



**NEW TURRET II EXPERIENCE!  
SEE PAGE 12...**



**3rd Quarter  
2011**

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

## ***THE JERSEYMAN***

**9 Years - Nr. 71**



### NJ Police, SEALs... train on retired battleship

By Carol Comegno - (Cherry Hill, N.J.) Courier-Post  
Thursday May 5, 2011 17:01:55 EDT

CAMDEN, N.J. —

A helicopter hovered 30 feet above the main deck of the retired battleship New Jersey on Tuesday, just a few feet from the long skyward barrels of the ship's biggest turret guns.

Once the chopper inched into a stationary midair position, a rope was dropped onto the forward deck of the ship just in front of the three barrels.

In 15 seconds or less and one at a time, seven to eight men in battle dress camouflage slid down onto the deck amid the swirling winds created by the copters.

The "assault" team remained crouched until the helicopter crew drew the rope back up and flew off less a minute after dropping the men down.

It was all part of a training exercise conducted by New Jersey State Police, along with Navy SEALs, on the forecastle of the ship, now retired as a museum on the Delaware River waterfront in Camden.

Sources close to the exercise said the SEALs were members of elite Team Six — the same secret operations assault group that killed al-Qaida leader Osama bin Laden at his walled compound in Pakistan earlier this week. The Navy never confirms the existence of Team Six and information from the Navy about the battleship exercise was not available Tuesday.

James Schuck, president and CEO of the Battleship New Jersey Museum and Memorial, said the state police called late Monday and asked him if the ship would be available for a joint exercise with the SEALs. "We were happy to accommodate," he said.

Museum officials sent a written advisory to the media Monday night advising that SEALs would take part in an exercise on the battleship — the most decorated in Navy history. As media arrived Tuesday, ship staff refused to confirm or deny that, reportedly at the request of the state police.

But sources close to the exercise confirmed SEALs were on board to help train the state police and that one was retired. Some museum staff even had a private photo taken with SEAL members.

"We're more than a museum," Schuck said. "We support the active military."

He said the museum allows Joint Base McGuire-Dix-Lakehurst and the Coast Guard to use the ship for

training and for military retirements, promotions, and other ceremonial events.

There were two types of simulated assaults staged Tuesday in which two state police helicopters and small police patrol boats were used. Teams climbed from the small boats up rope ladders to the deck aft on the port side hull of the nearly 887-foot-long ship.

Much farther forward on the port side, two helicopters made a total of four practice assault drops, depositing 30 men in all to the deck after picking them up from another waterfront staging area at nearby Campbell's Field.

The blue and yellow striped AW-139 helicopters had to avoid another obstacle as they hovered — a long wire that runs at an angle from the ship's mast to the bow for lighting or displaying decorative signal flags.

Several dozen men took part in Tuesday's exercise, but the exact number was not provided. Except for a few state police supervisors in blue and gold-striped uniforms who did not take part in the assaults themselves, all other participants were dressed in green and brown battle dress fatigues.

Only state police Capt. David Mitten of Williamstown spoke to the media about the exercise. He denied the presence of SEALs, but said the training was part of the state police maritime course on vessel boarding by a state police tactical group known as the Technical Emergency Mitten said the team practices maneuvers for a possible terrorist act or other emergency situation on the Delaware River or in the New York-New Jersey harbor.

Mitten said the technique used by the men who dropped from the helicopter — similar to the assault on the bin Laden compound — is known as fast roping rather than rappelling. In fast roping, a larger diameter rope is used and the men are not connected to it but slide down freely.

"You would use repelling in certain situations, but it does take a bit longer because you have to disconnect yourself from the rope you're attached by stepping back and letting it out," Mitten explained.

He said the battleship was a last-minute choice for the exercise location. Mission Specialist team.

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Jersey Courier Post, a Gannett Company)

(Photos courtesy of Jason Hall, VP, Battleship New  
Jersey Curatorial Affairs and Education)

# THE JERSEYMAN



## THE JERSEYMAN

### Battleship New Jersey celebrates her 68th Birthday!



On the occasion of battleship New Jersey's 68th birthday on May 23, 2011, World War II veteran Russell Collins recalled a few of his memories serving aboard the battleship New Jersey. A long serving battleship volunteer, Russ was keynote speaker, and related how he was still several months



away from completing his Navy training at Great Lakes, Illinois when USS New Jersey was commissioned on May 23, 1943 at the Philadelphia Naval Shipyard. He eventually joined the soon to be famous World War II battleship in Norfolk, Virginia just as she began her first "work-ups" and prior to transiting the Panama Canal to join up with the Pacific Fleet.



Russ Collins' duty station was the No. 1 Fire Room, but he was also an ammunition handler on one of the 150+ anti aircraft guns that literally lined the deck of the battleship during World War II. He saw the ship's gunners shoot down a number of Japanese planes as the battleship's intensive AA fire helped protect the vulnerable carriers from air attack. Later in the war he was assigned to the powder flats in one of the massive 16" gun turrets where he loaded 110lb. powder bags into the powder hoists. No small feat considering that Russ, at the time, weighed only a little more than the bags he was tasked to handle. "It was back-breaking work, he recalled, but you were so caught-up in the excitement of the moment, you never had time to focus on how physically demanding the job was...or how dangerous."

