



2nd Quarter - 2010

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

THE JERSEYMAN

8 Years - Nr. 66



January 24, 2001...



THE JERSEYMAN

Editor's Note:

As readers study the January 2001 photo of battleship New Jersey's weather decks, we should also mention that the spaces inside the ship didn't look much better. Plus, it was cold, and a damp steel smell was everywhere (you came home with it on your clothes). We also had only one extension cord leading up to the wardroom on the maindeck. The first time I saw this extension cord, it had a single light bulb and a coffee pot attached. As you look at this photo, the volunteers had to be careful where they walked because the deck was loaded with stacks of chairs, boxes, stanchions...



The workload that faced battleship New Jersey's first volunteers during the early days of 2001 was massive. Ex-USS *New Jersey* was towed from Bremerton, Washington where she had been mothballed for 8 years, she never saw a lick of paint, she had her sides scraped coming through the Panama Canal, and finally made it home to huge crowds on both sides of the Delaware River. The "Big J" was docked at the Broadway Terminal pier in Camden, and remained there until March 28, 2001, when she was moved over to an adjacent pier. But the hard work began the first day volunteers reported aboard, and eventually these numbers grew into hundreds of volunteers arriving daily. The easy-going old military camaraderie once experienced decades ago by aging volunteer veterans, was soon heard throughout the ship, and, if you wanted to hear a sea story from World War II or Korea, you were absolutely in the right place.

Consider for a moment what faced the early volunteers helping with New Jersey's restoration... more than 900 electric motors (very few in working condition), 5,300 lighting fixtures (none of them with bulbs), 250 miles of electrical cable (many of them with cables cut, or removed), 16 miles of ventilation ducts (with an 8 year accumulation of dust and debris), 14,140 valves, 80 miles of piping, and over 1,300 telephones - with none in working order. And, by the way, the ship *badly* needed paint - inside and out.

So about a year or so ago, to begin documenting battleship New Jersey's restoration effort, we asked ship's volunteers Dave and Margaret Burgess, if they would write an article for *The Jerseyman* talking specifically about what the radio gang had accomplished, and taking us through the past eight years. These radio volunteers have consistently offered their special expertise aboard Battleship New Jersey, and their work continues to this day. In every major compartment that contains electronic equipment, the hum and sounds heard today are much the same as when the ship was at sea throughout her proud history. As visitors make their way up the brow and on to the quarterdeck, the IMC may be heard calling watch sections to duty, or the ship's bell will be tolling the time throughout the ship, or a visiting retired Admiral or Captain is being recognized with proper honors. In the radio spaces, teletypes clack away, and Morse code (remember Morse code?) is faintly heard through speakers on the bulkheads, as an authoritative voice talks to an imaginary shore based unit from the ship's call "*OnRush*", and with facsimile signals also heard in the mix. A few years ago, as I once guided a visitor's tour through the radio room, a man spoke up and said he was a radioman that served aboard USS *New Jersey* during Korea, and said "the only thing missing is the cigarette smoke that was always hanging down about two feet from the overhead..."



As visitors peer deeper into the radio room, banks of receivers show bright, lit face panels showing frequencies monitored... and so it is throughout battleship New Jersey - in every electronic operation that makes the ship seem truly alive again and ready for sea, we can thank the BNJARS radio gang. - TH

Battleship New Jersey's Amateur Radio Station (BNJARS)

by Dave Burgess, WA2TVS (Chief Engineer BNJARS)



Dave Burgess
Barnegat, NJ

It was an overcast Saturday morning in January of 2001 when a small group of Ham operators boarded BB-62 for a first hand look at what they could offer this new arrival to the Delaware River front and the Broadway Terminal area. We thought, maybe there's a chance we could do some work in the Radio

Rooms, or make communications displays for the ship, or something along those lines. Is there a chance that the Curator might allow us to operate a special event radio station, maybe from the pier? Hams love to operate these special event stations from all sorts of locations; for example lighthouses, county fairs, museums, restored train stations, races, etc. Wow, imagine a special events station from the pier along side the Battleship New Jersey!

I was part of that proud first venture into the ship and remember when **Joe Fillmyer**, then Director of Volunteer Affairs, insisted that the lights be turned off as we left each compartment because of the "small extension cord" powering the ship. We were escorted through the ship looking for the Forward Internal Communication (IC) Shop where the IMC is located... Joe remembered seeing it earlier in the week but he was having a hard time finding it. Sound familiar?

What we did find were masses of cut wires, missing components, slots that once housed circuit boards; all part of what the Navy calls "de-milled". In other words, make a system useless while at the same time gathering up parts that can be used for fleet repairs.



Each and every Saturday a gaggle of these Hams worked in or around Forward IC trying to bring life back to this system. Why bother with the IMC? As **Curator Scott Kodger** told us, "the ship cannot open to the public without the general announcing system." And, of course, much of this restoration work had to be completed without the aid of technical manuals or drawings. One major discovery that helped ease the process was finding a large portion of a cabinet wiring harness that after being cut out of the cabinet had been tossed aside,



Ed Martino
Medford, NJ

but not thrown away. Using the color-coded wire ends as guides to the reinstallation of this harness, **Ed Martino** was able to reverse this one step of the de-mil process.

And so it was with dozens of circuit boards, harnesses,

switches, etc; looking for clues of what the system should be, then making it happen. Only after the work was nearing completion was a complete set of manuals found and made available to the workers.

There is one very special story about the restoration of the IMC system. While pushing and pulling cables located in the Forward IC compartment one of the guys found a note that read: "*To the IC man that has to put this back together, I'm sorry!*" The note was even signed; name and rate! Luckily, we have actually been able to locate this fellow and some day we plan to reply to his note, possibly with a recording of the system in operation.

It took only three meetings for the Battleship New Jersey Amateur Radio Station to be formed, rules agreed to and work schedules setup. The length of the group's name is a mouthful, so it wasn't long before one of the ship's staff starting calling us the BNJARS "*bean-jars*", a nickname that has stuck. One advantage of forming a radio club is that the Federal Communications Commission will issue a Ham Radio call sign to any radio group that meets certain legal requirements. And so within a very short time and with the help of **Joe Duffin**, BNJARS became trustee of the call sign NJ2BB, often spoken for clarity sake as "**New Jersey 2 Big Battleship**".



Joe Duffin
Moorestown, NJ

In the real world the "NJ" indicates that this is a USA station; the "2" shows that the call was issued for a station in New York or New Jersey, while the "BB" - is simply a series of letters.

THE JERSEYMAN

Some time during the first few weeks, Curator **Scott Kodger** expanded, and much improved our initial thoughts of a special event station from the pier, by instead offering us a space on the ship to be used as the Ham Radio Shack for NJ2BB. Work commenced right away to bring the former FACCON 2 cryptology compartment into the world of Ham Radio. Desks and cabinets needed building and installation, and former equipment racks were reconfigured for use with modern day equipment, while other gear was determined not compatible with the new use and was relocated elsewhere in the ship. All that was missing were some form of outside antennas to use with the Ham equipment. One of the “charter” items between the Curator and BNJARS was that *“antennas must not change the exterior silhouette of the ship”*. This meant that we had to exactly locate and re-install the ship’s 1980’s antennas or there would not be any radio ops from the ship.

The Navy antennas that are fabricated from aluminum and fiberglass were already accounted for but the large wire antennas had yet to be found. It still amazes all of us to this day that the shipyard expended the time and manpower to store these antennas, not in some main deck compartment where they could be easily found, but hidden out of sight in the Torpedo Defense Voids outboard and forward of the Transmitter Room (3rd deck)! It took a dozen members to haul these great masses of bronze cables up two decks and spread them out on the Main Deck to wait for the riggers to re-hang them.

