

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

The Jerseyman

4th Quarter 2013
Number 80



On the Downhill Slide to the Holidays

Rich Thrash, Brass Team Volunteer

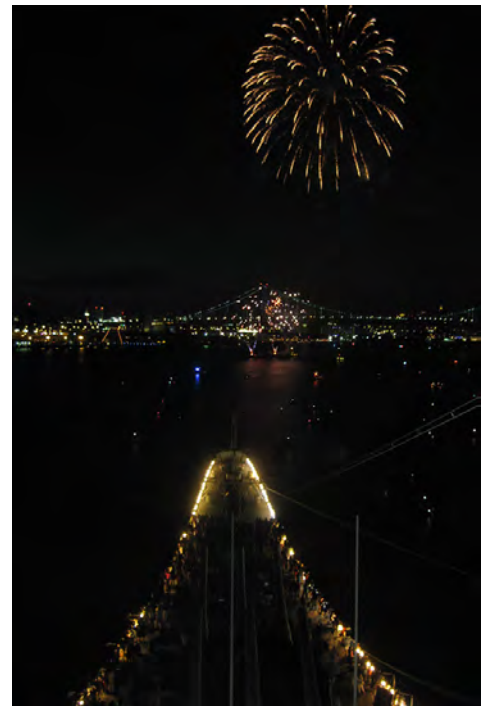
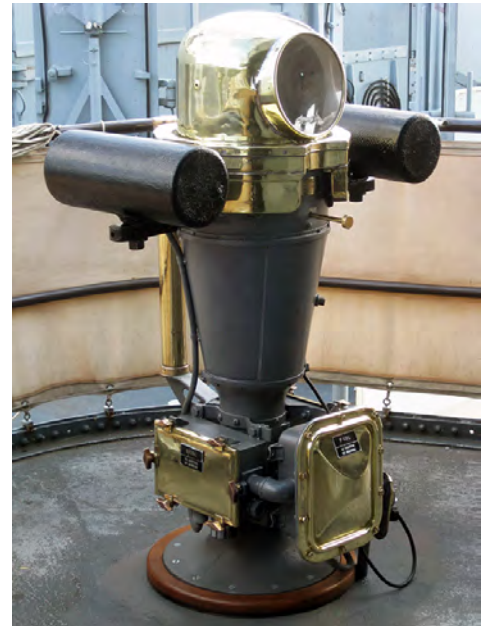
Where did the summer go...? It seems like just yesterday I was writing a front page article about the coming of spring, and here it is fall again and soon the Brass Team will be moving inside to find a warm place to work. The unofficial plan is to try and have some portion of Broadway open to the public in the spring, so that's likely where we'll be spending much of our time during the winter months. There is a lot brass along Broadway, but we've done it all before so it won't be too tough. It sure would be great to add Broadway to the list of areas open to the public for tours, that's a very unique area and a place everybody wants to see, along with the engine rooms of course.

This has been a good year for the Battleship in many ways and I feel like we are once again on the rise. I give a lot of the credit for our turn around to Phil Rowan, our Executive Director & CEO who took command at a time when we were really struggling last February and has a lot to show for his efforts over the last 18 months.

On the right is a pair of photos representing two highlights of my time spent on the Battleship this summer. The first is of the ships binnacle, which we finally got mounted on its new teak base and it looks great. The base was made by a fellow Brass Team member, Dave Ratcliffe, who used teak planking that was removed from the fantail during ship restoration efforts to make it. Did you know this binnacle holds a magnetic compass that was made by the Lionel Train Company in 1943?

The second photo shows my vantage point for watching the July 4th fireworks this year at the ships annual Battleship Blast fundraiser. I was on the O-11 level that night and the show was awesome! After the fireworks we fired Mounts 52 and 56 and that was quite a show too. Taking still photos of fireworks is tough, but I do have several videos including the finale and firing of the mounts,

Since the next issue of The Jerseyman won't come out until 2014 let me be the first to wish you and your family a very Merry Christmas and a Happy New Year. Oh yes, and don't forget that when you are shopping for that sailor on your holiday list please consider something from the ships store like a commemorative brick or maybe one of our teak items. As always they'll be receiving a true one-of-a-kind gift and you'll be helping support the Battleship with each purchase.



Goings On Around the Battleship

Phil Rowan, Executive Director & CEO, Battleship New Jersey Museum and Memorial

Since my last report on July 1st a lot of positive developments have occurred at the Battleship New Jersey Museum and Memorial. The most important one is the approval of \$1,400,000 in state funding from the New Jersey Department of Environmental Protection. This funding, which has already begun to flow to the ship, will help defray our cost of electricity, insurance, security, maintenance and other operating expenses. After several years of limited financial support from the State of New Jersey, the approval of this funding has helped to balance our operating budget and permit the museum to operate more effectively.

We are currently working on securing an additional \$1,650,000 in capital financing through the Camden County Improvement Authority to be used for needed capital improvements at the museum. This funding, if approved, will be used to install a landside gas-fired boiler that will supply more cost-effective heat to the ship from November through March of each year. This project will save the Battleship over \$100,000 per year in utility costs. Other capital improvements included in this funding include paint for the hull, repair of elevators and gangways, new mooring lines and the installation of a new cafe in the landside visitors' center. The new food concession area will be called *"The Black Dragon Cafe"*, paying homage to one of Battleships nicknames while she was in service. Our plan is to have the new cafe open in the spring of 2014.

On the restoration front, our maintenance crew has started work on replacing the teak decking and underlying steel on the O-3 level, portside signal bridge as shown in the photograph at the right. We have been raising funds from our *"Dollars for the Decks"* capital campaign to pay for this critical work. Once we complete the work on the O-3 level, our plan is to commence with replacing all the teak on the main deck by starting at the forecandle and working our way to the stern of the ship. This work will start in March of 2014 and continue for three years until the entire wooden deck of the ship is completed. This project, which is projected to cost \$8,000,000, will be funded through a combination of governmental grants and private fundraising.



Photo showing work that has just begun on the O-3 level portside signal bridge

On Saturday, September 14th, I traveled to Virginia Beach to join the veterans of the New Jersey at their annual reunion. Meeting with the ship's veterans always give me a great appreciation for the courage and sacrifice that these men made defending freedom throughout the world. I gave the assembled ship's veterans an update on our financial health and the projects that we are undertaking at the museum. We look forward to hosting the ship's veterans back onboard the ship in 2016.

The Battleship, along with the Independence Seaport Museum in Philadelphia hosted the Historic Naval Ships Association annual conference last month. This conference brought over 75 attendees that are involved in preserving and presenting historic ships, not only in this country but throughout the world. Our attendees were taken on tours of the New Jersey in Camden and the Olympia at Penn's Landing in Philadelphia. There were a number of speakers that presented information on the challenges of maintaining and operating historic naval ships. We learned a lot from the experiences of other ships and realize that we all share in common the challenges of keeping these historic naval ships afloat for years to come.



This is the O-3 level starboard signal bridge after similar repairs were made in 2007, it's hard work, but the results are impressive!

On a more somber note, we mourn the passing of U.S. Senator Frank Lautenberg. Senator Lautenberg was a five-term Senator from New Jersey who was a major advocate for bringing the Battleship back home to the Garden State. Senator Lautenberg was the last U.S. Senator to have served in World War II. As an Army veteran, Senator Lautenberg was a sponsor of the enhanced G.I. Bill for Iraq and Afghanistan veterans, having attended Columbia University on the G.I. Bill before co-founding ADP Corporation, a major payroll management firm. At a memorial service held on the deck of the Battleship on August 10th, Captain Walter Urban, our Military Liaison Officer, and Senator Lautenberg's Senatorial Aid tossed a memorial wreath into the Delaware River in his honor.

As I discussed previously, the most important part of my job at the Battleship is to raise the funds needed to keep the ship operating and open to the public. Please visit our website at www.battleshipnewjersey.org and click on the donate button or consider becoming a member, purchasing a 70th anniversary cap, or a certified piece of the teak deck. We are currently developing a new fundraising souvenir item from the teak that we salvage during the removal of old teak from the deck. This new commemorative item, shown below, has an image of the New Jersey cutting through the ocean etched on art glass on a base of the salvaged teak. For a donation of \$100, plus \$7

New Jersey Sales Tax, you can own this beautiful souvenir of the World's Greatest Battleship. We can ship it to you for \$6. We are now taking pre-orders for this desktop souvenir, please contact me about ordering yours.

If you have any questions, please e-mail me at p.rowan@battleshipnewjersey.org or call me at (856) 966-1652 extension 211. You can also send a letter to me at 62 Battleship Place, Camden, NJ 08103. Thank you for your continued support of the Battleship New Jersey Museum and Memorial.



Phil Rowan speaking at a Memorial Service for Senator Lautenberg



High Donor Award in Etched Artglass™
Displayed on a base of original Battleship New Jersey Teak Decking

Curator's Corner

Jason Hall, Vice President, Curatorial Affairs and Education, Battleship New Jersey Museum and Memorial

The 2013 Historic Naval Ship Association (HNSA) Annual Conference is in the history books! From September 18th - 21st, for the first time in HNSA history, the conference was co-hosted by the Battleship New Jersey Museum and Memorial (BNJMM) and the Independence Seaport Museum (ISM). As Conference Chair, I must thank all those that were part of the conference team that worked tirelessly to make it a huge success: Jack Willard and Phil Rowan of the Battleship New Jersey; Hope Corse, Jesse Lebovics, and John Brady of the Independence Seaport Museum; Toby Oothoudt of the USS Cod; and Jeff Nilsson, Executive Director of HNSA.

Participants began arriving at the host hotel; Holiday Inn Express-Penn's Landing, in the afternoon on Tuesday, September 17th. The evening before the official kick-off to the conference always has an air of a family reunion, folks from around the world who have not seen each other in a year catching up on all the news and gossip. The hotel holds a once a month reception with beer/wine and hors d'oeuvres and, lucky for us, it just so happened to be that evening. The refreshments were a big hit with everyone, and the conference started on a very positive note.

The first official day of the conference was Wednesday, September 18th, and it found me nervously pacing at the ferry dock next to ISM. I had spent most of the previous evening reminding all guests that the ferry would leave at 0830 sharp, and if they missed it they had no way of getting to the BNJMM for the day's meetings. Thankfully, everyone arrived on time, including the ferry. Once the group was on the Camden side of the river, we all walked to the Battleship where we had a special welcoming planned. We gathered everyone on the pier, just inside the white gate, and with a signal to the Quarterdeck, the group was bonged onboard with four bells, and "Historic Naval Ship Association...Arriving!" was announced over the 1MC. Immediately following the 1MC call, the starboard side 40mm saluting gun was fired, followed by the playing of "Anchors Aweigh" and the hoisting of signal flags that stated "WELCOME HNSA". Needless to say, everyone was very impressed.

During the rest of the day on Wednesday HNSA held several business meetings in the Wardroom. Not all participants were able to attend every meeting; therefore we provided special tours of the ship over the course of the day. The highlight for most participants was the Turret II Experience, with many Executive Directors of other ships stating their jealousy of the BNJMM for having such an interactive tour. Lunch was served on the Main Deck, Portside, and was generously sponsored by Martin Grossman of American Patch and Emblem. At the conclusion of the meetings and tours, the participants walked back to the ferry for the return to Philadelphia and a reception that evening onboard the Moshulu. Greeting the guests at the bottom of the gangway of the Moshulu was none other than Ben Franklin, who seemed very eager to have his picture taken with the ladies in the group.

Thursday was spent entirely at the ISM, with numerous sessions being presented. Some of the session titles included Emergency Preparedness: Hurricane Sandy, lessons learned and steps taken; The Exhibit Process: Exhibit Development from Ideas to Installation; and End of Life Issues for Historic Ships. The lunch sponsor, Duane Lohn, owner of Risk Solutions International, gave a presentation at the end of the meal focused on business continuity and disaster planning. The day ended with an amazing sunset reception onboard the USS Olympia. It was a unique treat for everyone to gather on the Admiral's Deck of this national treasure to enjoy delicious food, refreshing beverages, and the fellowship of friends. Volunteers and staff of the ISM offered special behind the scenes tours of the Olympia as well as the submarine Becuna.

