

2nd Quarter
2007



"Rest well, yet sleep lightly and hear the call, if again sounded, to provide firepower for freedom..."

THE JERSEYMAN -- 5 Years Nr. 54

USS NEW JERSEY... Korea-May 21, 1951

"My special sea detail was on the anchor, and my job was to operate the brake to lower or raise the anchor. The best I can remember, it was about day break when the word was passed to man the special sea and anchor detail. As soon as we got to our station, we could see North Korean shells hitting nearby the ship. The word came down from the bridge... **"let go the anchor Bos'n!"** and **Chief Warrant Bos'n H.J. White** (he was from Mississippi,) told me to let the brake off, and by then we were backing down at flank speed. When the end of that anchor chain cleared the chain locker, it flew up and over, and took a bite out of the gunwale. And so we left our starboard anchor and chain back in Wonsan Harbor... One thing that still bothers me today, is why did we anchor in harm's way?



Now at about this time, GQ was sounded and we manned our battle stations. We didn't leave the area... we stayed around long enough to take care of the guns that were firing at us.

The Chaplain was our battle narrator. He would get on the P.A. system, and relay the info to all of us that were inside the ship and couldn't see what was going on. When he passed the word that we were receiving fire, and had taken a hit on Turret #1, I got very concerned as my younger brother, GMSN Neal Adams, was a gunner in that turret. But as it turned out, he was OK, and he told me later that he didn't feel a thing when it hit.

My job when we were steaming, or in port, was as the air test crew. Each quarter, a number of compartments had to be tested for water tight integrity. Now there are a lot of compartments in a battleship, and many of them are not easy to get to. On some of the tests, I would have to have a man hold a ball of string, and I would take it with me so that I could find my way back out.

When we were on our way back stateside, my enlistment was up, and I was going to call it a career. But the word came down that President Truman had extended us all for another year, so I re-upped for six more.

I retired in 1967, and went to work deep sea diving, but this didn't last long. They were not as concerned with our safety... they just wanted the job done.

My last few years I worked in civil service as an aircraft mechanic overhauling helicopters... I am 80 now, and my health is good.



Submitted by:
Andrew Adams, DCCM, (MDV) USN/Ret.
Master Chief Damage Controlman (MDV) - Master Diver
WW2, Korea, Vietnam
Ingleside, Texas

THE JERSEYMAN - RANGEFINDERS

Editor's Note:

On the cover of the 1Q 2007 issue, this nameplate was shown from the NEW JERSEY's Turret #2 Rangefinder. We then received a note from a retired Master Chief Fire Controlman, who provided these data and sources below for the MK 52 rangefinders. Many thanks Master Chief. - TH



“Most of this was extracted from OP-1572 - Rangefinders MK52, Mod 0 and 1...”

Optical Characteristics: Stereoscopic Rangefinder MK 52, Mod 1

Optical Baselength: 46 ft

Optical Length: 48 ft

Diameter (Average): 25.3 in

Weight: 11,975 lbs

Magnification: 25 X

Stereo Acuity (compared to unaided human eyes): 5,520 x 1 Improvement

(As a point of reference, a pair of 7 x 50 binoculars are a 14 x 1 Improvement.)

Range Limits: 4,500 to 70,000 yards

Ranges were transmitted to the Type III Graphic Plotter of MK8 Rangekeeper in Plot. The MK4, Mod 1 (General Electric) Rangefinder Stabilizer provides level (elevation) stabilization. Gyro has a spin rate of 13,600 rpm. The stabilizer increases ranging accuracy, and number of ranges taken per unit of time within any reasonable sea-state.

(When range transmitter was deactivated in late 1940's, the turret rangefinder ranges were passed over the JW phone circuit.)

MK 52 Rangefinder stand weight: 19,265 lbs

The cast steel 2.5" armor hoods (the turret's "ears") weigh 50,785 lbs., for the pair.

Unit of Error Table - 46 ft./25x Rangefinder	
Range in yards	1 Unit of error in yards
5000	3.8
6000	5.5
8000	9.7
10000	15.2
12000	21.9
14000	29.8
16000	38.9
18000	49.2
20000	60.7
25000	94.9

THE JERSEYMAN - MOTHBALL FLEET

Preserving USS NEW JERSEY: Lessons from the Mothball Fleet

Gordon E. Hogg
Lexington, Kentucky

When are a museum and its prime artifact one and the same thing? An historic building fits that description, but a museum ship like USS *New Jersey* is a better example, and her preservation even more of a challenge. Since her launching at the Philadelphia Navy Yard on 7 December 1942, she has spent her long life afloat, and her career from that point until 1991 was accomplished on a kind of “installment plan” of alternating periods of activity and inactivity, preparing both for readiness and preservation. A total of twenty-four years out of almost fifty might

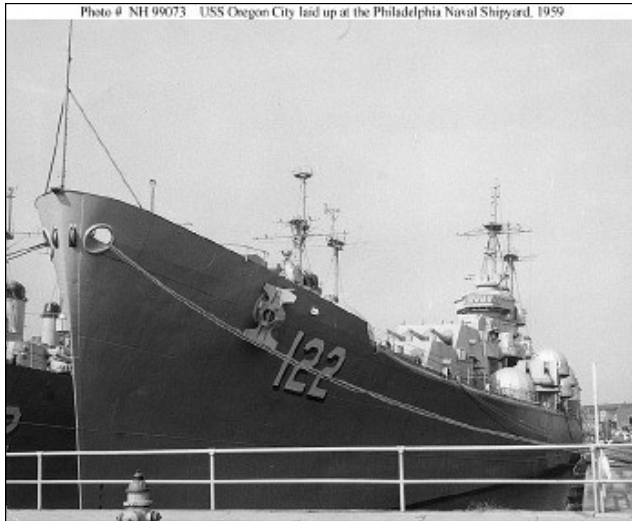


Photo # NH 99073 USS Oregon City laid up at the Philadelphia Naval Shipyard, 1959

seem like a short active life for such a powerful warship, but there were other U.S. Navy vessels that served only a fraction of that time, especially just after World War II.