BNJARS members are a mix of professional engineers, craft electricians, telephone techs, aerospace managers, housewives, retirees, carpenters, teachers, secretaries, computer types, general laborers, railroad engineer, toll collectors, active duty Air Force, salesman, and a theology student (who happens to have an Emmy Award sitting on his mantel), etc... Our ages range from 18 to 95 years and include time with all branches of the military. Although most of the members are residents of the Delaware Valley, some live “down the shore” near Atlantic City or Long Beach Island. Yes, most of us have a Ham license but having an Amateur Radio license is not a requirement to be part of BNJARS, only an interest to serve as a volunteer aboard battleship New Jersey.



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We are often asked about the missing equipment rack in the Message Handling Area (Radio Central). The person asking is referring to the three gray, 6’ tall steel frames along the Starboard side of the compartment and the space between two of them. This question is logical upon seeing the empty space but the truth is that there never was a rack there. How do we know this? Since this a good example of restoration research, here are the details. When we first started restoration of the Message Handling Area these racks had been removed by the shipyard, but looking at paint outlines on the deck foundations, the absence of mounting holes and the position of bulkhead mounted cables told us that our final arrangement of three equipment racks would be correct. I sincerely doubt that after removing the “4th rack” that shipyard welded over, ground down and used old paint to hide the location of an obsolete piece of equipment. Further research, including cable numbers, equipment tags and circuit breaker labels gave us a lead that the proper racks had been manufactured by A&J Manufacturing Co. A shipboard hunt for a remaining A&J rack located one for comparison with the above mentioned paint marks and mounting hole patterns. Success! Eventually more replacement racks were located and installed. Of course, only after the ship opened for visitors were we presented with a photo of the space that proved the idea of the A&J racks and the position of equipment mounted in them.

And so it was with each of the three radio rooms that we began restoration work in. First we had to determine what equipment had been mounted where, how it was installed, how it was interconnected with other system components, and finally, how it was operated. It was only after creating cable databases, tracing wires on their journey through the ship and adding a dab of guesswork did the existence of some of the ship’s drawings and technical manuals become known to us. Just as with the IMC system, the manuals were more of a proof that BNJARS had “guessed” correctly, than as a help to us from the start of the job.



Ed Clark
Northfield, NJ
USS *America* (CV-66)
USNR 1968-1992

To date the Message Handling Area is 90% restored, including some equipment that will most likely never be turned on again. Not only did **Ed Clark, CTM1 USN, (Retired)** use his Navy Teletype training to restore most of the mechanical gear, but also along the way Ed has greatly increased our group’s knowledge level of this equipment.

THE JERSEYMAN

Today, visitors stepping into Radio Central will interrupt a light beam that activates some of the Teletype machines while a DVD also begins a five-minute history of radio communications aboard BB-62. For an entire Saturday workday several radio gang members became actors, voices, cameramen and producers of this DVD.

The mention of the DVD brings into mind our good friend **Ebe Helm** who, while visiting the ship at the Broadway Terminal restoration site, discovered the now empty SITE Studio and Control Room on the O2 level. SITE, standing for the *Ship's Information Training Educational* system, was viewable from almost every compartment in the Battleship, be it in berthing or work spaces. Within seconds Ebe had quickly formulated a plan to get these systems back into service for use by the ship's staff, visitors, encampments and Sea Cadets. Knowing that his former employer, the Garden State Race Track, was about to be torn down, he made arrangements for the tracks extensive inventory of video equipment



Ebe Helm
Maple Shade, NJ



to be transferred to the Battleship. This meant a couple of trips to the track by a small group of volunteers, but more impressive was the number of trips he made, in his red Vega, moving equipment that at times was a bit larger than his car. With special thanks to Ebe, he used his many years of television experience to bring this ship-board system back to full service, and in time to tape the opening day ceremony, as well as numerous other events on the ship.

As used today, three of the TV channels provide information in the form of history videos on channel 4, the ship's weather on channel 5, and a crew's video bulletin board on channel 8. The education section of the system mission is carried out during selected over night encamp-



Al Alkins
Runnemead, NJ



Paul Neissner
Camden, NJ
(Ship's staff...)

ments when our visitors get some hands-on time with the cameras and video switcher under the watchful eyes of BNJARS member **Al Alkins** and ship's staffer **Paul Neissner**. Plans are now under development to produce, in house, our own Navy style training videos.

Meanwhile, down in FACCON 1 (FACility CONTROL 1) just aft of the Message Handling Area, restoration of the ship's radio receivers, audio switchboards and Teletype controls was beginning. But before going into details with any more restoration work I must explain the major source of needed parts. Thanks to efforts of the Historic Naval Ships Association, the United States Navy and the former Philadelphia Naval Shipyard, museum ships have limited, and very controlled, access to ships that have reached the end of their lives. These former warships have provided many, many parts and materials needed by the various restoration groups aboard battleship New Jersey. Without this source of material, most eastern seaboard museum ships would not be as far along with their restoration efforts as they are today.

One major, and original piece of equipment missing from FACCON 1 was the SAS (Single Audio System) cabinet. This big (and very heavy) red metal box, fondly known today as the "Coke Machine", had been removed for use elsewhere in the fleet. It was on our first visit to the shipyard that we discovered this de-milled unit.

Apparently, this time the Navy just needed internal circuit boards and parts, but not the empty cabinet.



THE JERSEYMAN



Gene "Ski" Furmanski
Audubon, NJ

Nine man days later the disassembled, and de-milled Coke Machine covered the FACCON 1 deck. Three man-days of work were needed to reconstruct the cabinet. Next, BNJARS member **Gene "Ski" Furmanski** used his skills as a former transportation wiring technician to energize some front panel lights, sound buzzers and play a recorded message should a visitor press the proper button.

Member **Bill Dreisbach**, then wired the digital display panel to show a group of seemingly random letters and numbers which, when viewed upside down, have a real message. Readers of *The Jerseyman* may want to check it out during your next visit to the compartment. Once the cabinet was completed, Ski moved about the ship and restored most of the 45 "red phones" that are associated with the "Coke Machine." Again, lights were powered and voice messages were hidden behind buttons that visiting kids love to push ... "I wanted to see what happens!"

Every compartment has stories about our restoration efforts and this space is no different. Located along the aft bulkhead are 3 Teletype patch panels, each about the size of a microwave oven. One of these panels was of particular interest if we were ever to return actual Teletype operations to the ship. Looking inside the first two cabinets we found that the units had not been de-milled! Could the third, and most needed, cabinet be as lucky? Nope! Inside we found that hundreds of wires had been cut and slashed. So, once again, Ed Clark put his navy education and training to good use by rewiring those portions of the cabinet needed to return a functional Teletype system to the "Big-J". The familiar clacking of fully operational teletype machines are music to the ears of visiting radiomen and communicators that once lived with these sounds, and probably changed many a roll of paper, or paper tape in the TTY distributors.

A short, fun story about our teletype efforts... It was on or about June or July of 2001 when Ed Clark, whom I've known for decades, mentioned an interest in helping with work at the ship. Having heard of Ed's Navy background in cryptology and Teletype machines I encouraged him to hurry up and get down to the ship "yesterday".

One of Ed's first tasks was to work on the machines located in the Message Handling Area. After a few days work on the machine visitors would see first, it was turned on and worked perfectly in the local mode (push a letter on the keyboard and watch it print on the paper). Next Ed patched a live radio signal to the control circuits and waited for some readable copy. WRONG!

