



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

The Jerseyman

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Update on the Battleship New Jersey Memorial Kiosk

Rich Thrash, Battleship Brass Team Volunteer

It's been a very busy spring on the battleship, lots of special events going on and overall attendance seems to be up a little over recent years. I don't have any hard numbers to support that observation, but I do know I'm seeing more people passing by us as we work along the tour routes. The Turret II Experience is popular too; in fact additional slots are now available to schedule that tour on Saturdays.

In addition to spending every Saturday I can on the ship working and polishing brass, I've also been busy over the last few months adding more crewmember names to the Memorial Kiosk. I'd like to take this opportunity to thank Tom Kowszun for his help with the programming aspects of making the kiosk more user-friendly and interactive. I've also had a lot of help from Margaret and Dave Burgess who, through the use of www.ancestry.com, have tracked down the names of all plank owners who were onboard on commissioning day, May 23, 1943. Ancestry.com has been a great resource for this initial effort because it contains Muster Logs for the ships entire 1940's period of active service.

With Tom's help we've taken the kiosk from something visitors could just read names on, to a place where they can leave Deck Log entries about their visit and request information on how to add names to the kiosk. Kiosk entries are sent directly to the ships development office via e-mail as soon as they are entered, a pretty cool addition we were able to incorporate that makes the job of tracking and responding to entries much faster and easier. My role has included creating screen backgrounds and database population and integration. In just three months we've added over 2,500 names of WW II crewmembers, and that number continues to grow. Things are going to get tougher though once we get all the WW II era names in. So far I've been unable to find a comprehensive source for the names of crewmembers who served during the Korean War, Vietnam War and the Cold War. Without official Muster Logs or some other resource we'll be forced to use cruise books which contain limited information on each man. They do have photos though, which is something we don't have for any of the WW II guys we found on the Muster Logs.

As I mentioned in the last issue I could use some help compiling names from the various cruise books, if you have some available spare time, basic computer skills, and would like to help, please send me an e-mail at rich@ussnewjersey.com. I have cruise books for both tours in Korea but I don't have one for Vietnam, and I'm missing several for the eighties too. If anyone out there has one they might be willing to lend me for the purpose of extracting names for the kiosk, I would appreciate that too, send me an e-mail and let me know if you can help.

That's about it for now; hope everyone has a safe and enjoyable July 4th holiday weekend. If you are close to the ship remember we'll be having our annual fundraiser this Saturday, July 6th. Come down and enjoy drinks and a barbeque on the fantail, spectacular views of the fireworks and a firing of one of the ships 5" Mounts at the conclusion of the event. You can enjoy all this while supporting the ship, and if you buy a raffle ticket it might even be you pulling the trigger to fire the gun, which I've done twice and it is awesome. Hope to see you there!



Memorial Kiosk, now on the main deck in the Sailors' Life Gallery, a much better location for it

Curator's Corner

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

The first half of 2013 saw many changes on-board the Battleship. Not the least of which were the changes made to how we conduct both self-guided and guided tours. As of February 2 we no longer offer guided tours for general admission walk up guests. Since April 1, all walk-up general admission guests, with the aid of an audio tour device, have followed the new self-guided tour route that now includes the Captain's Cabin and Combat Engagement Center. These two spaces, since April 1, have been staffed by Volunteer "Station Docents". Currently, there are forty-one Volunteers signed up as Station Docents. However, we are still having great difficulty in filling all time slots for each space. I would prefer to keep Volunteer Docents staffing these stations, but for that to continue we need more Docents to take on station shifts. If we continue to be unable to fully staff each shift with Volunteer Docents, we will be forced to look at the possibility of utilizing paid Tour Guides to ensure that each space is staffed for each time slot on each day.

Since April 1, all reserved group tours have been conducted by paid Tour Guides. Currently, we have a pool of approximately thirty paid Tour Guides, with twenty of them being current crewmembers (Volunteer Docents and/or Staff). We hired an additional ten individuals from outside of the Battleship. All thirty paid Tour Guides underwent training on the Firepower Tour and for the Turret II Experience. Since paid Tour Guides began conducting tours on April 1 we have had none of the previous issues related to utilizing Volunteer Docents in the past. Before implementing paid Tour Guides we were always short on the number of Docents needed for each group, and we never knew till the day of a tour exactly how many Docents we would have for each group. Due to the low Docent turn out in the past, individual group sizes were large averaging 25 or more people each, often groups numbered over 30! We now know, weeks in advance, exactly which Tour Guides will be here for each tour. Now that we are paying Tour Guides, we have sufficient numbers to keep individual group sizes on average between 15-20 people. This has dramatically improved the overall guest experience.

On April 7 we launched the new Turret II Experience with nearly sold out groups for both tours. Initially we only offered tours on Sundays, at 11:00am and 1:00pm. Since the paid Tour Guides were still being trained on the Turret II Experience, I conducted the tours on April 7 and 14. Beginning on April 21, paid Tour Guides took over execution of the Turret II Experience tours. Effective May 4, we added two additional tours, also at 11:00am and 1:00pm, to Saturdays. As demand increases we will look at adding more tours and dates in the future. The response from guests who have gone on Turret II Experience tours has been amazing, many even applauding the paid Tour Guide at the end of their tour!

The Turret II Experience has generated quite a bit of excitement, not just among staff, volunteers, and guests, but also among the other historic ship museums. From Monday, April 22 to Tuesday, April 23, four staff members from the Battleship Wisconsin, located in Norfolk, VA, visited the Battleship to learn how we do certain things onboard, including the new Turret II Experience. Needless to say the folks from the Wisconsin were impressed, all the group could say, multiple times as we went through the Turret II Experience tour route, was "WOW!" Over the course of the two days the group from Wisconsin gained valuable knowledge in how to move their ship forward and were very grateful to the assistance provided by the staff and Volunteers of the Battleship New Jersey.

As some of you may have heard, the Battleship New Jersey and the Independence Seaport Museum are co-hosting this year's annual conference for the Historic Naval Ship Association (HNSA) from September 18-21. As the conference chair, I have been working with the staffs of both the Battleship and of ISM to develop the agenda, which includes several informative sessions, nightly receptions including one on-board the Olympia, and an awards banquet to be held onboard the New Jersey.

Hotel information, conference registration, and a tentative conference agenda, are located on the HNSA website, www.hnsa.org. The Hotel chosen for the conference is the Holiday Inn Express, located at Penn's Landing, which has agreed to a very reasonable nightly rate of \$105. Conference registration is available on the HNSA webpage; the registration fee is \$295 per person which will include all sessions, three lunches, three cocktail receptions, transportation to all off-site venues, and the Awards Banquet. Due to the high cost of conducting the conference, anyone (staff, volunteer, friend of the Battleship) wishing to participate in any of the official events or sessions must register and pay the full fee, though there is a lesser rate available for companions. If any volunteer, staff member, or friend of the Battleship would like to attend please visit the HNSA website to register online.

Hosting the conference is a wonderful opportunity for the Battleship New Jersey to “show off” all of our accomplishments to the other historic naval ship museums that are a part of HNSA. The tentative plan calls for the first day’s meetings to be held in the Wardroom of the Battleship. The next two days of presentations will be held at the Independence Seaport Museum. On the last night, the Awards Banquet will be held on the fantail of the Battleship. I will keep you all posted for opportunities to volunteer for certain tasks for the conference. Though these positions will be few, if you volunteer for the conference the registration fee will be waived, but only for official volunteer positions coordinated through me.

As we move forward into the second half of 2013, I’m confident the horizon looks very bright for the Battleship. With the continued help and support of each and every one of you I know that this year will be one of our most successful! Thank you all for everything you do for the Battleship New Jersey!



Check out this all brass model of the ship we are currently trying to obtain. We have a bunch of models of the ship onboard, but nothing like this, very impressive. I'll keep you posted on our progress.

End of Hostilities in the Korean War, July 27, 1953

Rich Thrash, Battleship Brass Team Volunteer

On June 25, 1950, the Korean War started when an estimated 75,000 soldiers from the North Korean People's Army streamed across the 38th parallel, the boundary between the Soviet-backed Democratic People's Republic of Korea to the north and the pro-Western Republic of Korea to the south. This invasion was the first military action of the Cold War and came as an alarming surprise to American officials. As far as they were concerned, this was not simply a border dispute between two unstable dictatorships on the other side of the globe, instead, many thought it was the first step in a communist campaign to take over the world.

By July, American troops had entered the war on South Korea's behalf. By mid-September USS Missouri, the only active battleship in the fleet at the time, was underway off the coast of Korea, armed and ready to support U.N. forces. In just over a year the Missouri's three sisters were all reactivated and saw service in the waters surrounding the Korean peninsula.

Eventually the fighting stalled at the 38th parallel and casualties mounted with nothing to show for them. In July 1951, President Truman and his new military commanders started peace talks at Panmunjom. They worked anxiously to fashion some sort of armistice with the North Koreans because the alternative, they feared, could be an even wider war with Russia and China, or maybe even World War III.

Still, the fighting continued along the 38th parallel as negotiations stalled. Both sides were willing to accept a ceasefire maintaining the 38th parallel boundary, but they couldn't agree about whether prisoners of war should be forcibly "repatriated." (the North Koreans and Chinese said yes; the U.S. said no.) Finally, after more than two years of negotiations, on July 27, 1953 The U.S., North Korea and China sign an armistice, which ended the war but failed to bring about a permanent peace. This agreement allowed POWs to stay where they liked; drew a new boundary near the 38th parallel that gave South Korea an extra 1,500 square miles of territory; and created a 2-mile-wide "demilitarized zone" that still exists today. To date, the Republic of Korea (South) and Democratic Peoples' Republic of Korea (North) have not signed a peace treaty. North and South Korea did sign a non-aggression treaty in 1991.

The USS New Jersey had arrived in Yokosuka on April 5th to begin her second tour of duty in the war. On the following day she became the flagship for the Commander 7th Fleet, Admiral Joseph Clark and in the months that followed she settled into the familiar role of shore bombardment in support of UN operations. On the 10th anniversary of the ships commissioning, May 23, 1953, the crew celebrated at Inchon and welcomed aboard the South Korean President and Madame Rhee, Lieutenant General Maxwell Taylor and others. Two days later she returned to bombardment duty on 25 May and for the next two months she provided naval gunfire support engaging and destroying targets at Chinampo, Kaesong, Wonsan and Kosong.



Big J steaming into a Japanese port during her second Korean War tour, circa April - May 1953
Official Navy Photo # 80-G-K-16282



USS New Jersey firing 5-inch guns somewhere in the Atlantic during exercises (late 1952 to late 1954)
Official Navy Photo submitted by David Buell

Then at Wonsan, on July 11th and 12th USS New Jersey fired one of the most concentrated bombardments of her Korean duty. For nine hours the first day, and for seven the second, her guns opened fire on gun positions and bunkers on Hodo Pando and the mainland with telling effect. At least ten enemy guns were destroyed, many damaged, and a number of caves and tunnels sealed.

At sunrise on July 25th she was off the vital port of Hungnam, pounding coastal guns, bridges, a factory area, and oil storage tanks. She sailed north that afternoon, firing at rail lines and railroad tunnels as she made for Tanchon, where she launched a whaleboat in an attempt to spot a train known to run nightly along the coast. Her big guns were trained on two tunnels between which she hoped to catch the train, but in the darkness she couldn't see the results of her six-gun salvo.

The battleship's fire mission at Wonsan the next day was to be her last of the war. There she destroyed large-caliber guns, bunkers, caves and trenches. With the signing of the armistice her crew was given the opportunity to celebrate during a seven-day visit to Hong Kong, where she anchored on August 20th. I found the following account of the battleships visit to Hong Kong in an August 27th issue of Stars and Stripes; it provides an interesting glimpse into the politics of the time.

New Jersey Finds Peace Rough on Hong Kong Visit

Hong Kong, August 27 (AP) ~ The war in Korea was never like this for the battleship New Jersey. On a courtesy visit here it found itself: 1) Attacked in the newspapers as too timid to come into Hong Kong's narrow harbor; 2) Confronted with a near riot of furious Chinese around its armored sides when it threw itself open to public inspection.