Participants were faced with a tough decision on Friday morning, either stay and hear excellent presentations, or go on a tour of the Philadelphia Navy Yard. Those that went on the tour, myself included, were afforded a rare opportunity to board the aircraft carrier EX-USS John F. Kennedy! We started the tour by going onboard the destroyer EX-USS Charles F. Adams, which is available to become a museum. However, it was the Kennedy that everyone came to see, and she did not disappoint. One feels incredibly small and insignificant when walking inside the cavernous hanger bay of the carrier. Making our way through the never ending Flag (Admiral's) Cabin we climb the ladders to the Flight Deck...all I can say is WOW! I made the mistake of walking the entire length of the Flight Deck, about half way I was looking for a taxi. After the requisite group photo in front of the island, we all reluctantly departed the ship and headed back to the ISM for lunch and more sessions in the afternoon.

Each and every HNSA Conference ends with an Awards Banquet. From the moment I was asked (drafted) to Chair the conference it was my goal to make the Awards Banquet as memorable as possible. All guests arrived at the ship at approximately 1800 via two buses bringing them over from the host hotel. As they walked up the stairs and across the brow they received a salute from the young members of the BB-62 Sea Cadet Division, which created a wonderful celebratory atmosphere to the evening. From 1800 - 1900 guests enjoyed cocktails on the forecastle while watching a silk dancer dangling from one of the 16" guns of Turret I. At 1900 everyone was directed aft for dinner and the official program portion of the banquet.

Before dinner was served, I thanked all of our sponsors for the evening, including our EMT's from NSR who sponsored the open bar for the evening; in fact, the guests gave them a long standing ovation for their generosity. Prior to the invocation, we held a moment of silence for all those we have lost over the past year, including those killed at the NAVSEA headquarters at the Washington Navy Yard. Col. Pat Cunningham, of the Buffalo & Erie County Naval & Military Park, gave the invocation which reminded us all to enjoy each day and take nothing for granted.

Following a delicious dinner provided by our caters, Andreotti's, the keynote speaker for the evening, Dr. Michael Golda, held everyone's attention with an in-depth presentation on the past and future of naval engineering. At the conclusion of Dr. Golda's speech, it was time for the presentation for the 2013 HNSA Awards. Three awards were presented to staff and volunteers of the Battleship. The first one went to Jimmy Miller, who received a 2013 HNSA Ship Maintenance, Preservation, and Exhibition Award. Jimmy retired earlier this year but began his career at the Battleship New Jersey in 2001, even before the ship had officially opened to the public. Though his official title was Ships Mechanic, Jimmy was a true "Jack of all Trades." Over the course of his twelve years of service at the Battleship Jimmy performed an ever increasing range of tasks and duties.

The second award, also a 2013 HNSA Ship Maintenance, Preservation, and Exhibition Award, went to the Battleship New Jersey Gun Crew. One of the things that most excites guests who visit the Battleship New Jersey is the opportunity to see the ship come alive with the firing of some of her 5" guns. If it were not for the tireless efforts of Ken Kersch, Paul Niessner, John Alberta, and George MacCulloch, the two 5"/38 gun mounts we currently fire would not be operable.

As I was the one who nominated the above two awards, I was caught completely by surprise when it was announced there was a third award going to a member of the Battleship New Jersey...me! The 2013 HNSA Russell Booth Award was presented to me in recognition of my efforts over the past six years as Editor of the HNSA Anchor Watch newsletter.

We congratulate all those who received awards this year. In addition; I wish to thank each and every volunteer and staff member of the Battleship New Jersey Museum and Memorial and the Independence Seaport Museum that made the entire conference a monumental success! Thank you all...BRAVO ZULU!



Battleship New Jersey Gun Crew receiving their 2013 HNSA Ship Maintenance, Preservation, and Exhibition Award. Pictured left to right are Ken Kersch, Paul Niessner, John Alberta, and George MacCulloch

Terrorist Bombing of Marine Barracks, Beirut Lebanon, October 23, 1983

Judy Gorchinski and Rich Thrash, Brass Team Volunteer

As most of you are aware I took over publishing The Jerseyman from Tom Helvig last Summer. As the 30th anniversary of this tragic event approached I looked back at previous issues to see what had been written in the past and found articles in 2003 and 2008 marking the 20th and 25th anniversaries of the attack. Then came the challenge of writing this piece...

The facts of the attack remain the same, as summarized below in a Department of Defense Commission Report:

At approximately 0622 on Sunday, 23 Oct. 1983, the Battalion Landing Team headquarters building in the Marine Amphibious Unit compound at Beirut International Airport was destroyed by a terrorist bomb. The catastrophic attack took the lives of 241 marines, sailors and soldiers and wounded more than 100 others. The bombing was carried out by one lone terrorist driving a yellow Mercedes Benz stake-bed truck that accelerated through the public parking lot south of the BLT headquarters building, where it exploded. The truck drove over the barbed and concertina wire obstacle, passed between two Marine guard posts without being engaged by fire, entered an open gate, passed around one sewer pipe barrier and between two others, flattened the Sergeant of the Guard's sandbagged booth at the building's entrance, penetrated the lobby of the building and detonated while the majority of the occupants slept. The force of the explosion [12,000 pounds] ripped the building from its foundation. The building then imploded upon itself. Almost all the occupants were crushed or trapped inside the wreckage.


Among those 241 marines, sailors and soldiers was ETC (SW) Michael W. Gorchinski, a crewman onboard the USS New Jersey. Mike had volunteered to go ashore and assist the 24th Marine Amphibious Unit with a radar installation problem they were having at the Marine Barracks in Beirut. On that day, in an instant, Mike was taken from his wife Judy, and their 3 children, Christina JoAnn, 6 years old, Kevin Michael, 3 years old, and Valerie Marie, 10 months old. Today those children are all grown up, and Judy is a proud grandmother, but there is still a huge chunk missing from their lives that can never be filled.

At the time I was in the Army at a stateside assignment, 7 days and a wakeup away from being a civilian again after 8 years of service. I remember being shocked at the toll that one suicide bomber, with 12,000 pounds of explosives, could exact. Being in the service I also remember feeling angry that something like this could happen and felt deeply sorry for the tremendous loss and pain that the families of those lost would feel for the rest of their lives.



This is a great picture of Mike with the battleship behind him. It was taken at Long Beach Naval Shipyard for an article that was being written about the ships renovation and modernization.



 **COMMANDING OFFICER
USS NEW JERSEY (BB 62)
FPO SAN FRANCISCO 96688** 21 April 1984

Mrs. Judy Ann Gorchinski
1834 La Corta
Lemon Grove, California 92045

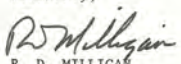
Dear Mrs. Gorchinski,

As you are probably aware, your late husband's fellow Chief Petty Officers commissioned an artist to do an oil painting of Mike which will serve as a memorial of him in the CPO Mess. The formal dedication of Mike's portrait took place on Tuesday, 3 April as USS NEW JERSEY steamed away from Lebanon.

The dedication was a solemn and dignified one befitting the memory of your late husband. All of his fellow Chief Petty Officers were in attendance.

I am enclosing two photos which were taken during the ceremony, and hope that they will serve as a small token of the dignity and respect that prevailed that day.

I remain,

Sincerely,

R. D. MILLIGAN
Captain, U.S. Navy

In the nearly thirty years that have passed since that fateful day terrorists have taken the lives of thousands more in cowardly attacks and even today there is no end in sight. When we, the general public, hear of the losses in these terrorist attacks we are outraged, we say a prayer for the victims and their families, but unless we experience the loss of a loved one first hand I don't think we can ever truly understand the price that is paid by the families of those lost in these attacks.

I personally haven't been touched directly by the tragedy of such a loss and so I felt almost unworthy of writing an article about this attack. With the help of Bob Walters, longtime volunteer and member of the ships curatorial staff, I reached out directly to Judy and asked her to help me write this article. I saw that she had provided some information to Tom in the past and hoped she was willing to help again. Thankfully she replied and provided several very interesting items including something she had just written for the upcoming 30th Anniversary for, "Voices from Beirut: The Peacekeepers Speak" which is a collection of letters from the Peacekeepers and their families. Just reading what she wrote brought tears to my eyes, and reading the other two accounts gave me a much better understanding of the circumstances surrounding the attack.

Judy's piece written for "Voices from Beirut: The Peacekeepers Speak"

ETC (SW) Michael W. Gorchinski, USN will be remembered, statistically as one of eighteen sailors lost on 10/23/83. He had 3 passions in his life, which included his family, the Navy and the Navy's Marksmanship team. He was dedicated to serving his country as a Chief in the United States Navy and a skilled member of the elite Naval Marksmanship Team. He was a devoted and doting husband and father. While he never wavered in his commitment to his military missions, he always made the most of every opportunity to spend quality time with his family.



Ceremony presenting Mike's portrait to the Battleship Museum and Memorial in 2003

Mike entered the Navy out of High School - Evansville, Indiana. He had many accomplishments (too many to list) during his 17 years. He was a member of the Navy's elite marksmanship team and earned the title of Distinguished Marksman. He was known as, "Chief Ski" to his shipmates, and saw the proudest moments of his career come as part of the pre-com crew of the USS New Jersey. In his eyes, serving aboard the battleship was a pinnacle, stating, "The New Jersey is a real warship – she's what the Navy is all about." He also qualified as an Enlisted Surface Warfare Specialist for the battleship class, and earned the unique distinction of being the first crewmember to do so.

He was, and is, the very definition of a man. He is spirit and life to me still. I wake without him and know what the world is missing. The gift I was blessed with in knowing a love like that, and the emptiness of nearly a lifetime without him has been the most amazing, and most trying burden that could be given to a woman. He was so alive and so vibrant and, while I will not spend my days in anger, I will never move through this world without being consciously aware - that I do so without him next to me.

An e-mail sent to Judy by Captain Dave Sheu in 2005 following their meeting at the 20th Memorial Service

Believe it or not, I found you by chance. I had been searching through the crowd after the memorial service looking for you and for COL Geraghty, the commanding officer of the Marines ashore that day, to pay my respects. Since most of the families were nearer the memorial wall I headed in that direction, and as I did not know what you looked like, I was going to just start asking for you. Fortuitously for me, you were, maybe, the second or third person I asked.

Chief Gorchinski was part of the pre-commissioning crew of NEW JERSEY. I reported onboard in early October 1981 as the head of the Operations Department. The Electronics Maintenance Officer, LT Bill Cornwell, his

assistant, Chief Warrant Officer Overfeld, Master Chief Long, Chief Gorchinski and a couple of the more junior electronics types were already onboard as the nucleus of the department's electronics division (OE). The four of them guided OE Division through the electronics modernization of the Battleship, which was significant because the ship was to receive all new search radars and display equipment, new communications equipment, other electronic gear, all of it state-of-the-art and some of it had never been installed in a ship before. It was a lot of work and gave them a unique ownership. Since NEW JERSEY was the first of the four IOWA Class battleships to be brought back into service, they knew that they had to get it right the first time because there were three more battleships following us and what they learned from the installations they supervised would be sent to the others.