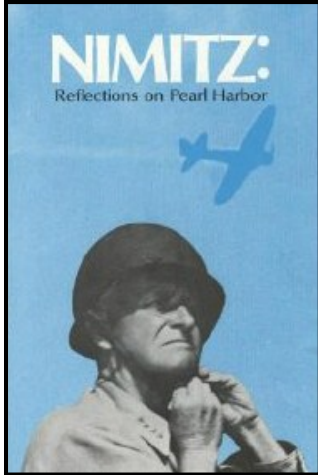
At various times throughout the Pacific War, USS New Jersey was flagship to our "Fighting Admirals" that were William "Bull" Halsey and Raymond A. Spruance. Russ reflected that the constant presence of such high navy brass made him realize that New Jersey was, indeed, very special to serve as Fleet Flagship for both the third fleet and fifth fleet under these two four-star Admirals.

When the war finally ended, Russ remembered his return to "CIVLAN", but his time aboard the most decorated battleship in the US Navy would always resonate throughout his life.

Together, Russ Collins and his daughter, Debra Williams, placed a wreath into the water to commemorate, and to remember, all those who gallantly served in New Jersey during her many years of service to the US Navy and to the nation. "Today was very special," he commented afterward... "I went to sea on this ship as a boy and returned as a man." Today Russ spends a few days each week helping out as a volunteer in a variety of ways aboard the battleship. "It's wonderful to be able to continue to serve on this magnificent ship...and at the same time, to remember my days as a young sailor...all those many years ago."

**Captain Walter M. Urban, Jr., USNR (Ret.)**  
**Military Liaison Officer, Battleship New Jersey**

## THE JERSEYMAN



### ***LOOKING BACK... "Reflections on Pearl Harbor"...***

is a booklet published by the Admiral Nimitz Foundation, and available for purchase at the USS Arizona Memorial gift shop. The excerpt below is taken from this booklet and was forwarded to us by a former crewman of USS *New Jersey*...

**Sunday, December 7th, 1941--Admiral Chester Nimitz was attending a concert in Washington D.C. He was paged and told there was a phone call for him. When he answered the phone, it was President Franklin Delano Roosevelt on the phone. He told Admiral Nimitz that he (Nimitz) would now be the Commander of the Pacific Fleet.**

**Admiral Nimitz flew to Hawaii to assume command of the Pacific Fleet. He landed at Pearl Harbor on Christmas Eve, 1941. There was such a spirit of despair, dejection and defeat --you would have thought the Japanese had already won the war.**

**On Christmas Day, 1941, Adm. Nimitz was given a boat tour of the destruction wrought on Pearl Harbor by the Japanese. Big sunken battleships and navy vessels cluttered the waters every where you looked. As the tour boat returned to dock, the young helmsman of the boat asked, "Well Admiral, what do you think after seeing all this destruction?" Admiral Nimitz's reply shocked everyone within the sound of his voice. Admiral Nimitz said, "The Japanese made three of the biggest mistakes an attack force could ever make, or God wasn't taking care of America. Which do you think it was?" Shocked and surprised, the young helmsman asked, "What do you mean by saying the Japanese made the three biggest mistakes an attack force ever made?"**

**Nimitz then explained...**

**Mistake number one: the Japanese attacked on Sunday morning. Nine out of every ten crewmen of those ships were ashore on leave. If those same ships had been lured to sea and been sunk--we would have lost 38,000 men instead of 3,800.**

**Mistake number two: when the Japanese saw all those battleships lined in a row, they got so carried away sinking those battleships, they never once bombed our dry docks opposite those ships. If they had destroyed our dry docks, we would have had to tow everyone of those ships to America to be repaired. As it is now, the ships are in shallow water and can be raised. One tug can pull them over to the dry docks, and we can have them repaired and at sea by the time we could have towed them to America. And I already have crews ashore anxious to man those ships.**

**Mistake number three: every drop of fuel in the Pacific theater of war is in top of the ground storage tanks five miles away over that hill. One attack plane could have strafed those tanks and destroyed our fuel supply. That's why I say the Japanese made three of the biggest mistakes an attack force could make, or God wasn't taking care of America.**

## THE JERSEYMAN

### **LOOKING BACK... USS Franks (DD-554) in World War II...**

At 2115 hours on April 2, 1945, and following the invasion of Okinawa which began on April 1st, Fletcher-class destroyer USS *Franks* (DD-554), was securing from fleet Night Flight Operations plane guard duty and returning to her assigned screening station at high speed. Suddenly, the massive bow of USS *New Jersey* (BB-62) appeared out of the dark and the New Jersey's port anchor slammed through the portside superstructure of the destroyer. (See damage photo below - courtesy of USS Franks crewman Mike Bak)



USS Franks crewman Mike Bak remembers: "I was in my bunk, and below the main deck in one of 12 bunks that housed the communications gang in the aft part of the ship; and I was the first one topside. My shipmate, John Carter, GM3/C was the Gun Captain of Turret #5 and was knocked to the main deck. He was bruised, but escaped serious injury. The destroyer's skipper, **Commander David R. Stephan**, and **Lieutenant Robert Numbers** were both knocked from the bridge and down to the main deck. Captain Stephan was fatally injured and died two days later. He was buried at sea with full military honors.

