

# Farragut's Press

NEWSLETTER OF THE MARE ISLAND MUSEUM, 1100 Railroad Ave, Vallejo CA 94592

Mare Island Historic Park, a 501(c) (3) Charitable Organization

June 2014

## Mare Island and the Movies

In the last issue of Farragut's Press there was an article on the actors of movies and television who served in the armed services, but few people are aware of how directly involved Mare Island was with the movie community.

First and foremost was the procession of celebrities who came to Mare Island as participants in the war bond programs during WWII. It included such performers as Jack Benny, Bob Hope, Joe E. Brown, June Allyson, Eddie Cantor, Gabby Hayes, Cary Grant and many others. Most of these performers also visited the wounded at Mare Island Hospital.

The first actual movie with which Mare Island was involved was *Destination Tokyo* which starred Cary Grant and John Garfield and was made in 1943. The cranes and docks are prominent in the beginning of the film which was the story of a submarine sneaking into Tokyo Bay to put a spy team ashore to get information for the first air raid over Tokyo. Also appearing in the movie was the actor John Forsythe who may be better known for his work on television in *Bachelor Father*, *Dynasty* and as the voice of the unseen Charles Townsend on *Charlie's Angels*.

The technical advisor for the film was none other than Dudley "Mush" Morton who was commander of the Mare Island built submarine "*Wahoo*" which was one of the truly famed subs of WWII and which was lost



Delmer Daves  
Director

Cary Grant  
Harriet Morton  
While Making "Destination Tokyo"

Mush Morton  
Technical Advisor

on its seventh patrol in in the fall of 1943 somewhere off the coast of Japan. Remains were located in 2005 and finally in 2006 the U.S. Navy verified that it was, indeed, the *Wahoo*. Morton Field on Mare Island is named after Commander Morton.

The second film made at Mare Island and filmed primarily on the shipyard was entitled *Submarine Command*, starred William Holden and William Bendix and told the story of a submarine's executive officer who on the last day of the war took his submarine down leaving the captain and several severely injured crewman on the bridge. It goes on to explore his guilt as he discovers upon surfacing that Japan has surrendered and he did not have to sacrifice those men. The story continues on until he returns to the same boat at the beginning of the Korean War and his eventual redemption.

Interestingly enough an episode exactly like this took place on the *USS Growler*, however, it was not on the last day of the war and the captain was CDR.

Gilmore who ordered the executive officer LCDR. Arnold Schade to "Take her down!" Schade had to decide whether to save the sub or save the captain.

"Take her Down!" is a phrase known by every submariner and Schade is memorialized on a commemorative tablet in St. Peter's Chapel.

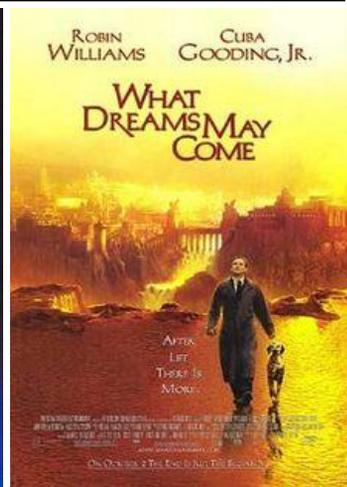
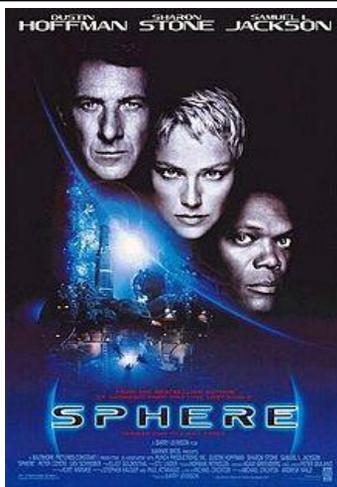
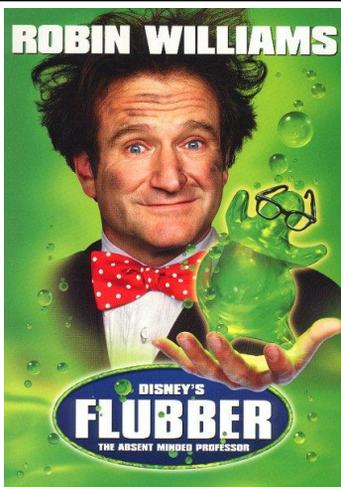
In 1959 Hollywood made *Operation Petticoat* which was not filmed at Mare Island but has a scene that depicts an infamous event which took place at Mare Island.