Take the near riot first. Anchored in Junk bay outside one entrance to Hong Kong harbor the New Jersey has been the object of thousands of curious eyes. Junks circled it. Only Tuesday, 13,000 Chinese made the two-hour trip by ferry to look at the great battlewagon from a distance. So the officers decided to let the public come aboard yesterday for a closer look at its gleaming brass, its ponderous superstructure and the mighty 16-inch rifles. Immediately the New Jersey was swamped with a tide of motorboats, skiffs, sampans and junks, all bringing Chinese and other Hong Kong residents eager for a look.

There was such an uproar around the gangplank as the curious struggled to come aboard that an 18-year-old Chinese woman with her baby strapped to her back fell into the bay. Two crewmen from the New Jersey dived overboard and rescued the woman and child. "It's probably the first time in history that a junk baby was saved from drowning by a 45,000-ton battleship," commented an onlooker.

Once aboard the crowds were kept in fairly good order by the crew which found itself assailed from another quarter - the newspapers. Seems that the decision to keep the battleship out of the harbor lest it ground while turning in the narrow inner channel made a lot of old Hong Kong residents sore.

Their civic pride was outraged. They wrote angry letters to the editors saying any battleship afloat could come into Hong Kong harbor and the New Jersey ought to be ashamed of itself.

And so hot words fly thicker than Communist shells and bullets ever did when the New Jersey was shooting up targets on the North Korean coast.

The battleship conducted operations around Japan and off Formosa for the remainder of her tour, which was highlighted by a visit to Pusan where President Syngman Rhee came aboard on September 16th to present the Korean Presidential Unit Citation to the 7th Fleet. On October 15th the USS New Jersey headed home reaching Norfolk on November 14th.

On the following page is the front page from the Pacific Edition of Stars and Stripes, dated Monday, July 27, 1953, boldly proclaiming the long awaited truce had been signed.



South Korean President Syngman Rhee inspecting Marines on the fantail.

Truce Signed

STARS AND STRIPES

UNOFFICIAL PUBLICATION OF UNITED STATES FORCES, FAR EAST

Vol. 9, No. 207

Entered as third class matter in the Tokyo Central Post Office

Monday, July 27, 1953

Fighting Ends Tonight

Ike Declares Challenge Met by U.N.

WASHINGTON, July 27 (AP)—President Eisenhower declared today that in the Korean war just halted by an armistice the U.N. had met the challenge of aggression "with deeds of decision."

But the chief executive warned the American people in an extraordinary radio-TV broadcast from the White House that "we must not relax our guard." During the coming times of screening prisoners of war and exchanging them, and of the political conference "looking toward the unification of Korea," he said, the U.S. and its allies must be "vigilant against untoward" events.

MR. EISENHOWER began the brief but historic broadcast a little less than one hour after the armistice agreement was signed at Panmunjom.

He sat at his desk in the White House broadcast room. "Tonight," he began, "we greet with thanksgiving the signing of an armistice."

"The cost of repelling aggression has been high, incalculable, it has been paid in terms of tragedy."

The President expressed "solemn gratitude for those who gave up their lives in a foreign land."

Mr. Eisenhower said the Korean war had proved that "only courage and sacrifice can keep freedom alive upon this earth."

"IT IS PROPER that we salute particularly the valor of the armies of South Korea," Mr. Eisenhower said.

He said that men of the West and men of the East can fight

By S/Sgt. Bob McNeill
PAN MUNJOM, July 27 (Pac. S&S)—Truce delegates this morning quietly wound up their two years of peace-waging and rang down the curtain on the 37-month-old shooting war in Korea.

THE FORMAL END to the war was wrapped up in 10 minutes of document-signing. Chief United Nations Truce Delegate Lt. Gen. William K.

Harrison and North Korean General Nam Il sat down at 10 o'clock this morning and in a business-like manner wrote the Korean war into history.

THE FIRST DOCUMENT of the imposing pile was signed by the opposing sides at 10:01. It took the generals 10 minutes to work their way through the war-ending papers.

At 10 o'clock tonight sol-

(Continued on Page 16, Col. 4)

Clark Says Difficulties Not Ended

SEOUL, July 27 (Pac. S&S)—General Mark W. Clark today told the troops in his command that "we cannot turn our backs on the conflict and go home" after an armistice is signed. The U. N. commander described this morning's armistice as a possible step toward peace but not the end of the war until the opposing governments work out a firm political settlement.

The leader of the 21 nations arrayed against the Communists in Korea told Allied forces their responsibilities and duties would now be heightened and intensified rather than diminished.

"THIS IS WHY," the general said. "An armistice is a military agreement between opposing commanders to cease fire and to permit opposing sides to attempt a solution of the conflict by a political conference." The military leaders of each side have agreed to recommend to their governments that a political conference be held within three months.

General Clark said flatly the armistice does not mean an immediate or even an early withdrawal from Korea. He stated the U.N. would not lower its guard or dissipate its strength after the signing of the truce.

HIS COMPLETE MESSAGE follows:

"Three years of agonizing conflict, accompanied during the past two years by determined and frustrating negotiations, have at last brought an armistice to the valiant people of South Korea and her allies."

"This armistice is of vital im-

(Continued on Page 16, Col. 2)



SOLEMN SIGNING—Lt. Gen. William K. Harrison, chief U.N. truce delegate, autographs copies of the truce document he helped hammer out in two years of sometimes bitter negotiations while two aides look on in Panmunjom. (AP Photo)

I'm Happy to be Alive!

Donald G. Hauser, Former Seaman, 4th Division, 1951

The following is a primary remembrance I have of my service on USS New Jersey (BB-62). I was a 20 year old Seaman in the 4th Division in 1951 and a member of the twin 5-inch 38 caliber #8 gun mount, portside. The 16" guns were frequently firing in support of ground activities, but we never fired the 5" guns in anger during the cruise in Korean waters and only had one practice run in firing the guns. This practice run was an aborted attempt as outlined in the following article

The time was July / August 1951 - the location was somewhere in the Sea of Japan, off the coast of Korea - the purpose was gunnery practice for the port side 5 inch 38 caliber gun mounts.

The crew of a 5-inch 38 caliber gun mount consisted of two first loaders (me as untrained as I was, was one of them), two projectile loaders, two persons who trained the guns manually if necessary and one other person who was the gun mount captain.

The ammunition for a 5-inch 38 caliber gun was called two piece since it consisted of a powder canister and a projectile, and each piece was loaded into the gun manually by the loaders. After the canister and the projectile were in the gun tray the projectile loader hit a lever and the ammunition was slammed into the gun's breech by a ramming device. The breech closed automatically and the gun was ready to fire either under the control of the gunnery officer in the fire tower or by the two people who could manually train and fire the weapon.



PN3 Don Hauser outside Mount 8 in 1951

Action !!!!!!!!!!!!!!!!!!!!!

A slow flying plane pulling a target, or a drone plane, was flying overhead off to port and the 5-inch 38 caliber portside mounts opened up on the target.

My canister came up the hoist and I grabbed it and threw it in the tray. The projectile loader threw the projectile in the tray ahead of the canister and hit the lever to drive the ammunition home.

There was just one Problem!!!!!!!!!!!!!!!!!!!!

When I threw the canister in the tray it bounced because I failed to hold it down properly. When the ram drove the ammunition home the canister flew up and out of the tray and bounced around the mount several times. Luckily, the canister did not hit on the percussion cap or the canister may have blown up and probably burned everyone in the mount to death.

Since the ram had gone forward the projectile went into the breech but did not seat in the rifling so there was no danger of the projectile exploding even though it had a timing device on it which was actuated by the spin as the projectile left the barrel of the gun.

The gunnery officer asked why mount 8 wasn't firing. The mount captain told the G.O. by headphones of the problem we had experienced. He ordered the projectile to be thrown over the side and when the crew didn't respond immediately to his orders he became very upset.

I don't remember that we ever fired the 5-inch 38 caliber guns again during that 1951 tour of duty in the Sea of Japan - - - but I'm happy the canister did not explode when it bounced - - - and I'm happy to be alive!

It is interesting to note that I transferred from New Jersey to Fighter Squadron 42, NAS, Oceana, VA in January 1952 during a refitting in Portsmouth, VA and subsequently sailed to Atlantic and Mediterranean ports on a number of aircraft carriers. Even though I served with VF-42 longer than I did in New Jersey, I have always considered myself a battleship sailor since my service there was the only service where I was ship's company. When aboard aircraft carriers we were always "guests".

Arrival on the Gunline off Vietnam, September 30, 1968

Rich Thrash, Battleship Brass Team Volunteer

In August of 1967, when the decision was made to recommission the Battleship, the schedule called for her to be on station off the coast of Vietnam, to provide naval gunfire support in Southeast Asia, prior to the end of September 1968, and to remain there during the northeast monsoon season for a period of six months ending in March 1969.

With the recommissioning behind her the ship departed Philadelphia, made a stop in Norfolk, VA, and then transited the Panama Canal enroute to her new home port in Long Beach, CA, where she arrived on June 11, 1968. A fleet of small craft followed her in from the outer breakwater to Pier Echo, where she tied up next to the Queen Mary.

After just one week in her new homeport the Battleship sailed to San Diego, CA on June 17th. This marked the beginning of six weeks of intense refresher training which was observed by the San Diego Fleet Training Group. Forty observers embarked for the trip to San Diego and immediately began inspections to determine readiness for training.

She completed her training on July 26th and received the following critique from Lieutenant Commander George Head of the Fleet Training Group, *"The ship will have no problem in carrying out her primary mission of shore bombardment"*. The Battleship, which was taken out of mothballs in Philadelphia less than a year ago, was now officially declared fit for combat.

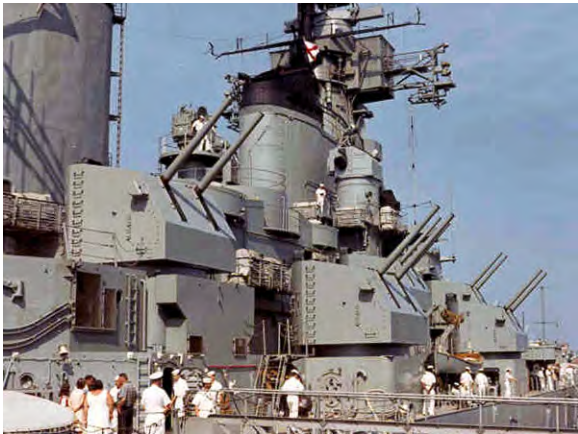
Next came a week of advanced training with USS Towers, who would accompany the Battleship to Vietnam. Following that training the ship returned to Long Beach on August 2nd for a month of post shakedown availability at the Naval Shipyard before deployment. During this time minor yard was done to address any problems that had come up during refresher training. It also gave the crew a chance to be with their families before a seven-and-one-half month deployment to the Western Pacific.

On August 28th the Battleship got underway from Pier Echo headed for the ammunition anchorage at Seal Beach. It took two days to take on a complete load of five-inch and sixteen-inch ammunition and powder. At 1900 on the 29th the ship returned to Pier Echo to prepare for the final day at sea before leaving for operations with the Seventh Fleet, a family cruise.

On September 2nd the Battleship departed Long Beach, the trip to Vietnam covered nearly 9,000 miles and lasted 24 days with scheduled stops in Hawaii and the Philippines. On the morning of September 29th the Battleship arrived off Da Nang and steamed up the coast to the Demilitarized Zone (DMZ) where her first combat rounds were fired the following day. Rear Admiral S.H. Moore, Commander Task Group 70.8, arrived on board to brief the ship's officers prior to the firing. Also arriving on board that day were 32 national and international members of the press. The eyes of the world were again on the Battleship as she prepared to make history.

On the morning of September 30th, near the 17th parallel, the Battleship fired her first shots in anger in over fifteen years, expending a total of 29 sixteen-inch rounds against Communist targets in and near the DMZ. Upon completion of firing the Battleship went alongside USS St. Paul (CA-73) for transfer of Commander Task Unit 77.1.0 turnover material and Commanding Officer New Jersey relieved Rear Admiral Moore as Sea Dragon Surface Action Commander.

On the next five pages I've included, for your reading enjoyment, a copy of the FAMILYGRAM written by Captain J. Edward Snyder, Jr. on the ship's first day on the gunline in 1968, a gem from a beloved leader of men, enjoy.



