought OS2U Kingfisher floatplanes to perform spotting duties – two in place on catapults on the fantail and one on deck between the catapults. Between 1945 and 1951, the OS2U Kingfishers were replaced by the Curtiss SC-1 Seahawk. During the Korean War, the catapults were removed and light helicopters, of several different types, were operated off of the stern. A recovery crane originally needed for seaplane operation continued to be in place and used for drone recovery. The crane was finally removed during a shipyard period in late 1956.

During its 1986-88 reactivation, *Wisconsin* received eight RQ-2 Pioneer Remotely Piloted Vehicles (RPV) to handle airborne spotting duties. A pusher-configuration prop-driven aircraft, the RQ-2 carried a video feed that transmitted live visuals to the ship.

All of these auxiliary craft have been removed, except for one contributing 40-foot utility boat located to port. Permanently in place on the port chocks, the 40-foot utility boat is the only auxiliary craft left aboard *Wisconsin*. It performed minor shuttle and ferry duties of personnel for the larger vessel. The boat is a contributing structure associated with the ship.

USS *Wisconsin* (BB-64) | Norfolk, VA
Name of Property | County and State

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- [X] A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B Property is associated with the lives of persons significant in our past.
- [X] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance
(Enter categories from instructions)

MARITIME HISTORY
MILITARY HISTORY
ENGINEERING

Period of Significance

January 25, 1941–July 1, 1948
March 3, 1951–March 8, 1958
July 1, 1986–September 30, 1991

Significant Dates

Criteria Considerations
(Mark "x" in all the boxes that apply)

Property is:

- [ ] A owed by a religious institution or used for religious purposes.
- [ ] B removed from its original location.
- [ ] C a birthplace or grave.
- [ ] D a cemetery.
- [ ] E a reconstructed building, object, or structure.
- [ ] F a commemorative property.
- [X] G less than 50 years old or achieving significance within the past 50 years.

Significant Person
(Complete only if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Hull designed by the United States Navy Bureau of Construction and Repair; weapons and armor designed by Bureau of Ordnance; machinery designed by Bureau of Engineering

Constructed at Philadelphia Naval Shipyard, Pennsylvania

Period of Significance (justification)

The period of significance encompasses the date from which the USS *Wisconsin* was laid down in 1941 until its decomissioning following the end of World War II, its subsequent reactivation and deployment during the Koeran War, and its modernization and deployment during the 1980s and the 1990-1991 Persian Gulf War, until its final decommissioning in September 1991.

Criteria Consideratons (explanation, if necessary)

Wisconsin meets the requirements for National Register eligibility under Criteria Consideration G. From 1986 until 1988, *Wisconsin* underwent significant modernization. Although the hull, profile, main batteries, and power plant remained unchanged since World War II, much of the ship, especially armament and auxiliary ships systems, underwent modification. During the 1990-1991 Persian Gulf War, *Wisconsin* played a crucial role as strike director for the Tomahawk Land Assault Missile (TLAM) strikes; in contrast, during both World War II and the Korean War, *Wisconsin* had been relegated to a support role. Thus, *Wisconsin*'s greatest—and national—significance dates from 1986 until 1991.

Statement of Significance Summary Paragraph (provide a summary paragraph that includes level of signficance and applicable criteria)

USS *Wisconsin* (BB-64) is one of four completed *Iowa*-class fast battleships. *Wisconsin*, measuring 887'3" in length, armed with massive 16in/50cal three-gun turrets, and possessing a spry maximum speed of 33 knots, represented the pinnacle of American battleship engineering. As a part of the *Iowa*-class, *Wisconsin* represents one of the last four battleships built by the United States Navy. Concerns that future amphibious operations would require their broadsides led to the ships' retention as part of the reserve fleet in the interims between wars. *Wisconsin* served in World War II, Korean War, and the Persian Gulf War, providing gunfire support in all three conflicts. By the end of the Persian Gulf War in 1991, naval planners determined that the expense of maintaining the *Iowa*-class vessels outweighed their benefits, and accordingly decommissioned *Wisconsin*. All four of the *Iowa*-class vessels are extant, albeit with extensive alterations made in the 1980s.

Wisconsin is of national signficance under Criterion A in the areas of significance of Maritime History and Military History for her participation in World War II, the Korean War, and the Persian Gulf War. Particularly during the Persian Gulf War, she participated in a way that shaped the course of the conflict.