(See accompanying story on *Operation Petticoat*)

Then there was a long hiatus, Mare Island was building and repairing nuclear submarines and movie companies were probably not welcome. However in 1996 the shipyard closed and a new era of film making began.

In 1996 *Jack* starring Robin Williams was made at Mare Island. Williams lived in Pacific Heights in San Francisco and it is well known that he liked to film as close to home as possible. The movie was filmed in Owens Sports Center, now known as Mare Island Sports Center, a building originally built for the World's Fair in San Francisco in 1939 and moved to MINSY after the fair was over along with an "elephant train" to transport workers along the waterfront.

The movie was about a young boy who has an unusual



aging disorder and enters the fifth grade looking like a 40 year old man and ends with him giving the valedictory address to his graduating class as an elderly man. The film was a financial success.

In 1997 the film *Metro* starring Eddie Murphy was released. Murphy was Scott Roper, a San Francisco inspector and hostage negotiator, who is seeking revenge against a psychotic jewel thief who has killed his best friend, Lt. Baffert. Mare Island is featured when Roper's girl friend is kidnapped by the jewel thief and held hostage on an abandoned shipyard. The film was a financial and a critical failure.

Also in 1997 another film was released starring Robin Williams and entitled *Flubber* which was filmed at Mare Island. It was a remake of a 1960s Disney film called *The Absent-Minded Professor* and tells the story of a professor at a small college who is trying to invent a new source of energy which will be profitable enough to save the college where he works and his fiancée is president. Due to his absent-mindedness he has already failed to show up for his first two wedding ceremonies and today is to be the third try. Busy in his lab he creates a new "substance" that looks like rubber, but allows objects to fly and, thus, is called flubber. Once again he misses the wedding and then the plot deepens. Although the movie was not reviewed positively by the critics, it was a big hit and more than doubled the amount it cost to make it.

In 1998 three films which were filmed at Mare Island were released, *Sphere*, *What Dreams May Come* and *Patch Adams*.

*Sphere* starring Dustin Hoffman, Sharon Stone and Samuel L. Jackson was filmed in Dry Dock #4 and in special tanks built on warehouses on the base. The story was based on a book written by Michael

Crichton, who also wrote *Jurassic Park*, and is a sci-fi film about an object believed to be an alien spacecraft found in the Pacific which was thought to have been there for 300 years. In the craft is a perfect sphere, which has unusual characteristics and from this comes the title of the film

*Sphere*, based on local newspaper stories, seems to have had a major impact on the local community. One hotel claimed to have had its business increased by 50%. Foster Lumber Company sold more than \$650,000 worth of lumber and materiel to Warner Brothers and California Sea Sports, which lost between \$25,000 and \$50,000 in defense contracts when the base closed, earned about \$10,000 providing training and diving equipment.

On the other hand Warner Bros. was most complimentary about the relationship it had with the city. They indicated they were paying about \$29,000 per month to rent warehouses and when problems arose, the city resolved them very quickly. Given as an example was the six cranes by the dry dock where they were filming which did not fit into the underwater theme of the movie. A call to the mayor, Gloria Exline, and they were immediately removed.

There was also a story in the newspaper about a movie grip who fell from one of the tanks and almost severed his leg. As popular as the movie was with the local community it was a critical and financial failure and while it cost \$80,000,000 to make, it only recouped \$30,000,000 in ticket sales.

*What Dreams May Come* was another Robin Williams film which also starred Cuba Gooding, Jr. It was not actually filmed on the Mare Island Shipyard, but on the *USS Oriskany*, a former aircraft carrier which was docked at Mare Island for several years. In the film

the *Oriskany* was used to depict the main characters journey into hell. Unlike most Of Williams films, this was not a comedy but the story of a couple who lose their children in an automobile accident and their lives unravel from that point forward. Eventually William's character also dies in an auto accident and he spends his time in the after-life looking for his wife.

The film was #2 in its opening week and went on to take in \$82,000,000. It was a resounding success as far as the viewing public was concerned, but the critical opinion was mixed. It won the Academy Award for Best Visual Effects and was nominated for Best Art Direction. It also won the Art Director's Guild Award for Excellence in Production Design.