How Chief Gorchinski got to the barracks in Beirut and why he was still there on that fateful morning was a combination of interrelated events. In the very early morning hours of the day before the suicide bombing of the barracks, COL Geraghty radioed to the flagship that he had an electronics repair problem. On top of the barracks that housed all his Marines was a piece of equipment that the Marines used to detect and backtrack mortar and artillery rounds fired from the heights above Beirut. This detector, basically, backtracked the trajectory of the incoming round to the firing location of the offending mortar or gun with a great degree of accuracy. The Marine electronics personnel were trying to repair this critical piece of equipment but they lacked two pieces of test equipment to complete their repairs. COL Geraghty radioed the identifying nomenclature of the two pieces, and asked if they were available. I had the midnight to 4am watch in the Combat Engagement Center that morning and heard the Colonel's call. I then woke LT Cornwell to have him check the Battleship's list of test equipment to see if we held either of the two pieces, and we held both. I reported that to the flagship somewhere around 3am. It was not until after 6am that the flagship called to say that NEW JERSEY was the only ship with the two pieces of test equipment and that the Battleship was directed to send the test equipment ashore. In discussions among LT Cornwell, CWO Overfeld, Master Chief Long, and the Chief, Chief Gorchinski volunteered to go with his equipment. I am certain it was the ownership issue I mentioned early on in this email; it was his gear going somewhere without him and he knew how to operate it, too, so he knew he could provide a service to the Marines. LT Cornwell reported to me their plan to send both the gear and the Chief ashore with which I concurred and reported the same to the Commanding Officer for his approval. When notified of the plan, COL Geraghty's intention was to have Chief Gorchinski assist in the testing and realignment of the equipment then have him back on an afternoon helo to the NEW JERSEY. Soon thereafter the Battleship's flight deck was opened (it was an operational requirement that the Battleship's and other helicopter capable ships' flight decks always opened at 8am and remained open until 4pm to receive scheduled and unscheduled helicopters throughout the day) a helo took the Chief and the gear into the airport then were transported to the barracks. Later in the afternoon, just before 4pm, COL Geraghty radioed the Battleship that the testing and realignment of the mortar detector was proceeding more slowly than anticipated, and that the work would be completed that day but not until after the flight deck closed at 4pm, which meant that Chief Gorchinski would remain overnight with his troops and come back the next morning after the flight decks reopened. Just after 6am the next morning is when the suicide bomber struck the barracks.

Just like a number of other things in my life, fate has me living near the Beirut Memorial and I drive by it three or four times a year either going to Camp Lejeune or to Beaufort or Morehead City for meetings. Since I was on the New Jersey that day, and with the Chief's name on the wall, if I can, I stop to remember and say a prayer for those who gave their lives.

The following paragraphs were part of an e-mail Judy received a number of years ago from a survivor of the bombing explaining Mike's 24 hours in Beirut

I think it's appropriate for you to ask anything you want to know. That said, I will tell you that Mike was with a Marine CWO-3 (I think. He may have been a CWO-2) when he died. Mike was helping the guys from the Target Acquisition Battery (TAB Btry) to fix the radar. I only knew the CWO in a casual "what do you need" kind of way. He was a good guy though. The battery and radar were situated well away from the HQ down more toward the beach end of the lines if that means anything to you.

The CWO was at the BLT HQ to pick Mike up and was having a cup of coffee in the Ops Center. I know that because I was present when his (the CWO's) body was uncovered and he still had the paper cup in his hand.

I wasn't there when they found Mike so I don't know if they had hooked up yet or not. The CWO was there to pick Mike up and take him to the LZ to catch a helo back to the ship. That was the agreement we had made the night before when they headed down to the BLT building from our little club in the MAU HQ.

Mike was probably 15 minutes from being out of the building. I arranged for him to come ashore at Col. G's request. And I fixed him up with a spot in the BLT building (I thought he'd be more comfortable there than with us; we didn't have a cot for him) and I arranged for his ride back to the ship - that never happened because of the bomb.

We just didn't know. I just didn't know. I can only tell you that those of us ashore had become kind of used to the inherent risk and didn't think much about it. If we had we couldn't have functioned for seven months.

Lastly a note from Admiral Milligan about the day of the attack

We were totally shocked and immediately sent our Marine Detachment ashore to support the forces there. We were devastated to learn that Chief Gorchinski was among those killed. He was ashore to answer a request from the Marines for assistance to repair a radar system. His effort and loss will never be forgotten - nor will the strength of Mrs. Gorchinski. Mrs. Milligan represented myself and my crew at the Memorial Service in San Diego. Mrs. Gorchinski was heloed out to the Battleship as we approached San Diego for the at sea burial service of her late husband's cremains.

In Closing...

A memorial honoring those killed in Beirut has been erected at Marine Corps Base Camp Lejeune, NC. It features a wall with the names of those lost, and the simple inscription "*They Came in Peace*"

It seems that there is no end to what one can find on the internet if you look long enough. Below is a photo I found online showing sections of the memorial wall. Mike's name is clearly visible in this photo in the second column from the left, 8th name from the top. *(Photo by Lance Cpl. Jonathan G. Wright)*



Editor's Note: I would like to express my sincere thanks to Judy for sharing the information featured in this article. In the course of my recent correspondence with her I learned that her father just passed away last week, so please keep her and her family in your thoughts and prayers.

Remembering the Bob Hope Christmas Shows onboard in 1968 and 1983

Rich Thrash, Brass Team Volunteer

Having been in the Army at overseas postings in South Korea and Germany I've had the opportunity to attend USO shows and participate in USO sponsored events. There is no doubt that organization has put many a smile on the faces of servicemen and women serving overseas far away from home over the holidays. I personally never had the chance to see one of Bob Hope's shows, but Bob brought his traveling show to the Battleship New Jersey twice, once in 1968 and again in 1983.

Bob Hope appeared in or hosted nearly 200 USO shows, including annual Christmas tours for 35 consecutive years. When President Bill Clinton named Bob Hope an honorary veteran in 1997, he responded, "I've been given many awards in my lifetime - but to be numbered among the men and women I admire most - is the greatest honor I have ever received."

On Christmas Day 1968 the crew received a gift that to them was the next best thing to being home. Hollywood's King of Mirth and Merriment arrived with Rosie Grier, Les Brown and his band of Renown, and 19 beautiful young girls. Knowing how, at this time of year, American's fighting men most feel the loneliness of being away from home, Hope and his famous quips brought gaiety into the hearts of the crew. For the 18th consecutive year, Hope and his troupe contributed their time and energy to the happiness of soldiers and sailors alike. They were all guests of honor at Christmas dinner served on the mess decks. The highlight of dinner came when Bob and Ann-Margaret cut a 121 pound cake featuring a two-foot confectionary Christmas tree (see photo on page 14).

Below are a few crew recollections about that show in 1968. Then, on the following five pages are excerpts and photos from a Family Gram talking about that 1968 Bob Hope Christmas Show.

I was on watch during most of the show, but managed to run up to the foredeck after being relieved and sat down on the deck just in front of Turret #1. Bob Hope, Anne Margaret and the Gold Diggers were up close and I couldn't have asked for a better view ... up ... Gold Diggers. There was also a Playboy Bunny along for the show as well as Rosie Greer.

We had a "HUGE" E-6 Gunners Mate named Hudson in the crew and he arm wrestled Rosie Green up on top of the turret as an impromptu part of the show. Rosie didn't know what hit him. We were so blessed to have Bob Hope and his crew entertain us ... what a true patriot ... he gave what he could.

Jeremiah Early



Watching the helicopter approach the fantail gave me an unreal but welcome feeling. We are engaged in a war but a shift to entertainment consisting of movie stars and beautiful ladies was indeed welcome. The commitment of the entertainers to leave their safe jobs, inject their selves into a hostile environment and travel halfway across the world to entertain troops, they deserve a medal. I remember Ann Margaret being sick from the helo ride but still performing, and the Gold Diggers being a breath of fresh air. Oh yeah and the playboy bunnies...

Jack Bayer



Others performing for NEW JERSEYMEN were Ann-Margret and her husband, Roger Smith, song-tress Linda Bennett who went on despite a high fever and the flu, former football great turned singer Roosevelt Grier, trampoline artist and former Olympic champion Dick Albers, The Gold-diggers, Honey, Ltd. and Less Brown and The Band of Renown. Rounding out the Hope troupe were many, many producers, makeup people and television technicians. As they came aboard by helicopter, we spelled out "Bob Hope" in signal flags from our yardarms.

I last wrote you from Singapore. We left there on the morning of the 20th and arrived back on station off the DMZ on 22 December. Enroute the men made preparations for Christmas and did their best to make things as much like home as possible. They decorated trees, hung up stockings and put your gifts under the trees to await opening on Christmas Day.

While on the subject of Christmas gifts, I'd like to thank you all for being so generous. We received cards and gifts from people all across the United States. We received more than 10,000 cards from good people we've never met. Many letters and packages were addressed to no individual in particular, but just to "the crew of the battleship NEW JERSEY" or to "a fellow American."

One community that really went out for us was the city of Rutherford, New Jersey. The local VFW Post backed a Christmas card campaign for the men of NEW JERSEY and we must have received a card from every student in the city. The people of Rutherford, and each of you, have the heartfelt thanks of every one of us for your kindness.

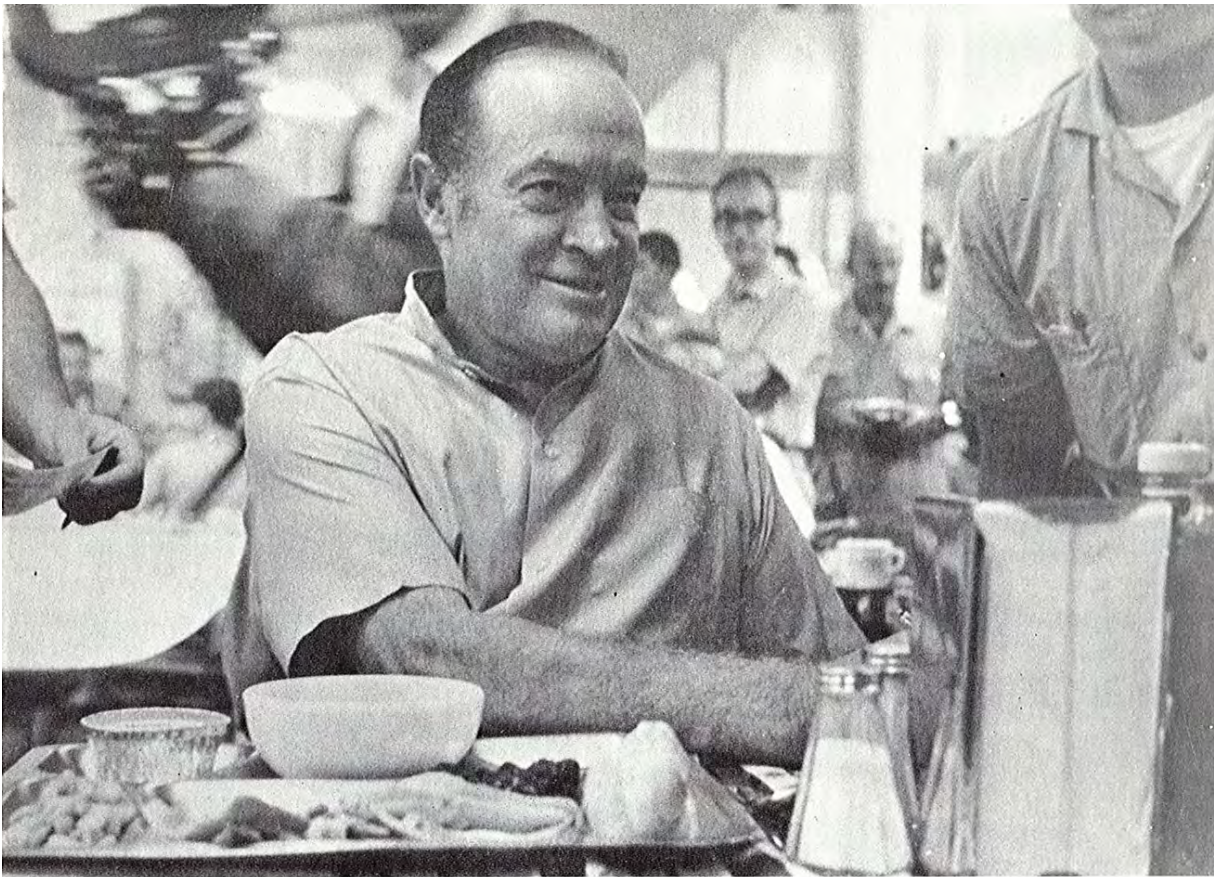
Another unique gift was a 14-foot Christmas card with the signatures of over 3,000 citizens of Ventura County California on it. We displayed this on Turret One during the Hope Show. We also received cookies and confections prepared by the wives of American Battleship Association members. But, perhaps most appreciated was the simple card signed by all of our wives back home in Long Beach. That was a real treat and we displayed it in a prominent spot aboard ship.