Big J in Long Beach in early June 1968 during a scheduled open house event



Underway off Oahu, September 11, 1968 Official Navy Photo



DEPARTMENT OF THE NAVY

U. S. S. NEW JERSEY (BB-62)

c/o FLEET POST OFFICE
SAN FRANCISCO, CALIF. 96601

30 September 1968

Dear NEW JERSEY families and friends,

My warm greetings go out to you once again in this our first FAMILYGRAM since joining the powerful U. S. Seventh Fleet.

Today was a historic day for NEW JERSEY. For the first time in over 15 years this matriarch of the seas fired her guns at the enemy. We blasted targets in and around Vietnam's Demilitarized Zone giving support to allied forces fighting the ground war. During the engagement we worked with both Marine Corps and Army airborne spotters. We hit and destroyed North Vietnamese ammunition storage areas, bunkers, anti-aircraft and artillery sites.

We arrived in the Tonkin Gulf late yesterday afternoon after spending three days at Subic Bay in the Philippines. We moved into our gunfire support position seaward of the DMZ just before dawn today.

This history-making first day on the line proved that the year of hard work and tedious training we went through getting ready for this moment was well spent. Our immediate boss, RADM Sam H. Moore, Commander of Cruiser-Destroyer Group U. S. Seventh Fleet had high praise for both the ship and crew. He visited us in Subic and again yesterday to get a first hand look at our preparedness for battle.

I was very pleased with the outcome of our opening performance. We proved three things today -- number one, we could do what we were sent out here to do in the time set down by the Department of Defense; number two, we have the accuracy and number three, we can hit targets we can't see from the ship.

Our performance today reaffirmed my belief that this crew is the finest I've had the honor of serving with in my Naval career. I knew they were ready and they proved it today.

Joining us on this historic occasion were over 30 representatives of press, radio and television, from all over the world to record the event. There were correspondents from Time, Life, AP, UPI, Reuters, Scripps-Howard, Fairchild, Empire, Agence France Presse, Japan's Asahi-Shimbum, the Detroit News, the New York Times, the Los Angeles Times and the Baltimore Sun as well as TV cameramen and commentators from ABC, CBS, NBC and the BBC.

In my last report to you we were leaving Hawaii -- just a short 20 days ago. We held open house at Pearl Harbor and hosted more than 9,000 general visitors in one afternoon and over 2,000 service families during our short stay.

On leaving Pearl I received this personal message from Admiral John S. McCain, Commander in Chief of the Pacific: "Your command is outstanding... 'Firepower for Freedom' is a most fitting motto for NEW JERSEY. It very clearly and concisely spells out your mission in Southeast Asia. I am proud of you, your officers and crew. They presented themselves as the finest example of men of the naval service. I was particularly pleased to be able to present Petty Officer Walfred E. Heinen with the Silver Star Medal. With warm regards and best wishes."

As you can see, Admiral McCain is as proud of this ship and crew as I am. His were high words of praise as they came from the highest ranking military officer in the Pacific. We were indeed honored to host Admiral McCain and his component commanders - the senior officers in the Pacific from the Navy, the Army, the Marines and the Air Force - 29 stars in all. The highlight of our visit to Pearl was the presentation of the nation's third highest award to GMG3 Heinen, which I mentioned in my last FAMILYGRAM.

After leaving Pearl on the 11th we crossed the International Date Line on the 13th. We sailed into Sunday the 15th skipping the 14th.

Two days later we were welcomed to the Seventh Fleet by two Bears. From the Steppes of the Urals these aircraft of the Soviet Air Arm dropped from the sky to sightsee and photograph the only active battleship in the world.

Every sort of camera showed itself on the ship. But getting the official photos was the ship's leading photographer, PH1 Ralph Wasmer. With his trusty Leica, Wasmer got some excellent

views of the sleek Bears. Our Public Affairs Officer, Ensign Scott Cheyne would like to get some prints of the photos the Bears took of us but he's not sure what Russian channels to go through -- the KGB, or maybe SMERSH!

The next day we had to alter our course a bit to avoid going into the eye of Typhoon Della. We touched the fringes and steamed through some rough seas. No cases of sea-sickness were reported, though.

While we were enroute to WESTPAC, many of you probably received telephone patches set up by our ship's HAMS, YNC Charlie Gaines and RM3 Ladd Mezer. The two of them enticed Hughes Aircraft Co. of Los Angeles in to loaning us a HAM set and then put through the patches for us. The men at Hughes have the thanks of all of us for this generous act. Chief Gaines and Mezer will be setting up patches again when we head for home after the deployment.

On September 21, we arrived in the Philippines and commenced our transit of the San Bernardino Straits. It was a beautiful trip as the Philippines are rich with lush green vegetation and picturesque mountain tops and volcanoes.

Enroute we passed through the Leyte Gulf, site of one of the battles that turned the Pacific campaign of World War II our way. NEW JERSEY took part in this famous encounter with the Imperial Japanese Navy that took place in late October of 1944. That crew of NEW JERSEY, like today's NEW JERSEYMEN, distinguished themselves in battle. They downed several Japanese aircraft that day.

Our Catholic Chaplain, Father John Byrnes, prepared a stirring narration of the battle and broadcasted over the 1MC to the crew. At the conclusion, we all paused in a moment of prayer for those brave men and stalwart ships that now rest beneath the waters of Leyte Gulf.

At Subic we had three days of well-deserved liberty and then loaded up with ammunition and fuel before steaming to join units of the Seventh Fleet Cruiser-Destroyer force in the Tonkin Gulf.

Since leaving Pearl we've gotten our ship's television station into operation thanks to the hard work of LTJG John Turner and JO3 Bob Smith. We're now broadcasting movies each night and soon we'll be getting TV films distributed by Task Force 77.

We've had two men reenlist this month -- BM1 Melvin Krines and MM1 James W. Taylor. We've also had an addition to the NEW JERSEY family, EM3 Russel R. Charron received word that his wife gave birth to a son on September 21. They named their child Joseph Luke. Congratulations to all three men.

As we arrived on the firing line today, we became eligible for a few benefits in September. First off, each member of the crew received a full month's combat pay of \$65 and the month's wages tax free. Krines' and Taylor's reenlistment bonuses were also tax free. Secondly, for those who didn't already rate it, all NEW JERSEYMEN are now eligible to wear the Vietnam Service Medal with bronze star.

Before closing I have a request for each of you. During the months ahead the biggest boost we're going to get will come from your letters. I urge you to write often to your NEW JERSEYMAN as we all need your undivided support. I'm sure we'll get it because while in Subic, I received a letter from the wife of MM2 David Raymond that expresses the dedication of our NEW JERSEY family. I'll leave you with her thoughts:

"Forgive me for taking even a few minutes of your valuable time, but I wanted you to know that I -- and every other NEW JERSEY wife that I've met -- am very proud of the job that you have begun.

"Never before -have I seen the faith and pride in an entire ship's crew as I see daily here in Long Beach.

"While I expect some hardship and, of course, the loneliness of separation, it was happily and proudly that I watched the NEW JERSEY and my husband sail away this time.

"Be assured that I am one wife -- along with many others, I'm sure -- who will give all the help and encouragement I can possibly give to my husband until you have all safely and successfully returned.

"May God keep you safe in his loving care, and bless you in your mission."

Our first stop was Hawaii for a few days liberty, then off to the South China Sea. It was very evident during any port visit that there was a lot of animosity from the crews of other ships; the idea being that the New Jersey was the top dog and given preferential treatment irritated many.

We RD's were also tasked with training the ships Lookouts, who were stationed on the 011 level, I believe. I always wanted to go up there to help with the training because the view was magnificent. I really loved it up there, even in rough seas.

While enroute to Vietnam, ECM (Electronic Counter Measures) picked up the electronic signature of several Russian airborne radars from Bear Bombers. They were inbound toward us, so we knew to expect a reconnaissance over flight. The word was passed from the Bridge over the ships PA system that if anyone wanted to see the Russian Bear Bombers, go topside and await their arrival. There were at least several hundred crew members on deck watching, and as the Russians approached, we dropped our drawers and shot them the Moon. I guess we gave away medical intelligence.

Hey ... did I mention shots? We got plenty of shots, and not the Jack Daniels kind. I kind of felt that if sick bay had any leftover med's, they simply called us down for more shots.

First Day on Gun Line

All of us in CIC and on the bridge were tense when Captain Snyder reported the New Jersey on Station. We knew that our time was "now" and we were finally going to put our training to work.

Gun Line Events

There were so many firing missions, both Main Battery (16" guns) and Secondary Battery (5" guns) that it is hard to distinguish the most, but a few are etched in memory.

I recall during a main battery mission against enemy personnel, an airborne spotter gave an adjusted spot and asked for 1 gun, 1 salvo. We fired, and after the shell's flight time, the spotter told us we nailed a Viet Cong escaping on a bike.

I also recall CIC tracking 300+/- small boats outbound of the Qua Viet River (spelling?) on the DMZ around 2:00-3:00 am. This was how the Viet Cong re-armed an Island with missiles just north of the DMZ, so after tracking them for a while we determined that they were running with the Set & Drift of the river current. Per the Rules of Engagement we could not engage this target unless they were making evasive headway. We kept tracking the contacts and after a while they altered course and made headway north. We then ran a fire mission on them and the secondary explosions lasted for quite a while (their munitions).

We were at General Quarters and running a few miles off the coast, heading north of the DMZ, to entice the enemy's shore battery fire. The enemy occasionally fired on us, but never with much accuracy, and we would return fire with our main battery; demolishing them.

We were fired on by the Viet Cong shore battery emplacement on an Island north of the DMZ, and we immediately returned fire with our 16" guns, causing a large chunk of the Island to sink into the ocean ... with their gun emplacement.

The fire mission that I will never forget came in as an emergency request for support fire from any station, anywhere. An emplacement of Marines was stationed just inland of the coast on the DMZ and they were under heavy attack by an overwhelming force of NVA. The New Jersey was enroute to the Gun Line, returning from an off station underway replenishment and I heard the request for support on our fire net. I told the CIC officer of the urgency of the request and we turned about and went into firing mode. I replied to the Marine that we were ready to take his fire mission, and when he discovered who we were, I could hear the relief flood over his voice. After receiving the target coordinates, we opened fire with both Main and Secondary Batteries. Our initial rounds were targeted very close to our Marines, as the enemy was almost upon them. I called the shot and then standby time marks so they could hunker down and cover up.

The firing was intense and continued most of the night. After the first several hours of the mission, I was relieved of my watch by another RD (I believe John McClure). In the early AM after cease fire, the brass shell casings

from the 5" battery were about a foot deep on the deck. I believe one of the 5" guns had a warped barrel from the heat of the intense firing and a sleeve (lining) on one or more of the 16" guns was protruding from the end of its barrel.

I believe that Five minutes later would have been disastrous for our Marines...

Collectively submitted by Jeremiah Early, Jack Bayer, Bob McCann and Chuck Oehme

☆☆☆

General Quarters Training Exercise

Then there was the time we were having a general quarters training exercise. I was in CIC under the black light and the corpsman came around and gave me a note that said in 3 minutes fake like you are an electrical casualty, make it realistic. The three minutes seemed like an eternity. How was I going to make it realistic? The three minutes went by and I grabbed a wiring harness coming up from the deck and let out this low guttural noise and started shaking all around. Next thing I know a radioman grabbed me with his belt, knocked me to the floor and started giving me mouth to mouth. He was one of your Boston guys. Seems like his name may have been Fletcher. I am sure Jack knows who I mean. Anyway it got reported to the bridge as an actual casualty. He was kind of pissed at me when I made some remark like don't go putting your tongue in my mouth. For a few moments I thought maybe I could be an actor but then realized it was the effects of the black light that gave my performance its realism.

I just now thought of the Russian over flight on the way to the gun line. We had made the stop in Hawaii and were a day or two out and these Russian pilots came up on our radio net. We were travelling with the Towers but one of the ways we knew it was the Russians was the way they screwed up the Peg Leg call sign. Word got out and everybody not on watch was up on deck and flipped the birds to the Russians when they flew over.

Bob McCann

☆☆☆



Big J in action off the coast of Vietnam providing vital Naval Gunfire Support

Arrival on the Gun Line off Beirut, September 25, 1983

Rich Thrash, Battleship Brass Team Volunteer

As part of President Ronald Reagan's and Navy Secretary John Lehman's effort to create a 600-ship Navy, USS New Jersey was selected for reactivation in the spring of 1981. In early July she was towed from Puget Sound Naval Shipyard to Long Beach Naval Shipyard to begin her 18 month modernization and reactivation.