Also in 1998 *Patch Adams* was released, again starring Robin Williams and the exteriors were filmed on the Naval Hospital grounds at Mare Island. It is semi-autobiographical, the story of a real doctor, Hunter "Patch" Adams who commits himself to a mental institution and finds that his humor helps the other patients. He decides he wants to become a doctor and finds himself in conflict with the dean of the medical school who believes doctors should treat patients as patients and not become involved with them as people. He eventually gets into difficulty because he is treating patients without a license and gets kicked out of medical school twice, but as one would expect with a Robin Williams comedy/drama, it has a happy ending.

The film was extremely popular with the public and made more than three times its budget worldwide.

The critics were not nearly as impressed .

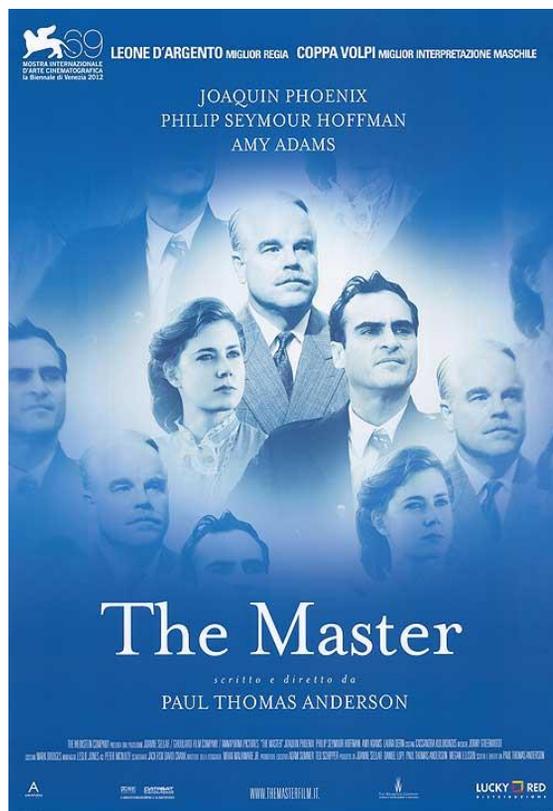
In 2001 Disney filmed *Golden Dreams* starring Whoopi Goldberg. It was a history of California, 22 minutes in length, which was shown at Disneyland from 2001 to 2009. One scene of "picture brides" getting off a steamship and coming down the gangplank was filmed on Mare Island using the present museum as a railroad station in which they had painted the interior walls an ugly green!

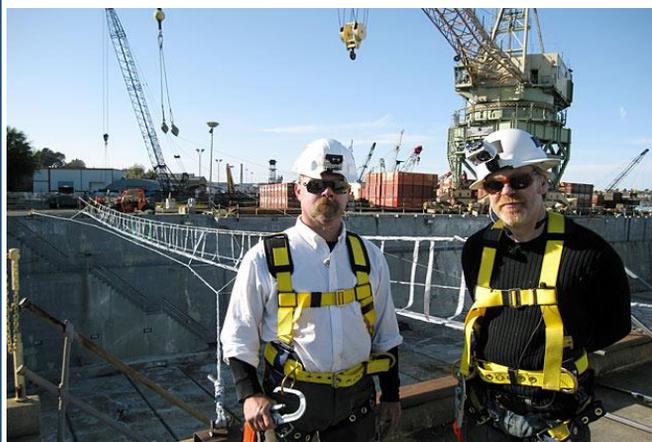
The most recent film made at Mare Island was filmed in 2012 and the filmmakers were here for a number of weeks filming in Quarters A, the Commandant's Mansion, and Quarters B. In fact Quarters A now has a pink room because the filmmakers wanted a pink room in the film, while all the other rooms in the mansion are beige. Most scenes were shot in Qtrs. B while others were shot on the hospital grounds and the *USS Potomac*, FDR's presidential yacht, which was

brought to Mare Island from Jack London Square in Oakland for filming. The film was entitled *The Master* and starred Philip Seymour Hoffman, Amy Adams and Joaquin Phoenix. Some suggest it was about L.Ron Hubbard, the founder of Scientology, but the studio denied that the story had any basis in fact, and the writer claimed that he had had the concept for twelve years based on his idea that soldiers returning from war are very susceptible to joining cults.

*The Master* is the story of a Navy veteran (Phoenix) who comes home from World War II, has drinking problems, is constantly losing jobs, and then becomes acquainted with the charismatic leader (Hoffman) of The Cause which sends his life in a totally different trajectory.