**Lieutenant Gerry Case** was the Engineering Officer aboard USS Franks, and had been given command of the ship by the gravely injured but still conscious captain, Commander Stephan. On April 21, 1945, USS Franks arrived in Pearl Harbor for the beginning of her extensive repairs. Commander Henry reported aboard to assume command of the Franks, and relieved Lieutenant Case."

**(Many more first-person accounts about this collision, and as told by the crewmen that were aboard USS Franks, and USS New Jersey, can be found in the April 2004 issue of *The Jerseyman*...)**

From the USS New Jersey World War II diary of Chief Machinist Victor P. Feltes

**"April 2, 1945 @ 2112 hours...**

**Ship goes full astern as DD FRANKS cut across our bow, is hit a glancing blow, and bounces along Port side. Report came in that the Skipper and OOD were the only casualties with half the bridge torn off. It was back in formation in 1/2 hour. It was just missed again by Carrier off our Port Quarter. NJ has seams ruptured and taking a little water forward at Frame 45. Shock of collision could be felt. Was playing Pinochle in C.P.O. Quarters at time. We were guide ship and were not at fault. Fuel oil could be smelled topside after collision. Running into heavy seas and storm."**



## THE JERSEYMAN

### ***LOOKING BACK... USS Franks (DD-554) remembering that night in World War II...***

Monday, June 6th, 2011, marked the end of a five day reunion for crewmen of USS FRANKS (DD-554), a World War II Fletcher-Class destroyer . It was a bright sunny day, and four USS Franks shipmates (William Shattuck, William Bristow, John Carter and Mike Bak, along with seven of their loved ones, boarded a Philadelphia based "Duck Boat" for a fifteen minute guided tour of the Delaware river.

While cruising the river, all could see the port side of the World War II Battleship New Jersey, permanently anchored across the river at the Camden, NJ waterfront. It was not surprising, that two of the crewmen that served in USS Franks during World War II, 90 year old **GM3/c John Lester Carter** of Dallas, Texas, and 88 year old **QM1/c Michael Bak** of Surf City, New Jersey, both had their eyes locked on the massive 15 ton portside anchor of the former USS *New Jersey*. After 67 years, the two men were again reminded of the deadly collision that took place, with both of them aboard, between USS New Jersey and the USS Franks on the night of April 2, 1945...

In a letter following the war, Michael Bak wrote: "...16 Officers and 324 enlisted men aboard Franks when we collided with the battleship. The injuries suffered by most members of the crew were minor compared to what happened to our Captain D. Richard Stephan and to the OOD, Lt. Robert Numbers. They were both knocked off the bridge and fell to the main deck. Captain Stephan was fatally injured and Lt. Numbers required 6 months of hospitalization for his injuries. Our ship, a 2100 ton destroyer, survived a nearly head-on, port-to-port collision with a 55,000 ton battleship... many men were knocked out of their bunks while others, on duty, hung on for dear life. Some gunners were knocked off the gun deck and fell to the main deck."

Following the Delaware River tour, USS Franks reunion shipmates and guests then made a special visit over to the historic battleship New Jersey and enjoyed a guided tour.

At the end of the tour, USS Franks crewman Michael Bak, was presented the gift of a USS New Jersey teak deck plank by Jason W. Hall, Curator of the Battleship New Jersey, and which is to be placed on permanent display at the World War II "Remember Museum" in Doylestown, NJ.

In the picture at right, and Left to Right, are **John Lester Carter GM3/C** of Dallas, TX and **Michael Bak Jr. QM1/C** of Surf City, N.J., who were both aboard the USS FRANKS when the collision occurred in April of 1945. Next are **Joseph E. Solomon**, Honorary Chairman of the USS FRANKS Association, and Curator of the World War II "Remember Museum" in Doylestown, Pennsylvania. Former crewman **William Bristow** of Oak Brook, Illinois, is shown at the far right. Bill Bristow reported for duty aboard USS Franks after her May-June 1945 collision repairs were completed in Seattle, Washington.



USS Franks tour photos were provided to *The Jerseyman* courtesy of Mrs. Jean Bristow, Oak Park, Illinois.

## THE JERSEYMAN

### **LOOKING BACK... THE ROOSEVELT BATHTUB**

When USS *Iowa* was selected to ferry President Franklin D. Roosevelt to the Cairo and Tehran Conferences on November 23, 1943, she was outfitted with a bathtub for the president's convenience. Roosevelt had been paralyzed by Polio in 1921, and because of this affliction he would have been unable to safely use a shower facility. The bathtub was installed at the Norfolk Naval Shipyard during a short maintenance period in early November of 1943, and it remains on the ship to this day.

After refueling and gathering her escorts in mid-November 1943, USS *Iowa* carried President Roosevelt, Secretary of State Cordell Hull, and other World War II military brass to Casablanca, French Morocco, on the first leg of the journey to the Tehran Conference.

*Iowa* completed her Presidential escort mission on 16 December by returning the President to the United States. Roosevelt addressed the crew of *Iowa* prior to leaving and stated, "... from all I have seen and all I have heard, the *Iowa* is a 'happy ship,' and having served with the Navy for many years, I know—and you know—what that means". He also touched on the progress made at the conference before concluding his address with "... good luck, and remember that I am with you in spirit, each and every one of you."

