



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

The Jerseyman

1st Quarter 2013
Number 77

Looking Ahead to The Jerseyman in 2013

Rich Thrash, Brass Team Volunteer

I hope everyone had a great Holiday Season and a Happy New Year! Now that I've produced my first two issues of The Jerseyman I have a much better idea of what it's going to take to make this happen every quarter. I would like to thank all of you who have contributed articles so far, you've made my job a lot easier!

In 2013 I plan on continuing to include content about events currently happening on the ship, while at the same time also featuring articles about historic events for the Battleship New Jersey. With that in mind I thought I'd share with you an outline of historical articles I plan to feature in the remaining three issues this year so you'll have an idea of the coming attractions. In addition to that though, and more importantly from my point of view, it is to enlist your help with those feature pieces. There are a number of what I'd call significant milestone dates coming up in 2013 regarding the Battleship which I'd like to cover, so I'm reaching out to those of you who served on the ship to share your experiences. By letting everyone know well in advance I'm hoping we can get some really interesting glimpses into what it was like to be a Battleship Sailor at pivotal times in history. Below is a table showing the feature historical articles I'll be working on for the next three issues.

| 2 nd Quarter Issue - Publish 4/1 | 3 rd Quarter Issue - Publish 7/1 | 4 th Quarter Issue - Publish 10/1 |
|---|---|---|
| Battleship New Jersey related Feature Stories | | |
| <i>May 23, 1943 - 70 years ago</i> <i>Original Commissioning- World War II</i> | <i>July 27, 1953 - 60 years ago</i> <i>End or Korean War</i> | <i>December 25, 1968 - 45 years ago</i> <i>Bob Hope's USO Show off the coast of Vietnam</i> |
| <i>April 6, 1968 - 45 years ago</i> <i>Ships Recommissioning- Vietnam War</i> | <i>September 30, 1968 - 45 years ago</i> <i>1st day on the gunline off Vietnam</i> | <i>October 23, 1983 - 30 years ago</i> <i>Terrorist attack on the Marine Barracks in Beirut, Lebanon</i> |
| <i>May 10, 1983 - 30 years ago</i> <i>1st surface ship to launch Tomahawk</i> | <i>September 25, 1983 - 30 Years ago</i> <i>Battleship takes up station off Lebanon to provide gunfire support for Marines</i> | <i>December 24, 1983 - 30 years ago</i> <i>Bob Hope's USO Show off the coast of Lebanon</i> |

So there you have it, my working outline for feature historical articles in The Jerseyman for 2013. While I, or one of my other contributors, can easily write a historical account covering any one of these events, what we can't do is provide those personal insights that can only come from someone who was actually there.

What was it like to be present at a commissioning or recommissioning of the ship? What do you remember about the day terrorists bombed the Marine Barracks in Beirut, killing a Battleship crewmember? What were you doing that first day on the gunline off the coast of Vietnam, or when Bob Hope and his gang showed up on Christmas Day, 1968? What was it like when you heard the Korean War was over, and the next stop was liberty call in Japan? These are the things that only you guys who were there know, and I'm asking you to share. Please send me an e-mail at rich@ussnewjersey.com if you are interested in sharing your accounts of any of these events- or perhaps even writing complete articles, I look forward to hearing from you!

+
answer
the call!



HELP
CONSERVE
FRESH
WATER

**Next Monday
Set Aside As
Red Cross Day**

**An Appeal By
Chaplain Erchlacher**

Monday, 16 March, has been set aside by the Commanding Officer as Red Cross Day aboard the battleship USS New Jersey. In spite of what some fellows tell you, the Red Cross is a wonderful outfit and it does more for sailors than any organization outside the Navy.

In the short period between the Gitmo cruise and the one we are on now, the Red Cross handled hundreds of telegrams and made hundreds of investigations--all for free. I personally know many Jersey sailors who could not, possibly have gotten home in time to handle emergencies without Red Cross help.

Before we talk any more about how the Red Cross helps you, let's find out how easy it is for you to help them. This year, no Division Officer wants to button hope you or high pressure you into giving your share. On Monday you will see a Chaplain or the Medical Service Corps Officer on your pay line. Just peel off a buck and hand it over. It will hurt a little bit--but not for long. Doing good usually makes you feel good.

The files show that last year the New Jersey contributed less than a thousand dollars. That is not such a hot showing. We hope to get about twenty five hundred this year on the basis that every officer should be willing to shell out from two to five dollars and every other man at least one buck. If you want to know why, I'll give you my opinion:

Going to Korea isn't easy for anybody but it is a darn sight easier doing our part in the New Jersey than it is for the poor guys who have to crawl all over those mountains, not only to be shot but even knifed. Those fellows are losing blood and many of them would die if it were not for the Red Cross blood program. Sure, many of you guys gave it--I know a Jersey sailor who has given

Clothes for Children of Korea



R. I. Maynes, AK3, checks bags of clothes that are to be taken to the children of Korea as they are loaded aboard the Jersey.

and the Red Cross is helping more than anyone.

The Red Cross Blood Program cost them \$11,859,375. last year!

Giving a sizable chunk of dough to the Red Cross will get the New Jersey the kind of publicity that will prove to the world that, while we're willing to fight our enemies, we also have a soft spot in our hearts for the worlds' unfortunate and oppressed. You get up the money and PIO will see that the home-folks hear about it.

Believe it or not, the Red Cross sent over a million wires and cables last year just for servicemen. The

time and energy used in follow-ups and letter writing, for servicemen alone, staggers the imagination.

We've said nothing about flood and disaster relief, nursing and nursery service and a hundred other things they do. We remind you, however, of the proven fact that the Red Cross last year spent over thirty eight million dollars on the armed services. If they haven't spent any on you, be glad and hope they never have to! Just give to help the other guy!

The big 'J' slips through Culebra Cut. (More photos on Page 5)

Jersey To Deliver Them

Another vivid proof that the men of the USS New Jersey temper their fighting spirit with kindness toward the innocent victims of war, was demonstrated last week, as the great ship was preparing to sail for distant waters.

Thirty-five large bags of a very un-military item were prominently evident amid the hodge-podge of cargo on the ship's after deck. It was plainly marked: 'Clothing for Korea.'

When it came to the attention of the New Jersey's Commanding Officer, Captain C. L. Melson, that the U. S. Marines had adopted a couple of orphanages in Korea and that a sizable amount of clothing had been collected for them in the Norfolk area, he was glad to be of assistance. It was agreed that if space were available after the ship's stores were loaded, the New Jersey would take the 'clothes for Korea' as close to their destination as operational schedules would permit. How close that will be, your correspondent does not know.