"We rather wait until after the show."



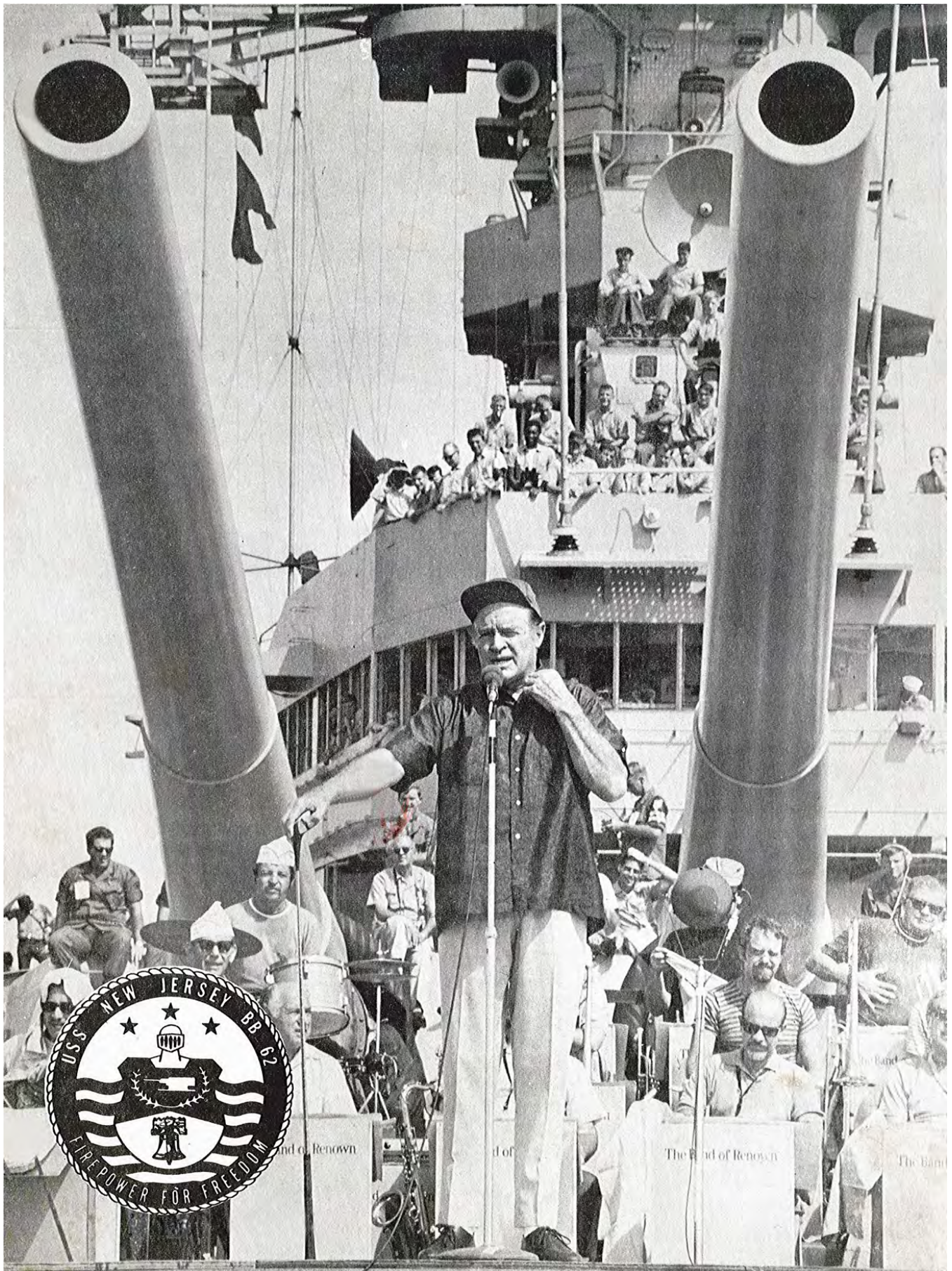
"Somebody tell the Officer of the Deck to keep his eyes on the road."



"Tell the Supply Officer I want to see him right away."



"Careful Bob. That's my tongue."





Photos on this page are from the Battleship New Jersey's collection of historic photos





Photos on this page were provided by Bill Crow, they were taken by the PAO onboard at the time



Thanks for the Memories Bob!

"New Jersey", Arriving

Captain Walter M. Urban, Jr. USNR (Ret.)

During her many years of active service, battleship New Jersey was skippered by 19 different Commanding Officers. Captain Carl F. Holden, USN had the unique distinction of being "Big J's" first CO, as he assumed command on May 23, 1943. Four wars and several decades later, Captain Ronald D. Tucker, USN had the melancholy task of placing the mighty battleship out of commission...the fourth and final time for the iconic dreadnaught...on February 8, 1991. As history would record, he would become battleship New Jersey's last CO.

One could argue, as warships go, battleship New Jersey was a lucky ship. During four wars, she only lost one sailor killed in combat...Seaman Robert Osterwind from Detroit, MI...during the Korean conflict. It was a testament to the skill, dedication and leadership qualities of her crew and those who commanded her in times of peace and in times of war. It also reflects favorably on the naval architects and craftsman who designed and built this magnificent warship.

On July 13, 2013 (one of the hottest days of the summer) two former Commanding Officers of the "Big J" returned to walk the decks of what admittedly, was the high water mark of their distinguished naval careers. There is no greater honor for a surface warfare officer than to command a battleship.

A native of Matawan, NJ, Captain Richard D. Milligan, USN commanded (BB-62) from September 15, 1983 to September 7, 1985. At the time he assumed command, the "Big J" was bound for the Mediterranean Sea in response to a growing crisis in that region of the world. It would be a time of war for battleship New Jersey's Commanding Officer and her officers and crew as she took up station off the coast of Lebanon.

But on July 13, 2013, on the peaceful decks of the now decommissioned New Jersey, his thoughts were reflective and full of fond memories. Fittingly, a number of his former crewmembers came to pay their respects...to him, personally, and to the battleship they all called home.

In his remarks to those onboard, Milligan said while New Jersey was off the coast of Lebanon, he arranged for a number of his crew to have the opportunity to rotate home for two-week intervals while being relieved by members of the U.S. Navy Reserve. It was a great morale booster for the crew, and in this regard, something he took great pride in facilitating.

Another unique event that occurred during Captain Milligan's watch was the replacement of the center gun barrel of Turret II in Long Beach Naval Shipyard. After returning from Lebanon, ship's company and the shipyard workers took on this Herculean task...something that hadn't been accomplished since the 1950's. Removing a barrel that weighs 120 tons was no small feat, but as Captain Milligan would say, "For New Jersey's crew, failure was never an option." He went on to comment, "I served on 7 Navy ships, but the pictures that hang on my wall are those of New Jersey".



Admirals Milligan and Katz arriving



Admiral Milligan addressing former crewmembers and their families onboard that day

Captain Douglas J. Katz, USN was fortunate to command battleship New Jersey during a time of peace. During his tenure as Commanding Officer from August 8, 1987 until May 19, 1989, New Jersey served as our “Ambassador of Good Will” in two highly visible international events. She provided pre-Olympics presence (held in Seoul) off the coast of Korea during the summer of 1988. Later that year, “Big J” also represented the United States at the Australian Bicentennial Naval Salute.

In speaking about both events, Katz made it clear the visit to Australia was by far the high-point of his time as CO. It seemed New Jersey’s crew and the people from the “Land Down Under” bonded in a most profound way. To quote Captain Katz, “It was awesome!”

However, being CO of a battleship wasn’t all play. The Propulsion Examining Board (PEB) had scheduled the venerable battleship for the much dreaded Operational Propulsion Plant Exam (OPPE for short). In getting ready for this comprehensive inspection of the battleship’s engineering plant, the crew had to virtually take apart all 4 main engines and 8 boilers...not to mention a host of auxiliary machinery. But at the end of the day, Captain Katz and his crew passed with flying colors.

In addition to Captain’s Milligan and Katz, New Jersey was commanded by 3 other Captains from December 28, 1982 until February 8, 1991...Captains Fogarty, Glenn and Tucker. Not surprising, all 5 CO’s were selected for Flag rank. New Jersey’s reputation for producing Admirals was, indeed, well founded.

Upon coming onboard the Big J, crewmembers for both skippers manned the brow to render honors, and pipe both CO’s onboard the Quarter Deck. It was a fitting tribute to these two outstanding surface warriors who commanded New Jersey during the final chapters of her active service. But the day had its share of humorous moments. Captain Milligan noticed that New Jersey’s once immaculate teak decks are in need of considerable tender loving care. In fact, Milligan couldn’t resist taking a knee to remove a weed that was growing between two teak planks. In a tongue and cheek remark, I thought I heard him say, “I don’t remember ever having to call away, Sweepers, man your lawnmowers.”

It was a full day for both skippers, but you got the sense the climb to the O-4 Navigation Bridge and the O-2 Captain’s In Port Cabin held a special significance. After all, that’s were both spent a considerable amount of time making sure the battleship was safely navigated, and out of Harm’s Way. In this regard, both have ample reason to be proud of their time aboard “Big J”.

Admiral Katz now resides in the Annapolis, MD area, and Admiral Milligan calls Pawleys Island, SC home. Battleship New Jersey looks forward to hosting them again in the not too distant future.

God Bless Admirals Milligan and Katz.

Author’s Note: I had the pleasure of serving onboard BB-62 in February 1985 under then Captain Milligan. At the time I was a Captain (Promotable) in the USAR. I was under no cost orders to perform Active Duty for Training, and assigned duties as the battleship’s Public Affairs Officer during her Refresher Training (REFTRA).



Admiral Katz addressing former crewmembers and their families onboard that day



Sweepers, sweepers, man your lawnmowers...

They Boarded as Immigrants, they Departed as Americans

Rich Zimmermann, Overnight Encampment Volunteer

July 6th was a big day in the lives of 31 immigrants and their families. They had all recently completed their Citizenship Classes and were invited to a Naturalization Ceremony onboard the Battleship New Jersey. Among this group were four members of the U.S. military, one from each branch of service. During the ceremony these four service members led the group in the Pledge of Allegiance. These citizenship candidates emigrated from the following 25 countries: Brazil, Canada, Chile, China, Colombia, Czech Republic, Dominican Republic, El Salvador, France, Germany, Ghana, Guatemala, India, Israel, Latvia, Lebanon, Liberia, Morocco, New Zealand, Pakistan, Philippines, South Korea, Trinidad and Tobago, the United Kingdom and Vietnam.

The Ceremony was conducted by the U.S. Citizenship and Immigration Services (USCIS). Nieves Cardinale, Director, Mt. Laurel Field Office, administered the Oath of Allegiance and New Jersey District Director John Thompson provided remarks. This was definitely a day these new citizens will always remember.

Following the ceremony Assemblyman Angel Fuentes of the 5th District welcomed the new American citizens.



Captain Jeffrey A. Bender, USN, Retirement Ceremony, September 26, 2013

Rich Zimmermann, Overnight Encampment Volunteer

Captain Jeffrey A. Bender, U.S. Navy, served as Chief of Public Affairs, U.S. Strategic Command, Offutt Air Force Base, NE. He was the senior spokesperson and principal advisor to the commander, components and senior staff on public affairs matters. He was responsible for developing and executing communication strategies for US STRATCOM's global missions and works directly with national and international media on coverage of Command mission areas including space, cyberspace and strategic deterrence.