The famous bathtub remains on the *Iowa* and was used by many of her Captains in the years that followed. It became an item of much interest as it was the only bathtub on a U.S. Navy warship. Many tourists and dignitaries have requested to view the tub over the years and hundreds of photos of the tub have been taken.

As Commanding Officer of *Iowa* from 1984-86, I was able to use the tub on many occasions, primarily as a shower. One of my fondest memories of the tub came after I had spent a full day ashore making calls on local dignitaries. I returned to my cabin to find the tub full of water, and floating in the tub were a model battleship and a yellow rubber ducky! No one ever confessed to instigating this prank, but I knew that it was my Executive Officer, **Captain John J. Chernesky**. It was not his first or last prank! After Captain Chernesky completed his tour aboard *Iowa* he became Commanding Officer of USS *Missouri*. Sadly, in a short eleven years and six months after his retirement from the Navy, John Chernesky died of kidney cancer at the age of 57 on 13

December 2001. Captain Chernesky was interred in Arlington National Cemetery on 4 January 2002 with full military honors.

Roosevelt was not the only United States President to be embarked on USS *Iowa*. In 1986 President Ronald Reagan and his wife Nancy, were on board for Independence Day celebrations in New York City. It makes me wonder if Reagan took a soak in the tub.

It is anticipated that USS *Iowa* will soon become a museum/memorial somewhere in California, and tours of the ship should be available by the summer of 2012. I am sure that the Roosevelt bathtub will be one of the areas of the ship that many visitors will want to see. Look for the yellow rubber ducky!

**Gerald E. Gneckow, RADM, USN/Ret.  
Commanding Officer, USS *Iowa* 1984-86  
President, USS *Iowa* Veteran's Association  
Homosassa, Florida**



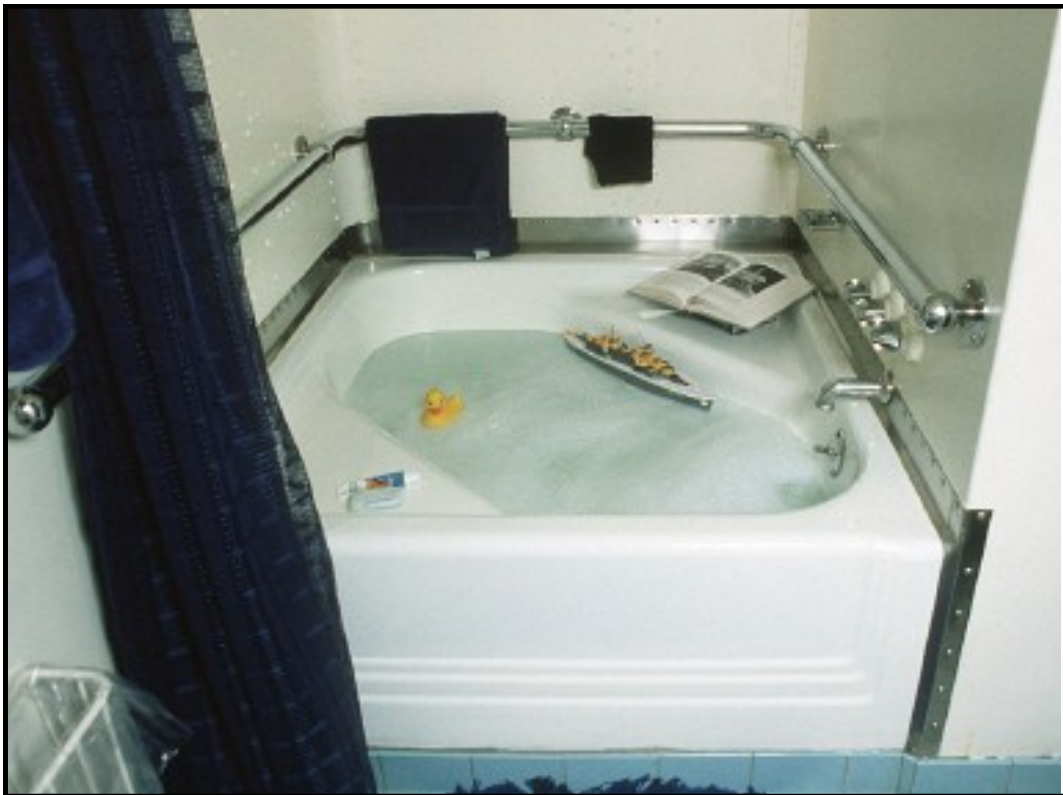
**USS *Iowa* photo - King Olav of Norway,  
Captain Gneckow, Captain Chernesky.**

**Official US Navy Photo courtesy of  
RADM G. E. Gneckow, USN/Retired**



**THE JERSEYMAN**

President Roosevelt's  
Bathtub/Spa



## THE JERSEYMAN

### **LOOKING BACK...** USS *Forrestal* 1969

If I remember correctly FORRESTAL departed Norfolk in June of 1968 for the Med. We returned on 29 APR 69. It was a long cruise due to the KENNEDY fitting out and late relieving us. One night towards the end of the cruise on a mid watch on the bridge (there were usually 4 officers (OOD, JOOD, JOOW, JOOW, 1 co-plot officer and 1 enlisted co-plot personnel, 2 helmsmen, 1 on the engine order telegraph, BMOW, and a Messenger of the Watch.