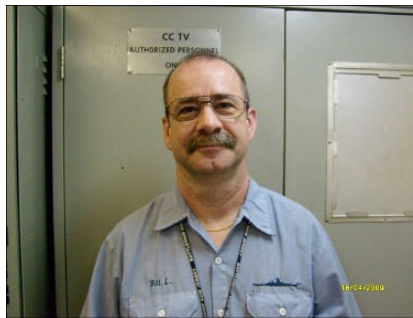
A Teletype machine makes a certain sound when it is working properly. This machine sounded perfect but the printing was gibberish. We adjusted the radio and control circuits with no improvements. Everything was sounding fine, but the print just wasn't readable.

Just then, In walked Doug McCray, Curatorial Assistant and one of the original BNJARS members. Doug looked at the printer paper and asked why we were copying German high seas weather reports. We all kind of looked at him and then said, "YES" it works! End of fun story...



Doug McCray
North Brunswick, NJ

Also in FACCON 1 is the Transmitter Control Switchboard. This large panel is a build up of 18 modules, each with 10 rotary switches, 20 positions each and with 12 printed circuit boards per switch. Each module has an internal umbilical cord consisting of 480 wires. Readers can do the math, but believe me, this cabinet has a *lot* of wires inside of it.



Bill Lewis
Pennsville, NJ

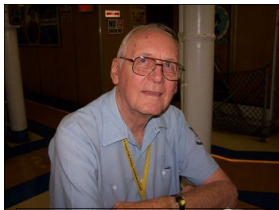
Do I also need to mention that each of those umbilical cables had been cut? **Bill Lewis** set out to restore selected portions of the panel, without benefit of a wiring diagram. Bill soon discovered a shipyard trick to the method of bundling the umbilical cord, which narrowed his wire tracing to groups of 7 or 8 wires at a time. A grand improvement from tracing 1 wire out of 480, followed by 1 wire out of 479, followed by 1 wire out of 478, etc. It still took Bill a whole summers worth of Saturdays to complete his first module. As other modules needed to be restored, Bill explained his game plan to other

THE JERSEYMAN

members including **Gail and Paul Dougherty**, **Dave Cunningham** and **Gene Holben**. Thanks to their efforts NJ2BB can now operate “*All Navy, All Battleship*” - (I’ll explain later.)



Gail and Paul Dougherty
Ridley Park, Pennsylvania



Gene Holben
Haddonfield, NJ
US Navy 1942-1946



Dave Cunningham
Thorofare, NJ
US Navy 1939-1945
USS *Vulcan* (AR-5)



Other equipment in FACCON 1 followed the same story as above. Each needed research, parts acquired and installed, and followed by testing before moving on to the next item. An early piece of radio equipment to come to life were sixteen Harris R-1051 receivers which, thanks to **Gary Katona, (Mercerville, NJ)**, restored their front panel lights to service for a visual effect.

Since that time, six of the R-1051 receivers have been completely restored to full operation and are being used to this day.

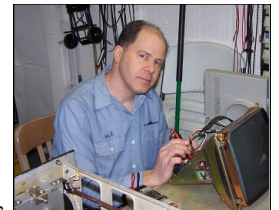
I could give many more examples of equipment restoration in FACCON 1 but there are other spaces that needed work. I would be remiss if I did not mention that much of the actual electronic restoration work happens in the



John Saracen
Mt. Holly, NJ
USS *San Pablo* (AGS-30)
USS *Barton* (DD-722)

former Fire Control Repair Shop located on the O2 level, just aft of the SITE Control Room. Many readers of *The Jerseyman* have visited “John’s World”, out of sheer curiosity of course. It is in this compartment that **John Saracen** performs his magic with older radios.

Aided by the likes of **Bill Bacon**, **Ray Schnapp** and **Plank Owner Bob Westcott**, equipment from manufactures such as Collins, Harris and RCA (Camden) have met their re-birth. These guys can work magic with most any radio



Bill Bacon
Mt. Ephraim, NJ



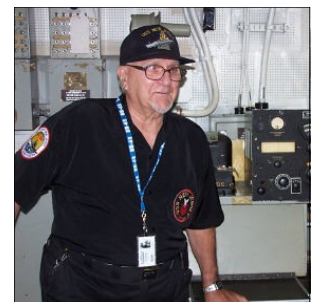
Ray Schnapp
Glendora, NJ
USS *San Pablo* (AGS-30)

but prefer to work on equipment housed in cabinets covered with black crackle paint. (The Navy stopped using this paint finish after the end of WWII.) John’s World is also responsible for the design and construction of several pieces of electronics needed for ship’s dis-

plays. The next time readers can visit CEC, take notice of the code panels on the IFF control stations; their re-lighting and functions are all by John Saracen’s design.

Not on a public tour route as yet, but still a beehive of activity each Saturday is the Transmitter Room (Radio 2) located off Broadway near frame 119.

This is the only radio space to maintain its function throughout the history of the ship. As with the other radio spaces, the Transmitter Room was found void of all equipment when we first entered it on January 27, 2001. (Next photo on following page...)



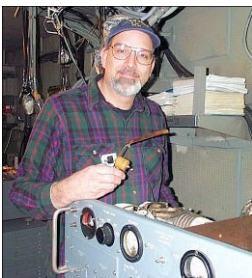
Bob Westcott
Bridgeton, NJ
Plankowner
USS *New Jersey* (BB-62)
1943-1945

THE JERSEYMAN



This is the compartment where **Margaret Burgess** first used her research and computer skills to create a database of each and every cable in the compartment. After extending her data collection to our other compartments and resorting the database, she provided us with a very useful picture of 900 cables, where they start and end, and what equipment they are connected to. Once we knew of these cables, we started a cross-connect project that extended the ship's antenna feed lines into FACCON 2, the third compartment of the Main Deck Radio Central. Again, I will mention more about this action later.

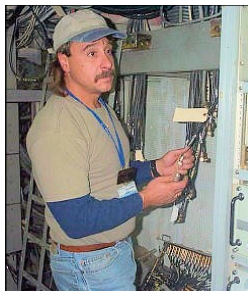
The transmitter room is the same compartment where we had located the ship's wire antennas that had to be hauled up to the weather decks for installation. Now it is the site of radio transmitters being restored or repaired.



Stan Hojnacki
Blackwood, NJ

After USS *New Jersey's* 1980's modernization, the Transmitter Room carried 32 transmitters ranging from high power long-range equipment to transceivers used for line-of-sight communications. Five of these transceivers were dedicated for Fleet Communications using military satellites. This is the one compartment where we

do not have plans to restore, or even to acquire, all of the 1980 style equipment. But, what equipment is installed here are all fully functional on the Ham Radio frequencies.



Bob Jones
Philadelphia, Pa.

Work in this space started with **Stan Hojnacki** and **Bob Jones**, but due to life events, is now under the watchful eye of **Jerry Barnish**.



Jerry Barnish
Erial, New Jersey

Back on Main Deck, FACCON 2, the third of the Radio Central compartments, has been converted from crypto use to a Ham Radio shack. It is from this space that most Amateur Radio operations happen. Housed in this space is civilian equipment of an age more modern than the Navy stuff. All of this gear is on loan by Hams of the Delaware Valley. Since it went into operation in May of 2001, members of NJBARS have made over 26,000 contacts (conversations) with Hams from around the world and beyond. If you are keeping count, this is the second time I have alluded to outer space. Yes, the Battleship New Jersey has spoken to a U.S. astronaut, in orbit, onboard the International Space Station, twice! **Harry Bryant**, **Margaret** and I later enjoyed the honor of meeting with **Commander Bill McArthur** while visiting Dayton, Ohio for a convention. The Commander actually spent more time asking about our ship than talking about his. Yep, those crazy Hams made a connection between battleship New Jersey and a starship.