President Reagan was in attendance on December 28, 1982 for the recommissioning of the Battleship at Long Beach, CA, her new homeport. This recommissioning marked the return of the world's last battleships after a 13-year absence from the world's oceans. During his remarks the president said *"today the New Jersey becomes our 514th ship in a program to build the fleet to 600."*

He went on to say *"As the recommissioning of this ship demonstrates, we are rearming with prudence, using existing assets to the fullest. However, even with maximum efficiency and an eye toward making every dollar count, we must not fool ourselves. Providing an adequate defense is not cheap. The price of peace is always high. But considering the alternative, it's worth it."*

That last line is priceless, one hell of a president...

In 1983, a bloody civil war was raging in Lebanon. In an effort to try and stop the violence in the region a Multinational Peacekeeping Force composed largely of U.S., Italian and French armed service members was created and deployed to the region to attempt to restore order. As part of this multinational force the U.S mobilized an expeditionary force comprised of units of the U.S. Marine Corps and elements of the U.S. Sixth Fleet which operated out of the Mediterranean Sea.

On April 18, 1983 a van carrying a 2,000 pound load of explosives, slammed into the U.S. embassy in West Beirut, killing 63. In August the militia began bombarding U.S. Marine positions near Beirut International Airport with mortar and rocket fire as the Lebanese Army fought Druze and Shia forces in the southern suburbs of Beirut. On August 29th, two Marines were killed in an attack and fourteen others were wounded. After this attack the Marines began returning fire, and President Reagan dispatched the USS New Jersey, a decision that was applauded by the Marines.

The Battleship had been on a three-month shakedown cruise to the Western Pacific, with scheduled stops in Pearl Harbor, Manila, Singapore and Pattya Beach Thailand. While enroute to Hong Kong, political flare-ups in Central America caused her to be diverted and after spending nearly three months off the coast of Central America, the Beirut crisis began. Once orders were issued the Battleship transited the Panama Canal, refueled and ran at flank speed all the way to the coast of Lebanon. A change of command ceremony was held onboard on September 15, 1983, while enroute to Lebanon, where Captain Richard Milligan assumed command.

Ten days later, on September 25th, the Battleship arrived on station, oddly enough a cease-fire was declared on that same day. For the next six months the Battleship remained on station with the Sixth



The Shelly Foss and two fleet tugs, tow the Battleship New Jersey from Bremerton, WA to Long Beach, CA for modernization/reactivation, July 1, 1981 Official Navy Photo # DN-ST-82-01716



President Ronald Reagan speaking at the Battleships recommissioning, December 28, 1982

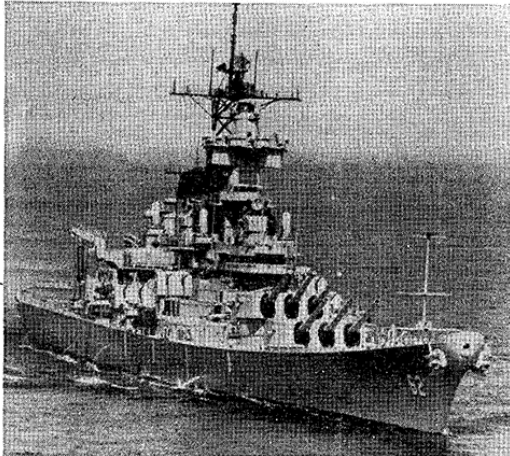


Sorry for the poor quality of this photo, but it was sent to me a long time ago with a caption that reads "Big J off the coast of Beirut, September 1983"

Fleet in support of U.S. Marines in the Multi-National Defense Force. On three occasions, she fired her 16-inch guns in defense. The accuracy of the guns was questioned by some critics, but the mission was clearly accomplished. Toward the end, volunteers began relieving many of the crewmembers, but in May, 1984, eleven months after departure, the battleship finally returned home to Long Beach. Below is copy of the front page of the Stars and Stripes from the day after the Battleship arrived on station.

Fighting continues past deadline for a new cease-fire in Lebanon

3 U.S. Marines wounded in Beirut suburb barrages



The battleship New Jersey cruises off the coast of Lebanon after its arrival Sunday.

From press dispatches
BEIRUT — A deadline for a new cease-fire passed Sunday, with shells and rockets pounding the Lebanese army, Christian suburbs of Beirut and U.S. troops, wounding three Marines during the day.

Meanwhile, Syrian Foreign Minister Abdul Halim Khaddam was announcing Sunday night in Damascus that a cease-

Related photos, Page 3.

fire agreement in the Lebanon civil war was to take effect at 6 a.m. Monday, Beirut time.

"An agreement has been reached for a cease-fire in Lebanon, ending the war and starting a national dialogue," he said at a news conference. "What was achieved is great. We appeal to all our Lebanese brothers to go beyond the bloodshed and the hatred in order to restart the building of Lebanon."

Saudi Prince Bandar bin Sultan, who met with Khaddam, Druse leader Walid Jumblatt and others before the announcement was made, told the news conference:

"We have reached today an agreement for the cease-fire for the immediate start of a national agreement conference."

"The details of that will be announced by (Lebanese) President Amin Gemayel himself."

Bandar said "This is the beginning of the road for Arab solidarity and for freeing Lebanon from Israeli occupation."

U.S. Ambassador Robert Dillon also said late Sunday that a cease-fire would take effect, but heavy bombardments continued.

Ghassam Tuani, senior aide to Gemayel, said after the scheduled start of the cease-fire with Syrian-backed rebels at 9:30 p.m. that, "so far, it's totally ineffective."

Tuani, speaking from the presidential palace, said "lots of shelling is going on, and the army is now being attacked in Souk el-Gharb," its key mountain base protecting Beirut.

At the U.S. Marine base around Beirut's airport, artillery attacks that slightly injured one Marine were followed by rocket attacks that forced the troops onto the

(Continued on back page)

The STARS and STRIPES

AUTHORIZED UNOFFICIAL PUBLICATION FOR THE U.S. ARMED FORCES

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Army research lab findings help society
Pages 14, 15

Crewmember Recollections

Arrival in Lebanon

This was the stopping point of a very fast two weeks. We were on our way back home and were turned around to head thru the Panama Canal. We got a little liberty to go make calls home. Back then calls had to be made from a Phone Exchange. The line for the collect calls was around the block. So I took the small amount of cash I had and called direct. I got about two minutes to tell my wife we were not coming home. She asked if I was heading to Beirut. I said that I couldn't say which pretty much confirmed her question. That was the last time I got to talk to her until April 1984. We transited the canal and stopped on the east coast side of Panama to refuel. We filled every tank we had that would hold fuel. We got underway and did a flank bell all the way to the Lebanese coast, slowing only to go through the Straits of Gibraltar. It was pretty cool to go out on deck and see the wake line as straight as an arrow for as far as you could see. We had a Change of Command in transit, so the new CO was in place on our arrival. When we first got there, no one was allowed on the weather decks. No one was sure of what type of retaliation we might get so the CO was being very protective of the crew. Once we were on station it got pretty boring. Doing about five knots back and forth for days on end. We would go out for a few hours for supplies, then right back. The bombing of the barracks was a very busy day. I think almost every person wanted to go over and help with the rescue effort. It was pretty sobering watching sailors in combat helmets and flak jackets hopping on helicopters to go and help. Hopefully some of those guys will submit more info on this.

Randy Popp
A Division / Plankowner

Troubled Waters

Brent R. Myers, OS3, Former Crewmember, 1983 - 1984

Ghost-gray, silent and calm.

For the first time since I had come up on night watch, I have a chance to relax and take in the surreal atmosphere around me. The bridge of the mammoth battleship is dark and silent with only the faint red glow of the OOD's watch station and the occasional movement of the helmsman to remind me I am not alone. Strangely, tonight the air seems almost unearthly somehow despite the ever-present, pervading sea scent. I take in another luxurious breath of Mediterranean air, savoring the ever-so-slight tingle of salt in my nostrils as the pleasure smoker might thrill to the flavor of his first deep drag on a long-awaited cigarette.

"Bridge, Combat: phone check."

The familiar voice rouses me abruptly from my reverie. I smile despite myself. "Smitty, they got you on the short-range scope again?"

"Hey, guess they figure why ruin a good thing! How's it look up there, anyway?"

Ghost-gray, silent and calm.

How else can one describe it? The ship is almost aglow in bright, chalky gray as if dusted in luminescent powder, the full moon overhead announcing its presence as its softly diffused brilliance engulfs rather than reflects off the light gray of our vessel.

About us, only the occasional lap of water or slap of a crest against the slow-moving bow belie the presence of the brooding watery depths beneath.

The night envelops me, wrapping me in its comforting omnipresence, soothing and light as gossamer while palpable as the bright jewel sparkles that dance over the ghost-gray, watery medium on which we softly, gingerly glide. A warm peace overwhelms me as the serenity and quiet beauty of this place, this moment in time enfold me. I feel strangely whole and reborn. For a moment I feel transformed, becoming one with the ethereal night, bright moon and glinting water.

I almost feel my fingers reach out to touch the shimmering pin-points of bright moon-lit water as they play delicately, tenuously across the near-smooth sea surface.

"It's quite a night up here," I whisper almost reverently, mesmerized by the dancing, beckoning glints of moon luster.

Strangely, I find myself unable to avert my eyes as the sea continues to flash its vibrant, silent speech at me as if in quiet exultation of life as only it knows, as only it can express.

"Yeah, I don't doubt it," Smitty remarks. "I heard the starboard lookout reported RPG fire again north of Beirut International Airport."

A new voice breaks in. "Bridge, Starboard. That's affirmative. Still going on, too. Man, but it's somethin' to see!"

"Bridge, Aft-lookout. New contact bearing 193 degrees relative, hull down on the horizon. Looks like an LPH."

Tearing myself away from the open bridge window, I turn to quickly examine the dimly lit tote board behind me, squeezing my eyes shut a couple times to dispel the early-morning weariness.

"Aft? Bridge. Roger. Smitty, that should be the Guam."

"Yep. Aft, what's her drift?"

"Oh," --and then a bit sheepishly, "uh, right bearing drift. Sorry 'bout that."

"Hey, no problem."

"Yeah, that's her," Port-lookout suddenly confirms. "I can just make out the '9' on her superstructure. Best I can tell she's got a target angle of about 060."

"Don't worry 'bout that one, Port," Smitty warns. "Best keep your eyes on that Russian AGI off about 210. She's at left full rudder. Okay Myers, you ready for another mark?"

I chuckle. "Think you can read 'em off right this time?"

"How you gonna know if you can't keep up?"

I almost laugh aloud.

treasured artifacts in our State. Just the bowl weighed between 15 - 20 lbs. The solid silver bowl, along with the rest of the set, was made by Tiffany's New York in 1907. The bowl and base have sculpted figures from the State flag. Two eagles' heads holds the handles in their beaks on either side of the bowl. The figures of Liberty and Prosperity stand on either side where the bowl connects, with the plow and cornucopia as some of the items.

The base weighed about 40 pounds!

There are several interesting pieces in the silver set. One is a chocolate pot which is a good sized pouring vessel with a flip top. Another is a salt cellar. I remember as a kid visiting my Grandmother for dinner and she would ask me to pass the salt cellar. From that memory I always thought a salt cellar was simply a shaker of salt. Not so. Actually a salt cellar is a small dish on a pedestal that is accompanied by a tiny salt spoon. There are six cellars and spoons in the set with the interiors of each gilded in gold. Vegetable dishes with lids, goblets, plates, and hors d'oeuvre dishes rounded out our "haul." After wrapping and tying, each piece was taken down to the kitchen and placed in the crates with layers of bubble wrap in between. Before the crates were sealed they were topped off with those little annoying "peanuts" that stick to everything(!) Phil and the crew were really well prepared for the packing process.

The Staff at the Mansion were very helpful and professional. To be honest, I thought they were a little worried about the safety of the set and how we would handle it when we arrived. By the time we finished however, they knew the set was in good hands.

Special thanks are extended to the Navy, New Jersey State Police and the capable Staff at the Governors' Mansion. It truly was a "Silver Day at Drumthwacket".