After being relieved by the other helmsman (1 hour on 1 hour off) I was looking out over the bow of ship while leaning against the Navigator's chair. I remember it was sometime after 0230 and a voice behind me said, *It's been a long cruise.*" "Too F...ING long if you ask me," was my reply, only to turn around to find the Old Man (Captain Nance) standing behind me with a bath robe on. He put his hand on my shoulder and said, "Hang in there son, we'll be home within a month." It was already too late, my skivvies had to be changed!!

**Don McKinney**  
Coral Springs, Florida

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### **LOOKING BACK...** Morse Code Training 1955

In September of 1955, I was assigned to Class A Radio School at NTC San Diego, for Morse code.

I arrived on a Thursday and by the next Monday morning was in class at Radio School. On the wall in front of us was a large display chart of typewriter character keys and their Morse code equivalents.

Our Chief Radioman instructor pointed at the chart and said, in so many words..: "This class is called 2 1/2 Double Basic Morse Code, and by Friday, each of you need to memorize the Morse code shown for all the keys in front of you. If you don't know how to type, you will have a very tough time so you better stay after class. There will be a Friday code test."

"Beginning now, and for all of this week, I don't want to hear you speaking anything in this class but DAH DAH DAH DAH DAH DIT DAH DIT DIT DIT DIT DIT which means "M O R S E". Now place your earphones on just in front of your ears, but not *over* your ears. What you will hear is the Morse code letter A...tap the typewriter A key each time..." as DIT DAH was then sent, over and over..."

About fifty years later, my good friend, the late Senior Chief Signalman Dave Graham, sent me a photo of that old San Diego Radio School - I still have it in my footlocker - now full of old navy memories.

Submitted by:

**Tom Helvig, CTRCM, USN/Ret.**  
Mt. Laurel, New Jersey

### **Some British Humor...**

FREE YORKSHIRE TERRIER.  
8 years old.  
Hateful little bastard.  
Bites!

FREE PUPPIES.  
1/2 Cocker Spaniel,  
1/2 sneaky neighbor's dog.

FREE PUPPIES.  
Mother is a Kennel Club registered  
German Shepherd.  
Father is a Super Dog, able to leap tall  
fences in a single bound.

COWS, CALVES: NEVER BRED.  
Also 1 gay bull for sale.

JOINING NUDIST COLONY !  
Must sell washer and dryer £100

WEDDING DRESS FOR SALE .  
Worn once by mistake.  
Call Stephanie.

#### **And the WINNER...**

FOR SALE BY OWNER.  
Complete set of  
Encyclopedia Britannica, 45 volumes.

Excellent condition, £200 or best offer. No longer  
needed, got married, wife knows everything.

Submitted by:

**Ron Briggs, CTRCM, USN/Ret.**  
Fayetteville, North Carolina

(Ron Briggs is my "old" shipmate from  
Kami Seya, Japan 1958-1961  
Thanks Ron... - TH)

## THE JERSEYMAN

### LOOKING BACK...

#### Remembrances of Admiral J. Edward Snyder, Jr., USN (Ret.)

Saturday, May 21, 2011 started-off like most weekends on the battleship NEW JERSEY. Several tour groups were scheduled to visit the battleship that morning, but one group in particular, stood out. Former crewmembers of ex-USS BROWNSON (DD-868) were due to visit, and no doubt to recall and reflect on what it was like as younger men to go down to the sea in ships, all those many years ago.



Climbing and descending the steep ladders was a lot more difficult then they remembered. After all, several decades had passed since many had been on a warship. Plus the look on their faces was one of disbelief as they stood in awe of the mighty battleship whose gun turrets weighed almost as much as their Gearing Class destroyer. Yes, it was quite a contrast comparing a battlewagon to a tin can.

As we crossed over the brow to begin our tour, several former crewmembers approached and brought something to my attention...a fact that I had not recalled...until then. The BROWNSON and "Big J" both were commanded by the legendary J. Edward Snyder, Jr. Sure enough, from June 1961 to July 1963, then Commander Snyder was "their" skipper. Comments I heard mirrored those of many former NEW JERSEY crewmembers who served under the colorful skipper during the battleship's all too brief tour off the coast of Vietnam. They would have followed him to "hell and back"...strong feelings of admiration and respect that had not waned during the passage of time.

As we proceeded up the starboard ladder to the 0-1 deck, I was compelled to point out the location of the former "gun tubs" that Snyder had painted blue for use as swimming pools while on the "gun line". I can only imagine the positive effect on crew morale as they watched the skipper of the world's only active battleship float playfully in a giant-sized swimming pool that once held a 40 mm quad Bofors.

And, of course, the claw legged bathtub that Snyder had installed in his Inport Cabin while the battleship was "fitting out" at the Philadelphia Navy Shipyard prior to recommissioning for Vietnam. Such was the skipper who was fondly remembered by all as one who genuinely cared for his crew...regardless of who you were or where you were from.