He does know, however, that all the work of collecting and mending, packing and bringing them to the ship, unloading from trucks and loading and stowing them aboard ship was done voluntarily and cheerfully.

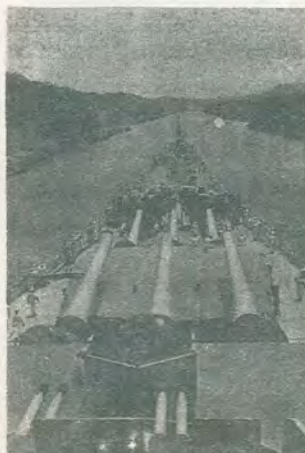
The ship's part of the operation was ably and willingly supervised by R. I. Maynes, AK3, of the S-2 Division, from Meriden, Connecticut. It did ones heart good to see the fine spirit displayed by this man and the many who helped him bring the 'mercy bundles' aboard and safely stow them.

The first consignment is destined for the unfortunates sponsored by the First Marine Division. A second consignment of ten large cartons,

answer the call!

+

GIVE!





Navy Releases Dates for Next Exam for PO's

Date of Test Given for Pay Grades E-4 to E-6

The next examinations for advancement in rating of Navy personnel in pay grades E-4, E-5 and E-6 will be held in August, the Bureau of Naval Personnel has announced.

The following dates have been scheduled for the August exams: E-4--August 11, E-5--August 18 and E-6--August 25.

Examinations will be held in February and August of each year. February tests will include those personnel being examined for pay grade E-7.

Operational tests, included in the examinations, are now called performance tests.

The Bureau also announced that the results of the recent February exams will be made known in the near future. Personnel promoted to chief petty officer will be rated effective June 16. All other promotions will be made effective May 16.

15 Guests Leave at Hawaii



Overlooking the beautiful shores of Waikiki Beach is Diamond Head.

Guests Taken on Guided Tours Throughout Ship

A party of 15 guests of the Secretary of the Navy, 14 from the Ninth Naval District and one from the West Coast, were landed at Pearl Harbor last Tuesday morning after a five day cruise aboard the USS New Jersey.

During the cruise aboard, the guests were taken on guided tours throughout the ship. They were shown through the Navigation and Signal bridge, Chart House, Secondary Conning Tower (Battle 11), gunnery spaces, engine room, fire room, Medical and Dental departments.

The group also toured the Supply Department, crew's galley, bake shop and then joined the crew for lunch.

All the guests, who are prominent men in business and political fields, were distinguished by their civilian dress. Each guest also wore a white badge bearing their names. They were as follows:

The Honorable Douglas L. Edmonds, Associate Justice Supreme Court of California, San Francisco, California.

Harold J. Allington, President, Sutton Sales Company, Saginaw, Michigan.

Oliver F. Burnett, Jr., President, Kelso-Burnett Electric Co., Chicago, Ill.

George M. Bard, II, Vice President, Kelso-Burnett Electric Co., Chicago 6, Illinois.

Dick Cheverton, Director of News, Radio Station WMT, Paramount Theatre Bldg., Cedar Rapids, Iowa.

Ben F. Day, Chairman of St. Clair County Board of Supervisors, Court House, Belleville, Ill.

Honorable John E. Davis, State Senate, Bismarck, North Dakota.

Hugh H. Lee, President & General Manager, Hugh Lee Iron Works Inc., Saginaw, Michigan.

Honorable Lloyd H. Markel, Mayor of City of Aurora, Illinois.

Arthur F. Marquette, President, Sherman & Marquette, Advertising Agency, Chicago, Illinois.

Marle Newkirk, Manager Power Department, Dow

(Continued on Page 2)

1st Boxing Smoker to Get Underway on Fantail Sat.

A Boxing Smoker, which will be one in a series of events to decide the USS New Jersey Boxing champion in each weight class, will get underway at 2000 Saturday on the main deck aft.

Eight bouts are scheduled for the evening with the winners advancing toward the championship fight. The contenders have not been announced as yet, but sources believe that old favorites such as "Big" John Moss, Walt Dickerson and Johnny Funk will be on hand to bid for the title.

When the championship is decided in each weight class, each winner in that class will be awarded a trophy. Also every man participating in the tournament will receive an individual prize.

The usual cigars and cigarettes furnished by the Welfare and Recreation Fund will be passed out before the fight and there will also be free soft drinks and ice cream after the smoker.

The championship tournament is going to last throughout the cruise.



MD Boys Entertain Guests & Crew

A special feature for the guests of the New Jersey was held on the fantail last Saturday evening, 21 March, when the Mess Deck Boys cut loose with some good old mountain music.

In an hour-long show the boys played such old favorites as "Shotgun Boogie," "Temptation," "Steel Guitar Rag" and "Good Old Mountain Dew." This show according to Danny White, who acted as announcer, was a genuine

unrehearsed hill-billy jamboree.

The six men are from different divisions and got together and named themselves the Mess Deck boys. Danny White, Willie Howell and Robert Wright play the guitar with Ambrose James on the fiddle, Leslie Gortney playing the steel guitar, and U. B. Pruitt on the mandolin.

The show, which started at 1715, was followed by the regularly scheduled movie.

From the Office of the Executive Director

Phil Rowan, Executive Director, Battleship New Jersey

I hope everyone had a joyous holiday season and will experience a prosperous new year. The Battleship New Jersey Museum and Memorial has completed another successful year of presenting the ship to thousands of visitors both young and old. On December 7th, we celebrated Pearl Harbor Remembrance Day and the 70th anniversary of the launching of the world's greatest battleship into the Delaware River here on the New Jersey.

Our ship's veterans were back onboard again in August to honor their former shipmates and to see the work our volunteers have done to bring many areas of the ship back to life. The Battleship New Jersey was chosen by the readers of Philadelphia Magazine as the best historical attraction in the Philadelphia Region. The New Jersey was awarded two additional awards from the Historic Naval Ships Association (HNSA) for the work of our Registrar Leslie Watson and our Radio Club.