Wisconsin is of national significance under Criterion C for the masterful ship engineering she displays. Her design is the height of United States Naval cruiser and battleship engineering, which reflects the culmination of American naval engineering in the first half of the twentieth century.

Narrative Statement of Significance (provide at least **one** paragraph for each area of significance)

Wisconsin is significant for her contributions to maritime and military history. She served in three wars: World War II, the Korean War, and the Persian Gulf War. During the first two conflicts, the ship provided gunfire support for amphibious landings and shore troops. During the Persian Gulf War, she directed cruise missile strikes against Iraqi forces, in addition to naval gunfire support missions. The ship's service represents important trends in American military history over the second half of the twentieth century.

Wisconsin is significant as a demonstration of great achievement in American battleship engineering. The speed, size, and strength of *Wisconsin* illustrate well the capacity of American naval engineers to design a world-class vessel. The construction of *Wisconsin* also demonstrates the remarkable ability of workers to construct such a massive ship.

Freed from the weight and armament constraints of the Washington Treaty of 1922 and the London Conference of 1930, the *Iowa*-class ships are the largest American battleships ever built. Congress authorized the first two—

USS *Iowa* (BB-61) and USS *New Jersey* (BB-62)—in 1938, the second two—USS *Missouri* (BB-63) and USS *Wisconsin*—in 1939, and the uncompleted final pair—USS *Illinois* (BB-65) and USS *Kentucky* (BB-66)—in 1940. Originally intended to engage Japanese surface vessels, by the time they entered service in World War II, the Japanese fleet largely had been neutralized. Because of their fast speed and massive numbers of anti-aircraft batteries, the ships escorted and screened Allied aircraft carriers from Japanese strikes. They also provided naval gunfire support for amphibious operations.

Congress authorized the US.S *Wisconsin* on July 6, 1939, and the Navy laid down the down the keel at Philadelphia Navy Yard on January 25, 1941. The ship launched on December 7, 1943. Commissioned on April 16, 1944, *Wisconsin* embarked on several months of sea trials before joining combat forces in the Pacific. She arrived at Ulithi Atoll on December 9, 1944, where she became part of Admiral William F. "Bull" Halsey's Third Fleet. As part of the Third Fleet, she provided cover for the aircraft carriers of Task Force 38 as they struck targets across the South China Sea, including the Philippines, Indochina, Okinawa, and Formosa (Taiwan). She suffered her only damage of World War II during a tropical storm, the Typhoon Cobra, which struck the fleet on December 17-18, 1944. One of *Wisconsin*'s three Vought OS2-U Kingfisher spotter aircraft went overboard. The typhoon also damaged another Kingfisher, whaleboats, and several antiaircraft mounts.[1]

In February 1945, *Wisconsin* became part of Admiral Raymond Spruance's Fifth Fleet and served as an escort for the carriers of Task Force 58 (TF-58). Although *Wisconsin* supported the landings at Iwo Jima on February 19, 1945, with her secondary batteries, she fired her main batteries in anger for the first time during the invasion of Okinawa. There, along with her sister ships *Missouri* and *New Jersey*, she shelled the southeastern coast. After the successful landings, TF-58 resupplied and then began a series of raids on the Japanese mainland. Once again, *Wisconsin* screened the carriers, but this time she also bombarded shore targets herself. On July 15, 1945, she shelled steel mills and oil refineries on Hokkaido, and then sailing south, two days later shelled targets on Honshu. A month later, on August 15, 1945, Japan surrendered, ending the Asian campaign of World War II. During her service, *Wisconsin* had earned five battle stars, downed three enemy aircraft, and assisted in downing four more. On September 5, 1945, *Wisconsin* entered Tokyo Bay and remained there for several weeks.[2]

On September 22, 1945, *Wisconsin* arrived at Okinawa, where she began to embark soldiers as part of the rapid demobilization plan, Operation Magic Carpet. The following day, she departed for the United States, reaching San Francisco on October 15. After visiting numerous foreign ports in South America, she traveled to Norfolk, Virginia, for a refit. She spent the next several years engaging in training cruises and operations in the Atlantic. Naval officers had difficulty in justifying battleship operations without any pressing need for their services. Consequently, the Navy deactivated *Wisconsin* and placed her in the Atlantic Reserve Fleet in Norfolk in 1948.[3]