Consider the case of the heavy cruiser *Oregon City* (CA-122), (inset) commissioned 16 February 1946. A month later she made her shakedown cruise, and operated as 4th Fleet flagship in the Atlantic and Caribbean from July to October before laying up at Boston for five months with a drastically reduced crew. Against a back-drop of continuous post-WWII warship disposals by the U.S. Navy, *Oregon City* joined the 2nd Fleet in early 1947, hosted a summer midshipmen cruise, and finally reported to the Philadelphia Navy Yard in August for deactivation. These brief outings would constitute her entire operational history. On 15 December 1947—barely twenty-two months after entering the fleet—USS *Oregon City* hauled down the ensign for the last time and was decommissioned, joining both old and new ships carefully preserved in the growing inactive Reserve Fleet, never putting to sea again, except for a last tow to the shipbreakers in 1973.

Even as early as May 1944 the Navy’s Bureau of Ships had been looking ahead, hoping to reduce surplus naval hardware in stages as the war effort was expected to scale back, and to select frugally from ships still building in the yards—like USS *Oregon City*. But with the relatively sudden Japanese surrender, many contracts for various ship types were cancelled outright, while the construction of partially built destroyers, cruisers, aircraft carriers and battleships was simply halted—some, like the last two *Iowa*-class battleships *Illinois* (BB-65) and *Kentucky* (BB-66), were left incomplete on the shipways, or trapped in otherwise useful building docks.

When the war ended, the Navy’s deactivation plan for well over 1000 ships collapsed into a colossal logistical problem: too many ships kept arriving at the reserve fleet depots (dubbed the 19th Fleet on the Pacific coast, and the 16th Fleet on the Atlantic and Gulf coasts), their crews soon vanishing into the civilian world. The postwar U.S. Navy could put crews aboard just over 300 major combatants, backed up by an enormous mothball fleet (by 1950 some 2000 vessels strong) which could—in theory—be called back to duty in a matter of months if and when necessary.

The idea for a U.S. mothball fleet was not new in the mid-1940s. In 1912 a reserve fleet formed at the Philadelphia Navy Yard, followed by the so-called “Red Lead Row” there and at San Diego following World War I, which yielded the fifty destroyers of that vintage ceded to the Royal Navy in the Lend-Lease exchange of 1940. Almost a century and a half earlier, President Thomas Jefferson and architect Benjamin Latrobe collaborated on a novel method of preserving the U.S. warships they believed would be idled after the war with the Barbary pirates played out. Jefferson had discovered, for example, that during Venice’s long naval dominion several centuries before, engineers at its naval arsenal had built drydocks capable of preserving warships for eighty years—after which a mere month of refurbishing would have them battle-worthy once again. Jefferson in 1802 proposed that Latrobe design a facility at the Washington Navy Yard incorporating lock-docks and a protective roof that could drydock and preserve twelve warships: a project that was, however, voted down by Congress that same year.

THE JERSEYMAN

U.S. naval engineers, faced with the almost catastrophic level of corrosion in the snoozing “Red Lead Row” destroyers, by the early 1940s began a systematic investigation into improving storage conditions, laying the foundations for the unglamorous but vital technologies and methodologies of ship preservation that continue to this day, benefiting the current Reserve Fleet, and museum ships like USS *New Jersey*.

In late 1945 the efficiency and competence of the 19th Fleet came under the scrutiny of a new inspector general, the not-yet-legendary **Capt. Hyman G. Rickover**, who personified the zeal necessary to carry out the Navy’s preservation imperative while keeping within an absurdly tight budget. By the mid-1940s researchers and engineers like Rickover had formulated a scientific approach to combating the slow but deadly wear and tear that time and disuse could guarantee an unprotected vessel. Charged with the overwhelming task of protecting the Navy’s huge material investment against the ravages of the elements over an indefinite period of time, Capt. Rickover pulled no punches. Combing the superstructures and belowdecks areas of mothballed ships, crawling into tiny compartments himself to ferret out the results of lax rustproofing, Rickover made it clear that he expected his level of devotion to procedure and detail to become the standard for care of reserve fleet vessels. The intimidating example he set—coupled with the exacting ferocity of his inspections—kept compliance levels high in the reserve fleet, even after his departure in 1946 for Oak Ridge, Tennessee, where Rickover would apply his unusual energies to the creation of the nuclear navy.

The worst enemy of inactive ships, ironically, was moisture, primarily in the humid air trapped within the honeycomb of interior compartments. A first step in controlling humidity—and, therefore, rust and corrosion—aboard the Red Lead Row ships was the distribution throughout the belowdecks areas of the desiccant unslaked lime (or calcium oxide) in shallow pans—at best a passive and marginally effective means of dehumidification that actually expended much of its energy drawing moisture from mattresses, life jackets, blankets, linens, and other porous materials left inside these ships.

The development in 1936 of the Cargocaire dynamic dehumidification and controlled ventilation system to prevent moisture build-up in cargo ship holds was a breakthrough the Navy had been hoping for. Adapted by the Bureau of Ships for widespread postwar use in the reserve fleets, the Cargocaire model proved an efficient and cost-effective bulwark against mold, corrosion and rust. Depending on the size of a ship, one or more units (up to eight for an aircraft carrier or battleship) were installed within a vessel that—very importantly—had been stripped of all books, paperwork, bedding, carpeting, curtains, life rafts, kapok jackets, or other absorbent materials, to ensure a uniformly dry ship. The engineering components of these ships received careful rustproofing, unlike their forbears on Red Lead Row, whose surfaces were stained with anti-corrosive paint, and whose machinery was slathered with thick grease that proved difficult to remove upon reactivation. By 1944 a thin spray combining preservative with wax was in use, its coating of sealant so fine that it would simply dissolve when the protected gears or turbines were brought back to life. The “fogging” of a turbine with this solution was an exacting ten-step procedure, detailed in a manual distributed to all facilities by the Bureau of Ships. A thorough fumigation followed, just in case any unwelcome wildlife had survived earlier inspections—German cockroaches were a concern, due to their ability to subsist on the nearly invisible debris of human habitation.