In 2013, we'll be opening another area of the ship and adding a new exhibit. We will be offering a premium interactive tour of Turret 2 that will allow guests to learn about the teamwork required within the turret. They will also experience how the crew moved projectiles and powder bags and sent them up to the gun house. On April 6th, we'll be opening the long awaited Vietnam War Exhibit. It will be 45 years since the ship's third commissioning and her assignment off the coast of Vietnam as the only active battleship in the world. In September, the Historic Naval Ship's Association (HNSA) will hold their 2013 Annual Conference at both the Battleship New Jersey and the Cruiser Olympia across the river in Philadelphia.

On May 23rd the USS New Jersey Museum and Memorial will be celebrating the 70th anniversary of the USS New Jersey's first commissioning into the U.S. Navy. A special commemorative coin will be minted and available for sale honoring the USS New Jersey's service to our nation. We are currently working with our local Congressman, Robert Andrews, on having the U.S. Mint create a commemorative coin for the New Jersey and possibly the seven other remaining American battleships.

The Battleship New Jersey Museum and Memorial is also working on a project to identify all 55,000 sailors and marines that served on the New Jersey during her four periods of active service. We've created a database of crewmembers that we will be adding to over the coming years. If you are a former crewmember, or know of one, please contact us so we can add this information to our records. We will be updating the searchable crewmember database in the enlisted mess area through the purchase of a new touchscreen monitor. Using that database we then plan to list the names and hometowns of all of the New Jersey's crewmembers on the ships Memorial Pier. Crewmember names will be grouped by the ship's four periods of active service WW II, Korea, Vietnam and Lebanon/Middle East.

It takes a lot of money to operate, maintain and present the Battleship New Jersey to the public - \$3.4M per year. The electric bill alone is over \$600,000 per year or \$1,643 per day. The cost of insurance, security, advertising, supplies, and staffing have to be addressed through our guests and generous donors. In 2013, we will be painting the hull of the ship, estimated to cost over \$300,000 and we'll begin replacing the teak deck of the ship, an \$8M project. In 2020, we plan to dry dock the ship and refit the ship's hull at an estimated cost of \$20M. This dry-docking work will extend the life of the ship for another 30 years.

The Battleship New Jersey Museum and Memorial is owned and operated by a not-for-profit corporation - the Home Port Alliance for the USS New Jersey, Inc. The Board of Trustees for the Home Port Alliance oversees the operation and fundraising for the Battleship New Jersey Museum and Memorial. The mission of the Battleship New Jersey Museum and Memorial is to restore, preserve, exhibit and interpret the history of the USS New Jersey and her veterans.

The Battleship New Jersey does not receive any funding from the federal government and has experienced a major cutback in funding from the State of New Jersey in recent years. We need your financial support to permit us to continue our efforts to keep the legacy of the Battleship New Jersey alive for current and future

Curator's Corner

Jason Hall, Curator, Battleship New Jersey

From September 18 - 22, Phil Rowan, Dennis Levitt, and I participated in the annual conference for the Historic Naval Ships Association (HNSA), which took place in Key West, FL this year. The HNSA Conference provides a wonderful opportunity to interact and learn from the staff and volunteers of other ships of the Historic Fleet. In addition, it gives us an opportunity to share our success and insight with the other ships. During the conference, I made a presentation on how we keep our volunteers, staff, and guests safe onboard the Battleship. The conference concluded with an Awards Banquet on Saturday, September 22nd, where two HNSA awards were presented to Battleship New Jersey volunteers. Phil accepted the awards on their behalf and they were officially presented to the recipients during the November Board Meeting of the Home Port Alliance on Wednesday, November 14th. The recipients for these two awards are:

LESLIE WATSON

Leslie Watson was awarded the 2012 HNSA Henry A. Vadnais Award. This award is named in honor of the late Henry Vadnais, former Head of the Curator Branch at the Naval Historical Center, and long-time supporter of HNSA. It is awarded to a staff person or volunteer at a Fleet Member organization for particularly outstanding service rendered to his or her organization. Preference shall be given to persons working in the areas of curatorship, collections management, exhibits and/or registration.

Originally hired as a paid part time staff member in December 2007, Leslie has spent approximately half that time as a volunteer. While most people would leave an institution that lays them off once, due to financial constraints of the Battleship, Leslie has been laid off a total of five times! Each time she was laid off, Leslie stayed on as a volunteer, providing over seven hundred volunteer hours. The last time she was laid off was in October 2011, over a year ago, and we have not yet been able to hire her back. Without her dedication and hard work we would not have been, nor continue to be, able to professionally care for our artifact collections.

Leslie's primary job involves processing incoming artifacts, maintaining communication with the donors, and the physical care for the entire artifact collection. Since December 2007, Leslie has processed one hundred and sixty five new donations, from individual donors, that encompass approximately three thousand five hundred objects. In addition, she supervised the transfer of the artifact collection of the Battleship New Jersey Historical Museum Society (BNJHMS) to the Battleship. This collection consisted of over three hundred original donors and exceeded over ten thousand objects. Thanks to the work of Leslie, and the interns she supervised, the BNJHMS collection was accessioned and moved to the safety of the collections storage facility onboard the Battleship. In the almost five years Leslie has been here she has recruited, trained, and supervised over twenty-five college interns who have provided critical support to the curatorial operations onboard the Battleship.

One of Leslie's proudest accomplishments was having a display case set aside in the Visitor's Center for the exhibition of new donations. Such an area to display newly donated artifacts allows us to publicly thank and honor our donors who wish to share their treasures, often family heirlooms, with the world. One very poignant item on view right now, that we received thanks to Leslie's interaction with the donor, is a Philadelphia Naval Shipyard employee ID badge. The family of the woman who owned it told Leslie that one of their mother's best memories was of the time she helped install the electrical systems in the Battleship New Jersey during WW II. The badge was even displayed on the woman's casket during her funeral. This is just a small example of how Leslie has ensured that such items find their way home to the Battleship to be preserved so that all generations may learn from them.



Leslie Watson (center) receives HNSA award from Rodney Sadler (left), Chairman, Home Port Alliance Board of Directors and Phil Rowan (right), Executive Director, Battleship New Jersey

In May of this year, Leslie was hired as the part time Director of the new Camden Shipyard and Maritime Museum. Though this new position is taking up most of her time, Leslie still finds a day or two a week to come onboard the Battleship to help out as much as she can to ensure things are running properly and professionally concerning the artifact collection. It is hoped that we will be able to bring Leslie back onboard as a paid part time employee, but if we cannot, and she can no longer afford to volunteer here, we know that the Battleship will have a new ally and partner at the Camden Shipyard and Maritime Museum. In recognition of the hard work, generosity, and personal sacrifice given by her, it was my honor to nominate Leslie Watson, Registrar of the Battleship New Jersey Museum and Memorial, for the 2012 HNSA Henry A. Vadnais Award and I congratulate her on receiving this well-deserved award.