The film was a critical success and won the Silver Lion for Best Director and the Volpi Cup for Best Actor (both Phoenix and Hoffman) at the Venice Film Festival. It would have won the Golden Lion for Best Picture but the rules of the festival did not allow the same picture to win the awards for direction and acting as well as best picture.. The film was also nominated for Academy Awards for Best Actor (Phoenix) and Best Supporting Actor and Actress (Hoffman and Adams) as well as for numerous other awards at various film festivals. Critical success does not





San Francisco's own Mythbusters, Adam and Jaime, using one of the Mare Island Dry Docks to good effect in the "Duct Tape Bridge" (left, where a 100 foot long bridge made from 196 rolls of duct tape suspended 50 feet over the dry dock was safely crossed by Adam and Jamie) and "Newton's Cradle" (right, inspired by a viral video of a Newton's Cradle built from wrecking balls on cranes) episodes.

translate into financial success, however, and the film cost \$32,000,000 to make and only earned \$28,000,000. Mare Island has also been used for television shows.

In 1991 the television series *California Gold* did an entire episode on Mare Island. *Mythbusters* has also filmed several episodes at Mare Island one of which entitled "Zombie Special" had guest stars from the AMC show *The Walking Dead*. Other episodes filmed at Mare Island include "Antacid Jail Break," *Newton's Cradle*, "Duel Dilemmas," "Hail Hijinx," and "Star Wars: Revenge of the Myth."

Numerous commercials have been filmed on the island including one in recent times for Jaguar where you see the cars racing along the waterfront buildings and in and out of warehouses. Most recently Ford has filmed a commercial for its police cars behind the Mare Island Museum and the Vallejo Police Department had a scene for a recruitment video filmed on the island.

## Visitors!

This quarter Mare Island Museum has had visitors from 19 different states as well as from England and Brazil. The states include Alabama, Alaska, Arkansas, Arizona, Florida, Georgia, Hawaii, Idaho, New Jersey, New York, Nevada, North Carolina, Oklahoma, Oregon, Pennsylvania, Rhode Island, Virginia, Washington, and of course, California.

## Blue Star Museum

As of Memorial Day Mare Island Museum is officially a Blue Star Museum. As such we will admit all active duty personnel and reservists as well as their dependents with ID cards to the museum free of charge. Sponsors

do not need to accompany their dependents to the museum.

This is a small attempt on the part of the museum to say thank you to all the men and women who are serving our country and to continue Mare Island's long standing affiliation with the military.

## Did you know?

"Know the ropes" today means to have the experience and knowledge to complete a task. On a sailing ship a new seaman had to "learn the ropes" of which there were a multitude on a sailing ship for everything from the sails to loading and unloading cargo and each was handled differently in good weather as opposed to bad weather. A sailor who was experienced and knew how to handle the ropes in any situation was proclaimed to "know the ropes." This term was often placed on discharge certificates to indicate a sailor's level of competence.



Preserving the history of Mare Island

### **Mare Island Museum Hours**

10:00 A.M. to 2:00 P.M. Weekdays

10:00 A.M. to 4:00 P.M. First and Third Weekends

Tel: (707) 557-4646

Shipyard tours by appointment, please call:

(707) 664-4746 or (707) 280-5742

## Operation Petticoat, Mare Island and TP

In 1959 the film *Operation Petticoat* was released starring Cary Grant and Tony Curtis. In one of the opening scenes the yeoman on the submarine is complaining about a message he received from supply that they cannot fill a requisition for toilet paper because the item does not exist. The captain (Grant) is dictating a letter to supply when a newly assigned officer (Curtis) enters, hears the captain's dictation and interrupts to say that the letter is not the way to get the supplies needed. The rest of the movie deals with the ingenious ways that Curtis gets supplies and a group of nurses onto the submarine. The letter Grant is dictating is part of an actual letter sent to supply at Mare Island in 1942. And the story goes like this- In July 1941 the *USS Skipjack* sent an order through the *USS Holland* for 150 rolls of toilet paper and in June of 1942 the *Skipjack* received notification that the requisition was cancelled because supply could not identify the item number. The captain of the sub, LCDR James Wiggins Coe, handed the following letter to his yeoman to type:

11 June 1942  
 From: Commanding Officer  
 To: Supply Officer, Navy Yard, Mare Island California  
 Via: Commander Submarines, Southwest Pacific