On June 25, 1950, the Korean War began when troops from the Democratic Peoples' Republic of North Korea (DPRK) crossed the 38th Parallel and invaded the Republic of Korea (ROK). Despite early fears that ROK and United States forces would collapse, General Douglas MacArthur reversed the dire strategic situation with a stunning amphibious landing at Inchon on September 15, 1950. With the potential for further amphious actions, and thus a renewed need for naval gunfire support, the Navy reactivated the three *Iowa*-class vessels in reserve.[4]

The Navy recomissioned *Wisconsin* on March 3, 1951, and she arrived in the Pacific on November 21, 1951, to serve as flagship for Task Force 77 (TF-77). As part of TF-77, *Wisconsin* provided naval gunfire support for the ROK I Army Corps and the United States First Marine Division. During its support of the ground forces, *Wisconsin* fired 977 rounds from its main batteries at an average range of 16 miles. Damage estimates speculated that these strikes resulted in 70 killed, 359 wounded, 3 artillery pieces destroyed, 7 artillery pieces

damaged, 81 bunkers destroyed, and 105 bunkers damaged. In addition to direct fire, *Wisconsin* supported ground forces with illumination rounds; these shells proved critical in fending off several nighttime assaults by DPRK forces. In addition to these support strikes, *Wisconsin* participated in the Siege of Wonsan and operation in the Kojo, Hodo Pando, and Songjin areas along the Korean Peninsula's east coast. Near Songjin, *Wisconsin* suffered the only damage from enemy fire of her career on March 15, 1952. She reported a hit from a 155mm North Korean shell that resulted in three casualties. The shell also damaged a 40mm gun mount, the wood deck, electrical cables, and ventilation ducts. On April 1, 1952, her sister ship, USS *Iowa*, relieved her. With service in the Korean War over, *Wisconsin* returned to the United States, having earned a bronze battle star for her service.[5]

Following service in Korea, *Wisconsin* embarked on a number of training cruises and exercises. Ironically, the most damage *Wisconsin* suffered in her career would come from an accident rather than hostile fire. During a weekend exercise off the Virginia Capes on May 6, 1956, *Wisconsin* collided with USS *Eaton* (DD-510) after the smaller vessel broke formation in heavy fog. *Eaton* suffered near-catastrophic damage, including a broken keel, while *Wisconsin*'s bow took major damage. Repair crews managed to patch the bow temporarily, but a more lasting solution was needed. Engineers came up with a novel fix; they would graft a 68-foot section of the unfinished *Kentucky*'s bow onto *Wisconsin*. Repairs began on May 13, 1956. *Wisconsin* left drydock in Norfolk only 16 days later and was fully ready for sea by June 28, 1956. Two years later, on March 8, 1958, she was once again placed out of commission, the last of the *Iowa*-class vessels to be decommissioned. The four ships entered the reserve fleet, resting in repose until their overwhelming surface gunfire capacity would be needed again. Of the four, only *New Jersey* served during the Vietnam War.[6]

During the 1980s, the United States Navy reevaluated its mission and doctrine. Declining defense budgets following the Vietnam War left the Navy somewhat diminished. With an apparently resurgent and aggressive Soviet Union in the 1980s, the United States responded with increased defense spending, which resulted in the 600 Ship Navy plan. With this plan, the Navy focused on an expanded ship registry and an aggressive strategy based around strike capacity that came from Mark 143 Model 3 Tomahawk Land Assault Missiles (TLAMs), Mark 141 Model 1 Harpoon anti-ship missiles, and the Aegis control system. Naval planners also envisioned light but powerful amphibious strike groups that would attack key Soviet targets. Accordingly, the Navy reactivated the *Iowa*-class battleships because they could both mount the TLAMs and provide necessary surface gunfire support for the amphibious task forces. As part of their modernizations, the *Iowa*-class vessels lost their antiaircraft batteries in favor of Phalanx Close In Weapons Systems and several of their 5in/38cal guns to make room for the launchers for the TLAMs and Harpoons. *Wisconsin*'s refit began in 1986, and she was recommissioned on October 22, 1988. [7]