BATTLESHIP NEW JERSEY AMATEUR RADIO STATION

The Battleship New Jersey Amateur Radio Station (BNJARS), better known as the Radio Club, was awarded the 2012 HNSA Maintenance/Preservation/Exhibition Award. This award is for a Fleet Member staff or volunteer person who has provided exemplary work on a daily or part time basis toward the long term maintenance and preservation of a historic naval vessel and/or toward the proper exhibition of that vessel to the general public.

The Radio Club has been instrumental in all three aspects of the spirit of the award, maintenance, preservation, and exhibition. The BNJARS began in January 2001 when a small group of Ham operators boarded the Battleship for a firsthand look at what they could offer this new arrival to the Delaware River waterfront. What they found was a mass of cut wires, missing components, slots that once housed circuit boards, etc. Over a decade later, thanks to thousands of volunteer hours, many of the ship's once dead systems have been given new life by the BNJARS, adding "flavor" to each compartment guests visit making them feel as if the ship is still active and alive.

Much of the early restoration work completed by the BNJAMRS was done without the aid of technical manuals or drawings. This work included reactivation of the ship's 1MC public address system throughout the entire ship. Having the 1MC allows us to add wonderful interpretive aspects to the guest's experience by including the sound of the ship's watch bells, recorded announcements such as "Sweepers man your brooms", etc. In addition, they also reactivated the ship's original rotary dial phones. Both the 1MC and ship's phones provide a means for the staff and volunteers to communicate with one another and provide safety and security for our Docent guided tours as well as our general guests. The project the BNJARS completed that is probably enjoyed most by our Overnight Campers was the complete re-activation of the ship's television studio. Campers now get to use the fully operational cameras and control board and produce their own ship's news broadcasts.

One of the biggest contributions provided by the BNJARS occurred last year with the complete restoration and re-activation of the Mark 8 Range Keeper in Forward Plot. This analog mechanical computer is the centerpiece of the new Turret 2 Experience tour. During this new tour, thanks to the members of the BNJARS, guests will be able to input data into the Mark 8 Range Keeper to come up with a firing solution and then



BNJARS members receive HNSA award from Rodney Sadler (right), Chairman, Home Port Alliance Board of Directors. Members present are (left to right) Pete Greene N2LVI, Gene Holben, N2WFN, and Dave Burgess, WA2TVS, Chief Engineer of BNJARS



pull the trigger that fires the guns. The members of the BNJARS made it so that when the trigger is pulled a video shows the guns firing. In addition, the BNJARS also reactivated the salvo alarm, cease fire alarm, muzzle velocity computer read out, and a score of other original equipment that will operate and add a sense of “reality” to this interactive tour, or as the BNJARS members themselves always say, “It adds flavor to the compartment.”

Of course, one of the prime duties the BNJARS enjoys doing is operating the radio equipment and making contacts around the world. Since 2005 the BNJARS has sponsored the Museum Ships Weekend. During this weekend museum ships from around the world have activated the hobby of Amateur Radio from their decks in an effort to communicate with other museum ships and Amateur Radio operators far and near. This year’s Museum Ships Weekend included a total of 99 ships registered, representing 14 countries. The volunteers of the Battleship New Jersey Amateur Radio Station have earned the respect and admiration of the Battleship staff, our guests, and museums around the world. It was truly my honor to nominate them for the 2012 HNSA Maintenance/Preservation/Exhibition Award, and I congratulate them on receiving this accolade.

It is worth noting that since 2008 we have nominated ten individuals or groups of volunteers and staff for HNSA awards. What is so exciting, and rare in HNSA, is that all ten nominations resulted in the nominees received their awards, which are voted on by a HNSA committee. By far, the Battleship New Jersey has received more awards from HNSA over the past five years than any other historic ship museum. This is a testament to the caliber of staff and volunteers of the Battleship. To Leslie and the Radio Club, and to all of our volunteers and staff, I congratulate you all on your hard work and commitment to the BIG J! **Bravo Zulu!**

2013 HNSA CONFERENCE

At the 2012 HNSA Conference a vote was taken to see who would be selected to host the 2013 HNSA Conference. It is with great pride that I announce to you all that the 2013 HNSA Conference will be co-hosted by the Battleship New Jersey and our neighbors across the river, the Independence Seaport Museum (ISM). The dates for the 2013 HNSA Conference are September 18-21. We are working with the staff of the ISM to secure a host hotel for the conference, and it appears we will be offering a selection of hotels for participants to choose from. The agenda for the conference is in the early development stages. Tentatively, the conference will officially start with meetings held onboard the Battleship on September 18th, and conclude with a cocktail reception that evening at ISM. The conference sessions will be held at ISM September 19-20, with a cocktail reception on the 19th possibly onboard the cruiser Olympia. The Awards Banquet is tentatively scheduled to take place on Friday evening, September 20th, onboard the Battleship New Jersey. The schedule will change and evolve as we go into the New Year. Once registration is available I would encourage any of you who would like to attend to register for the conference. For more detailed information, check the HNSA website for continually updated information at www.hnsa.org.

VISITING OTHER HISTORIC NAVAL SHIPS

Many of you have traveled to other historic naval ship museums across the country, and around the world. Most historic naval ship museums are members of HNSA and therefore offer reciprocal admission to staff and volunteers of other historic naval ship museums. If any of our staff or volunteers are planning to visit another historic naval ship, please feel free to let me know in advance. I will contact my counterpart at the museum in question and advise them of the arrival date and time of our volunteer and/or staff member. In addition to complimentary admission, I’ll do my best to arrange for a behind the scenes tour as well, and any other accommodations the museum can provide for our staff and volunteers. So, if you are planning to visit another ship in the future, please feel free to let me know via e-mail at j.hall@battleshipnewjersey.org.

The Iowa Class, Warships to Museums

Max R. Newhart, former Battleship New Jersey Docent

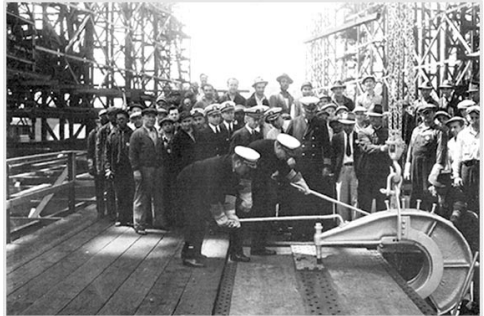
The histories and stories of the Iowa class currently have a time span of sixty (69) years 137 days from Iowa's first commissioning on February 22, 1943 until her being the last Iowa class to be placed in museum status on July 7, 2012. Only time will tell of their future commitments to these United States of America.