As we entered the Inport Cabin there was a picture of then Captain Snyder taken on the day he assumed command of USS NEW JERSEY, April 6, 1968. It was appropriate to pause and honor the man who impacted their lives like few ever had...before or since and with a moment of silence. Somewhere in heaven, J. Edward Snyder, Jr., is looking down and smiling...and perhaps wondering what we're all doing standing in his stateroom.

God Bless Admiral Snyder...we miss you, Skipper.

**Captain Walter M. Urban, Jr., USNR (Ret.)**  
**Military Liaison Officer, Battleship New Jersey**



### New Turret II Experience!

The new “Turret II Experience” guided tour will allow guests to see exactly how seventy-seven sailors operated one of the massive main battery gun turrets. The tour starts in the gun house of Turret II where visitors will see how the ammunition being hoisted from below was loaded into each of the turret’s three guns. From the gun house, guests will be brought down to the 3<sup>rd</sup> Deck where, for the first time in the history of the museum, guests will visit inside the lower parts of the turret and see the shell decks and powder flats.

Guests will walk through a new opening in the three inch thick barbette and find themselves on the second shell deck. In this space they will participate in a simulation of hoisting a 16” shell up to the gun house. Next, guests will walk through a new cut-out in the deck and descend a new stairwell down to the third shell deck. Walking around this open mezzanine shell deck guests will be afforded an impressive view of the inner workings of the huge gun turret. Descending another new stairwell, guests will be brought to the bottom of the turret where they will explore where the approximately one million pounds of gunpowder was stored and how the powder bags were loaded on the elevator cars that brought them up to the gun house. By loading a diminished weight powder bag, normally weighing 100 pounds, guests will experience first hand how sailors moved the powder bags from the magazines to the powder hoists.

After the guests have loaded the powder bags, they will go back up the ladder they came down, and will walk through a new cut-out in the barbette and walk into Forward Plot.

In Forward Plot guests will see how, from 1943 to 1991, the same analog mechanical computer was used to accurately fire the big 16” guns. The Mark 8 Range Keeper Computer will come to life, and guests will see how data was inputted by turning several dials that set the firing solution. Once the solution has been set, a selected guest will help end the tour with a “bang” by pulling the actual trigger to simulate the firing of the guns.



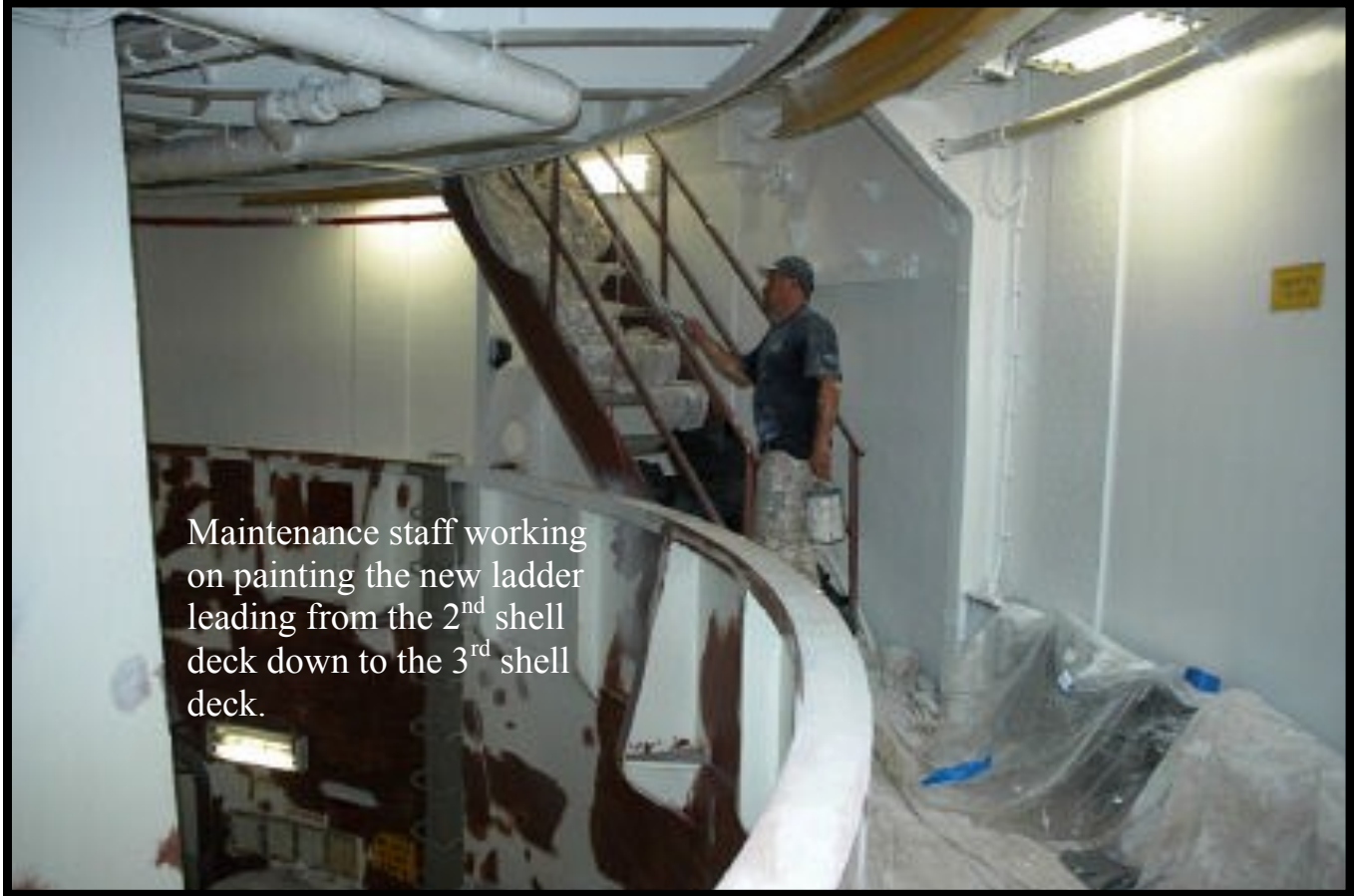
Currently, we are finishing the construction, painting, and install of the interactive aspects of this new tour. We will be acquiring approximately one hundred inert 16” projectiles from Navy Weapons Station Earle, New Jersey to be placed on the two shell decks of the tour. The members of Cargo Handling Battalion 8, out of Fort Dix, NJ, have generously offered to pick up the projectiles at Earle, transport them to the ship, and to bring them aboard. To help fill the shell decks even more, we will also be acquiring approximately 75 fiberglass reproduction 16” shells from the Battleship *North Carolina* Museum.