Nan, and Phil Rowan, the ship's Executive Director, preparing the Punch Bowl and Base for transport to the ship for display



Others pieces of the Presentation Silver Service waiting to be packed. The gold gilding inside the salt cellars and spoons is visible in this photo



Serving tray featuring an engraving of the original Battleship New Jersey

Battleship New Jersey Turns 70 years Old

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

Thursday, May 23, 2013 was gray and overcast, and the threat of rain was in the skies. But despite the less than hospitable weather, the mood onboard battleship New Jersey was jubilant. A crowd of over 100 people had assembled on the battleship's fo'c'sle to celebrate the anniversary of her original commissioning, an event that occurred exactly 70 years ago this day.

The ceremony began with the playing of our National Anthem on the trumpet by Nan La Corte... proud member of the battleship's volunteer Brass Team. The USMC color guard from nearby Joint Base McGuire, Fort Dix and Lakehurst, NJ provided the appropriate level of pomp and circumstance as the ceremony began in earnest.

The list of VIP's who came to bear witness and acknowledge the significance of the day included former New Jersey Governor's Christie Todd Whitman and James J. Florio. Both offered their remarks recognizing the battleship for her many years of exemplary service in defense of our great country.

Phil Rowan, Executive Director and Chief Executive Officer of the Battleship New Jersey Museum and Memorial, offered a moment of reflection for all Soldiers, Sailors, Airmen and Marines that have served or are now serving in the defense of the United States of America. We were reminded that battleship New Jersey, during her many years of active service, was home to thousands of America's best. They served with honor and distinction, in time of peace and in time of war.

The heart of any ship is her crew, and battleship New Jersey was fortunate that her crew was steadfast with every challenge they faced. Former crewmembers, who served on the battleship during her unprecedented four commissioning timeframes, shared their personal experience and account of what it was like to live, work, and go to war in the "Big J". It was a multi-generational tribute to a great fighting ship and her crew.

Russ Collins, Ken Kersch and Skip Leeson represented World War II, Viet Nam and Beirut, Lebanon respectively. Each spoke of the team effort that made battleship New Jersey a fearsome weapon, the tip of the spear...feared by our enemies and coveted by our allies. New Jersey's record of accomplishment is evident by her 19 campaign ribbons and battle stars...plainly visible on the bridge wing...the most decorated battleship in the history of the United States Navy.

A special presentation followed by John P. Keegan, Chairman and President of the Edison Foundation. Mr. Keegan presented the silver case that housed the bottle of Champaign that the ship's sponsor broke across the bow of the mighty dreadnought on December 7, 1942, the day she was launched into the Delaware River. The dent in the side of the case was clearly visible for all to see.



Nan and Captain Walt Urban, Jr. USNR (Ret.).



Frank O'Keefe, photographer extraordinaire



Presentation Silver, back where it belongs

Following the commissioning ceremony on May 23, 1943, Kate Smith sang her signature song, “God Bless America”, and so it was repeated at the conclusion of today’s ceremony. Everyone sang along, and you got the sense battleship New Jersey was listening with keen interest and admiration.

Of course, no birthday celebration is complete without a birthday cake, so everyone proceeded to the wardroom where Governor Whitman and Russ Collins ceremoniously cut the cake to the delight of those in attendance. Battleship New Jersey was officially 70 years old.

Afterward, many journeyed to the Captain’s In Port Cabin to view the magnificent silver service that, for a short time period, will be on display. The silver service, crafted by Tiffany’s, has been kept in the Governor’s Mansion in Princeton, NJ after New Jersey decommissioned for the last time in February 1991. Through a collaborative effort between the Governor’s office and the Department of the Navy, several pieces will be featured on the battleship to help commemorate the occasion of her 70th commissioning anniversary.

And so it came to pass, battleship New Jersey reached yet, another major milestone in her illustrious and storied career. Despite the passage of time, she has not been forgotten. Her legacy lives on; supported by a small contingent of staff and volunteers, they bring her to life every day.

Thousands of guests come to visit her each year. They stand on her decks, stare at the huge naval rifles and imagine what it must have been like to go to sea in one of the most powerful warships ever built.



Birthday Celebration on the fo’c’sle



Silver case that housed the bottle of champagne which was smashed against the bow of the battleship the day she was launched, December 7, 1942. The resulting dent is plainly visible on the right side.



Visiting VIPs pose along with the ships Executive Director on the Quarterdeck

The First Battleship New Jersey - BB-16

Rich Zimmermann, Overnight Encampment Volunteer

It comes as a great surprise, to our guests, when a docent mentions BB-16 the first Battleship New Jersey. Most people are totally unaware of BB-62's almost unknown sister. While the current Battleship New Jersey has had a great fighting career and a very long lifetime for a warship, BB-16 was undistinguished. BB-16 was a victim of circumstances and time. She was launched on November 10, 1904 at the Fore River Shipbuilding Company, Quincy, MA and was commissioned on May 12, 1906. During that period of time, the British were rethinking their battleship fleet and building the super ships of the day, the dreadnaughts. The first New Jersey was commissioned as old technology.

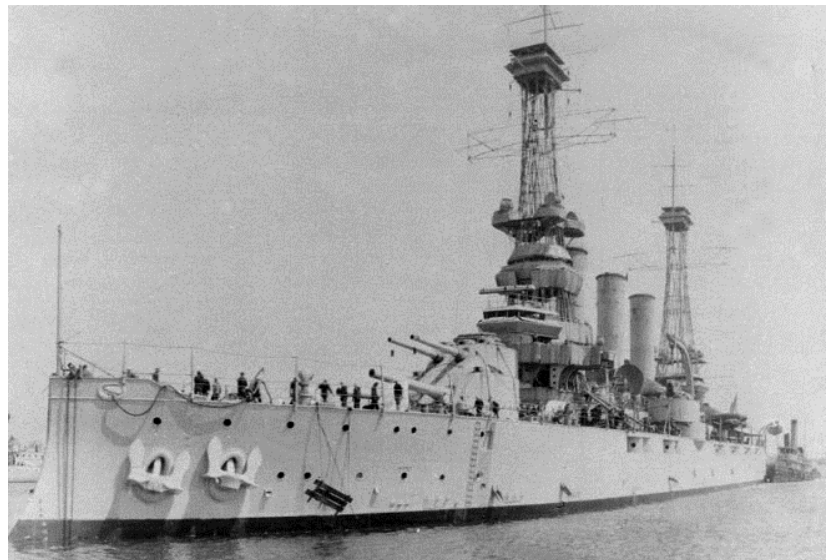
The ships initial training took place in the Atlantic and Caribbean. In September of 1906 she was present in Havana, Cuba to protect American citizens and property during the Cuban Insurrection. President Theodore Roosevelt was an advocate of a big active U.S. Navy and had a grand plan to show off our new found might. He had great plans for taking the fleet around the world.

On December 16, 1907, the New Jersey, and 15 other Battleships and 6 destroyers cleared Hampton Roads in a barrage of salutes to the reviewing ship USS Mayflower and President Roosevelt. The fleet was to show the ability of sea power to keep the peace and to show the world powers that the U.S. was now an international power. The world took note. The first cruise took the fleet to Trinidad and Rio de Janeiro and around Cape Horn to Punta Arenas, Valparaiso and Callao. The fleet returned triumphantly to the U.S. On July 7, 1908, the fleet sailed to the west to Hawaii, Auckland and 3 Australian ports. In each city the enthusiastic welcomes for the fleet grew larger. Despite growing world tension over Japanese Imperial interests, the Japanese welcomed the arrival of the fleet in Tokyo Bay. The President deemed the cruise a huge success.

The fleet toured Amoy and Yokohama, and conducted target practice off the Philippines, before making the long sail through Suez on to Naples, Villefranche and Gibraltar. In February 1909, President Roosevelt reviewed the Great White Fleet as it came to anchor in Hampton Roads.

For the next several years BB-16 carried out normal drills and training in the Atlantic and Caribbean. With growing tension in Mexico, the New Jersey, and the fleet, was ordered to provide protection for American interests and the Marine landing forces. It also covered U.S. interests in Santo Domingo and Haiti. Upon her return to Hampton Roads in 1914, the New Jersey carried out her routine training activities until the start of World War 1. During the war, the New Jersey trained gunners and seamen recruits in the Chesapeake Bay. Once hostilities ended, the New Jersey made four voyages to France to bring home 5,000 members of the AEF. On August 6, 1920, the New Jersey was decommissioned. On September 5, 1923, she was one of the targets of Brigadier General Billy Mitchell's Army Bombing test. He proved that given the time, and enough bombs, they could sink a battleship (i.e.: USS New Jersey).

So, it was for this first USS New Jersey that the state of New Jersey commissioned Tiffany & Company to create the Battleship Presentation Silver Service, parts of which were recently back on the ship and on display to celebrate the ships 70th birthday. On the following page are excerpts from an edition of the Washington Times, dated Sunday, October 8, 1905, describing the Silver Service.



***USS New Jersey (BB-16) at Boston, MA, May 3, 1919
U.S. Naval Historical Center Photo # NH 73781***

New Battleship to Get Handsome Silver Service

Will Cost Ten Thousand Dollars—Center-piece Consists of Punch Bowl and Stand of Great Beauty.

A silver service set of fifty-seven pieces is to be presented by the Commonwealth of New Jersey to the battleship bearing the name of that State.

A centerpiece consisting of a punch bowl and stand forms the principal part of the service. The bowl measures eighteen and one-half inches in diameter and stands fourteen inches high, with a base four inches high, twenty-eight and one-half inches long and nineteen inches wide.

On either side of the bowl are eagles' heads with wreaths suspended which serve as handles.

Festoons of Flowers.

Draped from the neck of the eagles are festoons of flowers caught by bows which form anchor stays. Conventional chased leaves form the ornamentation of the base of the bowl.

Two female figures symbolizing Prosperity and Liberty form the ornamentation on either side of the base.

Surrounding the figures are delicate shells and other suggestions of the sea, while the culmination is reached in the

effect of the ocean waves dashing against the base of some impregnable fortress. Along the front of the base is an inscription reading:

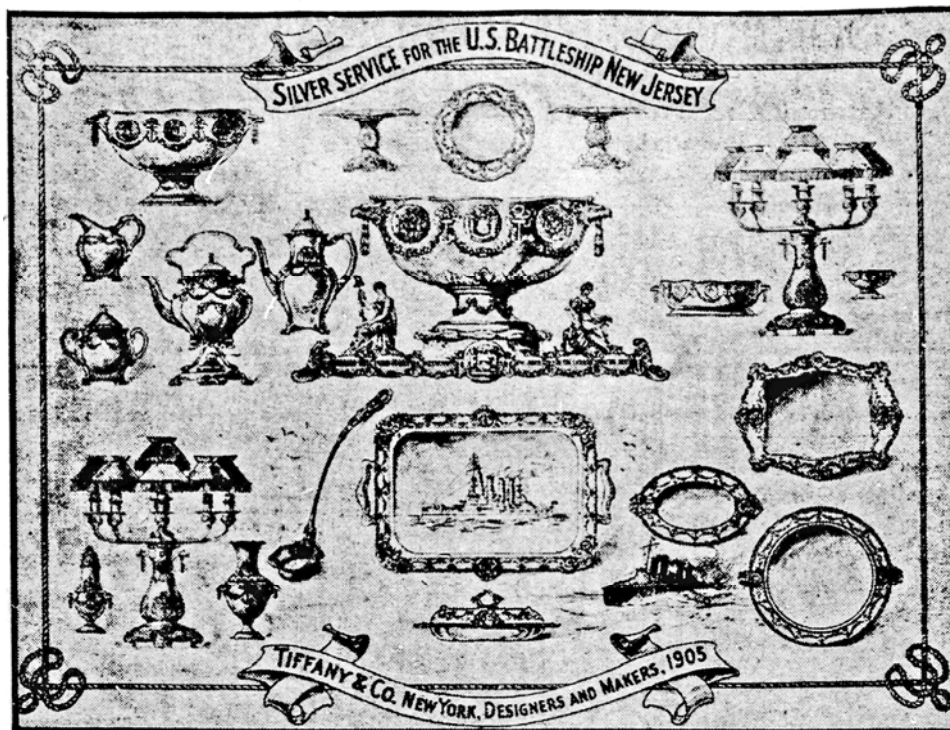
"Presented to the battleship New Jersey by the Citizens of the State," with the seal of Annapolis inserted between the words, "battleship" and "New Jersey."

Other Pieces.