Now at long last here is the promised explanation of the phrase "*All Navy, All Battleship*".

Due to the work of many individuals, BNJARS is capable of, and has

operated the ship's transmitters and receivers, via the ship's control stations just as the crew did. What this boils down to is one of us sitting in the Captain's chair on the bridge while talking to another Ham way out there. Helping maintain the radio circuit is a second Ham in FACCON 1 keeping an eye on the receiver, a third Ham in the Transmitter Room monitoring the transmitter and a fourth person maintaining the log-book. "All Navy" refers to the number of people needed while "All battleship" is the equipment used.



Harry Bryant
with **Commander Bill McArthur**
Pennsville, NJ
USS *Benjamin Franklin* (SSBN-640)

THE JERSEYMAN

Several paragraphs ago I mentioned that the Transmitter Room is the only radio space to maintain its function throughout the history of the ship. The current Radio Central was built, by eliminating berthing spaces, during the 1980's modernization. The original Radio Room was located on the 3rd deck, just aft of #2 Main Battery, adjacent to Sick Bay. Much to our disappointment the former Radio Room had been stripped of all its radios, desks, switchboards and other things that made this compartment a battleship Radio Room. In their place were a series of large cabinets that comprised the 400 Hz power generators needed by the ship's fire control systems. These cabinets meant that restoration of the space to its former use would never happen.

But then, along about April or May of 2001, the Navy made a sudden appearance at the ship to remove these cabinets for fleet use and in their wake left a very empty compartment. So now we had an empty compartment but no equipment. Once again our dream was on hold, until the summer of 2006 when museum ships from across the country were given "raider's rights" to the former USS *Des Moines* (CA-134). This last of the heavy cruisers provided us with much of the vintage items needed for our quest to restore that compartment near Sick Bay.

Over the next several months, work was performed on the gear acquired from the *Des Moines*; rigs were repaired, equipment placed in a mock-up fashion, and our dreams continued. But the location of the compartment meant that visitors would not see the space nor could operation of the equipment begin because the 1982 modernization had removed all the radio related cables from the compartment.

Then in the summer 2008 the ship opened the "*City at Sea Tour*" which includes the Sick Bay area. Though hesitant at first, a discussion with the Ship's staff resulted in a fresh coat of paint and an open door policy for our dream filled compartment. Today the space is a reasonable replica of what was there during WWII, Korea and Viet Nam. In the future the radios will be reconnected to the ship's systems and BNJARS will be operating "All Navy, All Battleship" from USS *New Jersey* Plankowner **Bob Westcott's** radio duty station of World War II.



Other radio spaces such as Emergency Radio, VHF Radio, Flag Radio, etc, were also converted to non-radio use. The fact that these spaces no longer support radio use is sad news to us, but at least the major compartments have been saved and restored.

BNJARS has not been limited to the restoration of radio, which leads me to yet another story that helps explain the affect that the ship has on perfect strangers. While still at Broadway Terminal, the ship had a policy that anyone who gave their Saturday morning working on the ship, would be given a tour of the ship. It was on one of these Saturdays that three or four of us were standing in the Message Handling Area discussing what to do about the ship's de-milled dial telephone system. One of these "one day wonders" was passing by, overheard our discussion, stopped and introduced himself as **Frank Annaloro** and that he worked for the phone company! Within 48 hours he had located a replacement phone system and a gang of fellow employees who would put things back in order. The following week the switchgear was delivered to the ship. The delivery was done with coincidental perfect timing, because the Navy was removing those huge 400-Hertz generators that same week and offered to lower the new item down to Broadway for us. And so for the next several weekends these phone guys and gals could be found in all areas of the ship testing wires, fixing phones and all the other things needed to bring 400 ship phones back to life! Well, at least these workers had an old BB-62 telephone book to use as a technical manual... After the phone team left the ship for other parts of the country BNJARS members then assumed the maintenance of the ship's dial phone system.

Along with restoration projects and in co-operation with the Ship's Encampment Team, our radio club also provides a team of Hams to work with Scouts in their quest for the Radio Merit Badge. These sessions start in the 2nd deck classroom for instructions and testing followed by a trip to the NJ2BB shack where each Scout meets the requirement to "get on the air". I must thank the numerous and distant Hams who during their contact with the ship ended up helping a scout get credit towards the Radio Merit Badge.

THE JERSEYMAN

As I'm putting the final touches of this article two more pieces of BB-62 equipment have been returned to life. Along the port side of the Message Handling Area (Radio Central) are two of the ship's UYK-20 computers; or, I should clarify, the empty cabinets of UYK-20 computers. These military versions of the old Commodore 64

home computer have been rewired to present the appearance of operating machines thanks to **Rich Rauth** who used the guts from a 2-dollar digital clock to make the 24 maintenance lamps operate in a non-sequential manner.



Rich Rauth
Riverton, NJ
US Army Signal Corps-1968

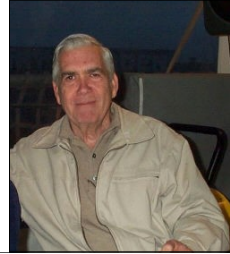
In ending this article about the Battleship New Jersey Amateur Radio Station and their work with

the ship I do not wish to leave you, *The Jerseyman* reader, with the impression that the group is a small number of volunteers. In fact we have 180 members scattered across the country. Approximately 50 are "active" with the ship while the remaining are our eyes and ears. These remote members, including some former crewmembers, are always on the lookout for equipment or documents that are connected to USS *New Jersey*. Our Saturday gang can be 2 in number one week while the next Saturday may find 25 eager workers.

And so it continues each and every Saturday. The team assembles to say hello then disappear to parts unknown to do needed restoration projects. Will we ever find an end to the project list? Yes, someday. But after that day has passed we will still have equipment repairs and preventative maintenance to do. Even on the slowest of work days there will be the ongoing communications with other Hams, from around the world and beyond, who will be hearing from "**New Jersey 2 Big Battleship**" on-board the Battleship New Jersey. More photos of our dedicated BNJARS members follow...



Jeremy Becnel
McGuire AFB
US Air Force



Ron Cohen
Cheltenham, Pa.



John Goheen
Gloucester City, NJ
AVCM, USN (Ret.)



Charlie Dieterich
Now located
in California



Pete Greene
Marlton, NJ



Robert Eboch
Moorestown, NJ



Ruben Kafenbaum
Now located
in Anthem, Arizona



Doug Gehring
Wenonah, NJ
US Army 1954-56

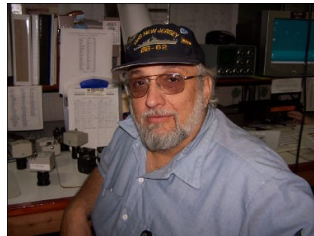


Ted Katz
Pennsauken, NJ
USS *Snowden* (DER-246)

THE JERSEYMAN



Brian Kerrigan
Mt. Laurel, NJ



Lou Priestly
Pennsauken, NJ
US Navy 1968-1974
USS *Midway* (CVA-41)



Tom Williams
Vincentown, NJ
US Army 1967-1970



Mike Meany
Moorestown, NJ
US Navy 1956-1959
USS *Saratoga* (CVA-60)



Dave Stepnowki
Claymont, DE



Wayne Wilson
Westville, NJ



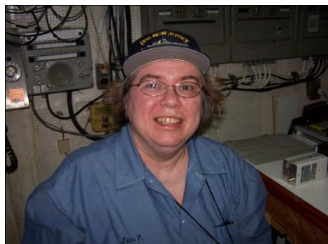
Doug Poole
Bristol, England
Now located in
Pennsylvania



Terry Thayer
Cherry Hill, NJ
US Navy 1973-1980



Margaret Burgess
Barnegat, NJ



Jean Priestley
Pennsauken, NJ



Dave Webb
Beverly, NJ
US Coast Guard
1954-1968



Beth Barnish
Erial, NJ

THE JERSEYMAN

SHARING HISTORY...