Subject: Toilet Paper  
 Reference: (a) USS HOLLAND (5148) USS SKIPJACK req.70-42 of 30 July 1941  
 (b) SO NYMI Cancelled invoice Np.272836

Enclosure: (1) copy of cancelled invoice  
 (2) sample of material requested

1. This vessel submitted a requisition for 150 rolls of toilet paper on July 30, 1941 to USS HOLLAND. The material was ordered by HOLLAND from the Supply Officer, Navy Yard, Mare Island, for delivery to USS SKIPJACK.
2. The supply Officer, Navy Yard, Mare Island, on November 26, 1941, cancelled Mare Island Invoice No. 272836 with the stamped notation "Cancelled---cannot identify." This cancelled invoice was received by SKIPJACK on June 10, 1942.
3. During the 11 ¾ months elapsing from the time of ordering the toilet paper and the



present date, the SKIPJACK personnel, despite their best efforts to await delivery of subject material, have been unable to wait on numerous occasions, and the situation is now quite acute, especially during depth charge attack by the "back-stabbers."

4. Enclosure (2) is a sample of the desired material provided for the information of the Supply Officer, Navy Yard, Mare Island. The Commanding Officer, USS SKIPJACK cannot help but wonder what is being used in Mare Island in place of this unidentifiable material, once well known to this command.
5. SKIPJACK personnel during this period have become accustomed to the use of "ersatz" i.e., the vast amount of incoming non-essential paperwork, and in so doing feel that the wish of the Bureau of Ships for the reduction of paper work is being complied with, thus effectively killing two birds with one stone.
6. It is believed that the stamped notation "cannot identify" was possible error, and this is simply a shortage of strategic war material, the SKIPJACK probably being low on the priority list.
7. In order to cooperate in our war effort as a small local sacrifice, the SKIPJACK desires no further action be taken until the end of the current war, which has created a situation aptly described as "war is hell."

J.W. Coe

The yeoman typed up the letter but was concerned and showed it to the executive office who then conferred with the officer of the day. Both men went to the captain's quarters and asked if he really wanted

the letter sent. His terse reply was "I wrote it, didn't I?"

The letter was sent and after it got to the supply depot it went viral. John Roosevelt, FDR's son, was stationed on a submarine, the *USS Wasp*, so even the president was made aware of the letter. The officers in the Supply Department supposedly had to stand at attention for three days because of this message.

Typically when a sub came into port from a patrol there were crates of fresh fruits and vegetables on the dock awaiting her. However, when the *Skipjack* came in from her patrol after the letter, there were huge piles of toilet paper stacked along the dock. A welcoming band greeted them, as they did most subs, but this band had a band front with two men carrying a long

dowel with rolls of toilet paper across its length and long pieces of paper streaming behind. The Navy bandmen had toilet paper neckties in place of neckerchiefs and the horns and brass had toilet paper stuffed into their instruments and when they played long streams of paper came flying out. Each time,

thereafter, when the *Skipjack* returned from patrol the decks were always lined with cases of toilet paper. The letter became famous in the submarine service and a copy eventually ended up at the Navy Supply School in Pensacola, FL with the admonition on a banner, "Don't let this happen to you!" The original letter is now at the Bowfin Museum in Hawaii. LCDR Coe was awarded the Navy Cross ten days after he wrote the letter for actions on his previous sub, *S-39*. He later was in command of a new submarine the *USS Cisco* when she was lost with all hands in September 1943, probably sunk by the Japanese.