Prior to his arrival at STRATCOM, he served as the Chief of Public Affairs at NATO Headquarters, Supreme Allied Commander Transformation in Norfolk, VA. From July 2007 - July 2009, he was Team Chief with the Joint Public Affairs Support Element (JPASE) in Suffolk, VA, the only joint expeditionary PA organization for the Department of Defense. In October 2008, he led a six-member team from JPASE to Kabul, Afghanistan, supporting U.S. Forces there. He served four months as the Deputy PAO, USFOR-A and one month as PAO for the Combined Security Transition Command-Afghanistan.

Before reporting to JPASE in July 2007, Captain Bender attended the Naval War College in Newport, RI, where he received a Masters of Arts degree in National Security and Strategic Studies.

From May 2003 - July 2006, Captain Bender was the force PAO for Naval Special Warfare Command in Coronado, CA. His served as the PAO for the senior SEAL in the community and oversaw public affairs activities for component commands.

Prior to reporting to SPECWARCOM, Captain Bender served as the PAO aboard USS ABRAHAM LINCOLN (CVN-72) and LINCOLN Carrier Strike Group during Operations Southern Watch, Enduring Freedom (OEF) and Iraqi Freedom (OIF). He participated in the opening days of OIF, working with more than 30 media members embedded aboard LINCOLN for four weeks (7 March - 7 April 2003) to write on the early days of OIF and carrier operations. LINCOLN tallied 290 days during the deployment (22 July 2002 - 7 May 2003), the longest of any carrier since the Vietnam War era. While LINCOLN was going through an upkeep period prior to its next major deployment, Captain Bender worked with PACFLEET on the Ehime Maru recovery efforts in Pearl Harbor, and the Command Information Bureau for the return of the U.S. Navy EP-3 reconnaissance aircraft crew whose plane made an emergency landing in China.

Captain Bender served as a member of the 50th Anniversary of the Korean War Commemoration Committee from February 1999 - February 2001, working public affairs and marketing efforts to honor veterans of the Korean War. Recalled to active duty in October 1997 to serve as Public Affairs Officer for the Naval Reserve Information Systems Office (NRJSO) in New Orleans, LA, Captain Bender augmented to active duty in January 2000.

Commissioned in 1988, Captain Bender held various positions with numerous Naval Reserve units in the Northeast portion of the United States. A prior enlisted Navy journalist, Captain Bender joined the Navy in October 1982. He graduated from Glassboro State College (now Rowan University) in Glassboro, NJ, in June 1981, with a Bachelor's Degree in Communications/Radio, TV & Film.

Captain Bender's awards include Defense Meritorious Service Medal (Oak Leaf Cluster) Meritorious Service Medal (Gold Star), Joint Service Commendation Medal, Navy and Marine Corps Commendation Medal (Gold Star), Joint Service Achievement Medal, Navy and Marine Corps Achievement Medal gold star).



Scouts from Transatlantic Council of the Boy Scouts of America Visit the Big J

Al Alkins, Manager, Overnight Encampment Program

On Wednesday, July 10th a group of scouts, part of the Transatlantic Council of the Boy Scouts of America, started arriving at the Philadelphia International Airport to begin their journey to the 2013 Scout Jamboree, held in a brand new location this year, The Summit Bechtel Family National Scout Reserve in West Virginia.

The Transatlantic Council of the Boy Scouts of America encompasses Western Europe, a dozen or so countries, to provide support for American scouting for the youth of American military, diplomatic and other public service families stationed in Western Europe. The folks I got to talk with were from Italy, France, Germany and Norway.

Getting the group to the ship from the Philadelphia International Airport was a logistical nightmare. The scouts started arriving at noon on Wednesday and continued arriving up until 11:00 PM. Most of the scouts arrived before 6:00 PM and boarded busses for their trip to the ship, arrangements were made at the airport to have stragglers transported to the ship by car.

The group spent the night on the ship and departed the next morning heading for stops in Hershey and Gettysburg, PA before attending the Jamboree. From the Jamboree, they were headed to Fort Mifflin to spend a night, and then the next day it was back to Philadelphia International Airport for the flight home.

That's quite a whirlwind trip for this group of young scouts, but I'm sure the adventure was full of memories that will last a lifetime. The group seemed to enjoy their stay on the battleship, hope the rest of their trip went smoothly.



What I like about being a Volunteer on the Big J

Jacob Smeltzer, Battleship Encampment Program Volunteer

Bang!!!, the chills ran up and down my spine as the shot fired from the saluting gun echoed across the Delaware River and into Philadelphia. Just being able to come out and help out on the Ship is a whole lot of fun. As a volunteer on the Battleship New Jersey, it is really great experience.

I've been fortunate enough to be able to help out with the crew on their encampment nights. I really like working in the Ship's store and making dog tags. I am also able to teach not only little kids, but even adults some interesting facts and accomplishments that the Ship has done in the past before its 4th decommissioning. I especially like talking about how the military takes pride in protecting this country and the level of patriotism for the ones that have served or are still serving to this day whether it's state-side or overseas.

I think it is important for me to volunteer because it not only makes me happy, but being the age that I am helps bring in a new age of volunteers to work alongside some of the people that actually served on the Ship. It's important for the Ship's history to be preserved through the story telling on tours and with the experiences from what eating was like to loading and firing a 16 inch gun. As a 15 year old sophomore in High School, being able to help preserve and volunteer on the Battleship New Jersey is truly one of the best things imaginable.

Editor's Note: On most Saturdays I'm leaving the ship about 5:00 or so, and as my day is ending things are just getting cranked up for the overnight encampment crew. Those guys are doing all kinds of things including going over visitor lists, checking people in and getting the encampment store ready for operation.

Since the beginning of the year or so I've seen Jacob onboard often as I'm getting ready to head home. As he mentions in his article above he is only fifteen, if I had to guess I'd say the average age of all other volunteers on the ship is somewhere well north of 50.

Jacob comes to the ship with his grandfather, George MacCulloch, who as you may recall from an earlier article is also a member of the Ships Gun Crew, which recently won a 2013 HNSA Ship Maintenance, Preservation, and Exhibition Award.



In general I think it's always been a challenge for the battleship to attract younger people to come down and get involved and volunteer. Given the current volunteer crew isn't getting any younger we somehow need to spark the interest of that younger generation so they understand the importance of preserving the battleship for future generations to visit and experience.

So, when I saw Jacob's enthusiasm I was curious to know what motivated him to get involved and asked him to write his article. Reading what he wrote gives me hope that others like him will join the crew and help ensure there will always be a volunteer crew ready to take on the mission of preserving and maintaining the battleship and welcoming the thousands of visitors who visit the ship each year.

I would like to apologize in advance for the empty space above, I intended to include a photo of Jacob there working in the encampment store, which I know I have somewhere, I just couldn't find it and ran out of time. I'll be sure to include one in a future issue, but for now just let me say great job on the article Jacob, and keep up the good work! Bravo Zulu!

P.S. Anybody out there want to join the Brass Team? We haven't had a new volunteer in a long time and can sure use all the help we can get. Come on down and get your hands dirty and join the crew.

Tiger Cruise, USS Eisenhower (CVN-69)

Captain Walter M. Urban, Jr. USNR (Ret.)

It's not everyday that you get the opportunity to go to sea on one of our Navy's nuclear powered aircraft carriers. So when I received an invite from a long-time Navy "bud" (seen on the left in photo to the right) who was serving as IKE's Command Master Chief, to be his Tiger, I jumped at the chance.

For the uninitiated, crewmembers are, on occasion, afforded the opportunity to invite a family member or close friend to accompany them on the final days of their ship's deployment. It's a wonderful way for sailors to share with someone special what it's like to serve aboard one of our Navy's ultra-modern warships. It's also a way for the sailor to showcase what they do when they are at sea...a bonding experience of the highest magnitude. The Navy calls this experience a "TIGER CRUISE".

Once this opportunity was afforded to only male family members and guests, but with more and more women serving at sea today, no one is excluded. For example, on IKE, app. 30% of her crew is female. So the option now exists for everyone to participate in this wonderful at sea sojourn.

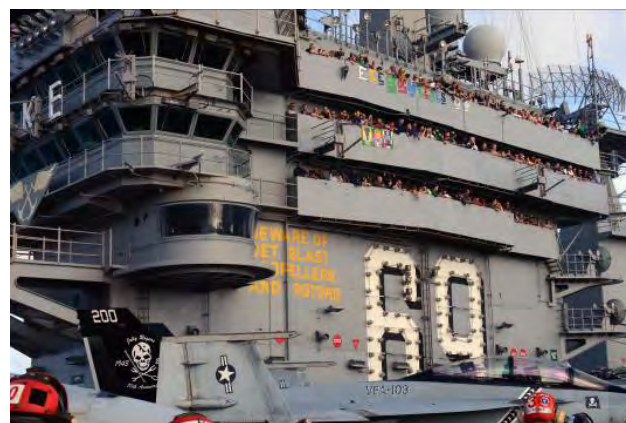
On July 3rd, USS Eisenhower would complete another deployment to the Middle East. But before arriving at her homeport of Norfolk, VA, the 95,000-ton carrier stopped at Mayport, FL to embark approximately 1,000 Tigers. This is where my story begins.

On July 1st, IKE pulled into Mayport, and I eagerly boarded the carrier for what would be a thrilling 2 days at sea. Each Tiger is responsible for their own transportation to and from the ship, but once onboard, room and board was courtesy of the USN. My sponsor, Command Master Chief Gregg Snaza, USN and I hooked-up in the hanger deck, and we were off and running.

It has been a few years since setting foot onboard one of our active carriers, but I was instantly reminded just how big these sea going, "cities-at-sea" really are. Needless to say, it took some time getting used to, but after a few attempts, I found my way around. My CMC sponsor was a marvelous host, and helped me get my bearings.

The carrier's main armament is her air wing. In this regard, F-18 Hornets and Super Hornets of Carrier Air Wing 7 consumed most of the available space in both the hanger and flight decks. The next day, every jet and helo would fly-off the ship, but today, the war birds were being prepped for launching.

If day one was getting acclimated to my new environment, day two began with Tigers assembled on the flight deck to watch the air power demonstration as performed by IKE's



air wing. Soon F-18's demonstrated formation flying and high speed passes as everyone watched in awe as the Navy's finest displayed for all to see their incredible skill and proficiency. Air Wing 7's aircraft include the F-18 Super Hornet and Hornet, the EA-6B Prowler, C2-C Hawkeye and SH-60 helicopters.

Those pilots that performed in the morning air show were recovered onboard, and the flight deck was, once again, spotted and made ready for the afternoon launch. Following another multi-month deployment, it was time for IKE to clear the deck of all her planes. Next stop for Carrier Air Wing 7 would be home...Oceana Naval Air Station, VA.

I stood on the flight deck, and watched in amazement as F-18 after F-18 catapulted off...40 + Hornets in all...going from zero to 150 miles per hour in 2.0 seconds in the span of 300 feet. The different colored shirts worn by the deck crew, demonstrated their own brand of skill-set as they carefully directed each plane to its prescribed position. It was a testament to the hard work and training...not to mention exceptional leadership...of IKE's Officers and Chiefs that make this difficult and dangerous job look routine. However, as anyone in the Navy knows, working on a carrier flight deck is hazardous work, and anything but routine.

After dinner CMC Snaza and I toured more of IKE, but the absence of any jets made the carrier look surreal...almost ghost like. It was an awesome day at sea, and the adrenalin rush was still pumping through our veins. However, the buzz was now all about homecoming. Tomorrow IKE would arrive at her homeport of Norfolk, and the crew was focused on reuniting with their family and friends...not to mention fathers eagerly looking forward to holding their new sons or daughters for the first time.

As we entered Chesapeake Bay on this our final day at sea, I began to feel the excitement of IKE's crew as they manned the rails in summer whites, as she continued to make way, ever so slowly, to Pier 14, Naval Station Norfolk. Thousands of family members and friends lined the pier holding signs that read, "Welcome Home, Daddy (or Mommy)...we love you". If you didn't get a little choked-up at this point, you probably don't have a pulse.