When the ship was berthed or anchored, next began the initial dynamic dehumidification, four to six weeks of which would thoroughly dry the ship’s scoured compartments, even leaching moisture previously adsorbed in painted surfaces. As the relative humidity reached the ideal range of 30% down to 25%, there followed the long-term maintenance phase by dehumidification machines charged with the lime constituents silica gel or activated alumina. Sensors throughout the ship monitored fluctuations in temperature, adjusting the airflow accordingly. Despite their careful sealing, reserve ship crews were always watchful for leaks, which could overload a dehumidifier, transforming it into an expensive auxiliary bilge pump. In time, external warning light panels were developed to alert reserve fleet monitors outside the ships to early signs of trouble, as did the highly visible “crossed-V” flooding markers applied to bows (inset) and sterns—still quite visible on *New Jersey*.



THE JERSEYMAN

Effective ship preservation is based on consistent dehumidification: humid air out; dry air circulating within. The early success of the circulated-air model was accomplished by the ingenious re-use of an existing component in every ship: the fire mains, which carried water to virtually every sector of an active ship, large or small. The fire mains—drained of water—coupled now with the ship’s ventilation system, became an ideal ductwork for the pumping, exchange, and exhaust of dry and humid air—at no additional cost to the Navy. In 1946, in fact, the cost of maintaining a destroyer’s environment was about \$110 per year—a battleship or aircraft carrier only ten times that. Details of these and other protective methods were published in the Bureau of Ships’ monthly *Ship Preservation Newsletter*.

Meanwhile, topside equipment too large to dismantle and store within the controlled environment of the hull was sealed, painted, and protected. A ship’s funnels were capped to prevent buildup of rainwater or nesting by birds, and any above-deck ventilation uptakes or exhaust grates were similarly closed off. The interiors of gun turrets became upper extensions of the fire main/ventilation systems in their handling rooms below, while smaller mounts each received dedicated passive desiccant systems that were regularly monitored, as were the closed compartments and tanks belowdecks. Smaller caliber gun mounts were sealed in a web of adhesive strips over-sprayed with layers of fast-drying liquid plastic, or covered completely with an igloo of aluminum or plastic panels—in either case a small Lucite peephole allowed monitoring of the desiccant packs within the plastic shell.

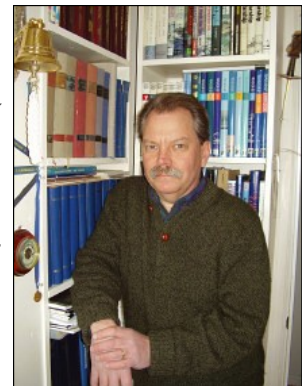
As ships arrived at their reserve fleet destinations, they were drydocked and given a thick coat of antifouling paint below the waterline, followed by scraping and painting topside. The wooden decks of aircraft carriers, battleships, and cruisers were treated with preservative sealants, and despite years of monitoring these decks sometimes deteriorated, occasionally sprouting seedlings and tufts of grass, the calling cards of passing birds.

In a pre-computer inventory age, naval and civilian personnel became adept at combing through an avalanche of paperwork to locate specific ship parts, often within a few days to a few weeks, and these transactions were duly noted in the so-called Cannibal Files maintained by the Bureau of Ships. Inactive or incomplete vessels often were organ donors to their active counterparts, usually supplying mechanical or electronic components, but in 1956 “cosmetic surgery” healed the battleship *Wisconsin*’s broken nose with a bow transplant from her unfinished sister *Kentucky*.

The 1980s reactivation of the *Iowa*-class battleships spoke well of the preservation care those ships had received prior to and after their earlier reactivations, but a new exodus from the inactive anchorages for the many younger ships waiting there did not necessarily follow. The *Iowas*’ unmatched firepower was their ticket back to the fleet, but in time they, too, would eventually find their way back to inactive status, then on to new lives as museum ships. At this writing *New Jersey*, *Missouri* and *Wisconsin* have achieved the status of major attractions in their venues, while *Iowa* still awaits a permanent host.

A museum ship like *New Jersey* is far from an active ship, but in her present role she is certainly not “in mothballs,” either. A visitor has access to many areas within the ship, and needs only to be mindful now and then of both head and shins while navigating the decks and interior. Unseen are the subtle industry of heating and cooling this massive vessel, and the continuing vigilance by her caretakers over the safety and preservation of every passageway and compartment, of every turret and mount. These fine folks ably perform the dual task of hosting thousands of guests aboard *New Jersey* while simultaneously carrying on the non-stop preservation work that will ensure her prominence on this waterfront for many years to come.

Gordon Hogg is director of the Special Collections Library at the University of Kentucky in Lexington, and curator of the William F. and Harriet Fast Scott Soviet Military and Cold War Collection. His research focuses on twentieth-century navies, NATO naval activities, oddities of naval design and architecture, and the development of modern encyclopedias of all kinds. He credits a visit aboard the unfinished hull of the *Iowa*-class battleship *Kentucky* in 1958 with planting the seed of his life-long curiosity about naval construction. Mr. Hogg has published the “history” of the *Kentucky* in U.S. Naval Institute *Proceedings*, and is currently working on his fifth encyclopedia project for history publisher ABC-CLIO.



THE JERSEYMAN - KOREA

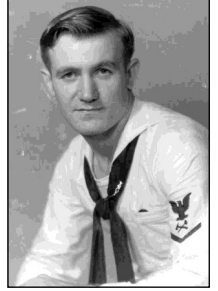
KOREA...

“My GQ station was in turret#3 magazine passing powder. I was also aboard the “Big-J” when she was hit by that 5” shell on turret#1, and helped to de-mothball her in Bayonne. I served aboard until June '54, and I’m still very active at 77”.