On August 2, 1990, Iraqi president Saddam Hussein invaded the neighboring country of Kuwait. Organized by the United States, a coalition formed to protect Saudi Arabia, halt Iraqi aggression, and expel Iraqi troops from Kuwait. By September 1, *Wisconsin* arrived on station in the Persian Gulf as part of Operation Desert Shield. On January 17, 1991, Operation Desert Shield turned into Operation Desert Storm, as coalition forces began launching air attacks on Iraqi forces and infrastructure. The Commanding Officer of *Wisconsin* served as the Navy's Strike Warfare Commander for planning the TLAM assaults against Iraq. As part of this effort, *Wisconsin* launched 26 TLAMs. After these initial strikes, she turned to naval gunfire support duties as part of Task Force 151.11 (TF-151.11), where she bombarded Iraqi positions in southern Kuwait from February 4th to the 9th. Combat shifted north as Iraqi troops tried to withdraw, and TF-151.11 moved into the northern Persian Gulf, with *Wisconsin* continuing to serve support fire. On February 25, 1991, *Wisconsin*'s fire obliterated Iraqi armor entrenched at Kuwait International Airport, clearing the way for troops of the American First Marine

Division. In addition to working with American forces, she also assisted the Royal Saudi Marine Battalion in its advance to Kuwait. *Wisconsin* last fired her big guns on February 28, 1991. The *Iowa*-class vessels contributed greatly to coalition victory, as the shallow waters of the Persian Gulf prevented ships with smaller batteries from coming within range of Iraqi positions.[8]

Iraqi positions in Kuwait crumbled quickly, and on February 28, the opposing sides called a cease-fire. Not all Iraqi troops received word, however, and skirmishing continued. Coalition planners worried whether the 440th Iraqi Marine Brigade posted on Faylaka Island would surrender. *Wisconsin* deployed one of its Unmanned Aerial Vehicles to survey the situation. The Iraqi troops, upon spotting the aircraft, held up flags of surrender in the first occasion of soldiers surrendering to a drone.[9]

With the conclusion of Desert Storm, *Wisconsin* once again faced decommissioning. On September 30, 1991, the Navy decommissioned the ship. On December 7, 2000, the Navy moved the vessel to a dock adjacent to Nauticus, the National Maritime Center, where she opened as a museum vessel. She was still subject to recall until December 14, 2009, when the City of Norfolk assumed ownership and control of the vessel.

Developmental history/additional historic context information (if appropriate)

USS *Wisconsin* (BB-64) | Norfolk, VA
Name of Property | County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)
[x] See continuation sheet

Previous documentation on file (NPS):

____preliminary determination of individual listing (36 CFR 67 has been requested
____previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record #_____

Primary location of additional data:

__x__State Historic Preservation Office
____Other State agency
____Federal agency
____Local government
____University
____Other
Name of repository: **Virginia Department of Historic Resources**

Historic Resources Survey Number (if assigned): VA DHR File # 122-5414

10. Geographical Data

Acreage of Property Less than 1 acre
(Do not include previously listed resource acreage)

UTM References
(Place additional UTM references on a continuation sheet)
1983 datum

	Zone	Easting	Northing	Zone	Easting	Northing
1	18	384519	4078829			
2						

Verbal Boundary Description (describe the boundaries of the property)

The historic boundary encompasses the entirety of the battleship *U.S.S. Wisconsin* (BB-64), which measures 887' 03" x 108' 03," and is permanently berthed at One Waterside Drive, Norfolk, next to Nauticus, the National Maritime Center. The location of the ship is shown on the USGS Norfolk South quadrangle map; however, recent changes made in the pier and berthing structures to accommodate *Wisconsin* are not shown on this map; a current aerial photograph showing the historic boundary and a location map are attached hereto as well.

Boundary Justification (explain why the boundaries were selected)

The historic boundary encompasses the entirety of the battleship *U.S.S. Wisconsin* (BB-64) but does not include the land and water around it, as the ship itself is the subject of this National Register registration form.