Finally, the word went over IKE's 1MC..."Moored, shift colors"! The brows were eventually secured, and the party began. As for me, I departed IKE with CMC Snaza with wonderful memories and a few more sea stories to tell.

So, if you ever are fortunate enough to be offered an opportunity to go to sea as a "Tiger", my advice is, "Go for it"! Regardless of age, the spring will return to your step, and you will smile uncontrollably for an indefinite length of time. It's been several months now since my cruise, and I'm still smiling.



Rich Zimmermann, a regular contributor to *The Jerseyman*, found this article for sale on e-bay. It is written by two Midshipmen and details events from the 1947 Midshipman's Cruise onboard the Battleship *New Jersey*. In the last issue of *The Jerseyman* I included the first five pages of this article, as promised, in this issue I have included the remaining four pages. The article also featured numerous color photos, many more than could be included here, but after the article is a selection of those photos.

Midshipmen's Cruise

719

left for ports in Denmark and Sweden.

Some 20 miles up this deep, forest-banked fjord, we exchanged salutes with Karljohansvern, headquarters of the Norwegian Navy.

Scores of graceful sailboats, heeling gently to the morning breeze, joined in welcoming us to Oslo. Friendly cheers were frequently exchanged, particularly when a boat's crew was feminine.

Our 5-day visit to the Norwegian capital was high-lighted by shopping sprees, social functions, and country tours. Bartering with the store clerks wasn't difficult, as English was fairly well known. Most of us sought brilliantly decorated ski sweaters and Norse winter outfits. It seemed strange to see skis being brought on board in the evening by perspiring new owners.

Some of us took an electric train up to Frognersteteren, on a hill northwest of Oslo, which is a center of Norway's famous winter sports.

Looking down some 1,500 feet, we beheld a panorama of rare beauty. Our view stretched 50 to 70 miles about the compass. To the east the pine-covered hills of the Swedish frontier dotted the horizon. To the south lay Oslo, its fjord winding away into the distant mist. Our anchored battleships seemed tiny and insignificant.

Viking Ships Re-create the Past

Oslo gave a round of dances and parties in our honor. At the American Embassy's dance, two Navy orchestras from the squadron played our favorite numbers. Norwegian girls, beautiful as they were gracious, danced with us to the strains of American music.

Oslo's hospitality seemed to have no limit. There were few middies who didn't enjoy a home-cooked meal. One mother insisted that a midshipman date her son's fiancée while the poor lad remained home!

To many, Oslo's museum of Viking ships was the most interesting sight in Norway. Found entombed in blue clay near Oslofjord, these relics offer standing proof of Norway's early maritime prowess.

When Viking chieftains died, they were often buried in their ships, along with their possessions. The Oseberg ship contained such an abundance of articles that it gave a reliable picture of the daily life of the Vikings around A. D. 800.

A more advanced link in the country's nautical history we found at the *Fram* House. The *Fram*, built in 1891-92, was specially designed for polar exploration and built by Colin Archer, of Larvik. At points her sloping sides are almost a yard thick. Her hull

is rounded so as to rise out of the ice if squeezed by the pack. When the *Fram* was frozen in on Dr. Fridtjof Nansen's polar expedition (1893-96), its scientific design and structural strength enabled it to overcome ice pressure that would have crushed conventional ships.

A visit to the Royal Yacht Club on the Frognerkilen would excite any sailor with admiration for the seafaring Norwegians. Here we found a fleet of 6-meter and 20-square-meter boats. The navigators of the clumsy Viking longboats would have gaped in awe could they have seen these slim, graceful sailboats skimming along in the class races.

Our Norwegian visit ended with a dance on the *Wisconsin*. "Wiskey's" decks, surrounded by decorated life lines, presented an unusual dance floor. Lights and signal flags gave color to the scene. A lavish spread in the officers' wardroom satisfied the hungriest "chow hounds."

Leaving Norway, we witnessed a magnificent demonstration of seamanship. Crown Prince Olav reviewed our battleship division as we steamed for Portsmouth, England. Rather than use a destroyer or a large yacht, he stood in the cockpit of a 50-foot cruiser tossing and yawing in the choppy mouth of Oslofjord.

Throughout the passing of our ships, the Prince adhered to the adage of the sea, "One hand for the ship and one for yourself." Never before had we seen a boat do four-dimensional gymnastics. Yet at all times the Prince had his right hand raised smartly in salute as *Wisconsin* fired the 21 guns reserved for chiefs of state and for royalty.

Nelson's *Victory* Almost 200 Years Old

During our stay in Portsmouth, most midshipmen visited H.M.S. *Victory*, Nelson's flagship at Trafalgar. At the time of her launching in 1765, this 2,162-ton man-o'-war was the fastest first-rate of her size in the Navy. Others had gun decks 175 feet in length, but *Victory's* was 186 feet. The added length gave her finer lines and extra speed.

Midshipmen were given the run of the ship. Those who desired could join tours conducted by British petty officers.

Interesting yarns could be coaxed from the guides. We were told, for example, that strict naval etiquette was enforced aboard a flagship even in Nelson's time. An admiral always walked on the starboard side of the quarterdeck. But Nelson, disliking protocol, was often seen on the captain's side. This custom perhaps accounted for his death. At Trafalgar

he was encroaching on Capt. Thomas Masterman Hardy's promenade when he was mortally wounded by a French sniper's bullet.

On descending from the weather deck, we saw batteries of muzzle-loaders, above which *Victory's* crew of 800 men strung their hammocks. The two lower gun decks, crowded as they must have been, were often their home for years.

In the gun room we saw the crude muscle-powered steering apparatus used to navigate the ship in emergencies. Her wheel shot away by a French broadside, *Victory* was steered at Trafalgar by men pulling on tackles attached to this monstrous tiller.

On the lowest of the five decks, the orlop, Nelson died. The wounded admiral early in the battle was carried below to the pit (sick bay). Here, within a few feet of the midshipmen's mess, Nelson spoke his dying words: "Thank God, I have done my duty."

Close by we noticed crude instruments used by surgeons of Nelson's time. The most impressive thing about the pit was the illumination the ship's surgeon did not have. If you would enter a dark coal bin and attempt to read this magazine with the light from one small candle, you would understand the difficulties experienced by *Victory's* surgeon, Mr. Beatty, as he worked during battle.

On the bulkhead hung a painting, executed from eyewitness accounts, showing the death of Nelson, with his surgeon, aides, and Captain Hardy grimly grouped about him.

As our tour ended, one midshipman remarked that Nelson's sailors were lucky—they had no hot, noisy, engineering watches to stand. We all agreed wholeheartedly, until a ship's officer told us it was not unusual for large men-of-war to spend two or three days coming the three miles from Spithead into the Dockyard. Later we learned that jack-tars' wives often came aboard at Spithead and stayed until the ships docked.

Several midshipmen attended a dinner aboard *Victory*. Their host was Admiral Lord Fraser, Commander in Chief of the Portsmouth area, who flew his flag in *Victory*. In wartime Lord Fraser was the Commander in Chief of the British Pacific Fleet. Lately he was appointed First Sea Lord.

One of the fortunate midshipmen reported:

"We were welcomed by the OD and taken aft to Lord Fraser's cabin, the same cabin Nelson used at sea. Here we chatted with the Admiral and his other guests before entering Nelson's dining cabin, just forward of the main cabin. His silverware, candelabra, and table pieces were used that evening; and we dined and wine in the same manner as did Lord Nelson and his captains."

Admiral Fraser spun a yarn recounting *Victory's* role at Trafalgar, where she and her attendant ships wrecked Napoleon's plans for invading England. Later he pointed out a recently repaired wound in the hull—a memento of Hitler's blitz of 1940.

Princess Elizabeth Greets Midshipmen

Twenty midshipmen consider themselves the most fortunate lads in the squadron—they attended the King's garden party at Buckingham Palace (page 717). Here's how a royal guest depicts the memorable occasion:

"Our group of 20, squired by a Navy 'four-striper,' was composed of ranking first classmen, class officers, and a few youngsters. As we passed through the palace gate, we encountered throngs of Britons, eager for a glimpse of the newly engaged Elizabeth and Philip. Eight thousand dignitaries formed an almost impregnable barrier around the rear of the palace. The great number of guests surprised us; we had expected a small, informal party, and everyone had envisioned long chats with the Royal Family. What an illusion!

"Princess Elizabeth, with Lieutenant Mountbatten at her side, and King George emerged from the palace and began filtering through the crowd, with an army of ushers opening a path as they slowly advanced across the spacious lawn. Also included in the royal party were a number of ranking military officers, their duty being to select a few from the encircling throng and present them to Elizabeth and her fiancé or to the King.

"Our midshipmen's group had long since dissolved, each seeking to get the closest view of the royal party. While elbowing my way into the path of the slowly advancing group, I noticed our captain had caught the eye of an ushering Air Force officer. This unexpected opportunity of meeting the Princess and her fiancé was not to be lost because of the intervening crowd. By a bit of fancy dodging and ducking and numerous apologies, I was soon standing nervously with two other shipmates, waiting to be introduced to Elizabeth and Philip.

"After the presentation, their naturalness and friendly nature quickly put us at ease. Soon we were chatting gaily and even joking as if with an old acquaintance. Philip seemed extremely interested in the Academy, and we swapped a few tales of Dartmouth and Annapolis. When questioned about his class ring, one of the first classmen slid his off and, handing it to Philip, explained the tradition behind it and its presentation at the famed June Week ring dance by his O.A.O.

"Not to be outdone by her fiancé, Elizabeth inquired about the class insignia worn on the

"Secure from General Quarters" was piped throughout the ship.

That afternoon the Task Force rendezvoused and we steamed off. We were on the road back.

Virginia Gives the "Welcome Back"

On August 12 the Virginia coast materialized out of the offshore mist.

As if trying to surpass European hospitality, the people of Tidewater Virginia went all out to entertain the midshipmen. Norfolk gave two grand balls.

Virginia Beach was swamped with middies and their hostesses. Rare was the fellow who couldn't boast that he had been looking at the pigeons, minding his own business, when a beautiful girl drove up in a shining convertible and asked, "Going to the beach?"

We devoted the last week of our cruise to night gunnery and submarine warfare. All men in the first class were dispersed among destroyers and submarines. The rest of us were assigned to antisubmarine lookout watches.

During the day the U-boats split up, five to each of the two battleships, and simulated attacks on us. They fired dummy torpedoes set to run five feet below our maximum draft.

Many of us believed that spotting a periscope was an easy task. Experience revealed our error.

In establishing a position to fire her "fish," a sub raises its periscope only momentarily. Even if a gunner knows the scope's position, he has a difficult task picking out that "eye" among the whitecaps.

There were many tales in evening "bull sessions" of a lookout's spotting a submarine by first detecting a torpedo speeding at his ship.

"Tin fish" travel about 45 knots, and their trail of air bubbles appears about 75 feet behind, depending on the depth. We were thankful they had been set too deep; otherwise, as many as 10 a day would have made direct hits.

We all came to appreciate the effectiveness of the Navy's underwater fleet. Show us the man who doesn't respect the torpedo speeding directly at him!*

After sundown the 5- and 16-inch batteries were put to work firing on target sleds towed by tugs.

These night-firing exhibitions were spectacular and, in fact, enjoyable once we got used to the roar of the 16's and the ear-splitting cracks of the secondary battery.

Barrages began with the 5's firing star shells to light up the target. Then, its turrets trained, the main battery let go with 2,700-pound calling cards.

These weighty shells are sped by brilliant orange flames flashing 30 feet beyond the muzzles. Instantly, light vanishes, and the ship is left in darkness. As your ears recover, you hear the shell cleaving the distant atmosphere. The sound resembles the swoosh of a jet plane. Long after firing has ceased, you remember the shell's weird moan.

Midshipmen Get Air Training

Meanwhile the second classmen, quartered aboard the carriers, were getting instruction in naval aviation. In Avengers and Helldivers they made observation hops lasting two to three hours. The purpose of these flights was to acquaint them with air power's role in naval tactics.