When the subject of “raids” to the former Philadelphia Naval Shipyard arises, we have to remember the gigantic advantage of being “just across the Delaware,” that battleship New Jersey has over other ship museums...

It was soon after the visit to the former USS *Des Moines* in 2006 when **Tom Helvig** alerted us to a need by the **Rear Admiral Joseph N. Wenger Navy Cryptology Museum in Pensacola, Florida**. They were looking for a particular model radio and Teletype machine, of which we now had an extra. So, with permission from the BB-62 Curatorial Staff, we loaded these two pieces of equipment into the belly of an RV belonging to **Joe Cramer**, one of our members when he began his annual winter trip to Florida. Along the way Joe made the necessary phone calls to the recipients and arranged for a transfer point to happen in southern Georgia.



Joe Cramer
Forked River, NJ

One more note... Next month, (May 2010,) the US Naval Cryptologic Veteran’s Association (NCVA), will be holding their 2010 reunion in Valley Forge, and it is these same NCVA members that man the Admiral Joseph N. Wenger Cryptology Museum in Pensacola, Florida. Small Navy world. We hope the NCVA will stop to say hello when they visit Battleship New Jersey! - 73’s.

The Florida story ends here, but another sharing story begins. We had heard from a former BB-62 crewmember, the Captain’s Chief Yeoman during the Viet Nam tour, and about his adventures into the ship’s radio rooms as a Ham operator. Included was a photo of **Charlie Gaines** sitting in the Transmitter Room performing his MARS duties. In the background was the outline of an AN/WRT-2. This was visual proof to us as to what some of the Viet Nam era radio equipment was aboard USS *New Jersey* while under the command of **Captain J. Edward Snyder, Jr.**

It was only a week or so later that the word came down the pipe that the submarine USS *Requin* (SS-481), berthed in Pittsburgh, had a AN/WRT-2 to dispose of, for free! With the help of “Pittsburgh Jack” and his gang, it took less than 3 weeks for the transmitter to be moved to BB-62, hauled down to Broadway and mounted in it’s new home in the Transmitter Room. As you read this article the transmitter is in the middle of cleaning, checking and testing before being returned to service...

Museum Ships Weekend... An early thought we had, was maybe having the chance to operate radios from the pier along side the ship. As mentioned, Hams love to find special reasons to get on the air and talk about that event. In 1997 our counterparts aboard the ex-USS *Salem*, berthed in Boston, began a weekend event that invited other museum ships to have Hams set up stations at the ships and do their talking. Of course the sponsors mentioned that these operations might draw some extra visitors to the ships, but, with 2 million Hams world wide, it would also expand the ships advertisement area. Thanks to the work of “**Pi**” **Pugh** and **Bob Callahan** at the Salem that first Ships Weekend was a success with 10 ships participating. So Pi and Bob continued to grow this annual event until 2006 when BNJARS was asked to take over sponsorship.

This past June 6 and 7 was “Museum Ships Weekend 2009” with 84 museum ships from around the world being on the air. The event included tug boats, submarines, aircraft and aircraft carriers, car ferries, railroad ferries, lightships, icebreakers, a functional LST, great lakes carriers, destroyers, cruisers, PT boats, passenger liners and of course battleships. If a ship is on eternal patrol and has a public museum dedicated to it, then the museum is invited to join the activity. The USS *Indianapolis* is an example of such a ship/museum. Countries included Canada, England, Germany, Italy, France, Australia, Denmark, Austria, Netherlands, Sweden, Belgium, Spain and 37 of our United States!

(Of very special interest to our ship’s personnel are the numerous contacts with veterans who share stories about their experiences with the ships, either as a crewmember or as a person on the other end of fire support. We have all read or heard of stories about our ships, but hearing them from a veteran that served on them, gives it a whole new meaning.)

Battleship New Jersey made 612 contacts, including 26 other museum ships including: EX MV Dresden, USCGC Bramble, USS Alabama, USS Drum, LS Huron, USS Cassin Young, USS Wisconsin, USS Stewart, USS Cavalla, USS Indianapolis Memorial, USS North Carolina, USS Yorktown, SS Willis B Boyer, USCGC Ingham, USS Olympia, USS Laffey, SS Sankt Erik, LS Columbia, LV Elbe 1, USS LST-325, RMS Queen Mary, Seehund KU-5075, USS Batfish, USS Clamagore, ST 695 Angels Gate, SS American Victory, and USS Becuna.

We hope that readers of *The Jerseyman* will plan on stopping by the BB-62 radio shack during next year’s Museum Ships Weekend event, to listen, and to enjoy it with us. - Dave Burgess

THE JERSEYMAN

**BATTLESHIP MISSOURI (BB-63)
RETURNED FROM DRYDOCK...
FEBRUARY 2010**



**Photos courtesy of
CDR Al Broch, USNR
Auburn, Washington**

THE JERSEYMAN

USS *Ronald Reagan* - the trip of a lifetime... by Volunteer Joe McGrath (31st Bn., Seabees - World War II)



At the beginning of my trip on Oct. 12, 2009, I met with **Michael A. Carr, President & COO of the battleship Missouri**, and the ship was scheduled to go into dry dock the very next day! He was very gracious in allowing me aboard, and to stay as long as I pleased. While we were on the Missouri's Navigation Bridge, aircraft carrier USS *Ronald Reagan* (CVN-76) steamed past

with all hands "manning the rail" in honor of USS *Arizona*. What a thrill to see, and security was very high. The bridge and highways were all closed to traffic, helicopters from USS *Reagan* were above us, and armed patrol boats were in the water.

When I later boarded USS *Ronald Reagan*, it was as part of the Tiger Cruise from Hawaii to San Diego. It turned out to be an experience that I will always remember.



THE JERSEYMAN

We soon departed Pearl Harbor bound for San Diego. Being a Docent on the battleship New Jersey, I got to meet with Captain Ken Norton on the bridge, where I presented the Captain with greetings from the volunteers of Battleship New Jersey. I also gave him a New Jersey Battleship Coin. He in turn presented me with his personal coin as Commanding Officer of USS *Ronald Reagan*. WOW!



The size of this great ship and her crew of 6000 is beyond me, and they just could not do enough for all of us. We observed air shows, and 3 ships in company with us firing 5 inch guns at ocean targets. One day a supply ship came along side to transfer jet fuel and tons of food. It took about 6 hours to transfer. Then we had a huge cookout on the Flight Deck with the Captain and all his Officers cooking and serving the food.

My son and I were billeted in the Officer Quarters, and invited to take our meals in the Wardroom, along with my grandson, Lieutenant Graham Winegarth (photo below), who is the JAG Officer-in-charge of Discipline aboard the ship.

I could go on and on. It was the trip of a lifetime.

Vol. Joe McGrath
Cherry Hill, New Jersey



What was your job...?

THE JERSEYMAN

Editor's Note: Shipmate **Darrell Adams** is the volunteer Writer/Editor of the *Tarheel* news letter for battleship North Carolina (BB-55). For the past few months, Darrell has had great success in collecting responses from North Carolina crewmen answering his request of "*What was your job?*" What follows are two examples of responses from USS *North Carolina* crewmen, and with thanks, they are printed below with their permission.