The new Turret II Experience will help bring the ship to life for our guests and hopefully increase visitation to the Battleship New Jersey Museum & Memorial. A special “sneak preview” of the new tour route will take place during the annual “Battleship Blast” fundraiser on Saturday, June 25<sup>th</sup>, and open to the general public a week later for the 4<sup>th</sup> of July weekend.

**JASON W. HALL**  
**VP Curatorial Affairs & Education**  
**Battleship New Jersey Museum & Memorial**

(Photos courtesy of Jason Hall, VP, Battleship New Jersey Curatorial Affairs and Education)

## THE JERSEYMAN



Maintenance staff working on painting the new ladder leading from the 2<sup>nd</sup> shell deck down to the 3<sup>rd</sup> shell deck.



Mark 8 Range Keeper

## THE JERSEYMAN

### **LOOKING BACK...** Quartermaster James Flood - USS *New Jersey* crewman Vietnam era

Maritime Artist James Flood served in USS *New Jersey* as a Quartermaster under Captain Ed Snyder during Vietnam. Even during his time aboard USS *New Jersey*, Jim Flood's ship paintings were well known throughout the ship, and his work continues to this day. His maritime artwork can be found on display in galleries and private collections throughout the United States and Europe, as well as on the Cunard ships *Queen Elizabeth 2*, *Queen Mary 2*, and *Victoria*.



In 2010 Flood initiated a plan to gather, and to present, a complete and already framed reproduction set of his many US battleship paintings for the Battleship New Jersey Archives. On this year's visit, which will take place during June 2011, Jim will bring with him a 24 x 36 canvas digital reproduction of USS *Pennsylvania*. The painting depicts *Pennsylvania* passing beneath the then newly completed Golden Gate Bridge in San Francisco, as part of the opening ceremonies for the bridge in 1937.

On this upcoming tour to the northeast, Jim will also be presenting a new original artwork to the SS United States Conservancy. This painting depicts "SS *United States* Departing New York Harbor (painting seen on opposite page), to be presented during their "Relive an Evening Aboard SS *United States*" gala event, at the Corinthian Yacht Club on 24<sup>th</sup> of June, 2011.

The Conservancy first saw the completed painting of SS *United States* at the Sea Trade Show in March of this year in Miami. Seen here in the photo at right, Jim Flood is pictured with Susan Gibbs, granddaughter of William Francis Gibbs—naval architect and designer of SS *United States*, and Greg Norris, Treasurer for the Conservancy.



With his great love and concern for USS *Olympia* and her naval history, and on hearing about the ship's potential scuttling and mounting financial troubles, Jim Flood is donating his original painting of this historic protected cruiser to the Cruiser *Olympia* Historical Society.

## THE JERSEYMAN

***LOOKING BACK...*** Quartermaster James Flood - USS *New Jersey* crewman Vietnam era

If readers would like to see more of Jim Flood's artwork, or for contact information, refer to:

[www.jamesaflood.com](http://www.jamesaflood.com)



**THE JERSEYMAN****“SHIP’S BELLS”****USS *George Washington* (CVN 73)****Nimitz Class Aircraft Carrier****Displacement:** 97,000 tons**Length of flight deck:** 1,092 feet**Height (keel to mast):** 244 feet**Flight Deck area:** 4.5 acres**Speed:** More than 30 knots**Number of Anchors:** Two 30-ton**Crew accommodations:** 6,250**Meals served daily:** 18,000

(Nov. 17, 2009)

The Japan Maritime Self-Defense Force destroyer **JS Hyuga (DDH 181)** is underway alongside the aircraft carrier **USS George Washington (CVN 73)**. George Washington, the Navy's only permanently forward-deployed aircraft carrier, is participating in Annual Exercise (ANNUALEX 21G), the largest annual bilateral exercise with the U.S. Navy and the Japan Maritime Self-Defense Force.