Submitted by:

Fred Andrews

Bridge City, Texas



“Passing through Panama Canal
and flushing the water system
in fresh water lake.

Officers vs. Crew in water fight April 1951.

Lt. Wrape of 3rd Division
defeats crewman in a hosefight”



“1951- The Jersey Bounce”



“ 1953-Damage Controlman 3/c Ralph McQuade
from New Jersey above left, with
Damage Controlman 3/c Cornelius (Neal) Adams
from Marshall, North Carolina.”

Note: “Neal” Adams is the brother of
Master Chief Damage Controlman Andrew Adams
mentioned in the front page story of this issue.



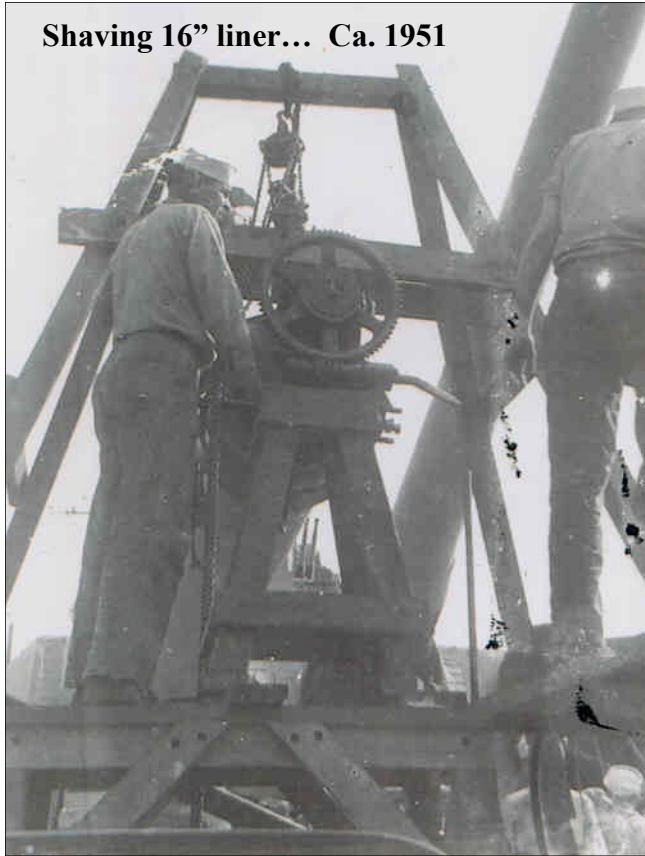
Editor's Note:

These historic photos from the Korean war, are from the ship's archives and were donated by former crewman **Fred Andrews**. If readers have photos from any of USS NEW JERSEY's four commissioning periods, we ask to borrow them. All photos will be returned upon request. Many thanks. - TH

THE JERSEYMAN - KOREA



KOREA...

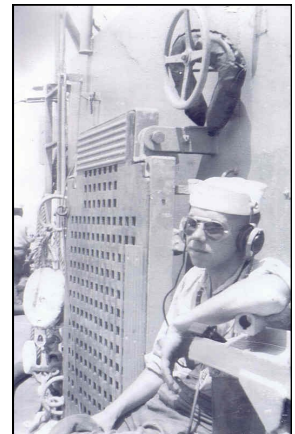
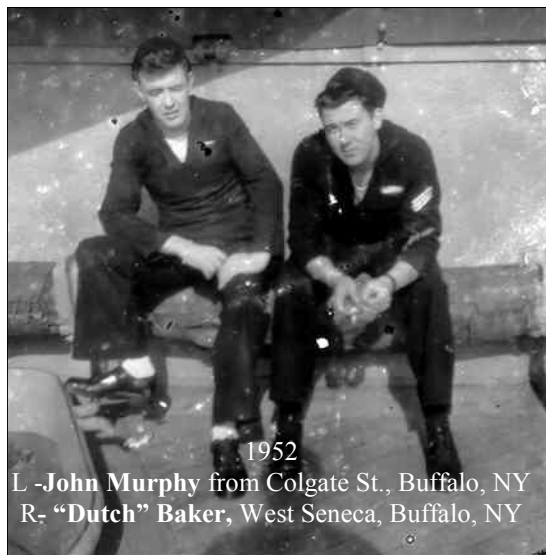


"Some of my shipmates..."

1951- 3rd Div.
Left - **BM2 Beasley, USNR**
Right - **SN Mastrogiovanni, USN**



1951- 3rd Div.
SN Charles Cromwell, USNR
Louisville, Kentucky



1951- **SN Danny Shepard, USNR**
"Rear Quarterdeck Life watch Station during refueling of ships at sea"

THE JERSEYMAN - WORLD WAR 2

Note: In late January, we forwarded a presentation of the 100 Most Memorable US Military photos to the Jerseyman database. The USS NEW JERSEY photo seen below was in that presentation, and prompted a contact from WW2 USS NEW JERSEY crewman, **John Samolowicz** who recalled this particular day, and similar events... - TH

I tried even with my magnified glass to see where I was on this photo but was unable to do so. However I was able to recognize some of my division shipmates. This photo showed only one prisoner, but I had witnessed on other occasions when more than one Japanese was brought aboard on the fantail, washed down by the ship's hose and with their wounds clearly visible, but not life threatening. After the washing process they were cleanly clothed.

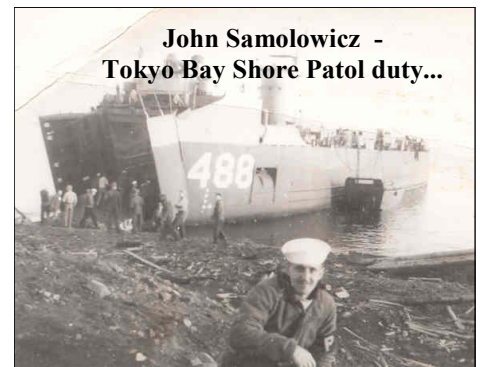
I was on the level above the main deck with Admiral Halsey nearby, and watching the transfer from the destroyer that retrieved them from sea after they had been sunk. As far as I can recall, the Japanese prisoners were spying on our location.