The Jerseyman would also like to pose "What was your job?" to USS *New Jersey* crewmen, and to the many battleship *New Jersey* volunteers that once served aboard US Navy and US Coast Guard Ships.

Using the two responses below as an example, we ask crewmen to write about an event(s) on your ship, and about your part in her history. *The Jerseyman* will include responses in our future issues.

To help, we ask that you use the subject line: "What was your job?" when sending email responses. If using U.S. Mail, please send to my home address listed on the back page. Thanks! - TH

What was your job?

I enlisted in US Navy 8 December 1941 in Charlotte NC and was sent to Norfolk Naval Training Station for basic. I completed my basic as an AS on 2 January 1942 and proceeded to Key West, Florida where I boarded the USS *Stansbury* (DMS 8) for transport out to USS *North Carolina* (BB-55) - a few miles off Key West. Two hundred of us boarded BB-55 at about 1915 on 10 January 1942 and I was assigned to the Radio Division (CR). I knew nothing about radio or what made it work, but a couple of us assigned to this division, were given training classes to learn Morse Code and Radio Procedures. I remained in this division for the remainder of my naval career. I later rose to RM2/c and was assigned to Supervisor of Radio One.

Radar was then a brand new device on ships of the US Navy. At that time the ships did not have a Radar Division and a few of us radiomen were assigned duties in Radar under **Lt. Byron Phillips** and we received strict instructions that we were not to tell our families about this because Radar was TOP SECRET.

The first assignment we had was cleaning antenna insulators atop the foremast. This was a particularly harrowing experience, because we were operating about 100 feet above the main deck. After about a month of this, I was assigned back to radio duties.

Shortly, we were underway on training exercises in the Atlantic. I was assigned a six-high bunk in the Marine 7th Div living compartment on the second deck. At that time the CR Div living quarters were on the 3rd Deck,

Marine Compartment. My first work assignment was as Utility man in the Main Radio (Radio One). Utility man was the slave of the watch. I was to empty trash cans, ash trays, make coffee, serve coffee and generally clean up.

In a couple of weeks, I was assigned to Radio Two where I began to learn maintenance and repair of radio equipment. Radio Two was the location of the main transmitters and located on the 3rd deck aft on the starboard side. These were very large units, about 5 or 6 feet tall. I spent most of my time cleaning the transmitters and making coffee. Shortly, I was assigned a battle station in Radio Eight (Emergency Radio) which is at the bottom of the ship.

On 24 August 1942, the ship experienced it's "Baptism of Fire" by participating in the "Battle of Eastern Solomon's". This was the first of many actions that we participated in during the remainder of the War. All told the ship was awarded 15 silver stars for participating in 15 major battles or campaign.

I will not try to enumerate all the actions that involved us except to say that we were attacked about 50 individual times by Japanese aircraft, and many were Kamikaze. For me, I was lucky, I was never wounded, but I did have one close shave. On 6 April 1945 at 1305 we were under attack by Japanese aircraft when we were hit in Sky Two by a Five Inch Common AA projectile which sprayed shrapnel all over the gun mounts, signal bridge and Batt II. At that time I was assigned a battle station in Radio Seven in Batt II.

Batt II was a crowded battle station and the man standing next to me, **John Phillip Corkle**, Phm3/c, was wounded by a flying fragment. He was standing about a foot away from me. We had no other men wounded in Batt II although some 40 other men were wounded in other parts of the ship, and three men were killed. It was a bad day for BB55, but a lucky day for Chuck Paty.

The War ground to it's conclusion in August 1945 and I was then involved in the occupation of Yokosuka Naval Base in Tokyo bay in late August 1945. The ship left Japanese waters and proceeded to Boston Mass arriving on 17 October 1945 and I was detached on the 18th to proceed to a separation center for discharge.

I made a number of friends with members of the crew and made liberty with a few. One in particular was **Joe Francis Klineburger**, RM3/c. Joe was from Philadelphia, PA and he was a very straight arrow. He helped me a great deal to also stay on the straight and narrow path!

Charles Malvern Paty, Jr.
Charlotte, North Carolina

THE JERSEYMAN

What was your job?

I was one of a 3 man crew on the Starboard catapult in the early months of 1943. There was Adams and myself both S2/c and a 2nd class gunner's mate in charge.

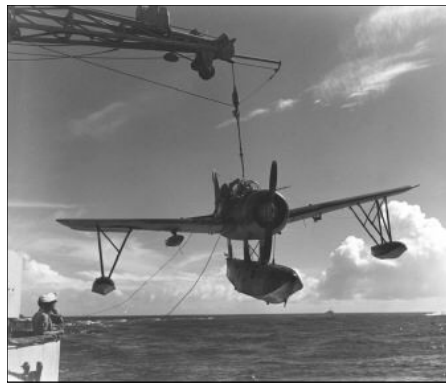
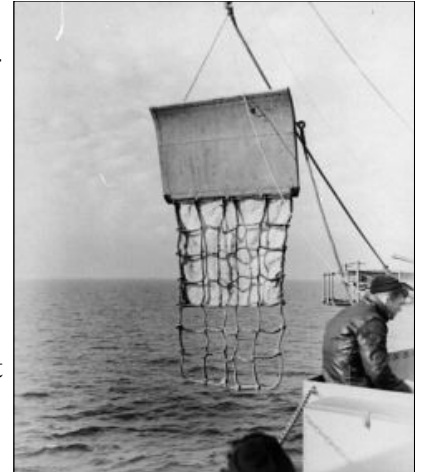
The catapult was about 65 ft in length, and was about 5' high. The plane, an (OS2U) 3 pontoon float plane was seated in a saddle at rear of catapult. The saddle was attached to a steel woven cable, about 1" in Diameter... this cable, through a block and tackle arrange-



ment, was attached to a piston propelled by a 5"/55 cal. powder charge at launch. The powder charge drove the saddle with plane upon it, down the catapult, reaching launching speed at the time it left the catapult of approx 65 mph.

The procedure for launching is as follows; the ship turns onto a course that puts the wind towards catapult, all launching signals are by hand as the noise of plane prohibits oral commands. The launching officer on deck signals to the pilot to rev his engine and if it's revving alright he nods "okay" to launch officer who in turn asks by "thumbs" up or "thumbs" down if the pins that extend from the catapult up into the carriage the plane is sitting on are down. (These pins hold the carriage to keep it from moving until the plane is to be launched, and I was the rear pinman during launches.) On indication that pins are down then the launch officer raised his arm and waits till ship starts to rise and then lowers his arm, signaling the gunners mate to fire the powder charge and to propel the plane down the catapult and onto its light. On recovery, the ship turns, smoothing the surface of the water so the plane can land in smooth water. A woven rope matt, approx 6'by 8' long is towed alongside and a little aft of ship, whose speed has now been considerably reduced. The plane lands in this smooth water area and taxis onto the matt and the plane is automatically

attached to the matt by a hook on the bottom of the main pontoon of the plane, then this matt with plane attached, is towed alongside below the fantail crane of ship. The radio-man/gunner steps out onto the planes's wing and attaches a hook into an eyelet at



the rear of the cockpits. The plane and it's two occupants are then hoisted aboard and the plane is seated back in it's saddle on the catapult.

I might add that on April 6, 1945 when the ship was hit by friendly fire, that the radioman/gunner was lost during a recovery due when he went to attach the hook to the plane, the water dropped out from under the plane and the cable struck him in the head, knocking him in the water. He was not recovered. We lost 3 men from friendly fire and one Radioman on that day.