Let's begin at the beginning which is the authorization by Congress for the ships. The first date was May 27, 1934 which was the authorization to build what became the fast battleships of World War II. We all know the four Iowa class ships that were commissioned, Iowa, New Jersey, Missouri, and Wisconsin. Those ships completed the ten (10) fast battleships that saw service during World War II. I believe most knowledgeable battleship people also know of the other two, which were partially constructed but never finished, Illinois and Kentucky. We will cover each one with this very condensed outline, from the beginning to end.

THE BEGINNING

Following the collapse and abandonment of the naval treaties of the 1920's and 1930's, the United States, with congressional approvals began the construction of fast battleships to upgrade the U.S. Navy's fleet of battleships. These authorizations were given on May 27, 1934, June 3, 1936, and May 17, 1938.

The two classes before the Iowa were the North Carolina and the South Dakota classes. The first four Iowa class ships were the Iowa, New Jersey, Missouri and Wisconsin. The last two were the Illinois and Kentucky authorized by congress on July 19, 1940. The Iowa class battleships were designed and built as Americas' fastest, most heavily armored and most powerful in arms with design speeds of 33 knots and armament of 16-inch 50 caliber naval rifles. In the end they were the fastest battleships of all the worlds' navies' classes, with the armament second only to the Japanese Yamato class, 46 cm (18.1-inch) 45 caliber.



U.S. Navy Photo, Laying of the Keel for BB-61, taken June 27, 1940

Iowa - BB-61 was the first keel laying of the class on June 27, 1940 at the New York Naval Shipyard, Brooklyn, NY. She was launched on August 27, 1942, sponsored by Mrs. Henry A. Wallace, wife of the Vice President, and commissioned on February 22, 1943, with Captain John L. McCrea in command.



U.S. Navy Photo, Launching of BB-62, taken December 7, 1942

New Jersey - The keel for BB-62 was laid on September 16, 1940 at the Philadelphia Naval Shipyard, Philadelphia, PA. She was launched on December 7, 1942, sponsored by Mrs. Charles Edison, wife of then Governor of New Jersey and former Secretary of the Navy, and commissioned on May 23, 1943, with Captain Carl F. Holden in command.

Missouri - The keel for BB-63 was laid on January 6, 1941 at the New York Naval Shipyard, Brooklyn, NY. She was launched January 29, 1944, sponsored by Ms. Margaret Truman, daughter of then-Senator Harry Truman of Missouri, and commissioned on June 11, 1944, with Captain William M. Callaghan in command.

Even though Missouri is number 63 in the battleship numbering sequence, she was the last battleship to be commissioned by the U.S. Navy, since Wisconsin was commissioned on April 16, 1944, just 57 days before Missouri.

Wisconsin - The keel for BB-64 was laid on January 25, 1941 at the Philadelphia Naval Shipyard, Philadelphia, PA. She was launched December 7, 1943, sponsored by Mrs. Walter S. Goodland, wife of the Governor of Wisconsin, and commissioned on April 16, 1944, with Captain Earl E. Stone in command.

Take notice that the four completed Iowa class battleships were all under construction prior to December 7, 1941, the Japanese sneak attack on Pearl Harbor.

Illinois - The keel for BB-65 keel was laid on January 15, 1945 at the Philadelphia Naval Shipyard, Philadelphia, PA. She was cancelled when only 25% complete on August 12, 1945, scrapped, and the hull was broken in place.

Kentucky - The keel for BB-66 was laid on January 15, 1945 at the Norfolk Naval Shipyard, Norfolk, VA. Construction was suspended when only 72.1% complete on February 17, 1947. She was launched on January 20, 1950. Her bow was used to repair Wisconsin in early 1956 following her collision with USS Eaton (DDE-510) on May 6, 1956. The remainder of her hull was sold for scrap on October 31, 1958.

When USS Kentucky was scrapped her engines were used in the construction of two new fast replenishment ships AOE-1 Sacramento, commissioned March 14, 1964 and decommissioned October 4, 2004, and AOE-2 Camden, commissioned April 1, 1967 and decommissioned October 14, 2005. Even though Kentucky did not survive as a battleship, her components lived on for many years.



U.S. Navy photo (NH 96795), Commissioning of BB-63, taken June 11, 1944



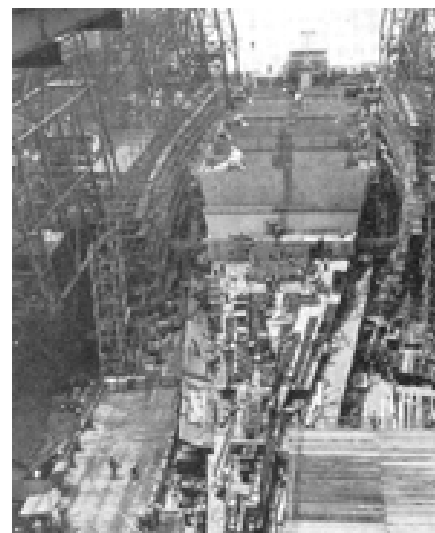
U.S. Navy photo (1168-44), surface view "broadside" of BB-64, taken June 7, 1944, at the Philadelphia Naval Shipyard



U.S. Navy photo (USNHC #80-G-413972), shows the hull of BB-66 being floated out of dry dock on January 20, 1950



U.S. Navy Photo (DN-SN-91-09310), showing AEO-1 conducting underway replenishment operations with BB-63 (left) and BB-64 (right) during Operation Desert Shield



U.S. Navy photo (ISBN # 0-8069-8338-8), shows BB-65 under construction at the Philadelphia Naval Shipyard on July 7, 1945. She was the last of the class to be started and was cancelled five weeks after this photo was taken

ACTIVE DUTY SERVICE PERIODS

World War II

Iowa and New Jersey entered the war in 1943 while Missouri and Wisconsin did not get into the war until 1944. During the war in the Pacific, the Iowa class participated in the following campaigns/battles: the Marshalls, Kwajalein, Eniwetok, Lingayen Gulf, Truk, New Guinea, Carolines, Battle of the Philippine Sea, Battle for Leyte Gulf, Okinawa, Formosa, Visayas, Cebu, Luzon, and Iwo Jima. They also participated in the bombardments of the Japanese home islands. Each did not participate in all, but all participated in some.