Riding rear seats, they were in constant communication with their experienced pilots, who gave them a play-by-play description of what was going on. Before each flight they were briefed in ready rooms along with the pilots, and on landing they returned to get a full explanation of the maneuvers.

Four days out of Annapolis one plane went into the drink. Within five minutes pilot and midshipman were picked up by a destroyer, while an anxious helicopter hovered overhead.

Between firing runs we cleaned, scrubbed, and painted *New Jersey* to make her shipshape for home-coming.

Heretofore, first class had told us, "Scrub that hatch," but now our class ran the show. Classmates served as division officers and bosun mates.

Realizing that leave was but a few days away, we sang lusty chanteys as we worked. Decks and brass were never cleaner.

Jersey's Anchor Rattles "Home"

As the Task Force steamed up Chesapeake Bay, we packed our gear and said "So long" to the Navy regulars who had been our shipmates.

We appeared off Annapolis the night of August 25-26, and, as tradition demands, the senior class's "anchor man" (who has the lowest standing) knocked open the pelican hook of the anchor chain. The huge links rattled across the forecastle and the hook splashed home.

Dawn lit the Chapel dome and the radio towers on Greenbury Point. Motor launches put out to meet us. Midshipmen's cruise was over.†

* See "Your Navy as Peace Insurance," by Fleet Admiral Chester W. Nimitz, NATIONAL GEOGRAPHIC MAGAZINE, June, 1946.

† For additional articles on the U. S. Navy, see "NATIONAL GEOGRAPHIC MAGAZINE Cumulative Index, 1899-1947."



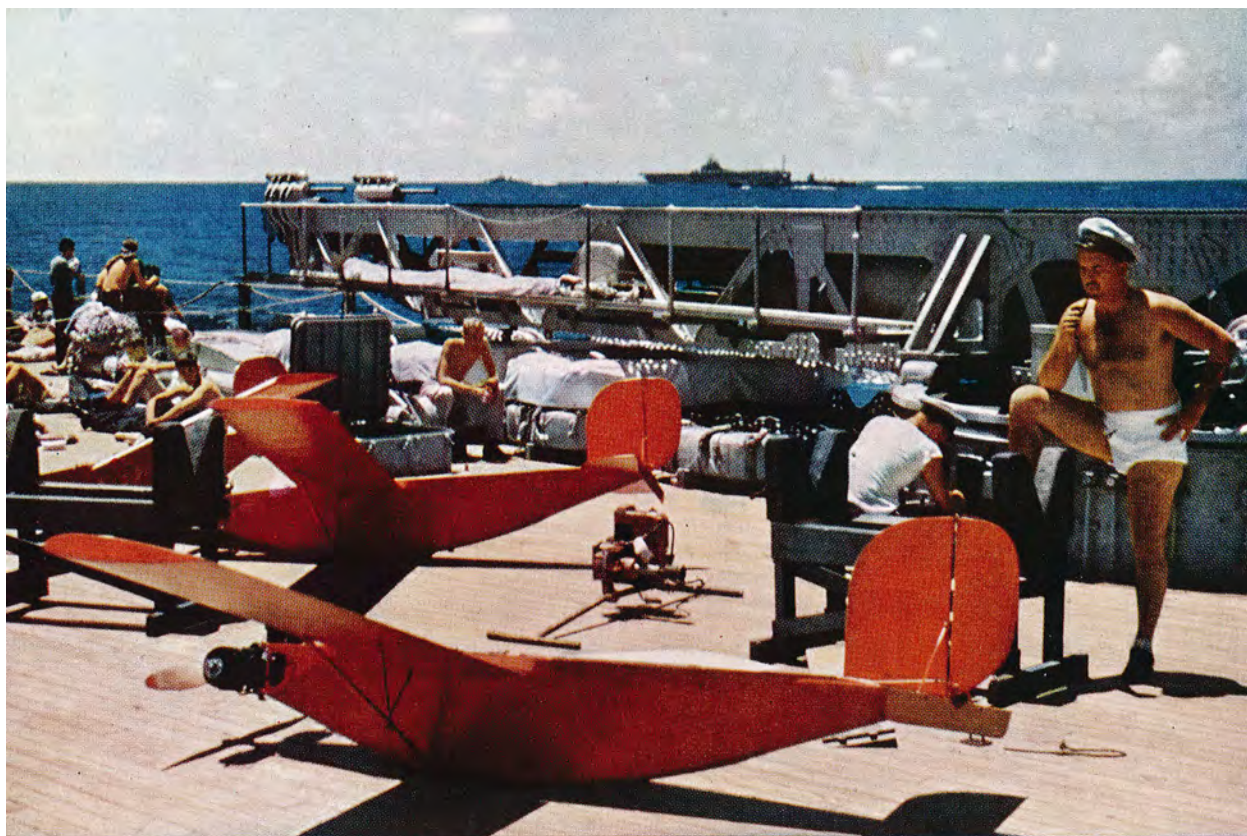
Church services on the fantail, check out the pickup truck visible on the left among the small boats



Here the Battleship refuels a Destroyer as an officer drops in for a Task Force Conference



When the Boatswain's Mate Pipes, "Now Wash Down and Dry all Weather Decks"; Barefoot Admirals-to-be Turn To with squeegees under the watchful eye of a first-class midshipman "bosun", second year men dry the deck lest evaporating sea water streak it with salt



Toy radio-controlled planes give the Middies practice in anti-aircraft gunnery. Usually the Battleship's gunners fire at sleeves towed by a carrier plane. Now these catapult launched drones, diving and twisting, will simulate the unpredictable tactics of kamikaze pilots

Coming Events

From the office of Jack Willard, Vice President, Marketing and Sales

Battleship Lights up Pink to Support Breast Cancer Awareness Month



Jamboree on the Air - A Scouting Favorite! October 5th - 6th

Boy Scouts and Girl Scouts from around the country communicate over the airwaves. Annual event hosted by the Battleship's amateur radio club in the radio communications room. Free with any tour ticket.

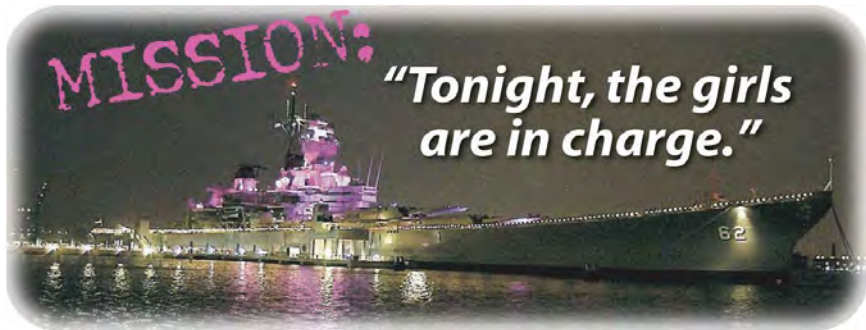
Annual Battleship Golf Tournament - October 7th

Come out and support the Battleship New Jersey by playing, sponsoring or supporting the 4th Annual Battleship New Jersey Golf Tournament at beautiful Sea Oaks Country Club in Little Egg Harbor Twp., NJ. There will be lots of prizes, lunch and dinner, cocktails and, of course, golf! Proceeds from this event will benefit the ongoing maintenance, restoration, preservation and educational programs of the Battleship New Jersey Museum and Memorial. For more information on this event see Flyer on **Page 36** or call (856) 966-1655 Ext. 144.

Event Schedule

- Registration: 10 am - 11:30 am
- Lunch: 11:30 am - 12:30 pm
- Shot Gun Start: 12:30 pm
- Cocktails: 5:30 pm - 6:00 pm
- Awards Dinner: 6:00 pm

"Girl Scouts Only" Encampments - October 12th and November 22nd



"Tonight, the Girls are in Charge". Join us onboard the Battleship New Jersey for one of our special "Girl Scouts Only" encampments and earn the new "Women Serving Our Nation" badge! Suitable for Brownies, Juniors, Cadettes and Seniors, our "Girl Scouts Only" encampments are a great way to learn about the important role of women in the service to our nation.

Girl Scout troops are invited to spend a fun, educational and totally cool night aboard the Battleship New Jersey where you can earn the brand-new "Women Serving Our Nation" Try-It/Badge and commemorative patch! Participants will be taken on an interactive journey spanning 60 years - from the days of Rosie the Riveter right up to today. While spending the night aboard our nation's largest and most decorated battleship, girls and their leaders will:

- ★ Enjoy a dinner and breakfast
- ★ Take a guided tour of the Battleship New Jersey

- ★ Learn about women who helped build ships during World War II
- ★ Watch a live USO-style show, complete with performers in period dress
- ★ Participate in a flag ceremony
- ★ Experience a dogfight over Iwo Jima in our awesome 4D Flight Simulator

The “*Women Serving Our Nation*” badge will be offered during these encampments, each night is limited to 300 campers:

- ★ Saturday, October 12th
- ★ Friday, November 22nd

Registration deadlines for each event are four weeks prior to the event date. Eligible participants are Brownies and Girl Scouts, ages 6 - 17, and female leaders. Minimum individual group size is two people (one scout and one adult). Cost is \$54.95 per person, all-inclusive. For more information or reservations, call (866) 877-6262 Ext. 203. Reserve your troop’s space today! These events are held rain or shine.

Run for the Battleship - October 27th

A fun run through the Camden Waterfront that finishes with a party on the fantail of the Battleship! For more information on this event call (856) 966-1655 Ext. 144.

Veterans Day Observance - November 11th

Wreath ceremony honoring veterans. The Battleship will be open for tours.

Thanksgiving Day - November 28th

The Battleship will host homeless veterans and active military personnel for a turkey dinner. The Battleship will be closed for walk-up tours. For more information on this event call (856) 966-1655 Ext. 144.

Black Dragon Friday - November 29th

The Battleship will be open from 9:30 am to 3:00 pm for tours.

Congressman Rob Andrew’s Pearl Harbor Remembrance Day - December 6th

The Congressman will have survivors speak, patriotic music and more on the pier of the Battleship.

Pearl Harbor Ceremony - December 7th

The Battleship will host a wreath ceremony to remember December 7, 1941 as well as to celebrate the launch of the USS New Jersey on December 7, 1942.

Patriot Games - Army vs. Navy Tug-of-War Challenge - December 13th

Students from each academy will face off in a best of three tug-of-war competition on the pier. Army and Navy bands and spirit teams will also be in attendance. Possible military vehicle display to be provided by the Army.

Breakfast with Santa - December 14th

Santa visits the Battleship and hosts breakfast in the Crew’s Mess. Prizes, music and fun for kids - plus, have your photo taken with Santa!

New Year’s Eve Family Encampment - December 31st

The Battleship will host the annual New Year’s Eve Family Encampment, including dinner and breakfast aboard the ship, tours, rides on the 4D flight simulator, sleeping in the crew’s bunks and fireworks at midnight. The ship will also be open to the public for fireworks viewing.

New Year’s Eve Public Fireworks Viewing - December 31st

The Battleship’s forecandle will be open for guests to experience an amazing view of the 6:00 pm and Midnight fireworks.



SINK SOME FOR THE BATTLESHIP!

MONDAY, OCTOBER 7 - 12:30PM



Join us by playing, sponsoring or supporting the Battleship New Jersey Golf Tournament at beautiful Sea Oaks Country Club in Little Egg Harbor Township, NJ. This best ball tournament will be preceded by lunch, and followed by cocktails and an Awards Dinner. Don't miss your chance to golf at this magnificent course, enjoy delicious dining, win fantastic prizes - and contribute to the cause!

Donation to play \$175 per golfer

Sponsorships now available.

For details, contact Jack Willard at j.willard@battleshipnewjersey.org or 1.856.966.1652 x144.

All proceeds go towards Battleship preservation, along with education programs teaching about her legacy and crew.

[For more tournament info, visit BattleshipNewJersey.org or call 1.866.877.6262.]