Other notably rich pieces are the twenty-six-inch salver, picturing in a fine piece of etched work a battleship under full steam; a pair of candelabra, each with nine lights; a tea service, consisting of coffee pot, tea pot, sugar bowl, cream and milk pitcher, hot water kettle and waste bowl; eight vases, jardiner, four compottiers, meat dish, four vegetable dishes, four hors d'oeuvre dishes, asparagus dish, two entree dishes, six salt cellars, with spoons to match, and six peppers.

The service set, which will cost about \$10,000, is being made by Tiffany & Co. It will be presented to the ship when it takes a permanent place among "Uncle Sam's" great warships.

SILVER SERVICE FOR THE BATTLESHIP NEW JERSEY



An Historic Reunion

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

I'm writing this article mere minutes after the conclusion of one of the most amazing and emotional days I've had on the Battleship. There are many days that, due to constant budget woes and the never ending concerns related to the ship, I forget the immense honor it is to be the Curator of the Battleship New Jersey. Today reminded me of the importance of all the efforts that staff and volunteers put into preserving this ship, thereby preserving the memory of those who served onboard her. At about 1430 hours today an emotional, almost magical, moment occurred on the forecandle when Andy Tobias met Dr. John Denby for the first time since they both served onboard the New Jersey in Vietnam.

Many of you may be familiar with the story of Andy Tobias' injuries he suffered during an accident on the upper shell deck of Turret III on January 14, 1969 during the Battleship's Vietnam service. Days earlier, the ship had been released from the gun line and was on its way to be resupplied in Subic Bay. As the ship steamed away from Vietnam sailors were busy moving projectiles from one deck to another inside the turret, one of these sailors was Andy Tobias. One of the projectiles had got hung up in the hoist due to the parbuckling line getting snagged. Andy attempted to rectify the problem and had placed one of his feet on the inner ring of the shell deck, positioning his foot between the hoist and a couple of 1,900 lbs. projectiles. Unfortunately for Andy, he and his fellow shipmates dealing with the hung up projectile did not hear the command that the inner ring was about to rotate. As the inner ring moved it proceeded to push the projectiles into Andy's leg causing him to get sucked into the hoist. The pressure of the projectiles moving on the inner ring raised Andy off the ground, pinning him against the hoist and crushing his leg and lower body.

The inner ring was stopped, but Andy's outlook was bleak. Still trapped between the projectiles and the hoist, Andy was bleeding profusely, and had suffered compound fractures of both legs as well as a crushed pelvis. The first thing that had to be done was free Andy from between the projectiles and the hoist. One of Andy's bunkmates, a tall African-American sailor from Texas named Johnson, came down to where Andy was and "picked up" the two 1,900 lbs. projectiles and got them out of the way so Andy could be extracted. They then put him into a Stokes Basket, lowered him down vertically through the scuttles, usually used to move projectiles, to the bottom of the turret to where they could move him vertically through a water tight door to get him outside of the barbettes. Being lowered vertically caused excruciating pain and by the time they reached the bottom of the turret Andy had lost consciousness. Once at the bottom of the turret they needed to lift him back up two decks to get him to 3rd Deck. Once on 3rd Deck the Stokes Basket carrying Andy was suspended from the yellow I-beam that went through Broadway and into Medical.

When Andy finally made it to the operating room, Dr. Denby realized he had a Herculean task ahead of him. To aid the Doctors in their operation, Captain J. Edward Snyder reduced speed as much as he could in order to limit the motion of the ship. For nine hours Dr. Denby worked to stop the bleeding, and stabilize Andy as best he could. Many people, including myself, believe that what Dr. Denby was able to accomplish was nothing short of a miracle. Once at Subic Bay Dr. Denby accompanied Andy to the hospital at Clark AFB in the Philippines. Not



Dr. John Denby and his wife chat with Jason Hall, the ship's curator, before going onboard the ship



With his family looking on, Dr. Denby and Andy Tobias meet for the first time since they served together on the ship in 1969

only was he able to save Andy's life, but Dr. Denby was able to save his legs. Andy himself states that without Dr. Denby he wouldn't be able to walk today and would actually probably have never survived the accident.

Fast forward to 1430 hours, Saturday, June 29 where Dr. Denby, and sixteen members of his family including his wife, children, grandchildren, are gathered on the forecastle of the New Jersey. I had just finished up my talk about the teak deck when I noticed that our other VIP guests had arrived, Andy Tobias and his wife. Both Dr. Denby and Andy had not seen each other since Vietnam. Even now, hours after it happened, I still get choked up a little recalling Andy walking up to Dr. Denby, embracing him and through tears saying, "Thank you for saving my life!" It was a beautiful moment, two old sailors with a bond that only they can truly understand, but that we all should respect and recognize.

Following the requisite photos of Dr. Denby and Andy, along with the entire Denby family, I led the group into the gun house of Turret I. As we were coming out of Turret I we were greeted by a very special unplanned surprise. It just so happened, by pure coincidence, a fellow sailor who served with Andy on the shell deck, and who was there the day he was injured, just happened to be touring the ship today. Norman "Frenchy" Frenchet walked over to Andy and said, 'Hey shipmate, remember me, it's Frenchy.'" After a quick second Andy rushed towards the man and both were hugging each other and tears again flowed. Frenchy hadn't seen Andy since Vietnam and until today didn't even know if he had survived the accident on the shell deck. It was awe inspiring to watch all three men, Andy, Frenchy, and Dr. Denby reminiscing, they talked and acted as if forty years had just melted away.

The stories continued to flow as Dr. Denby and Andy went back down to the Medical spaces, including the operating room where Dr. Denby literally saved Andy's life. The highlight of our time in Medical was when I played the video which includes a segment of Andy talking about his injuries and thanking Dr. Denby for saving his life. Everyone in the group broke out in applause, as Andy again said "Thank You" to Dr. Denby who just smiled in modesty. The group then proceeded onto the shell deck of Turret II where Andy enthralled everyone with his harrowing story of what happened to him in Turret III. Dr. Denby's grandchildren enjoyed hoisting the projectile, loading the powder bags, but the best part of the day, from the grandchildren's perspective, was pulling the trigger to fire the guns!

Dr. Denby is now 80 years old, a fact not lost on myself or anyone in the group. It went unsaid, but this was probably the last time he will be able to be onboard the New Jersey again. I cannot thank Dr. Denby, his family, and Andy Tobias and his wife, for allowing me to be a part of a truly historic day. Also, I want to thank Jack Willard for planning the visit of both men, and Rich Zimmermann for volunteering to come in and take pictures of this amazing reunion.



Everybody smiling in front of Turret 1, what a beautiful day for a reunion!



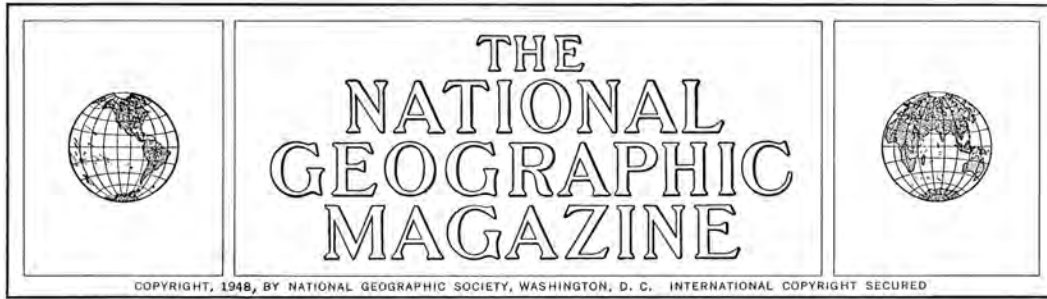
Andy Tobias and Norman "Frenchy" Frenchet, another shipmate who just happened to be visiting the Big J today, meet for the first time since 1969

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. The entire article is about 10 pages of text and includes many photos from the cruise taken both onboard the ship and at ports of call along the way. I've included roughly half of the article in this issue; in the next issue I'll include the remainder of the article along with a selection of the photos.

VOL. XCIII, No. 6

WASHINGTON

JUNE, 1948



Midshipmen's Cruise

BY MIDSHIPMEN WILLIAM J. ASTON AND ALEXANDER G. B. GROSVENOR, USN

“SHOVE OFF, coxswain. Return to the sea wall,” sang out the Junior Officer of the Deck of the U.S.S. *New Jersey*. About him was the clamor and confusion of the launch's load of midshipmen trying to locate sea bags, suitcases, and blue service uniforms heaped in pyramids on the forecastle.

The motor launch, empty now of its cargo of human freight, with a roar headed back to the United States Naval Academy dock in Annapolis, Maryland.

Wistful glances followed her wake as she gradually grew dim in the rainy mist of that early Saturday morning, June 7, 1947. Some fellows, perhaps a little homesick, tried to bring to life the last beautiful image of the June Week O.A.O. (one and only). But the eager ones were already heaving sea bags down the forehatch, glad to be away from the confining walls and books of the Academy and bound for foreign shores.

Ever since Rear Admiral James L. Holloway, Jr., Superintendent of the Academy, had announced our cruise plans, all hands had been enthusiastically awaiting this day.

Edinburgh, Oslo, Copenhagen, London—glittering names lay ahead. Now with our task force of two battleships, *New Jersey* and *Wisconsin*, the carriers *Randolph* (flagship) and *Kearsarge*, the LSD *Fort Mandan*, and four destroyers, 2,100 midshipmen shoved off for their first taste of a sailor's life and travels (Plate I).

The new second class (juniors) enjoyed the sunbathing on the flattops (Plate XV).

Our division of 60 youngsters (third classmen, or sophomores) and first classmen (seniors), plus 10 Reserve midshipmen from various colleges, was quartered forward of *New Jersey's* No. 1 16-inch gun turret. Our pipe bunks—and they were comfortable too—were stacked in tiers of four, lining the bulkheads

(walls or ship's side) and grouped compactly in columns, fore and aft, two tiers wide, but with enough room to scoot out quickly.

We were each assigned a locker, so tiny it left us skeptical. How could we cram all the gear in our two bulging bags into that small space? Nevertheless, after much refolding and rolling, our “white works,” “skivvies,” etc., were squeezed in.

One of Uncle Sam's battlewagons is a self-contained, multi-decked machine. Think of it as being divided into thirds. The superstructure, with its bridge and command stations, is the brain. The middle third (first two decks below main deck) feeds and repairs the two other sections. Lastly, the lower division, with its turbines, boilers, and generators, energizes the ship.

We Learn Our Way Fore and Aft

It was three or four days before we could step through watertight doors from one compartment to another without bruising our shins. But it took longer to master climbing and descending ladders (no stairs!) from one deck to another without use of seat, elbows, and gravity.

Shipboard navigation, taught by personal experience, was not learned by many for weeks. We were in England before some of us found the cobbler or tailor shops. During a pre-cruise lecture a humorous instructor said that to survive the cruise we must learn the location of only three places: our bunks, the chow line, and the “head.” We all survived.

A frequent question of the late war was, “How can Halsey and Mitscher stay at sea so long without refueling at a base?” Now it is an everyday trick to transfer millions of gallons of fuel from a fleet oiler to thirsty battlewagons while under way. Our first dem-

body on deck sooner tomorrow morning.”

Breakfast!

Long before the bosun's shrill call to the first mess, two chow lines begin to form on either side of the ship. Soon they lead all the way to the stern and double back, so the hindmost man actually heads away from his meal.

Folding benches and portable tables fill the eight mess compartments, which between meals double as classrooms, theaters, and places of worship (page 718).

To feed the crew expeditiously, serving is done cafeteria style.

If you're in a hurry, you may stow your chow in five minutes; lingering is not encouraged. The entire crew must be fed in three chow calls, each 15 minutes in length.

For heavy eaters, survival depends on the number of times they contrive to go through the line. A tasty dessert always means a lasting line.

Seagoing Housemaids Have a Field Day

Field day, to one who doesn't know the secret, sounds like a day of merrymaking or suggests a track event.

But field day in the Navy serves the ship as a housewife's weekly cleaning day. Every bulkhead is scrubbed, paintwork washed, all brightwork polished (Plate VII). Last, but not least, the teak decks are holystoned.

This nautical word may be familiar, but have you ever seen a holystone in action? From painful memory, every admiral can give a vivid description of the tool.

Wooden decks once were holystoned every day, but heavy wear by sand and stone meant expensive replacements. Therefore, today's seamen turn to with their "boiler bricks" and bent backs but once a week.