Iowa - Completed two major deployments in the Atlantic in 1943 before transiting to the Pacific. She was sent to Newfoundland to help neutralize the threat of the German battleship Tirpitz and in the fall carried President Franklin D. Roosevelt to and from the Teheran Conference. It was for President Roosevelt that Iowa had her now famous bath tub installed. She is, to the best of my knowledge, the only navy ship in the world that has a bath tub. She then transited the Panama Canal January 7 - 8, 1944 and spent the balance of World War II in the Pacific Theater. For her World War II service in major campaigns in the Pacific Theater during 1944 and 1945, Iowa received nine Battle Stars. Decommissioned March 24, 1949.

New Jersey - Following her sea trails and work-ups and other assigned duties in 1943 she transited the Panama Canal along with her sister Iowa from January 7 - 8, 1944. For her World War II service in major campaigns in the Pacific Theater during 1944 and 1945, New Jersey also received nine Battle Stars. Decommissioned June 30, 1948.

Missouri - The last of the Iowa Class to be commissioned, following work-ups left Norfolk on November 11, 1944 and arrived at the Ulithi anchorage on January 13, 1945. Missouri is of course most remembered as being the ship on which the Japanese Instrument of Surrender was signed in Tokyo Bay on September 2, 1945, on the 01 level, starboard side, with the proceedings taking place from 0902 to 0930 commanded by General Douglas MacArthur, ending the Second World War. A memorial plaque now designates the spot of the signing. For her World War II service in major campaigns in the Pacific Theater during 1944 and 1945, Missouri was awarded three Battle Stars.

Wisconsin - Following her work-ups she left for the Pacific theater on September 24, 1944 and following her transit of the Panama Canal reported for duty with the Pacific Fleet on October 2, 1944. For her World War II service in major campaigns in the Pacific Theater during 1944 and 1945, Wisconsin was awarded five Battle Stars. Decommissioned July 1, 1948.

Of the Twenty Four (24) U.S. Navy battleships in commission on September 2, 1945 only one (1) was still in commission on the first day of the Korean War on June 25, 1950. She was Missouri, and soon she would be rejoined by her sisters.

Korean War

As noted, on June 25, 1950 Missouri was the only American battleship in commission. Her sisters followed by recommissioning with New Jersey on November 21, 1950, Wisconsin on March 3, 1951 and then Iowa on August 25, 1951.

Each of the ships again served with distinction with Iowa receiving two Battle Stars, New Jersey receiving four Battle Stars, Missouri receiving five Battle Stars, and Wisconsin, receiving one Battle Star for Korean War service.

After the signing of an Armistice Agreement in Korea on July 27, 1953, the ensuing period of peace, and peacetime cost cutting measures, all four Iowas were decommissioned. Missouri on February 26, 1955, New Jersey on August 21, 1957, Iowa on February 24, 1958, and Wisconsin on March 8, 1958. With the decommissioning of Wisconsin, the U.S. Navy was left without an active duty battleship for the first time since the commissioning of the prototype battleship Texas on August 15, 1895.



U.S. Navy photo (#80-G-638938), the only time all four Iowa class battleships were photographed operating together, June 7, 1954

Vietnam War

New Jersey - Only Iowa class battleship called for active duty during the Vietnam War. She was recommissioned on April 6, 1968 at the Philadelphia Naval Shipyard, with Captain Edward J. Snyder, Jr. in command. During her deployment to Vietnam she earned a total of three Battle Stars for her exemplary gunfire support service. There were many discussions during that period as to why her commissioned service was not continued, she was decommissioned again, for the third time, on December 17, 1969. As Captain Peniston said near the end of his formal remarks during the decommissioning ceremony "my last order to you battleship New Jersey - is rest well, yet sleep lightly, and hear the call, if again sounded, to provide 'firepower for freedom'. She will hear the call, and thanks to her magnificent crew, she is ready."



BB-62 in heavy seas during Vietnam Deployment 1968-1969 (Photo from the personal collection of former crewman Ken Kersch)

President Reagan's Six Hundred Ship Navy - 1980's

During President Reagan's presidential campaign, he recognized the need for a larger U.S. Navy, due to the increasing size of the Soviet Navy and its worldwide presence. He advocated for the need of a total fleet of 600, so during his campaign, he stressed the need for a 600 ship navy. In 1980 the size of the U.S. Navy was at near 479 ships, in 1985 near 542 ships and in 1988 at near 566 ships. During his presidency the U.S. Navy nearly got what he wanted. By 1998, that force of ships had been reduced to near 330 and by 2012 it has been further reduced to near 276 ships. Where do we go from here?

As a part of the 600 ship navy, the four Iowa class ships were recommissioned with New Jersey first on December 28, 1982, then Iowa on April 28, 1984, with Missouri on May 10, 1986, and finally Wisconsin on October 22, 1988.

When the ships were recommissioned each were modernized with the conversion of the fuel plants to burn Navy distillate and the addition of 8 MK 143 ABL (Armored Box Launchers) firing Tomahawk BGM-109 Land Attack Missiles (TLAM), 4 MK-15 CIWS (Close in Weapons System) Vulcan-Phalanx Gatling Guns, and 16 MK-141 Harpoon Anti-Ship Missiles. Each also had 2 each, both port and starboard of the 5 inch 38 twin gun mounts removed. These were removed to facilitate the installation of the new modernized weapon systems.

New Jersey - Recommissioned at Long Beach Naval Shipyard on December 28, 1982 with Captain William M. Fogerty in command, assigned to the Pacific Fleet and home ported at Long Beach, CA. President Reagan was in attendance that day, and New Jersey became the 514th ship in President Reagan's 600 ship navy. She participated in fleet exercises, crew training, ship inspections and deployments in the Pacific, Indian and Atlantic oceans, also into the Mediterranean and the Persian Gulf.

While on deployment in the Pacific in 1983 off the coast of Central America New Jersey was directed to proceed through the Panama Canal and onto Beirut, Lebanon. While there the suicide bomber truck laden with explosives hit the Marine Barracks in Beirut killing 220 Marines, 16 Navy personnel, and 3 Army soldiers. One of the Navy personnel was from the New Jersey, Chief Electronics Technician Michael Gorchinski. He was ashore to help the Marines work on their radar equipment.