When they were clothed they were told to look up at the area where Halsey was standing. Most of the time they kept their heads bowed. After being persuaded to look up, and Admiral Halsey catching their eye, he pointed to the scrambled eggs on his hat to indicate that they were now looking at one of the highest ranking members of the United States Navy. They were then whisked away, treated to their wounds, interrogated perhaps, and kept in the brig aboard. We were at that time the flag ship with Admiral Halsey in command... this was somewhere during the years 1944 and 1945.

In the past, you also had a Jerseyman issue with the story of my shipmate **Ken Loewecke**, and talking of the day we were hit with friendly fire. The shell penetrated the main deck aft and landed in the mess decks below. I was showering and heard that shattering noise when it happened. I went and looked at the hole that the shell made and saw a great blue sky up through the deck. I thanked our almighty God that this shell had not exploded, otherwise I would not be here today and telling you of this story.



John Samolowicz
"R" Division
USS NEW JERSEY/WW2
Washington Township,
New Jersey



John Samolowicz -
Tokyo Bay Shore Patrol duty...

THE JERSEYMAN

HERMAN

JIM Liniger



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The "Old" Navy...

Did hot gravy ever make it into the ice cream on one of these?

Do you still put the fork, knife and spoon inside your shirt pocket when you're in line at a buffet?

Did S.O.S. taste better on these trays, or was it just me? - TH

THE JERSEYMAN

FROM THE MAILBAG... THANKS

From the Naval Cryptologic Veterans Association (NCVA)

With sincere thanks to **Dave and Margaret Burgess** of the Battleship NEW JERSEY radio gang, and a few Naval Cryptologic Veterans Association members, the Cryptologic Display at Corry Station, Pensacola, FL, is now the proud owner of two “new” communication equipments. The TT-247 Model 28 Teletype, and a World War II vintage RBA receiver.

These equipments were retrieved from **USS DES MOINES (CA-134)** by members of the Battleship New Jersey radio gang. Following a request made by the NCVA, transfer documentation was completed and the gear was transported down to Ocala, Florida by **Joe Cramer** of the New Jersey Amateur Radio Station who was heading to South Florida for the winter. Joe delivered the equipment to NCVA member **Mike Sheehan** and they were held by him at his home waiting further transportation to Pensacola. In late January **Kevin Bearden** made the trip from South Florida to Pensacola and stopped at Mike’s along the way to bring the equipment to us at the US Naval Security Group Command Display in Pensacola. The equipment is now available for public viewing.

We sincerely thank all hands for helping us with this special gear at our NCVA museum, and if we can reciprocate in any way, please let us know.

Submitted by:

John Gustafson, CTRCM, USN/Ret.

NCVA Secretary,

Corry Station, Pensacola, Florida



Those interested in US Naval Cryptologic History can view our interactive museum display by clicking once on the front door at: http://www.navycthistory.com/Command_Display_entrance.html



USS ARIZONA (BB-39)

“USS Arizona, Flagship of Battleship Division 1, departing Pearl Harbor for the mainland in 1936...”

© James A. Flood

THE JERSEYMAN



A couple of cold winter mornings in February and March 2007...

Photos courtesy of Volunteer Rich Thrash
(Webmaster - USSNEWJERSEY.COM)

Update on Captain Larry Seaquist's article...

Following our 1Q-2007 issue with Captain Larry Seaquist's article on the IOWA's, we received several complimentary emails and notes from former USS IOWA crewmen that had once served with Captain Seaquist.

We have included his new address below. If you would like to send a note to the newly elected Washington State Representative for the 26th Legislative District, here is the address:

**Larry Seaquist
State Representative
House of Representatives
317 John L. O'Brien Building
P.O. Box 40600
Olympia, Washington 98504-0600**

The Jerseyman has requested an additional article from The Honorable Larry Seaquist for a future issue... stay tuned.

THE JERSEYMAN - USS SLATER (DE-766)

A visit to USS SLATER (DE-766)

by Battleship New Jersey Volunteer Andy Roppoli...

I recently had the pleasure of touring one of our nation's best kept maritime museum secrets located along the waterfront in the Port of Albany, New York. **USS Slater, DE766**, is a Cannon-class Destroyer Escort and the last of the 565 escort vessels still afloat. As the only surviving World War II Destroyer Escort, it is interesting to see that she still has much of her original battle configuration still in place.

At 306' in length, a beam of 36' 7" and 1600 tons at full load, Slater and the other ships of this class are not all that impressive. But that is a statistical illusion that quickly fades when you board the vessel at mid-ship. You quickly realize that this ship is bare bones fighting fury, well suited for the mission she was given. Whether it was anti-submarine warfare, shore gunnery support or radar picket duty, the DE's performed admirably.

USS Slater is listed in the National Registry of Historic Places and well deserves its designation. After undergoing a 10+ year restoration the vessel is in magnificent condition. Virtually every weapons system has been meticulously restored. These systems include the multi-purpose exposed 3" gun mounts, the antisubmarine Hedgehog launcher, K guns and rear roll rack, and on through the array of twin 20mm and 40mm gun emplacements.

As visitor's venture into the interior through the fully functional galley, the multi-functional crew quarters and into the officer's cabins, you become acutely aware of the closeness of life aboard the Destroyer Escorts. Privacy and creature comforts are a thing of the past on these ships. As you continue the tour through the bridge, down through CIC and beyond the Ward Room, you can't help but feel that the ship is battle ready!

USS Slater can be found just off Interstate 787 in the Port of Albany, New York. It is a credit to its backers, volunteers and staff who selflessly give of themselves to keep USS Slater shipshape. A hardy "Job Well Done" to the current crew of the Slater and to all Destroyer Escort crews of the past.