11. Form Prepared By

name/title Peter C. Luebke of the Virginia Department of Historic Resources (VDHR) with the assistance of John Elliker, Special Projects/Battleship Wisconsin Project Manager, Nauticus; Wendy Musumeci, VDHR, and Marc C. Wagner; VDHR
organization VDHR and City of Norfolk date October 2011
street & number 2801 Kensington Avenue telephone 804-482-6089
city or town Richmond state Virginia zip code 23221
e-mail Peter.Luebke@dhr.virginia.gov

USS *Wisconsin* (BB-64) Norfolk, VA
Name of Property County and State

Additional Documentation
Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

  A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**

- **Additional items:** (Check with the SHPO or FPO for any additional items)

Photographs:

Submit clear and descriptive black and white photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: U.S.S. *Wisconsin* (BB-64)

City or Vicinity: Norfolk

County: Norfolk State: Virginia

Photographer: Marc C. Wagner

Date Photographed: 13 July 2008

Description of Photograph(s) and number:
Photo 1 of 11: USS *Wisconsin*, shore, bow, looking aft.
Photo 2 of 11: USS *Wisconsin*, maindeck, looking aft.
Photo 3 of 11: USS *Wisconsin*, maindeck, looking aft.
Photo 4 of 11: USS *Wisconsin*, maindeck, starboard side, looking aft.
Photo 5 of 11: USS *Wisconsin*, bridge, looking fore.
Photo 6 of 11: USS *Wisconsin*, bridge, facing armored entrance to armored pilot house.
Photo 7 of 11: USS *Wisconsin*, utility boat
Photo 8 of 11: USS *Wisconsin*, maindeck, aft deck looking fore
Photo 9 of 11: USS *Wisconsin*, maindeck, helipad, looking aft.
Photo 10 of 11: USS *Wisconsin*, wardroom.
Photo 11 of 11: USS *Wisconsin*, typical living space of bunks ("racks").

Additional Items:
CD-ROM with PDF of General Plans of USS *Wisconsin*

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name City of Norfolk

street & number _____ telephone _____

city or town Norfolk state VA zip code

Bibliography

Alexander, Joseph H. *Fleet Operations in a Mobile War: September 1950-June 1951*. Washington, D.C.: Naval Historical Center, 2001.

Cagle, Malcolm W. and Frank A. Manson. *The Sea War in Korea*. Annapolis: United States Naval Institute Press, 1957.

Field, James A. *History of United States Naval Operations: Korea*. Washington,D.C.: Government Printing Office, 1962.

Lombardi, Joseph W. "USS *Wisconsin* Historical Fabric Report." Unpublished Report: Ocean Technical Services, LLC, n.d.

Marolda, Edward J. and Robert J. Schneller, Jr. *Shield and Sword: The United States Navy and the Persian Gulf War*. Annapolis: Naval Institute Press, 2001.

Mooney, James L., ed. *Dictionary of American Naval Fighting Ships: Volume VIII: Historical Sketches—Letters W through Z*. Washington, D.C.: Naval Historical Center, 1981.

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Sumrall, Robert F. *Iowa Class Battleships: Their Design, Weapons, and Equipment*. Annapolis: Naval Institute Press, 1988.

Taylor, R. L. "The Commodore's Fateful Command," *Naval History* (February 2009): 56-59.

United States Department of Defense. *Conduct of the Persian Gulf War: Final Report to Congress*. Washington, D.C.: Government Printing Office, 1992.

U.S.S. Wisconsin. *Log Book*, 1 March 1952 to 31 March 1952. Department of the Navy, Naval Historical Center, Washington Navy Yard.