To holystone, one needs equipment valued at less than a quarter and a 30-second lecture, including instruction in elementary wrestling. The instruments of torture are a long stick, sand, water, and a halved fire brick. The stick fits a small hole in the brick.

Do you want to learn the proper grip and stance? O.K., bend over double and take hold of a broom with your left hand about 18 inches from the bottom. Then place the upper half of the handle against your right hip. With your right hand, reach under the stick and grab your left wrist. This hold, a perfect double arm lock, enables you to push down on the stone and at the same time slide it back and forth sideways.

Five to 30 midshipmen line up along a plank (page 716). With one to count cadence, the entire group should move in rhythm. But there's always some knucklehead who delights in doing things the opposite way.

The stroke is about 20 inches, right, left, right, left, until 20 passes are made. Then with the command, "Shift," the men step back or forward together to the adjacent plank.

This work is as backbreaking as any ever devised, and there is no way to beat the system. Should a fellow slack up, the stick slips and trips the brick, snarling the rhythm.

Field day for those down in the engine spaces is certainly the most unfavorable aboard ship. Its dirtiest form is boiler-tube cleaning. Stripped to their waists and armed with wire brushes, the black gang worms through a small hatch into a jet-black boiler. Here, with an extension cord and bulb for illumination, the lads scrape the carbon-caked water tubes. Often a chisel is needed to loosen the scale. The work isn't as back-breaking as holystoning, but it is certainly the dirtiest aboard ship.

Or you might find yourself confined down in the bilge, or double bottom, scraping rust and cracked paint and then repainting. A mixture of slime and yellow chrome forms a colorful but greasy coating on blue dungarees.

Now you can understand the luxury of drawing a morning or afternoon watch on field day.

We Drill with Dummy Guns

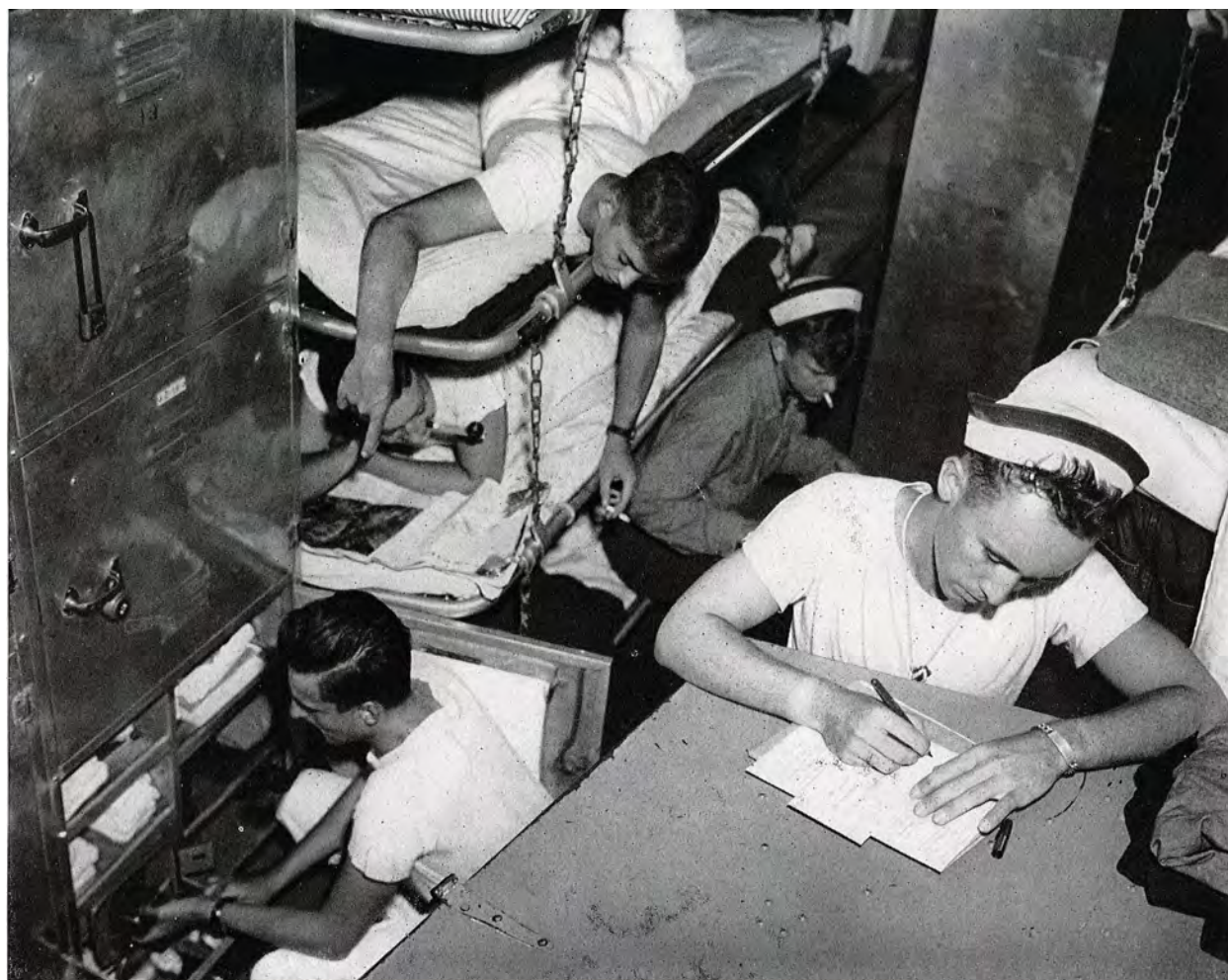
After two weeks at sea we took over the defense of the ship. With the exception of officer safety observers, the 40-mm. anti-aircraft guns and dual-purpose (air and surface firing) 5-inch batteries were manned by youngsters and first classmen. So were the nine 16-inch guns in the three turrets.

Daily drills soon made us as proficient as the ship's company crew. At the first note of General Quarters, we double-timed to our mounts and turrets. Unless actual firing was scheduled, we practiced training the guns and simulated loading and firing them.

But you don't learn to load these weapons by tossing live ammunition around—you might burn your fingers! So for the first two weeks we viewed Navy training films and practiced on loading machines (Plate XI).

These dummy gun mounts produced only loud and annoying bangs. Tangible products were bruised toes and sprained fingers. Using dummy powder bags and counterfeit shells, the 5-inch loading machine operated with seemingly perpetual motion, its "firing" halted only by an officer whose stop watch was our whip (Plate XIII). Two men heaved a powder bag and shell into the breech; another "fired" them forward into the hands of two others. The operation grew monotonous, but efficient.

Our targets usually were red sleeves about



Alexander G. B. Grosvenor

New Jersey's Cruising Youngsters Bunk Sardine-fashion in Tiers of Four

Each man has a locker so small that he wonders how he can cram all his gear into it (page 711). One lad uses a peacoat locker top, his compartment's popular card table, as a writing desk.

30 feet long, towed by carrier planes. As a special treat, tiny drones were launched from catapults aft (Plate XIV). These radio-controlled planes, guided by an aviator on *New Jersey's* fantail, made kamikaze-like passes over the ship from every angle. Pursuing erratic courses, they were harder to knock down than the sleeves.

"Hummingbirds" Deliver the News

"In the old days, when I was at sea . . ." Who hasn't heard these words from some salt-crusted seaman of yesteryear? Imagine what he'd say if he saw a helicopter delivering the morning newspaper!

Each day around 0630 (6:30 a. m.) one of these mechanical hummingbirds, operating from the *Randolph*, made the rounds of every ship, delivering packets of guard mail and the *Cruise News*, the squadron's daily newspaper.

Transfer of mail took only about 30 seconds. On approaching the ship, the co-pilot lowered a satchel by hand. Petty officers on *New*

Jersey's forecastle detached it and hooked on their own outgoing mail.

Occasionally, too, a hitchhiking officer was dropped off or picked up (Plate VIII). While the 'copter hovered above the deck, a steel line was lowered by winch mounted on the helicopter's roof and hooked to a linen strap under the arms of the passenger. Then the pilot hoisted him until he could swing into the cockpit.

Our first landfall in the British Isles was Butt of Lewis, northernmost point of Lewis, largest island of the Hebrides. In a few hours the sheer cliffs of Cape Wrath drew abreast as we continued eastward to Dunnet Head, sentinel of the western approach to Pentland Firth.

It was a beautiful Sunday morning when we entered this 7-mile gap between the Orkneys and the mainland. The waters just inside the Firth were so placid it was difficult to believe the warning of the *British Islands Pilot*, which cautions vessels, in fair weather or foul, to expect extremely turbulent waters.



Alexander G. B. Grosvenor

Chow Time Knows No Slackers; Every Man Aboard Ship Does His Duty Nobly

Performance is especially noteworthy whenever the Navy serves a tasty dessert; then some men go through the cafeteria line twice (page 714). Even in hot weather, many of these lads drink a dozen cups of coffee a day.

The most treacherous spot is a narrow, ever-shifting belt where the 7-knot current from the North Sea clashes with tides moving in from the Atlantic. The rocky coasts of northern Scotland and the Orkneys act as a funnel, causing the waters to converge in the Firth.

This belt of water is marked with violent eddies and treacherous whirlpools. Even with such splendid weather as we enjoyed, our 45,000-ton ship was twisted like a small steamer. Steering was difficult; standing required a balancing act.

Next morning we entered the Firth of Forth, the main estuary on the east coast of Scotland. Sir Walter Scott and Robert Louis Stevenson sang the praises of the view from the Highlands, where the Forth lies spread out "like a blue floor," bordered by golden sands and green fields.

Task Force 81 entered the Firth on a gray, rainy day. We saw, not the golden sands or blue floor, but only a cold gray blanket, spotted here and there by brownish hamlets

and dark, sleeping ships. Ahead arched the Forth's famed cantilever bridge (Plate XVII).

As we sailed below, our mast almost brushing the span, five hooky-playing Scottish children leaned out and waved a large American flag. So slight was our clearance that they could almost have stepped down into our lookout tower.

Those smiling youngsters typified the Scotland we saw during our visit. Scotland to us was a land of rugged scenery and never-shining sun. Its fiercely proud, liberty-loving people made us feel at home in this, our first port of call (Plates XVIII to XXV).*

Oslo Welcomes the Middies

Just before breakfast on June 30, two days out of Rosyth, our two battleships swung north into Oslofjord, leaving the Skagerrak astern. The other ships of our squadron had

* See, in the NATIONAL GEOGRAPHIC MAGAZINE, "Bonnie Scotland, Postwar Style," by Isobel Wylie Hutchison, May, 1946.

BB-62 Radio Merit Badge Program

Ed Martino - N2PV, BNJARS Education/Scouting Relation Chairman

"The mission of the Battleship New Jersey Amateur Radio Station (BNJARS) is to provide an educational and recreational organization whose purpose is to support the Home Port Alliance in providing technical expertise, skills and volunteer manning to promote attendance by the public, communications education for the public and worldwide publicity for the USS New Jersey through Amateur Radio. We are an ARRL Affiliated club.

BNJARS is a separate, non-profit organization affiliated with, but independent of local Delaware Valley radio clubs and the Home Port Alliance. It is open to any interested individual, especially local veterans who served on the USS New Jersey or other battleships. An amateur radio license is not required to join."

These are the first two paragraphs on the BNJARS home page, website <http://www.nj2bb.org/> which pretty much explains why we were asked if we would help offer the Radio Merit Badge to the encampment program and why the members of BNJARS are part of the program.

The Boy Scouts of America Merit Badge program introduces scouts to different hobbies and career choices to show the young men different vocations and help them choose the vocation they might best contribute to and find success in life.

The Battleship New Jersey Amateur Radio Station (BNJARS) has been contributing to this goal, along with the Home Port Alliance, since 2007 thanks to a scouter and recently deceased BNJARS member Doug Gehring WA2NPD. Doug and his son Victor created the first Radio Merit Badge presentation used aboard BB-62.

The presentation developed for the scouts is a partial merit badge course based on the 2008 Merit Badge Publication. Scouts must be able to demonstrate knowledge of requirements 1 thru 4 and 9(a) 1-6 to the councilors. Requirement # 7 "Visit a radio installation" is conducted onboard in the Battleship New Jersey's Radio Room. Class size is limited to 15 participants and this information is found on the Home Port Alliance web page in the pre-boarding tab under the Overnight tab.