Ships Store

www.battleshipnewjersey.org/shop.php



USS NEW JERSEY HATS

WITH OR WITHOUT EMBROIDERED GOLD OAK LEAF (SCRAMBLED EGGS)

The perfect accessory for Big J fans! This navy blue cap features USS New Jersey on the front and has an adjustable rear strap for perfect sizing. 100% polyester; made in the USA. A portion of each sale goes to the ongoing preservation and maintenance of the Battleship.

Cost: Plain - \$20; with Scrambled Eggs - \$25.00



USS NEW JERSEY 70TH ANNIVERSARY HATS

WITH OR WITHOUT EMBROIDERED GOLD OAK LEAF (SCRAMBLED EGGS)

We have a limited number of 70th Anniversary hats. The embroidered image of the ship is nicely done. They are available in blue or red, plain or with scrambled eggs. Hats have an adjustable rear strap for perfect sizing. 100% polyester; made in the USA. A portion of each sale goes to the ongoing preservation and maintenance of the Battleship. **Cost - \$30**

BATTLESHIP FLAG PROGRAM

You can own an American Flag that has flown over the Battleship New Jersey. You will receive a 4' x 6' flag, made in the USA, along with a Certificate of Authenticity indicating the date the flag was flown. To order your flag please call the Development Office at (856) 966-1652 Ext. 144. **Cost \$62**



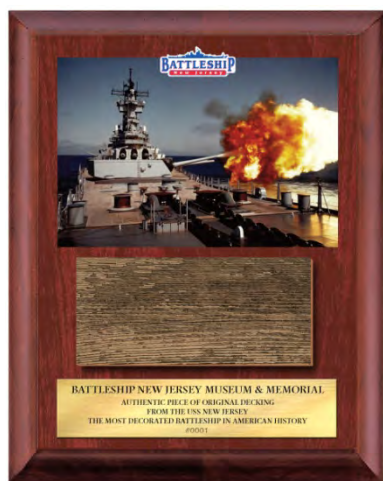
COMMEMORATIVE BRICKS

For a \$100 donation a customized Commemorative Brick will be placed on the ship's Memorial Pier for you. Each brick can be imprinted with up to 3 lines of text, each line containing a maximum of 15 characters (spaces count). This is a great way to show your support for the ship or honor a family member. A form to order your Brick is on **Page 38**.



COMMEMORATIVE TEAK WALL PLAQUE

We have a limited number of these Wall Plaques left, act fast if you would like one. For a \$100 donation you will receive an individually numbered wall plaque featuring an actual piece of teak decking from the ship with a brass plate attesting to the authenticity of the teak. A form to order your Commemorative Plaque is on **Page 39**.



ORDERING INFORMATION

All of the above items can be purchased directly from the ships official website - www.battleshipnewjersey.org/shop.php. If you prefer, you can send your check or money order to the address listed below. Be sure to provide a complete list of the items you would like and an address where they should be sent. If you have questions about these fund raising efforts please call or send an e-mail using the contact information provided below.

ADDRESS TO MAIL

ORDER FORMS

Battleship New Jersey
Development Department
62 Battleship Place
Camden, NJ 08103

CONTACT INFORMATION IF YOU HAVE

QUESTIONS OR NEED ADDITIONAL INFORMATION

Phone: (856) 966-1652 Ext. 211
E-mail: p.rowan@battleshipnewjersey.org



Become a part of the history of the USS New Jersey!

Buy a commemorative brick to honor or memorialize family or friends, as a gift, or for yourself. The brick(s) you purchase will become a permanent part of the Ship's pier.

Name(s): _____

Address: _____

City _____ State _____ Zip _____

Phone: _____ (please provide, in case we have questions about your order)

Email: _____

I/we wish to order: one commemorative brick at \$100 each (If you wish to order more than one brick, please reproduce this form)
_____ replica bricks at \$50 each

for a total contribution of \$ _____.

Enclosed is a check made payable to the Battleship New Jersey for \$ _____

Charge my credit card in the amount of \$ _____ Visa Mastercard American Express

Credit Card Number _____

Expiration Date _____

Type or print carefully the text that you would like to be engraved on your commemorative brick. Your message must fit within the spaces provided and will appear on the bricks and pavers exactly as shown. Punctuation and spaces count as characters. All text will be a standardized size, font and style using upper case letters. Messages will be automatically centered. The battleship reserves the right to approve all inscriptions. Please use appropriate language. Any character on a standard keyboard can be used. If you wish to have bricks placed next to each other, please indicate this when you place your order.

4" x 8" Standard Brick (\$100 per brick)

Table with 13 columns and 3 rows for engraving text.

4" x 8" Replica Brick (\$50 per brick)

Comes with Brass Plaque and felt bottom for table top display
May only be ordered with the purchase of a standard brick
Text will be duplicated exactly how it appears on your standard brick

Please mail form and payment to: Battleship New Jersey, Development Department, 62 Battleship Place, Camden, NJ 08103.

If you have any questions, please call 1-866-877-6262 ext. 102



A UNIQUE OPPORTUNITY TO
OWN A PIECE OF AMERICAN MILITARY HISTORY
AND HELP RESTORE AND PRESERVE A NATIONAL TREASURE



THE BATTLESHIP NEW JERSEY OFFICIAL COMMEMORATIVE PLAQUE

Featuring an Original Piece
of the Deck From the
Largest U.S. Battleship Ever Built

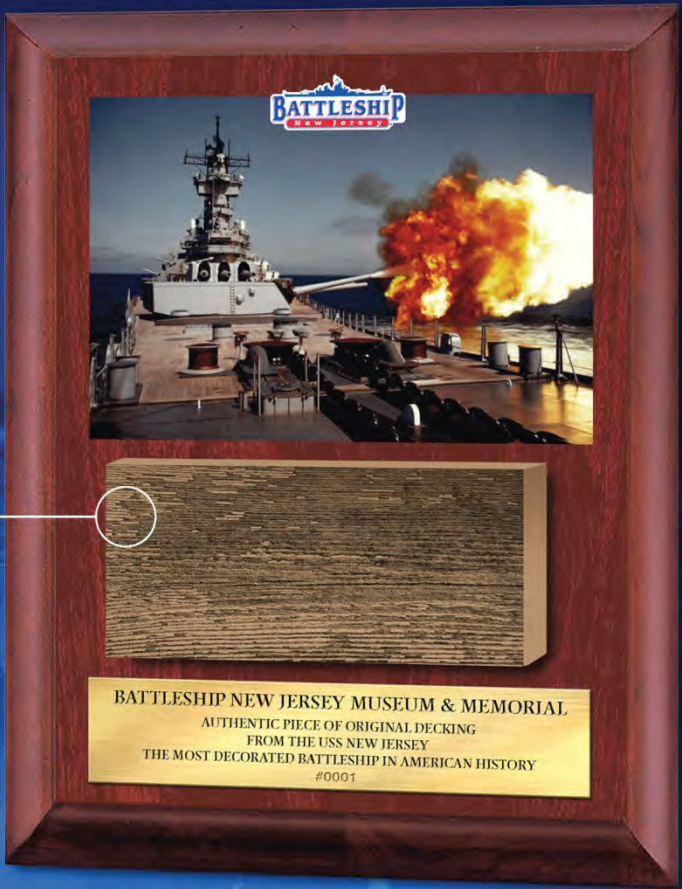
Thousands of our proud U.S. Navy and Marine Corps Veterans served on the Battleship New Jersey in times of war and peace throughout the World for more than 50 years. Now this largest and most decorated battleship is permanently berthed for all to honor and visit on the Delaware Riverfront in Camden, NJ.

To raise funds to restore and maintain this historic ship for future generations, The Battleship New Jersey Museum and Memorial has authorized a Commemorative Plaque featuring a piece of the original battleship deck, an action photo of the ship during its service years and a serially numbered brass nameplate.

Because each piece of original decking is taken directly from the Battleship, no two plaques will be the same, making each plaque a one-of-a-kind commemorative highly valued by knowledgeable collectors.

Now you can be the proud owner of one of these treasured commemoratives in the knowledge that your purchase has helped restore and preserve this historic battleship. A Certificate of Authenticity is included. And, your name will also be permanently inscribed on a "Ships Log" in The Battleship New Jersey Museum.

The value of this unique plaque is "priceless." The cost to acquire one is just \$100*. Your satisfaction is guaranteed or return within 30 days for replacement or refund. Please order today to acquire a low serial number. Thank you for your generous support of the Battleship New Jersey Museum and Memorial.



Plaque is 8" X 10" with a 2.25" X 5.00" piece of original decking.

ORDER FORM: YOU MAY ALSO CALL OUR VETERANS ORDER CENTER TOLL-FREE: 1-800-437-0804. Please have your credit card ready.

Mail to: Battleship New Jersey Museum and Memorial Plaque • Homeport Alliance for USS New Jersey, Inc. • 62 Battleship Place, Camden, New Jersey 08103

YES! I wish to support the Battleship New Jersey Memorial and Museum by purchasing _____ (Qty) Official Plaques featuring a piece of decking from the USS Battleship New Jersey.

I wish to pay as follows (Check choice):

- Enclosed is my check/money order for \$100* per plaque, payable to "Battleship New Jersey Museum & Memorial".
- Charge my credit card \$100* per plaque.
- Visa MasterCard American Express Exp.: ____ / ____
MO. YEAR
- Card # _____

SIGNATURE

Shipping Address: (We cannot ship to P.O. Boxes)

Name: _____

Address: _____

State: _____ Zip _____

Phone: _____

Email: _____

*Plus \$14.95 per plaque for processing, shipping and handling. New Jersey residents please add state sales tax.

The “Competition” in World War II

For the next several issues I will use this back page to spotlight battleships that served in the navies of the major powers during World War II. I recently found a Naval Vessel Recognition Manual issued by the War Department on September 15, 1943. It provides a wealth of information on Japanese and German warships in service at that time including data on their armament, speed and protection. This manual is a snapshot in time, providing us with a glimpse of what the Big J was designed to go toe-to-toe against.

ONI 41-42 RESTRICTED
CONDENSED AND PRINTED FOR FM 30-50, NAVAER 00-90V-57

ISE, HYUGA—BB 7, 8
DIVISION OF NAVAL INTELLIGENCE—IDENTIFICATION AND CHARACTERISTICS SECTION—OCTOBER, 1942

HEIGHT OF OBSERVER

LENGTH—683' OA—676' WL
BEAM— 94'
DRAFT— 28'8" (NORMAL)

DISPLACEMENT
29,990 (STANDARD)

DENSITY OF FIRE MAIN BATTERY	ARMAMENT	MAX. ELEV.	RANGE	PROTECTION	PROPULSION	KNOTS	RPM
	12-14" (45) TWIN TURRETS	30°	30,000 YD.	BELT— 8"-12"	MACHINERY— 4 TURBINES	.....	.....
	16-5" 5 (50) CASEMATES	25°	19,000 YD.	TURRETS— 8"-12"	BOILERS— 8 KAMPON	.....	.....
	8-5" AA, 4-1" AA TWIN MOUNTS	85°	18,000 YD.	BARBETTES— 8'	FUEL— OIL, 4,500 TONS	.....	.....
	1 CATAPULT, 3 SEAPLANE SCOUTS			CONNING TOWER—12'-6"	DES HP— 45,000	.....	.....
				DECK— 6 1/4'-2 1/2"	DES SPEED— 23 KNOTS	23	318
					ENDURANCE— 4,200 @ 23 KNOTS	.....	.....
					12,600 @ 12 KNOTS	.....	.....

Fate of Ships in Class

Ise - Attacked and sunk south of Kure on July 28, 1945 by aircraft from Task Force 38's USS Ticonderoga (CV-14), USS Lexington (CV-16), USS Hancock (CV-17) and USS Bennington.

Hyuga - Attacked and sunk south of Kure on July 26, 1945 by aircraft from Task Force 38's USS Ticonderoga (CV-14), USS Lexington (CV-16), USS Hancock (CV-17) and USS Bennington.

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Logo courtesy of Maritime Artist and former USS New Jersey crewman, James A. Flood

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