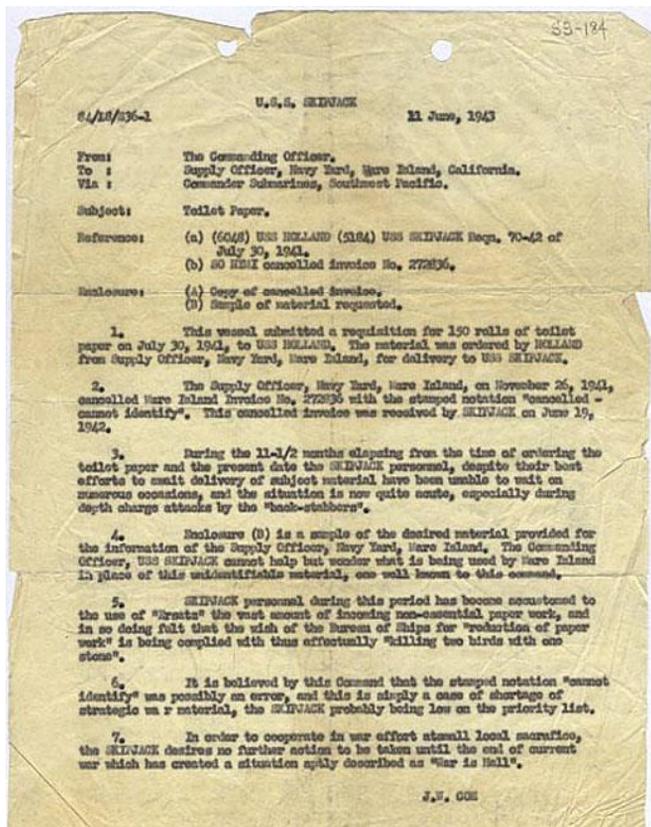
If you are a member of the Mare Island Museum *Operation Petticoat* can be checked out from the museum library in DVD format, but only if you enjoy old-fashioned humor!

## Dry Dock #1

Dry Dock #1 is the oldest dry dock on Mare Island having replaced the floating dry dock that was brought here in pieces in 1852 before the base was opened. By 1881 it was already evident that the floating dry dock was no longer big enough or sturdy enough for larger ships and no ironclads could use it without great risk. At one point a British ship had almost been capsized by "mismanagement" of some of the floating sections and a French admiral, after examining the floating dry dock, would not allow his flagship on it even though he greatly desired to have work done at Mare Island.

And so Calvin Brown, Mare Island's civil engineer, visited dry docks in Europe and decided to use concrete in the construction of the dry dock rather than rubble stone. But first 90,000 cubic yards of dirt had to be removed. The cofferdam to keep the water from the Napa River contained had its first pile driven in September 1872 and excavation was started on 13 August 1873. That was done by men with shovels and pick axes who dug the dirt, loaded it into wheelbarrows and then dumped it into ore cars to pull it out of the hole.

The concrete which is four feet thick formed the lining of the dock and then was covered with paving stones of dressed granite which weighed 5.5 tons each and were put into place with a crane. The granite came from Folsom, Rocklin and Penryn, as well as Pino and Crystal Lake, all in the Sierra Nevada. The stones were cut to size in quarries in Placer County



An image of the original message from the *Skipjack*

and then transported to Vallejo by rail and floated to Mare Island by barge. The first stone was put into place on 1 December 1874 and the last was placed 18 February 1891, nearly 19 years after the project was started. The estimated cost was \$2,139,000; using concrete instead of the rubble stone greatly decreased the total cost. The first ship to use the dry dock was the USS San Francisco built at Union Iron Works in San Francisco.

Prior to Dry Dock #1 being completed the largest Navy dry dock in the US was in Brooklyn and was 286 feet long, 68 feet wide and the depth of water at high tide was 26 feet. Mare Island's dry dock was 525 feet long (440 feet inside of the caisson), 114 feet wide at the top and would have a depth at high tide of 32 feet. In later years the dry dock was lengthened and is now 494 feet inside the caisson.

One of the questions tour guides are often asked is "How long does it take to fill the dry dock?" None of the guides knew the actual answer! Recently donated to the library was a very small booklet entitled *Pertinent Data of Mare Island Dry Docks* and in that tiny book lay the answer. It tells us that to flood Dry Dock #1 through the caisson (black gate at the end) there are two 42" and two 36" valves and it takes approximately 90 minutes to flood the dock. To "dewater" the dry dock two 54" pumps which can pump 104,000 gallons per minute are located in the pump house and lower the level of water one foot every five minutes. An interesting feature of the pump house is that it has a huge hook on the center of its octagonal roof. This hook allows the roof to be lifted by a crane so the machinery can be moved in or out without damaging any part of the building since the doors are standard size. The dry dock also has five capstans (power winches) used to pull the ship into the dry dock. The capstans are located at the head of the dock; two amid ships, one on each side of the dock; and two at the entrance again with one on each side.

Dry Dock #2, started in 1902, now the longest dry dock at Mare Island is 675 feet long and had its caisson replaced in the 1980s with four 42" flood lines and takes approximately two hours to fill. Using the same type of pumps as Dry Dock #1 it empties at the rate of one foot every four minutes. If both pumps are working it takes it takes two hours to "dewater." It has seven capstans and is presently being used as a commercial dry dock by Mare Island Dry Dock a new

company which has just received NAVSEA qualification to repair Navy ships. The first big task is overhauling a Coast Guard ice-breaker, a job which will take two months and cost \$5 million.