By the time New Jersey returned to her home port in May of 1984 she had been on deployment for a period of eleven months, one of the longest deployments in U.S. Navy history.

She continued to serve with port calls, deployments in the Pacific, Persian Gulf and periodic maintenance until her final decommissioning on February 8, 1991. For her service during this commissioning she received a total of five Awards/Commendations and Ribbons.

Iowa - Recommissioned at Ingalls Shipbuilding in Pascagoula, MS on April 28, 1984 with Captain Gerald E. Gneckow in command, assigned to the Atlantic Fleet and home ported at Norfolk, VA. She then participated in fleet exercises, crew training, ship inspections, and deployments in the Atlantic, Mediterranean and also into the Persian Gulf from 1984 to 1989.

During a gunnery exercise on January 30, 1989 she fired what is recorded as the longest ranged shot of a 16-inch shell. The shell traveled a distance of 23.4 Nautical Miles. (approximately 47,393 yards)

During a later gunnery exercise on April 19, 1989, Iowa incurred a catastrophic explosion in the center gun of Turret 2 (two), resulting in the deaths of 47 of the turret crew. This incident remains the surface Navy's worst loss of life during peacetime operations.

Iowa was decommissioned for the final time on October 26, 1990. For her service during this commissioning she received a total of one Award/Commendation and Ribbon.

Missouri - Recommissioned in San Francisco, CA on May 10, 1986 with Captain Albert L. Kaiss in command, assigned to the Pacific Fleet and home ported at Long Beach, CA. She completed work-ups and crew training, then set off on a "Round the World Cruise." This was the first time an American battleship had completed a round the world cruise since President Theodore Roosevelt's "Great White Fleet" sailing of December 16, 1907 to February 22, 1909. In 1987 in addition to her training and maintenance periods, she also took part in "Operation Earnest Will" escorting reflagged Kuwaiti tankers in the Persian Gulf and the Strait of Hormuz.

She continued deployments, crew training, and periodic yard maintenance, then went on to arrive in the Persian Gulf through the Strait of Hormuz on January 3, 1991 to begin serving in Operation Desert Shield. She remained on station in the Persian Gulf participating in Operation Desert Storm from January 15, 1991 until the end of hostilities on February 28, 1991

In late 1991, during her "Voyage of Remembrance", Missouri was at the 50th anniversary ceremonies marking the Japanese sneak attack on Pearl Harbor on December 7, 1941. She then sailed on and later returned to her home port of Long Beach where she was decommissioned on March 31, 1992. For her service during this commissioning she received a total of five Awards/Commendations and Ribbons.

Wisconsin - Recommissioned at Ingalls Shipbuilding in Pascagoula, MS on October 22, 1988 with Captain Jerry Blesch in command, assigned to the Atlantic Fleet and home ported at Norfolk, VA. She spent the balance of 1989 and early 1990 completing crew training, and shakedown cruises and a period in the shipyard at Philadelphia for maintenance.

When Iraq invaded Kuwaiti on August 2, 1990 she was sent to serve in Operation Desert Shield and arrived in the Persian Gulf on August 23, 1990. She completed assignments and was also there for Operation Desert Storm which began on January 15, 1991 until the end of hostilities on February 28, 1991. While there, Wisconsin was to fire the last 16-inch gun salvo of the war. During the campaigns' she had fired a total of 319 16-inch shells.

She completed her deployment and other assignments, returned home and was decommissioned on September 30, 1991. For her service during this commissioning she received a total of five Awards/Commendations and Ribbons.

The four ships were to serve just less than a full ten year period from New Jersey being recommissioned in 1982 until Missouri being decommissioned in 1992. They were decommissioned in the order as follows: Iowa on October 26, 1990, New Jersey on February 8, 1991, Wisconsin on September 30, 1991, and finally Missouri on March 31, 1992. In an odd light, their final decommissioning was in the same order as their original commissioning during World War II. Iowa first and Missouri last.

Total Length of Active Duty Service

In an interesting note, the total length of active service of the four Iowa class battleship stretches to 68 years 4 days of commissioned active duty. This total breaks down per ship as outlined below.

Radio Club Transformation of the Transmitter Room

Dave Burgess, WA2TVS, Chief Engineer, NJ2BB, Battleship Amateur Radio Station

As members of the Battleship New Jersey crew are aware, the ship is an arrangement of 1,100 compartments; some heated, some air-conditioned but most have neither. A compartment's location within the ship therefore determines its environment as the outside seasons march across the calendar.

One such compartment is the Transmitter Room (aka Radio 2) located amidships, off Broadway. Thanks to the banks of electrical power transformers in the compartment this space reaches temperatures of over 100 degrees during the warm months, but thanks to those same transformers the space is comfortable during the cold winter months. So, during the past few weekends BNJARS members have shifted their flag to Radio 2 to continue with the restoration work that was halted when the weather turned warm last spring.

From day one, January 27, 2001, BNJARS realized that a total historically correct restoration of Radio 2 was out of the question. The amount, availability and size of the missing radio transmitters, antenna couplers and equipment racks were the major reason for this decision. Instead we would try to house a collection of transmitting equipment that represents the history of shipboard radio communications. Oh, did I forget to mention the Navy had removed all the equipment from this compartment. All that remained were 400 cable ends hanging from the overhead. Nothing else!



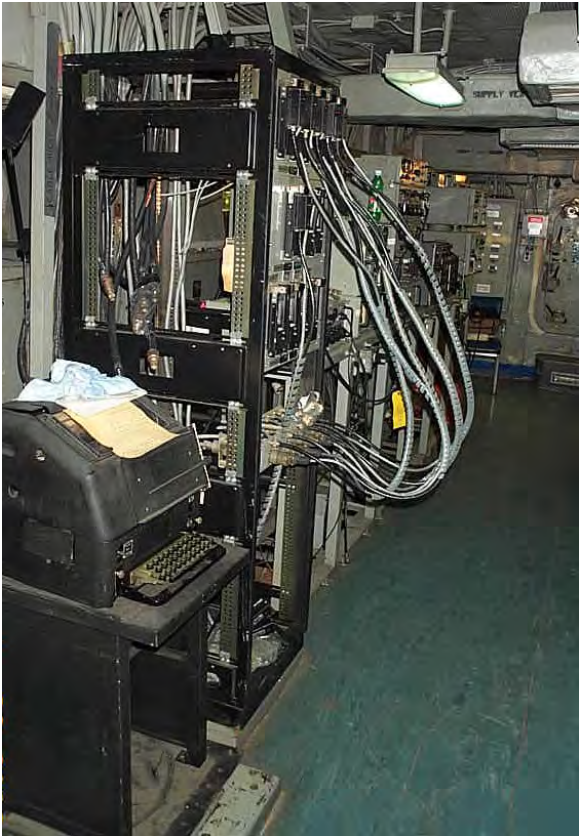
View of the Transmitter Room, January 2001

For the curious minded, here is a quick rundown of the equipment that once graced Radio 2.