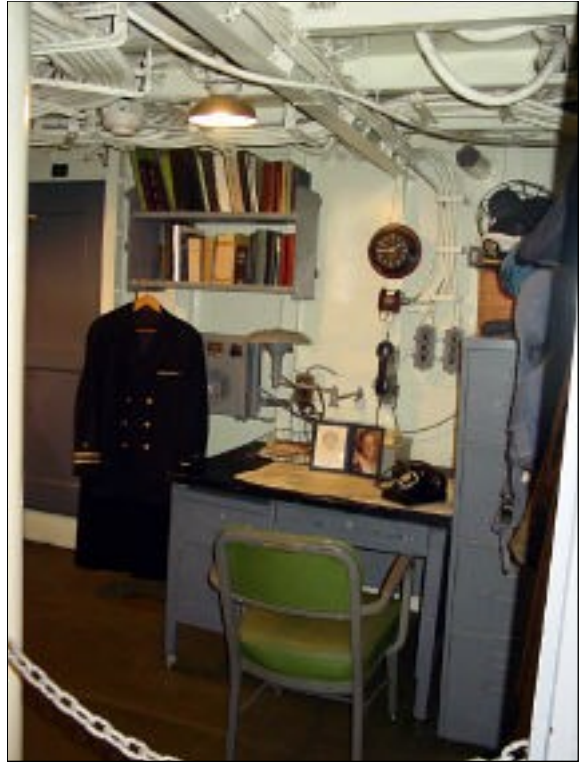
If any of my Battleship New Jersey volunteer shipmates have the time, I highly recommend a visit to this beautiful ship.



Article and photos submitted by:
Volunteer Andy Roppoli
 Shamong, New Jersey

THE JERSEYMAN

A visit to USS SLATER (DE-766) - Continued...

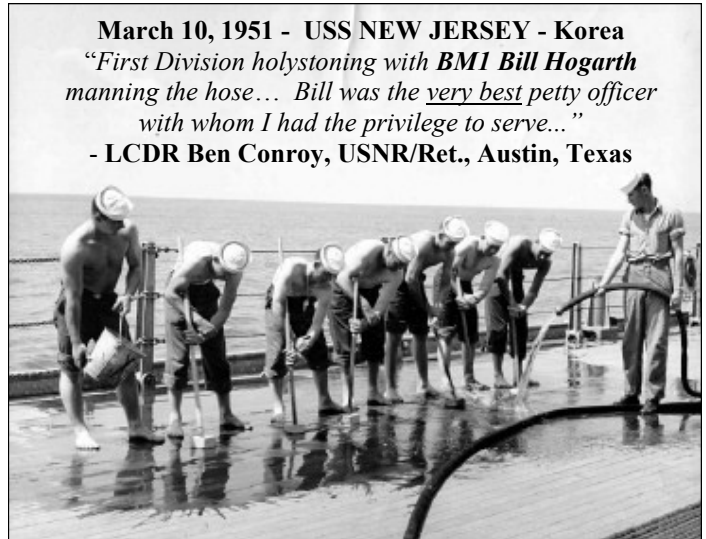


THE JERSEYMAN

FROM THE MAILBAG... KOREA

The two photos below were also recently donated to the ship's archives by **LCDR Ben Conroy, USNR/Ret.**, and "probably taken Memorial Day 1952 in Portsmouth, VA."

Photo below left "...shows elements of the ship's First Division led by me. I was a LTjg then, and First Division Officer. We are followed by elements of the Third Division led by my classmate **LTjg Dick Springe.**"



March 10, 1951 - USS NEW JERSEY - Korea
 "First Division holystoning with **BMI Bill Hogarth** manning the hose... Bill was the very best petty officer with whom I had the privilege to serve..."
 - **LCDR Ben Conroy, USNR/Ret., Austin, Texas**

Photo below right "...shows Dick Springe and the 3rd Division rounding corner, followed by elements of the Marine Detachment. The movie marquee shown in the middle of this photo reads:

'Singing in the Rain - Gene Kelly and Donald O'Connor'



Correction

On page 11 of the 1Q 2007 issue of *The Jerseyman*, the **SS United States** bell photo was incorrectly captioned. It should have read:

Photo submitted by:

Sarah E. Forbes, M.D.

Owner and President

SS UNITED STATES Inc.,

@ Windmill Point Restaurant

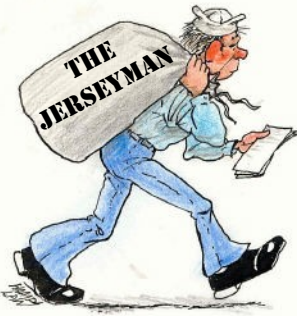
Nags Head, North Carolina

www.WindmillRestaurant.com

We sincerely regret the error and any inconvenience it may have caused. - TH

THE JERSEYMAN

FROM THE MAILBAG... VIETNAM



“We slept in the forward compartment somewhere in the vicinity of Turret 1 or 2. I seem to remember we were only one or two compartments removed from the chain locker. But anyway, when they fired from the turret, the shock wave would actually throw me out of my rack onto the deck (fortunately I was on the bottom rung). I learned to sleep with my hands locked around the chains to prevent falling out, kind of like birds that perch on tree limbs to keep from falling off while sound asleep.

As a radioman I saw a lot of Captain Snyder and also Captain Peniston. In one instance, I remember when Captain Snyder decided to bring companies of Marines or soldiers from the units that we supported with naval gunfire in Vietnam aboard the ship for a couple days. His purpose was mainly to have the ground forces, and the ship’s crew, spend time together so we could better understand the problems each of us faced, and with the goal of having us understand how to better support ground forces in combat, and also not bitch so much when he called GQ in the middle of the night. A side advantage was that it was the first time in months that most of those guys slept on clean sheets, had regular hot meals and hot showers, or those things that we all took for granted - like peanut butter sandwiches and cokes. The crew got very attached, and we did everything we could to pamper them.