Dry docks #3 and #4 each have two main tunnels, each with a 48" x 60" gate valve which provides the only means for flooding the dry docks.



A monitor class warship (**USS Monadnock**) being fitted out at in Dry Dock 1, Mare Island, circa 1883

## Mare Island Supporter Extraordinaire

John Chamberlin was born and raised in Vallejo and graduated from St. Patrick's High School and immediately became employed at Mare Island Naval Shipyard in 1960 where he was trained as a machinist in the apprentice program. John worked in a few other codes, but his real love was being a machinist and he eventually became a Shop 31 general foreman. In 1987 John decided to take an early retirement and open his own business, Chamberlin Enterprises, in Napa where he did custom machining and fabrication, though his first love and much of his work involved building "street rods" and race cars. He also loved racing those cars and set several NHRA (National Hot Rod Association) records, one of which still stands today. In the 1990s when Mare Island was working on the **USS Parché**, a nuclear submarine, to make her bigger by inserting another 100 feet into the middle, they sub-contracted some of the work to off-yard machinists and Chamberlin Enterprises was one of those machine shops. Soon Chamberlin Enterprises will be machining the bearings for a periscope to be inserted in the control room being



John and Janice Chamberlin  
(Photo first published in Nov 09, 2013 by Napa valley Register)

built in the museum.

After Mare Island Museum opened Chamberlin became aware that Napa Valley College was getting rid of some old machines, a lathe, drill press and others, and he decided to recruit some of his buddies from Shop 31 to help construct an exhibit in the museum displaying the machines and equipment used in the inside machine shop, Shop 31. With much labor and love the exhibit was finally finished and is the most professional looking display in the museum.

Now John had developed a love for the museum and an idea of what could be done and he was off and running. In no particular order, he founded and still chairs the SOS (Save our Sail) Committee to raise funds and build a permanent display for the sail of the nuclear ballistic missile submarine, *USS Mariano G. Vallejo*, which now sits forlornly on a building way along the waterfront. The first plan was to install it in the Alden Park, but a historical landscape study dictated that objects newer than 1945 should not be displayed in the park. The present plan is now to install it in front of the museum on a specially built platform which will include memorial pavers. The project, beset with numerous setbacks, primarily bureaucratic, is still being developed but is in the final planning stages and the SOS Committee is hopeful construction can begin soon.

Not one to be idle, John then took on another project in the meantime, which was to build the control room for the *Vallejo*. The museum already had the actual

## Coming Events

### MIHPF Board Meeting

July 28, 2014

10:00 A.M.

Quarters B

POC: Ken Zadwick, Tel: 707-557-0662

### Shop 31 Reunion

September 20, 2014

12:00 Noon

Mare Island Museum

POC: John Chamberlin, Tel: 707-255-2647

### Shop 51 Reunion

September 27, 2017

12:00 Noon

POC: Richard Karr, Tel: 707-643-9008

### MIHPF Board Meeting

October 27, 2014

10:00 A.M.

Quarters B

POC: Ken Zadwick, Tel: 707-557-0662

### Design Code Reunion

November 14, 2014

10:30 A.M.

Mare Island Museum

### Christmas Concert

December 21, 2014

2:00 P.M.

Chapel

POC: Mare Island Museum, Tel: 707-557-4646

For further information on any of these events contact the museum at [mihp46@att.net](mailto:mihp46@att.net) or call (707) 557-4646

steering/diving stand, ballast control panel and the torpedo fire control panel from the sub, but the plan was to build an accurate replica in which to display them. A complication arose when John's crew was made aware that no plans for any vessel are available until the vessel has been stricken for 25 years. The *Vallejo* did not qualify. By contacting ex-crew members and others who had worked on the sub, dimensions were determined and the work is well under way. A major undertaking still to be

accomplished is installing a periscope. Then John's crew decided, "Why not build a display over the control room?" since that otherwise would be wasted space. Now they are busily preparing a Cold War exhibit on a mezzanine above the control room to show why it was so critical for the U.S. to have subs like the *Vallejo*. That display area is nearing completion.