United States Department of the Interior
National Park Service

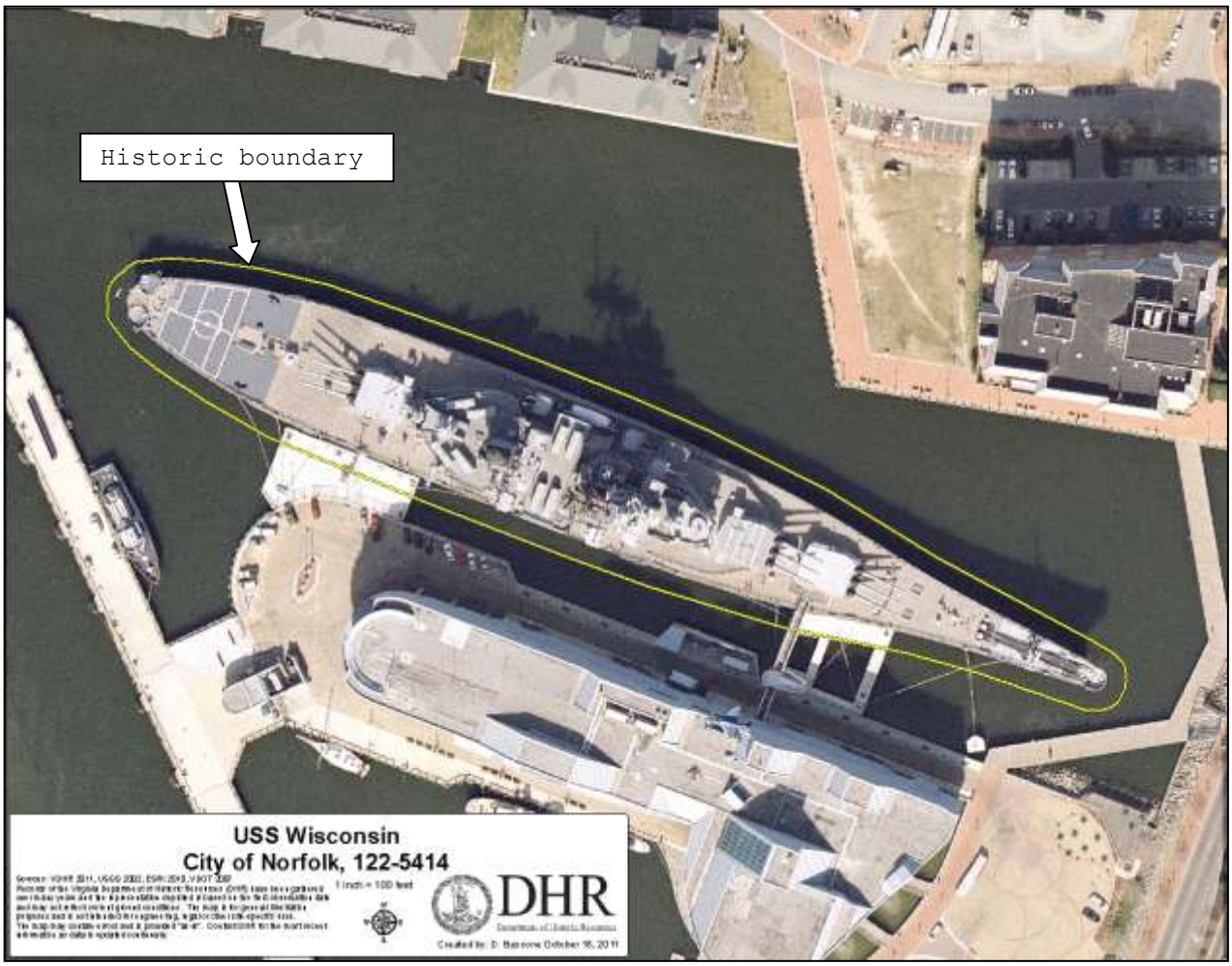
National Register of Historic Places Continuation Sheet

USS *Wisconsin* (BB-64)

Norfolk, Virginia

Name of multiple property listing (if applicable

Section number Aerial Map Page 17



Aerial View of the USS *Wisconsin* (BB-64)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

USS *Wisconsin* (BB-64)

Norfolk, Virginia

Section number Loc. Map Page 18

Location Map of the USS *Wisconsin* (BB-64)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

USS *Wisconsin* (BB-64)

