

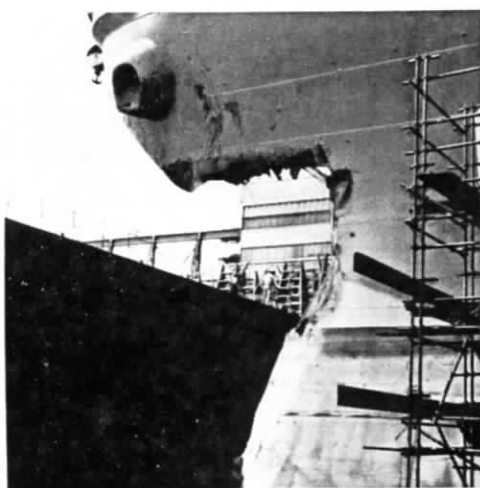


U. S. S. *Wisconsin* returning to port on May 7, following her collision.

OPERATION BOW TRANSFER

The battleship *Wisconsin* suffered extensive bow damage in a collision with the destroyer *Eaton* off the Virginia Capes in early May. The time necessary for the rebuilding of the bow of the *Wisconsin* would have interfered with the scheduled summer cruise of Annapolis

Midshipmen to Europe; thus the unique transfer of the bow of the unfinished *Kentucky* to the *Wisconsin* as shown on these two pages. The bow of the *Kentucky* was removed in Shipway 10 of the Yard.



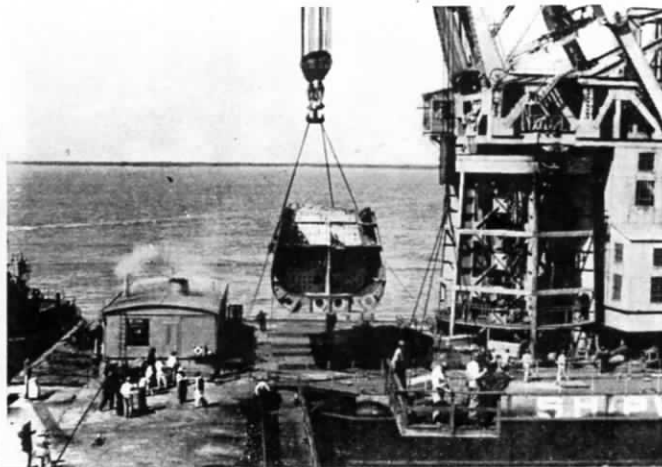
Close-up view of the damage to the battleship's bow after she was placed in dry dock at the Norfolk Naval Shipyard.

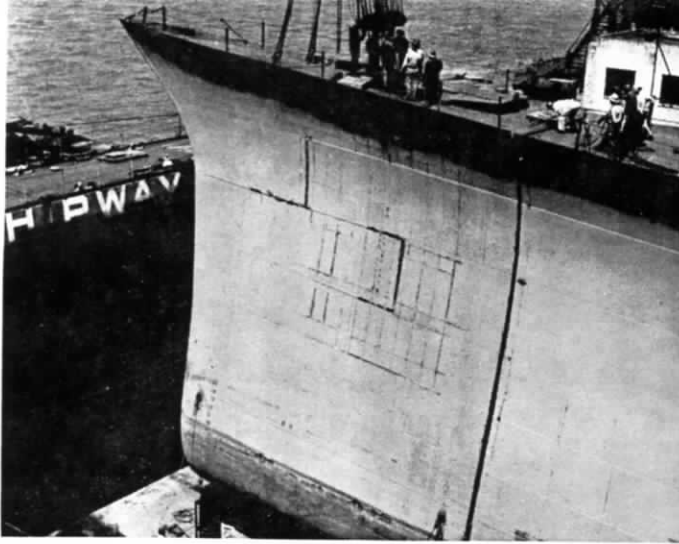


Upper undamaged portion of the *Wisconsin's* bow is lifted out of the way to facilitate installation of the lower section.

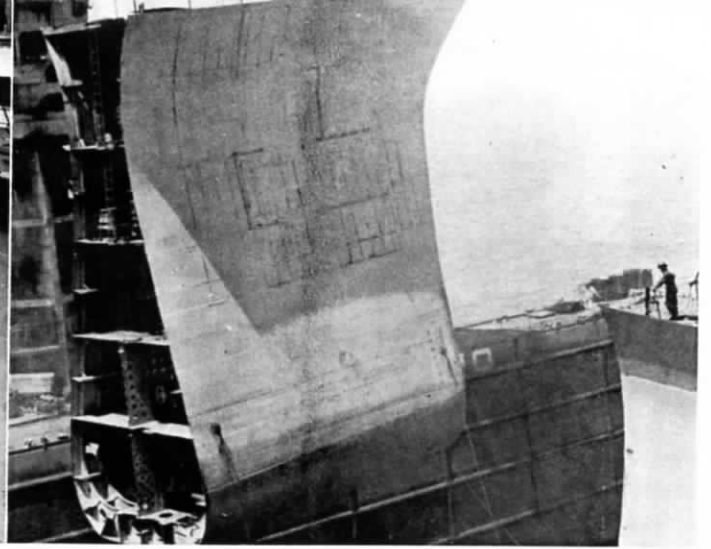
The *Kentucky* being placed in Number 10 Shipway with her stern inboard. Considerable ballasting was required before the docking operations.

Navy derrick is transferring undamaged bottom portion of the *Wisconsin's* bow on the deck of the *Kentucky*.





The final cut was not made on the bow portion of the *Kentucky* until the crane was ready for the lift.



The 140-ton bow section of the *Kentucky* being transferred to the deck of the Navy crane.



The Navy crane with the *Kentucky* bow section en route to the Norfolk Naval Shipyard.

The *Kentucky's* bow section being placed in position on the *Wisconsin*.

Bow damage completely repaired and the *Wisconsin* leaves the dry dock on June 8.