(U.S. Navy photo by Mass Communication Specialist 1st Class John M. Hageman/Released)



## THE JERSEYMAN

### “LOOKING BACK... - SHIP’S BELLS”

USS George Washington (CVN 73)  
was first commissioned on July 4, 1992 in Norfolk, Virginia.



(Sept. 25, 2008) Sailors aboard the aircraft carrier USS George Washington (CVN 73) form the phrase "**Hajimemashite,**" which means "Nice to meet you" in Japanese, as they arrive at Fleet Activities Yokosuka, Japan. George Washington and Carrier Air Wing 5 will be operating from Fleet Activities Yokosuka as the U.S. Navy's only forward-deployed aircraft carrier.

U.S. Navy photo by Mass Communication Specialist 2nd Class Clifford L. H. Davis (Released)

Submitted by:

**Jonathon M. Carter, ETCM(SW/AW/FPJ)**  
**Combat Systems**  
**USS GEORGE WASHINGTON CVN-73**

**THE JERSEYMAN****FROM THE BATTLESHIP NEW JERSEY CURATOR...**

May 10, 2011

Dear Tom,

I must inform you, and your readership, that the estimated cost for the new Vietnam Exhibit has gone up considerably. We obtained the original estimate of \$5,000 three years ago. At the same time, we had also obtained an estimate to build a new exhibit focusing on the service of the ship's Marine Detachment (MarDet). We recently opened the MarDet Exhibit, and in doing so we became acutely aware that the cost of labor and materials had dramatically increased over the past three years. Unfortunately, we would not be able to produce the new Vietnam Exhibit for \$5,000. In fact, we are forced to double the estimate, thus requiring the sum of \$10,000 to complete the project. To date, thanks to your efforts, and the generosity of your readers and BB-62 veterans, we have received close to \$4,000.

I am confident that we will be able to raise the remaining funds so that we may begin construction of the Vietnam Exhibit this year. The urgency in raising the necessary funds is to get the project moving before labor and material costs increase again.

I thank you, all those who have sent in money, and your entire readership for the support shown for the upcoming Vietnam Exhibit.

Sincerely,

**JASON W. HALL**

**VP Curatorial Affairs & Education**

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## THE JERSEYMAN

### LOOKING BACK... Yokosuka PO Club Menu - Ca. Early 1960's



HIGHBALLS .....	\$ .25	LIQUEURS, BRANDIES, COGNACS and COCKTAILS... \$ .25	
BECK'S.....	.25	CARLING .....	.20
HEINEKEN.....	.25	HAMM'S .....	.20
SWAN .....	.25	LUCKY LAGER .....	.20
SANMIGUEL .....	.20	MILLER'S HIGH LIFE .....	.20
BUDWEISER .....	.20	OLYMPIA .....	.20
BURGERMEISTER .....	.20	SCHLITZ.....	.20
FALSTAFF .....	.20	PABST .....	.20

DRINKS MUST BE CONSUMED BEFORE ORDERING NEXT DRINK

ALL CIGARETTES: .10

LARGE PIZZA PIE	
CHEESE .....	50¢
PEPPERONI .....	60¢
MUSH ROOM .....	75¢
COMBINATION .....	90¢

10¢ EXTRA CHARGE FOR TAKE OUT ORDER



#### SANDWICHES TO ORDER

<u>HOT</u>		<u>COLD</u>		
S- 1	GRILLED FRANKFURTER \$ .15	S-14	ROAST BEEF..... \$ .30	
S- 2	HAMBURGER .....	.25	S-15	ROAST TURKEY.....
S- 3	HAMBURGER DELUXE ...	.30	S-16	HAM .....
S- 4	CHEESE BURGER .....	.30	S-17	CHEESE .....
S- 5	GRILLED HAM.....	.20	S-18	BACON, LETTUCE & TOMATO .....
S- 6	TENDERIZED STEAK .....	.35	S-19	LETTUCE & TOMATO.....
S- 7	HAM & EGG .....	.25	S-20	HAM & CHEESE .....
S- 8	BACON & EGG .....	.25	S-21	CHEESE & SALAMI .....
S- 9	FRIED EGG .....	.15	S-22	CHICKEN SALAD .....
S-10	MINUTE STEAK & EGG ...	.40	S-23	TUNA SALAD .....
S-11	GRILLED CHEESE .....	.10	S-24	FRENCH FRIED POTATOES
				.10

#### CHEF'S SPECIALS TO ORDER

S-25	MEXICAN STYLE TACOS... .30	S-27	CHINESE CHICKEN .....	.25
S-26	BEEF SHISH KABOBS..... .30	S-28	PICKLED EGGS (2).....	.15

SANDWICH BAR SERVICE: OPENING TIME TO 2300 DAILY

Submitted by:  
Hank Cosgrove,  
Carlstadt, New Jersey

## THE JERSEYMAN

### BATTLESHIP DAYS... BY HAMP LAW (1923 - 2010)

Gee Grandpa...  
Did they really make  
you spit on your  
shoes at boot camp?



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

#### Disclaimer:

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