Norfolk, Virginia

Name of multiple property listing (if applicable

Section number Photo Key Page 19

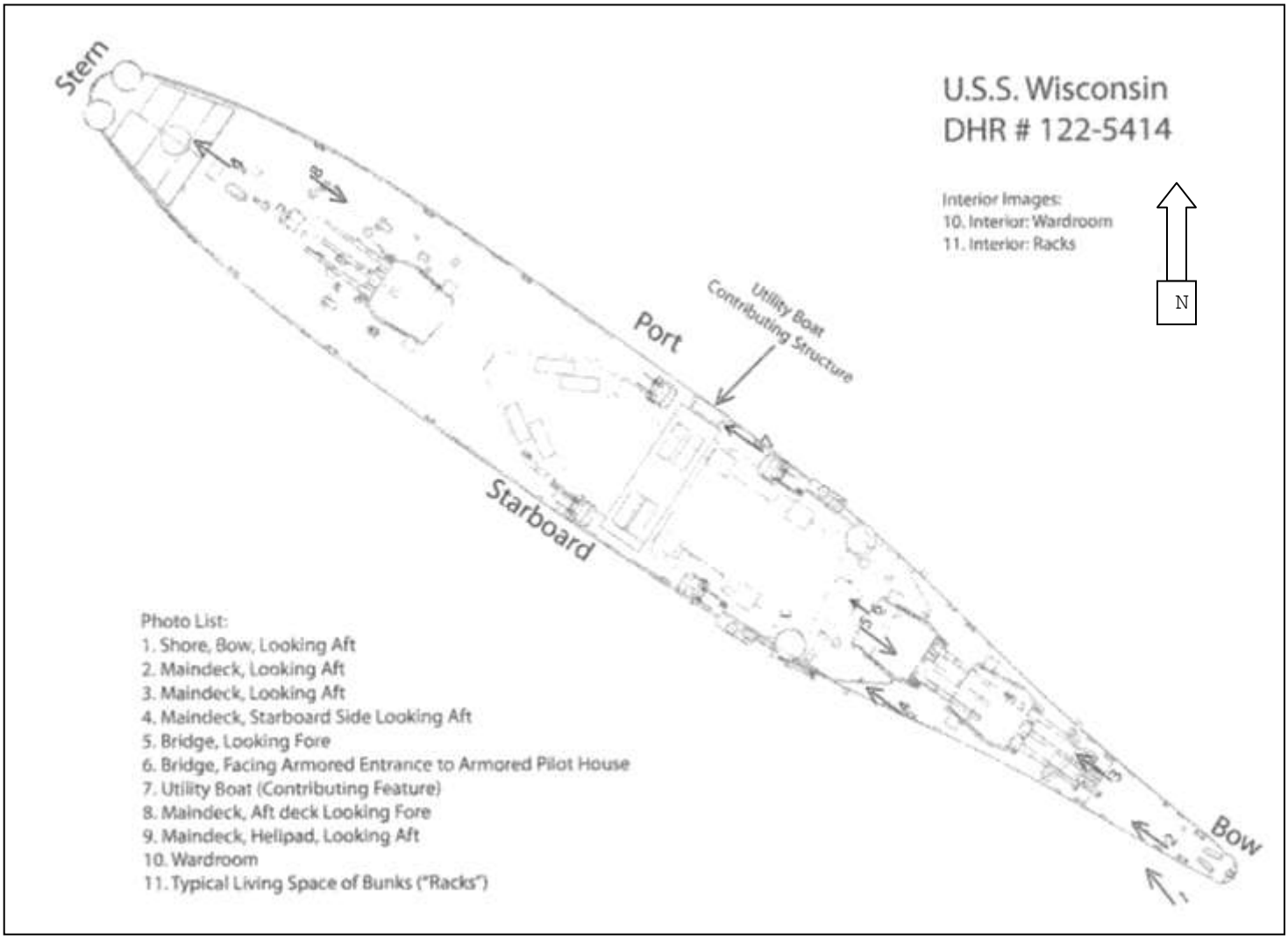


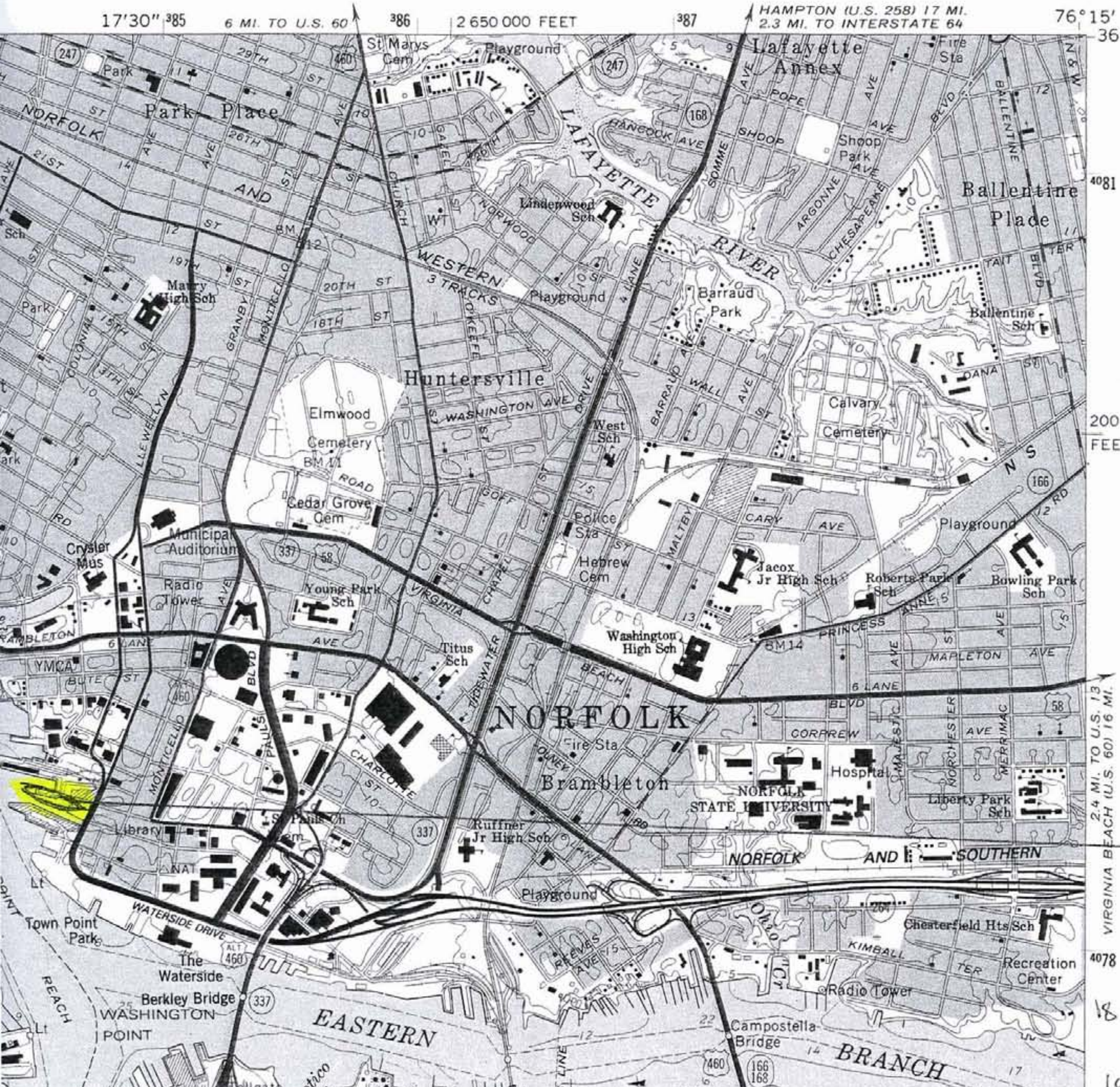
Photo Key

ENDNOTES

[1] Robert F. Sumrall, *Iowa Class Battleships: Their Design, Weapons, and Equipment* (Annapolis: Naval Institute Press, 1988), 183; "*Wisconsin*," in *Dictionary of American Naval Fighting Ships: Volume VIII: Historical Sketches—Letters W through Z*, ed. James L. Mooney (Washington, D.C.: Naval Historical Center, 1981), 433.
[2] Sumrall, 181-83; Mooney, 433-34.
[3] Sumrall 183; Mooney 434.
[4] Sumrall, 42.
[5] Sumrall, 42, 183-84; Malcolm W. Cagle and Frank A. Manson, *The Sea War in Korea* (Annapolis: United States Naval Institute Press, 1957), 334; Entry 15 March 1952, Log Book of USS *Wisconsin* 1 March, 1952 to 31 March, 1952; Naval Historical Center, Washington, D.C.; "*Wisconsin*," 435-36.
[6] Sumrall 184; Mooney 437; R.L. Taylor, "The Commodore's Fateful Command," *Naval History* (February 2009), 57-59.
[7] Edward J. Marolda and Robert J. Schneller, Jr., *Shield and Sword: The United States Navy and the Persian Gulf War* (Annapolis: Naval Institute Press, 2001), 15-31.
[8] Marolda and Schneller, 28, 64, 256, 260, 288, 294; U.S. Department of Defense, *Conduct of the Persian Gulf War: Final Report to Congress* (Washington, D.C.: Government Printing Office, 1992), 211.
[9] Marolda and Schneller, 307-08; U.S. Department of Defense, 212.

NORFOLK SOUTH QUADRANGLE
VIRGINIA
7.5 MINUTE SERIES (TOPOGRAPHIC)

5757 I NW
(LITTLE CREEK)



USS Wisconsin (BB-64)
City of Norfolk
Virginia
UTM
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1983 datum