**C J Baker, "F" Division
Westerville, Ohio**

(Note: These original OS2U Kingfisher photos from USS North Carolina, were provided to *The Jerseyman* several years ago by Museum Services Director Kim Sincox. *Many thanks Kim.*) - TH

THE JERSEYMAN

Looking Back... NTC Bainbridge -

I arrived at Bainbridge 26 June 1946 and probably bought these postcards in July to send home to my parents. Fortunately, everything that I sent home mom kept in a scrapbook that had started with my graduation from Mineola High School on 23 June 1946.

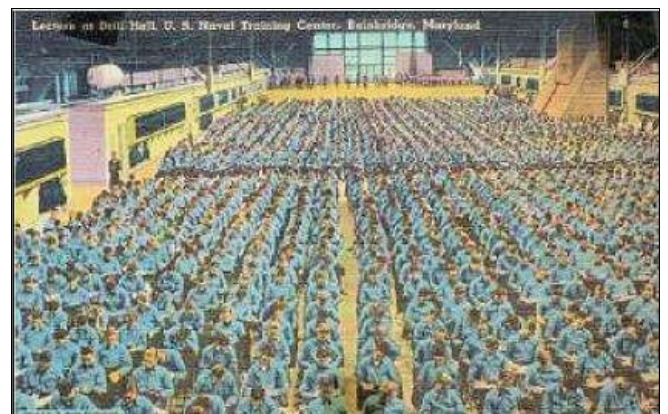
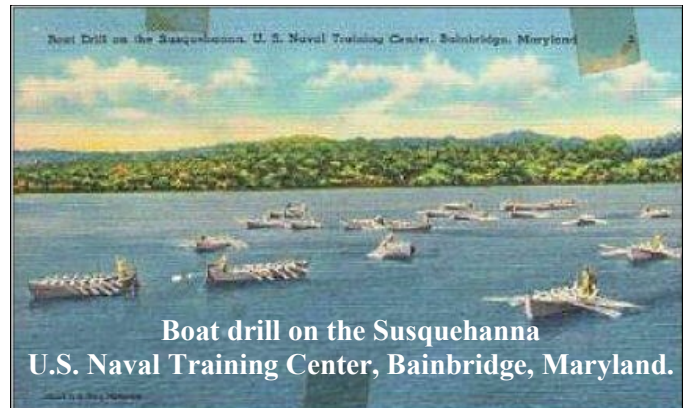
I was sworn in on the 24th, given my first day of liberty, and told to report back at 10 A.M. on 25 June. We left for Bainbridge from Penn Station at 6 PM. The night we left Penn Station I had a terrible sick stomach and couldn't even smoke a cigarette. When we arrived at Bainbridge and had boxed up our civilian clothes, I threw my last half pack of Chesterfield cigarettes in the box going home, and mom even put those in the scrapbook. I wonder what a cigarette 63 years old would taste like today?

Believe me, it didn't take long to learn how to "man your brooms and clean sweep down fore and aft" when I first boarded my ship the USS *HOLDER* (DD-819), and I loved every minute of it as a crazy deck ape. I also remember Bainbridge leggings, because just before graduation day, someone screwed up and the Company Commander (TM-1) had us all wash our leggings. They never completely dried while packing our sea bags for graduation leave. Great, great memories. Those were the days...

Pete Padavana
USS *Holder* (DD-819)
Appleton, Wisconsin



Class in Seamanship.
U.S. Naval Training Center, Bainbridge, Maryland.



Lecture at Drill Hall
U.S. Naval Training Center, Bainbridge, Maryland.

***"In my many years I have come to a conclusion that one useless man is a shame,
two is a law firm, and three or more is a Congress."***

~ John Adams (1735-1826) ~

THE JERSEYMAN

Looking Back... USS *New Jersey*

My Naval career started in 1963 and I retired in 1989. I was mostly a tin-can sailor have served in many old destroyers; USS *Morton*, DD-948, USS *Porterfield*, DD-682, USS *Towers*, DDG-9 and the USS *Agerholm*, DD-826 just to name a few. In 1967 while stationed aboard the USS *Agerholm* and on plane guard duty in the Gulf of Tonkin behind the carrier USS *Intrepid*, I received orders to Pre-commissioning School for USS *New Jersey*. I did finish pre-comm in San Diego and the crew was flown out to Philadelphia to put the "BIG-J" into commission in April of 1968. During that commissioning ceremony, I was the one that raised the commissioning pennant on the Big J for her third commissioning. After our transit through the Panama Canal, we arrived in Long Beach ... I immediately departed the ship and took a flight to Denver, Colorado to marry my wife of 41 1/2 years. We now reside in the Denver area and we love Colorado.

I collected Zippos through all of my military career and thought you might like to share these Zippo photo from the Vietnam era aboard USS *New Jersey*.

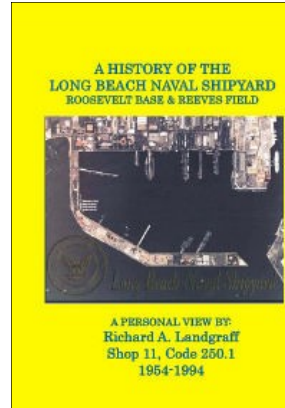


By the way, my duty aboard New Jersey was as a Signalman assigned to the OS Division. I was a watch section supervisor, and stood port and starboard watches at the gunline.

John A. Altfeltis
Edgewater, Colorado

Looking Back... Long Beach Naval Shipyard by Dick Landgraff

I was asked by Tom to write a few lines about the book I had published on the history of the Long Beach Naval Shipyard and particularly, parts of the book that refer to the USS *New Jersey*. A 534 page book, it's available on Amazon.Com., (keyword - "Long Beach Naval Shipyard.")



All of Chapter 25 is devoted to *New Jersey's* 1968 reactivation for Viet Nam. In that chapter, thanks to other battleship lovers who had contacted **Admiral Ed Snyder** in person, I was able to corroborate the fact that he did indeed say: "*You may fire when ready*" when challenged by a navy DE at night. I quoted his emails word for word as to actually what was said and why he said it that way.

I also included USS *New Jersey's* gunfire assessment thanks to a thread on the World Affairs Board. The chapter ends with several photos of the ship.

But I didn't stop there. Immediately in the following chapter "Calling All Battleships," USS *New Jersey* is mentioned again, with more photos on her reactivation in the 1980's.

Also of interest, might be the Long Beach yard's list of all 3,532 dry dockings from 1942 to 1997.

USS *New Jersey* is again noted in Chapter 30 concerning the additional armor plating we installed on her.

I tried to devote the book to the dedicated craftsmen and other employees that made LBNSY, in my view the best shipyard in the country, and the ONLY one to ever receive the Meritorious Unit Citation (a copy of which is also in the book).

I also try to give individual credit to certain people I knew such as **Danny Rios** who came up with a brilliant idea of how to get low pressure air supply to the upper decks for loading the Harpoon and Tomahawk launchers on the Iowa-Class Battleships. The existing LP air compressors were too low to provide sufficient pressure up to the 03 level. Danny's solution was so simple even the NAVSEA reps attending our meeting, and hearing his solution, literally sat there with wide eyes and open mouths. No, I'm not going to tell you what it is. Those of you who served on the ships probably already know it anyway.

So I'll sign off for now, hopefully whetting your appetites and interest in reading "*New Jersey in 1968*", "*Calling All Battleships*," and Chapter 20 on "*Ghosts and Sea Monsters*" we have made contact with...

Dick Landgraff
Long Beach, California

THE JERSEYMAN

SHIP'S BELLS...