Anyway, DOD back in DC got wind of what the Captain was doing and they sent a snotty message from some guy in the Navy department noting that the Captain had not gotten permission in advance to do this, calling it a “public relations stunt,” and not to do it again. Everyone who knows Captain Snyder knows that he has little time or patience for such crap, and he is not shy or reticent about telling the brass where to get off. I saw the message he sent in response. He explained, trying to contain his anger, that the reason he did what he did was not for “public relations” but because, *“no one, including myself, has mark-one eyeball experience”* with the perspective of the ground troops, and he wanted his crew to understand the importance of their role in naval gunfire support. Referring to the DC perspective of his activity as public relations, he couldn’t constrain his contempt. He said, *“I have no idea what is going on in Disneyland East (the pentagon) and could care less.”* He closed with reference to the erroneous allegation that he had not informed DC by referring to a message he had sent to them doing just that, and closing the message with a terse, and contemptuous... *“Nothing heard!”*

Because I was familiar enough with the Captain to approach him, one of my favorite activities for the Marines was to get a standard publicity photo of New Jersey firing a broadside and take it to the Captain for an autograph, and then giving it to a Marine. I can remember one time that I asked and he obligingly signed it for me with a pretended annoyance, saying, *“You’re not gonna give this to some commie, are you?”*

Submitted by:
George Stavros, former RM1
 USS NEW JERSEY - Vietnam
 Portland, Oregon

Photo from ship’s reunion 2005...

RADM Ed Snyder with RM1 George Stavros



THE JERSEYMAN

A speech by **RADM James R. Stark, USN**
President of the Naval War College, Newport, RI.,
Marine Corps Birthday - 10 Nov 1995



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The first reason I like Marines:

They set high standards for themselves and those around them, and will accept nothing less.

I like the way Marines march.

I like the way Marines do their basic training whether it's Quantico, Parris Island, or San Diego.

I like the idea that Marines cultivate an ethos conducive of producing hard people in a soft age.

I like the fact that Marines stay in shape.

I like the fact that the Marines only have one boss - the Commandant.

And I like the directness of the Commandant.

I like the fact that Marines are stubborn.

I like the way Marines obey orders.

I like the way Marines make the most of the press.

I like the wholehearted professionalism of the Marines.

It occurred to me that the services could be characterized by different breeds of dogs.

The Air Force reminded me of a French Poodle. The poodle always looks perfect... sometimes a bit pampered and always travels first class. But don't ever forget that the poodle was bred as

a hunting dog and in a fight it's very dangerous.

The Army is kind of like a St. Bernard. It's big and heavy and sometimes seems a bit clumsy.

But it's very powerful and has lots of stamina. So you want it for the long haul.

The Navy, God bless us, is a Golden Retriever. They're good natured and great around the house.

The kids love 'em. Sometimes their hair is a bit long...

they go wandering off for long periods of time, and they love water.

Marines I see as two breeds, Rottweilers or Dobermans, because Marines come in two varieties,

big and mean or skinny and mean. They're aggressive on the attack and tenacious on defense.

They've got really short hair and they always go for the throat. That sounds like a Marine to me!

So what I really like about Marines is that 'first to fight' isn't just a motto, it's a way of life.

From the day they were formed at Tun Tavern 221 years ago,

Marines have distinguished themselves on battlefields around the world.

From the fighting tops of the Bonhomme Richard, to the sands of Barbary coast,

from the swamps of New Orleans to the halls of Montezuma, from Belleau Wood,

to the Argonne Forest, to Guadalcanal, and Iwo Jima, and Okinawa and Inchon, and Chosin Reservoir

and Hue City and Quang Tri and Dong Ha, and Beirut, and Grenada, and Panama,

and Somalia, and Bosnia, and a thousand unnamed battlefields in godforsaken corners of the globe.

Marines have distinguished themselves by their bravery, and stubbornness  
 and aggressive spirit, and sacrifice, and love of country, and loyalty to one another.

They've done it for you and me, and this country we all love so dearly.

They asked for nothing more than the honor of being a United States Marine.

That's why I like Marines!



## THE JERSEYMAN - SHIP'S BELLS

### USS PENSACOLA (CA-24)

Pensacola-Class

Keel laid on 27 October 1926 at the New York Navy Yard

Commissioned 1930

Decommissioned 1946

Survived the two Bikini Atoll Atom bomb tests in 1946

Sunk as an aerial target off of Washington State in 1948

*Pensacola* received thirteen battle stars for World War II service.  
(Source: Dictionary of American Naval Fighting Ships, DANFS)

“Her ship’s bell is currently scheduled for cleanup & repair at the Restoration Division of the National Museum of Naval Aviation located at NAS Pensacola, Florida.”

Submitted by:

**Volunteer Dave DiMarzio**

Pennington, New Jersey



### USS NEW MEXICO (BB-40)

New Mexico-Class

Keel laid on October 1915 at the New York Navy Yard

Commissioned 20 May 1918

Decommissioned 19 July 1946

Sold in 1947 and broken up for scrap in New York (Source: DANFS)

Salvaged from the first naval ship powered by electric drive, the ship’s bell was brought to University of New Mexico from Santa Fe by a local fraternity in the 1950s. During the Vietnam War protests in the late 1960s and early 1970s, students would climb up the tower and ring the bell. The clacker disappeared, mysteriously, during the early 1970s.

Submitted by:

**Bill Lee**

Monroe, North Carolina



### USS PHILIPPINE SEA (CV-47)

Essex-Class (Long Hull)

Keel laid on 19 August 1944 at Bethlehem Steel, Quincy, Mass

Commissioned 11 May 1946

Decommissioned 28 December 1958 and struck from the Navy List on 1 December 1969. About 600 tons of her armor plate were put to use at the Fermi National Accelerator Laboratory. (Source: DANFS)

“The bell was cleaned up by the crew of **USS PHILIPPINE SEA (CG-58)** and is displayed on the Quarterdeck of the Office of Supervisor of U.S. Navy Shipbuilding, Bath Iron Works, Bath, Maine.”