In addition John has also been involved in clearing out Bldg.215 where the Navy had stored many pieces of furniture and other "treasures" (which saved the museum nearly \$5000 in CFD fees,) painting the inside of the museum, repairing the front of the chapel and various other projects in and outside the museum. If it needs to be done, John and his crew are there to get it done.

John also is a member of the board of directors of the Mare Island Historic Park Foundation and served as its secretary. He started and originally chaired the

Museum Advisory Committee which meets monthly to determine projects and make recommendations to the board of directors.

When speaking of John, one must also recognize the members of his crew who are here every Friday without fail. They are Roger Lambert, Bill Linne, Rod Lissey, Jim Porterfield, Harry Martin, Sam Shoults, Bob Smith, Bill Eastwood and Richard Brink. And John also puts his wife Janice to work with her cohort, Cindy Eastman, who are responsible for rehabbing the keel laying plaques as well as any number of painting and "social activity" projects. Everyone likes to tease John about his "chauvinism" and being the "boss," but all recognize that without volunteers like John Chamberlin the Mare Island Museum would not be the credible institution it has become where serious historians and casual visitors alike can find something of interest and value.

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## Want to Help Restore the Mare Island Bridge Logo?

If you would like to help restore the Mare Island Naval Shipyard logo on the causeway bridge there are two ways you can help:

1. Point your browser to <http://www.gofundme.com/8awkto> and follow the screen prompts to donate
2. Write a check made payable to MIHPF and designate it "MIHPF-logo"

**Mail it to: Mare Island Museum/ Logo  
1100 Railroad Avenue  
Vallejo, CA 94592**

Your interest is appreciated and hopefully we will be able to fund this so Mare Island Naval Shipyard and its place in history will not be forgotten. Contributions are tax deductible



The current weathered state of the Mare Island Bridge Logo. Come! Lend a hand and lets bring this proud logo back to colorful glory!

## Mare Island Museum Membership

1100 Railroad Avenue, Vallejo, CA 94592

(707) 557 4646 [mihp46@att.net](mailto:mihp46@att.net) [www.mareislandhpf.org](http://www.mareislandhpf.org)

The Mare Island Historic Park Foundation keeps alive the history of Mare Island Naval Shipyard and chronicles its shipbuilding activities in the museum, as well as preserving the most historic buildings – St. Peter's Chapel, the Shipyard Commander's Mansion and Building 46, the oldest building on the island dating from 1855. The shipyard founded in 1854 by Commander David G. Farragut, first admiral in the USN, was the first naval installation on the West Coast and was an important contributor to success in World War II in the Pacific. It also played a prominent role in the Cold War by building 17 nuclear submarines. We invite **YOU** to become a part of this endeavor by partnering with the Mare Island Historic Park Foundation and supporting its work.

### Benefits of Membership:

- Free Admission to the Mare Island Museum (Bldg 46) for the year of partnership
- 10% discount on purchases in gift shop
- Advance notice via email of new exhibits or events sponsored by the foundation
- Access to Mare Island Museum Library
- Free newsletter via email
- Helping to preserve the history of Mare Island Naval Shipyard

### Partnership Levels: (All partnerships are for one (1) year and are fully tax deductible)

- Individual \$25.00 – Admits partner named on card
- Out of State \$20.00 – Admits partner named on card
- Family \$40.00 – Admits two household members and their children or grandchildren 12-18 (under 12 are free)
- Student \$15.00 – Admits student named on card with a student ID card

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### Mare Island Museum Membership Application

Name \_\_\_\_\_ Date \_\_\_\_\_

Street Address \_\_\_\_\_

City, State, Zip Code \_\_\_\_\_

Phone \_\_\_\_\_ Email Address \_\_\_\_\_

Partnership Level:

\_\_\_\_\_ Individual \$25      \_\_\_\_\_ Out of State \$20      \_\_\_\_\_ Family \$40      \_\_\_\_\_ Student (with ID) \$15

Visa \_\_\_\_\_ Mastercard \_\_\_\_\_ American Express \_\_\_\_\_ Card Number \_\_\_\_\_ Exp. Date \_\_\_\_\_

Make checks payable to **MIHPF**.

Remit to: ATTN; Membership  
Mare Island Museum  
1100 Railroad Ave, Vallejo, CA 94592

(For Office Use Only)    \_\_\_ L    \_\_\_ D    \_\_\_ E

Received by: \_\_\_\_\_

Date \_\_\_\_\_