What you don't find is the reason we do this. There is a large payment we all get from delivering the program (more about that later). The scouts that we greet at 0900 hours are eager to see a part of the ship only accessed through this program. They get access to the Ham radio 'Shack' where all the equipment is lit-up just for them. They have Morse code keyers and paddles, a satellite tracking screen, PS2 computers, HF, UHF, VHF radio transceivers and ATV (amateur radio TV), all at their disposal.

The program takes about 3 hours depending on class size. We start with a power point presentation for the entire group, and depending on class size, break them into smaller groups to accommodate the floor space in the Ham shack. We try to keep



class size to a max of 15 scouts because the shack gets crowded with 5 youth and a BNJARS member. While one group is in the shack doing the hands on portion by talking on the air to other ham radio operators, the rest of the class is getting a quiz to confirm their attention during the presentation.

The Radio Merit Badge councilors and assistants who have shared their hobby and knowledge onboard ship are Ted-N3OWM, Ron-K3ZKO, Dave-KC3AM, Harry-AA2WN, Bob-K2UT, Wayne-WA2LET, Ray-WB2NBJ, Ken-N2CQ, Ed-N2PV, Margaret-KB2BRR, Dave-WA2TVS, Rich-KB3NRL and until recently, and missed dearly, Doug-WA2NPD.

Of the thirteen individuals listed above, there are seven or so that are the go-to people depended upon to answer the call when a request is made for a Merit Badge Presentation. We wish to thank everyone for their contribution and I say "Thank You, Thank You, Thank You Very Much".

We have had an average of 75 scouts per year attend our radio merit badge presentation. Clearly a longer councilor list is welcome and needed to maintain the program. Ask any of these guys (sorry Margaret) why we spend valuable volunteer time with these kids, why share the knowledge learned at our own expense with a group of sometimes sleeping strangers? The answer in unison will be "it's the 'lights on' look on their face". It's when they start asking questions and start their required QSO (on air contact) and you have to tell them to stop talking and pass the microphone to another scout. It does not happen every time, you may not see that for months, but it's the payment we all wish we could share with the group.

We are all the same volunteers you see while touring the ship as docents leading groups, or someone in a blue shirt carrying a box or wrench ducking under a rope going 'off-tour' to make an exhibit ready for you. We are a permanent part of the ship, standing at your service.



Scuttlebutt

27th Annual CREW REUNION INFORMATION

USS New Jersey Veterans Organization, Inc.

Where: Holiday Inn, Virginia Beach/Norfolk Hotel & Conference Center
5655 Greenwich Road
Virginia Beach, VA. 23462

When: September 11 thru 15, 2013

Reservations: Call (800) 567-3856 or (757) 499-4400

Group Reservations: Mention USS New Jersey Reunion,
Special Group Rates available September 8 thru 18, 2013
Handicapped rooms available
Free Parking
If a smoking room is required ask for 1st Floor with outside door
Reservations received after August 10, 2013 may not qualify for the group rate
Cancellation Policy requires notification 72 hours prior to scheduled arrival

Cost: Rooms \$89.00 Plus taxes
Check In Time: 4:00 PM
Check Out Time: 12:00PM
Room Rate Includes Breakfast

For information on activities other specifics, visit the Veterans Organization website at www.ussnewjersey.org.

RADIO CLUB VOLUNTEER MILESTONE

Battleship New Jersey Amateur Radio Club

Sometime during the May 11, 2013 Saturday meeting / workday one of the Radio Club members provided the 50,000th BNJARS volunteer hour onboard BB-62. No, we don't know who it was, nor will we try to come up with a name. Congratulations to all of our members on such a great Milestone for our volunteers.

PARK CLOSE TO THE BATTLESHIP

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

The Battleship has opened VIP parking, close to the ship. The new lot, which is \$10 per vehicle to park, is along Clinton Street, which is the access road that runs behind the Susquehanna Bank Center. The guarded, secure lot is just a short walk from the Visitors Center and Pier to the Battleship! When you arrive at the Camden Waterfront, head south on Delaware Avenue to the end of the Susquehanna Bank Center. Make a right at the stop sign and proceed through the open black gates. A Battleship attendant will meet you and direct you to the lot!

PREPARATIONS ARE UNDERWAY TO MAKE MOUNT 56 OPERATIONAL

Rich Thrash, Battleship Brass Team Volunteer

Over the past several Saturdays I've been onboard I've watched the ships Gun Crew working on getting Mount 56 so that it can be fired. Back in 2009 these guys worked hard to put Mount 52 back in action and now they've turned their sights on doing the same to Mount 56. Before work could even begin on the mount it had to be manually rotated 90 degrees so they didn't have to hang over the river to work on it. That's a pretty tough task with no power assist, but they did get some help from members of the ships Sea Cadets.

When I was onboard on June 15th I watched them test fire the left gun of Mount 56, so they are making good progress. Bravo Zulu to Ken Kersch, Paul Niessner and John Alberta for their efforts to make this happen. I know you guys are enjoying having such toys to play with, where else but on the Big J!



Shot of Mount 56 rotated around so it can be worked on without hanging over the river

Coming Events

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

Freedom Fest - July 1st - 7th

The Battleship New Jersey, along with Adventure Aquarium and other Camden Waterfront attractions, will hold special events and activities throughout the week to celebrate our nation's birthday. The Battleship will host barbecues on the fantail, military vehicles on the pier, special tours and even the chance for guests to fire one of the ships guns each day. Visit www.battleshipnewjersey.org for details or see a flyer for this festival on **Page 40**.

Independence Day - July 4th

Tours and BBQ on the Fantail!

Battleship Blast - July 6th

The annual Battleship Blast fireworks show will feature a family BBQ on the fantail, live music from "It Is What It Is," animals from Philadelphia Zoo on Wheels, face painting and, of course, the most unique view of the fireworks over the Delaware River at dusk. Plus you'll be supporting our nation's most decorated battleship. VIP Blast tickets are \$62 and include a BBQ meal, open beer / wine / soda bar, and access to the ship and her activities. A Boarding Ticket is just \$10 with the BBQ, open bar, etc. at an additional cost. To reserve your tickets call (866) 877-6262 ext. 108. Visit www.battleshipnewjersey.org for details or see a flyer for this event on **Page 39**.

World War II Remembrance Day - August 10th

Re-enactors, military vehicles, artifacts, a dance on the fantail and even sleep overnight with WW II re-enactors!

Labor Day - September 2nd

Free tours to all NJ Union Members (with ID).

WMGK Brew Blast - September 21st

Craft beer festival on the fantail with music and tours. Sample over 50 craft beers! \$45 per adult.

Annual Battleship Golf Tournament - October 7th

Sea Oaks Country Club in Little Egg Harbor Twp., NJ.

Run for the Battleship - October 26th

A fun run throughout the Camden Waterfront will finish with a party on the fantail of the ship!



Photo of the first public firing of Mount 52, which occurred on July 27, 2009 at the end of the Battleship Blast fundraiser



HAVE A BLAST ON THE BATTLESHIP.



Saturday, July 6

6PM-10PM

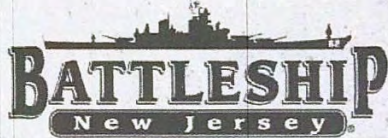
Family BBQ on the Fantail | Bar | Live Music and Entertainment | And More!
Plus, the best view of the fireworks over the Delaware River at dusk!

Tickets: \$10 General Admission*

\$62 VIP Ticket - Barbecue Dinner, Open Bar

*BBQ, Food Concessions, Bar Service additional cost

[For tickets, call 1-866-877-6262 ext. 107]



ON THE CAMDEN WATERFRONT



CELEBRATING AMERICA'S BIRTHDAY. HONORING AMERICA'S HEROES.

SCHEDULE

WEDNESDAY, JULY 3

- WMGK Let Freedom Rock: HEART w/ Jason Bonham's Led Zeppelin Experience, Susquehanna Bank Center.

THURSDAY, JULY 4

- Battleship New Jersey: Fantail BBQ. Enjoy an all-American BBQ with burgers, hot dogs and all the fixin's on the historic deck after each tour.

FRIDAY, JULY 5

- Battleship New Jersey: Fantail BBQ. Live music by the Patriot Brass Ensemble.
- Live music in Wiggins Park
- Tackle the rock wall, mechanical bull, shuttle challenge, and pie-eating contest throughout the day!

SATURDAY, JULY 6

- Magician Ari, Wiggins Park.
- Live music in Wiggins Park.
- Tackle the bungee jumper, mechanical bull, obstacle course and more.
- Battleship New Jersey: Battleship Blast. Enjoy Philadelphia Zoo on Wheels, live music, face painting, a BBQ on the fantail, bar concessions and a unique view of the fireworks at dusk! Just a \$10 donation.
- Adventure Aquarium Waterfront Fireworks Spectacular.

Happening
DAILY JULY 1-7

- The Camden Waterfront celebrates America's Birthday and America's Heroes will a patriotic celebration, including military vehicle displays, giant games, food trucks, and special giveaways throughout the week!
- Experience the **Battleship New Jersey's Turret II EVERY DAY** during Freedom Festival! A special tour will depart at 11 am each day!
- See **Mighty Mike** - America's Biggest, Baddest Alligator - for a limited time only at **Adventure Aquarium!**



CAMDENWATERFRONT.COM/FREEDOM



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 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 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**



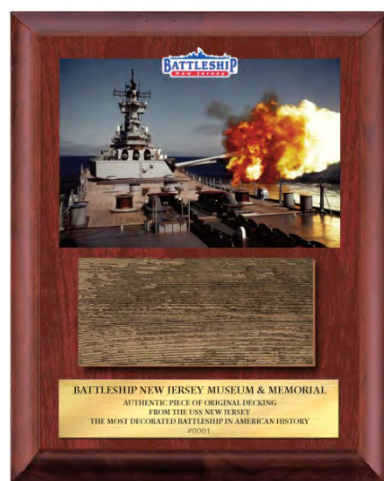
COMMEMORATIVE BRICKS

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 42**.



COMMEMORATIVE TEAK WALL PLAQUE

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 43**.



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 14 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.

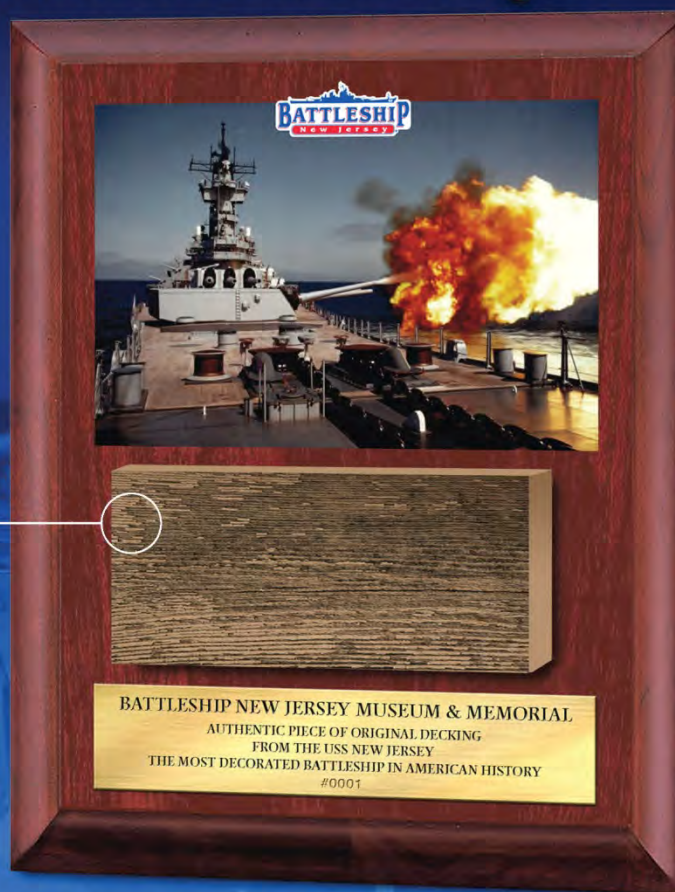
To raise funds to restore and maintain this historic ship for future generations, The Battleship New Jersey Museum and Memorial has authorized a Commemorative Plaque featuring a piece of the original battleship deck, an action photo of the ship during its service years and a serially numbered brass nameplate.

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 # _____

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.

SIGNATURE

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