USS *KITTY HAWK* (CV/CVA-63)



CLASS-KITTY HAWK

Laid down by New York Ship, Camden, NJ
 Commissioned April 1961
 Displacement 60,100 Tons
 Length 1047' Beam 129'4"
 Speed 34 Knots
 Crew 4154-4580

Submitted by:
Tom Armstrong
 Poulsbo, Washington

(Legacy Decommissioning - 31 January 2009)

USS *MONTPELIER* (CL-57)



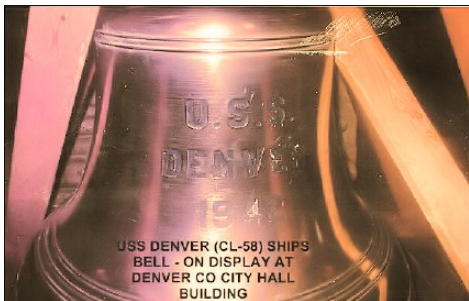
CLASS-CLEVELAND

Laid down by New York Ship, Camden, NJ
 Commissioned September 1942
 Displacement 10,000 t.
 Length 608'4" Beam 66'
 Speed 33 Knots
 Sold in January 1960

"The bell is housed at City Hall in Montpelier, Vt."

Submitted by:
Jeannette B. Quinn
 Montpelier, Vermont.

USS *DENVER* (CL-58)



CLASS-CLEVELAND

Laid down by New York Ship, Camden
 Commissioned Oct 1942
 Displacement 10,000 t.
 Length 610'1" Beam 66'6"
 Speed 33 knots
 Crew 992

Sold in February 1960
 Bell is located at Denver, Colorado County Hall
 Submitted by:
John Bloomer
 Godfrey, Illinois

USS *TERROR* (CM-5)



TERROR-CLASS MINELAYER

Laid down by Philadelphia Navy Yard
 Commissioned July 1942
 Displacement 5,875 t.
 Length 454' 10" Beam 60'2"
 Speed 20.3 knots
 Crew 481
 Sold in 1971

Submitted by:
Allie Ryan
 Avon Park, Florida

THE JERSEYMAN

USS *HANCOCK* (CV-19)

CLASS-ESSEX
Laid down by Bethlehem
Steel, Quincy, Mass.

Commissioned April 1944
Displacement 27,100 t.
Length 888' Beam 93'
Speed, 33 Knots, Crew 3448.
Sold in 1976

“I was commissioned an ensign out of NROTC and spent my entire active duty on a tin can, USS *Carpenter* (DD825). I served on USS *Hancock* for six weeks during the summer of 1973 (first class midshipmen cruise). That's when I took this bell photo.”

Submitted by: **Jamie Baldwin, CDR, USNR**
Ormond Beach, Florida



USS *MONTEREY* (CG-61)

**CLASS-TICONDEROGA
(Flight II)**
Laid down by Bath Iron Works,
Bath, Maine

Commissioned June 1990
Displacement 9,589 (FL) t.
Length 565' 10" Beam 55' 31' 6"
Speed 30+ Knots, Crew 370
Home Port NOB Norfolk, VA.

Submitted by:
Volunteer Skip de Glavina
Millville, NJ



USS *ANTIETAM* CV/CVA/CVS-36



CLASS - ESSEX (Long Hull)
Laid down by Philadelphia Navy Yard
Commissioned Jan 1945
Displacement 27,100 Tons,
Length 888' Beam 93'
Machinery, 150,000 SHP
Speed, 33 Knots, Crew 3448.
Sold in February 1974

Ship's bell is on permanent loan from American
Legion Post 236 of Sharpsburg, Maryland.

Submitted by:
ABHC I. Ray Young, USN/Retired
Wichita, Kansas

USS *SHANGRI-LA* (CVA-38)

**CLASS - ESSEX
(Long Hull)**
Laid down by Norfolk
Navy Yard

Commissioned Sept 1944
Displacement 27,100 Tons,
Length 888' Beam 93'
Machinery, 150,000 SHP
Speed, 33 Knots, Crew 3448.
Disposed of in August 1988

“I served on “Shang” as an IC/FN from 1958 -1962, and in the US Army from 1962 - 1980 (1st CAV 1963-1964 2nd Bn., 15 Armor, and from 1965-1966 3rd Bn., 18th Arty (RECON))”

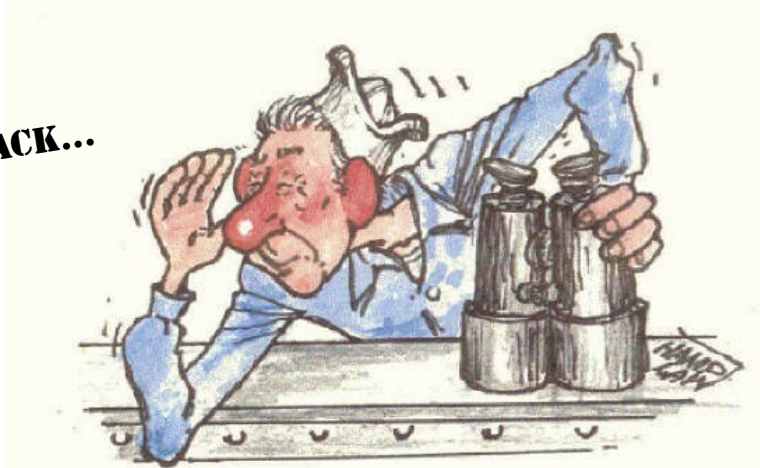
Submitted by:
Thomas A. Roger
Sergeant First Class (E-7), US Army (Retired)
Sierra Vista, Arizona



THE JERSEYMAN

BATTLESHIP DAYS... Cartoons by Hamp Law (1923-2010) USS *Tennessee* (BB-43)

LOOKING BACK...



It's been about 10 years since hundreds of volunteers first reported aboard Battleship New Jersey Museum and Memorial. To document volunteer service to the ship, we plan a special issue, (maybe two,) of *The Jerseyman*. We are looking for early photos of volunteers at work, early photos of the ship, "Before and After" restoration photos etc... and recollections from volunteers about the specific work they performed on the ship as far back as 2001 and 2002. If you can spare some photos, and (if possible) also provide the names of volunteers shown in your photos, it would be much appreciated.

We would also like to publish stories and events from USS *New Jersey* crewmen during the 1980's, and through to the ship's final decommissioning in February of 1991. We need your stories and photos...

Your photos of USS *New Jersey* in company with other navy ships, including descriptions and dates, from any of the ship's four commissioning periods would also be much appreciated! Thanks... - TH

From Shipmate Herb Fahr, Battleship Missouri... With sadness, we inform that Margaret Graham died on February 16, 2010 at age 77. She had broken her hip and was at a rehab when complications from an infection took her life. We all remember Margaret as the wife of Senior Chief Signalman Dave Graham, founder of the American Battleship Association (ABA). Margaret was the mainstay of the ABA, planning many of their functions, and also kept up as the Editor of the *Ole Salts Digest*, after Dave Graham passed away in 2005. She will be missed. Condolences may be sent to the Graham Family, PO Box 711247, San Diego CA 92171.



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

Disclaimer:

The Jerseyman is an independent online magazine, and produced as a keepsake journal for Battleship New Jersey museum volunteers, former crewmen of USS *New Jersey*, and for our readers. *The Jerseyman* is not sold, subscriptions are not offered, and all credited photos, cartoons and stories are the sole property of their authors.

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Tom Helvig, CTRCM, USN (Retired - 1975)
Volunteer Writer/Editor *The Jerseyman*

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email: Thehelig@aol.com

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