Submitted by:

**CPO Chuck Davis, USN (Ret.)**

Port Charlotte, Florida



## THE JERSEYMAN - SHIP'S BELLS

### USS NEVADA (BB-36)

Ship's bell is on display at the  
Nevada State Museum  
Carson City, Nevada

Nevada-Class

Keel laid on 04 November 1912 at Fore River Shipbuilding Co., Quincy, Mass.  
Commissioned 11 March 1916

On Dec 7, 1941 she was torpedoed and bombed at Pearl Harbor. She managed to get underway and was beached at Hospital Point. She was soon refloated, repaired and eventually joined the Normandy Invasion fleet in April of 1944. She took part in the Iwo Jima and Okinawa invasions, where she was hit by a Kamikaze and shore battery fire. In July/August of 1945, USS NEVADA was with Task Force 38 and

participated in the final bombardment of the Japanese main islands.

Decommissioned in 1946

Survived the Atom Bomb tests at Bikini Atoll, Marshall Islands in 1946

Sunk by aerial torpedoes and gunfire off of Hawaii on 31 July 1948

(Source: Dictionary of American Naval Fighting Ships, DANFS)

Bell photo submitted by:

**Karen and Paul Dawson**

Curators of the **USS TENNESSEE (BB-43)** Museum  
Huntsville, Tennessee



### USS LIBERTY (AGTR-5)

In 1982 I gave a talk to a USMC unit in Seattle. A day or so later I had a call from the principal of **Liberty High School in Renton, Washington**, about 15 miles from my home. He had been called by a friend who heard my talk and wanted me to know that his school had custody of the USS Liberty ship's bell. They had asked the government for something appropriate to display for a school named LIBERTY and the government sent them this bell.

Eventually it was decided to put it in the custody of the school's Junior Navy ROTC unit which had it mounted on the platform you see here, and along with the identifying plaque. Now it is wheeled to most school events under the proud protection of the JNROTC honor guard.

Submitted by:

**James Ennis** (shown in photo with ship's bell)

**USS LIBERTY (AGTR-5)** Survivor

Author of "*Assault on the Liberty*"



## THE JERSEYMAN - *BATTLESHIP DAYS...* BY HAMP LAW

### Editor's Note:

On 14 February 1947, cartoonist Hamp Law's ship **USS TENNESSEE** was taken out of commission. During WW2 she had fired 9,347 of her 14 inch rounds at the enemy, with 46,341 shells from the five-inch guns and more than 100,000 rounds from her anti-aircraft battery. Twelve years later, on 1 March 1959, her name was struck from the Naval Vessel Register, and in July 1959 she was sold to the Bethlehem Steel Company for scrap. **USS Tennessee** earned a Navy Unit Commendation and 10 battle stars for her World War II service.

(Source: Dictionary of American Naval Fighting Ships-DANFS)

December 14, 2006 -

"Like, I sure don't remember too much of our "Dress Whites" back then, as we didn't seem to get much use of these. My memories are more of the dungarees, sweat, and long days down in the main battery pits during the bombardments for the invasion of some little island. I remember the ventilation shut off, and the fine spray of hot oil and grease falling down as the 14 inch gun worked it's rapid fire, and the leaking hydraulic fluid and lubricants showered down on the usually bare backs of the pointers and trainers. They were bare because we stripped off our sweat soaked shirts and tried to "stave off an attack of heat rash" which was about impossible to get rid of.

It wasn't until about the last year of the war, that our Captain swapped eggs for a sailboat, and he swapped that for a Jeep, and then he finally swapped that for an "Ice Flake" machine, and a machine that mixed dry milk and butter back together to make the crew some milk that tasted "almost" like fresh, but still no fans or air-conditioning.



Now the little old "just out of High School boys," made up most of this crew that fought the war in these conditions, and we STILL had it a lot better than many others. But these are the "men" that I will always remember fighting the war that came to be called WWII, and it was in all of this that I tried to find something to help these "men" take their minds off of what they were suffering.

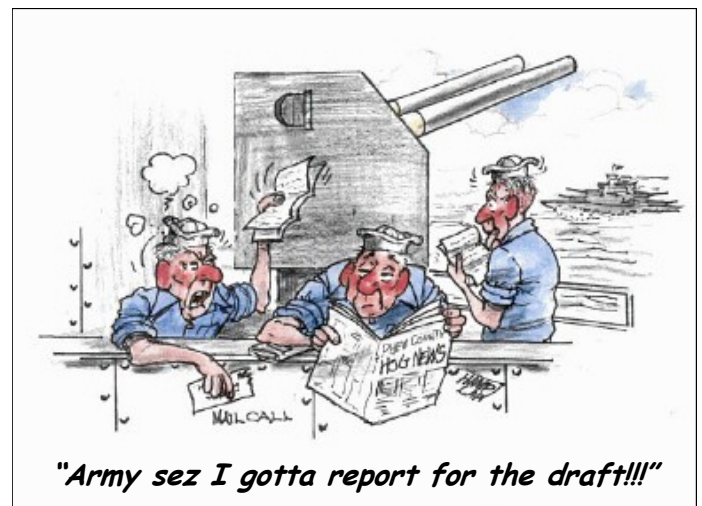
These were the scenes for the "Artist" to illustrate, or the photographer to photograph. I like to think that I was trying to make things just a "little more bearable," for them - and I was there...

I just want all Battleship Sailors that I served with in WWII to be remembered... God Bless them all."

- Hamp Law

P.S. If it wouldn't be too much trouble, would you mention in *The Jerseyman* that our **USS TENNESSEE** Museum is at 400 Scott High Drive, in Huntsville, Tennessee? If folks are in the area, and have the time, we would be pleased to have them stop in and say hello to our ship's Curators **Karen and Paul Dawson...**

Hamp Law S/1c  
(USS TENNESSEE BB-43)  
West Monroe, Louisiana



## THE JERSEYMAN



Logo courtesy of Maritime Artist and former USS NEW JERSEY crewman,  
**James A. Flood**

### Disclaimer:

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