- a) Eleven AN/URT-23 HF transmitters used for worldwide communications.
- b) Sixteen RT-1107/WSC-3 UHF transceivers used for line-of-sight communications.
- c) Four more RT-1107 transceivers used for military satellite circuits.
- d) One more RT-1107 mounted and wired as a ready spare unit for the units above.
- e) Seven refrigerator sized enclosures that housed the HF antenna couplers.
- f) Two frequency standards that kept all of the ships radios on their proper radio frequencies.
- g) A large antenna patch panel that looked like Dr. Frankenstein had designed it.

Thanks to many productive shipyard raids, donations by private individuals and BNJARS members, today's Radio 2 is a far cry from the empty compartment of January 2001.

- a) Four of those URT-23 transmitters once again sit in their proper locations. Two of them are operational while the others are ongoing projects. Yes we use them as part of the Ham Radio hobby.
- b) One of the RT-1107 rigs is back home, but for display purposes only.



"Frankenstein" Patch Panel

“Big J” Hosts Very Special Ceremony on Veteran’s Day

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

Battleship New Jersey, as historians will note, was not part of the Normandy invasion forces on D-Day, June 6, 1944, but the invasion of France, particularly bloody Omaha Beach, came alive on Sunday, November 11, 2012 on the venerable decks of the storied battleship during a very special Veteran’s Day ceremony.

Going ashore with the 1st infantry Division on the day known as, “The Longest Day” were members of the Sixth Naval Beach Battalion... a unit consisting of American Beachmasters and Navy doctors and corpsmen. The Beachmasters were tasked with organizing the chaos on the beaches, and ensuring the troops and supplies flowed smoothly ashore. The doctors and corpsman performed triage, and then treated the injured soldiers; many with severe wounds, before evacuating them from the beach.



The service these men performed that day, under relentless German machine gun, artillery and mortar fire, was nothing short of Herculean. With limited supplies and no protective cover, they did not hesitate to treat the wounded without consequence to their own safety.

The stories and sacrifice of these brave men went largely unacknowledged for years because of security reasons during the war. Plus, in their haste to put the horrible memories behind them, many veterans simply did not want to be reminded of the horror that was World War II.

Sixty-eight years later, Mr. Ken Davey, son of Lt. J. Russell Davey, Medical Corps, USNR who led one of the Medical Sections during the landings, discovered that the Army awarded their medics who tended troops under combat conditions, the U.S. Army Combat Medical Badge. After further research by Mr. Davey, it was determined members of the Sixth Naval Beach Battalion were also eligible for this award... plus the Bronze Star Medal.

So on Veteran’s Day, 2012, 14 of 84 members of the Medical Section of the Sixth Naval Beach Battalion were honored and recognized for their extraordinary actions during the allied invasion of “Fortress Europa” on June 6, 1944. Selecting battleship New Jersey as the site of the ceremony is particularly fitting since several of the recipients had ties to the area. Corpsman Charles L. Abel (KIA) was from Lancaster, PA, and Corpsman Morris W. Rickenbach (KIA) was from Camden, NJ. In addition, doctors Ettl, Ramsey, and Davey were Philadelphia MD’s. All were attached to the 5th Special Engineer Brigade of the 1st Infantry Division - The Big Red One.

The Sixth Naval Beach Battalion was commissioned October 9, 1943 for Operation Overlord, the Allied invasion of Normandy, France. On June 6, 1944, D-Day, the Sixth Naval Beach Battalion, part of the 16th Infantry Regiment, 1st Infantry Division, stormed ashore at Omaha Beach. The mission of the Sixth Naval Beach Battalion aidmen was to provide triage and medical treatment for initial Army assault troops, and through their Navy Beachmaster, arrange for casualty evacuation.

“The medical sections performed their duties in an especially heroic manner” wrote Col. William D. Bridges of the 5th Engineer Special Brigade. “They collected casualties, gave first aid and evacuated the casualties to landing craft. Groups of casualties on the beach were subjected to heavy concentrations of mortar fire, and craft were under observed artillery fire the entire time they were grounded.”

Col. Bridges stated, “The outstanding action of the Sixth Naval Beach Battalion under heavy enemy fire contributed materially to the successful establishment of the Omaha beachhead. This battalion not only performed all of its own missions, but aided many other units in the accomplishment of theirs. But for this aid, the precarious situation of the units on the beach might have been turned into a disaster.”

Sea Cadets Receive Cannon upon Graduation

P03 Christina Brando, Battleship New Jersey Sea Cadet

Before I begin, I must thank Mr. Thrash and the people associated with The Jerseyman for giving me this wonderful opportunity to be able to write an article that will get published in the first quarter of the 2013 issue. Reading through the earlier issues, I'm delighted to read the experiences and stories told by the veterans. I love history, seeing all the pictures and hearing the stories definitely brings The Jerseyman to life.

In the 4th Quarter of the 2012 issue, you may have read Mr. Hall's article about the U.S. Naval Sea Cadets and the week long training that was held aboard the New Jersey over the summer. Being a Sea Cadet and part of the BB-62 Division, who represent the New Jersey, I have attended both the first annual Shipboard Training, as well as the second. For those who don't know us, the BB-62 Division holds drills, or meets, on the New Jersey one weekend every month, excluding over the summer. People who have toured the ship more than once may have seen us one or more times on our weekend drills, or may have seen us onboard when the division conducts the Shipboard Training. But I digress, as this article is going to talk about a great gift given to us by two of the volunteers that work on the New Jersey.

A cannon was presented to us during our graduation ceremony and was also fired at that time. This cannon was fabricated by Mr. Ken Kersch and Mr. Paul Niessner aboard the Battleship in the machine shop. Paul and Ken have been instrumental in teaching the Cadets about the inner workings of the Battleship New Jersey. Also, they both served their time in the Navy. Ken served aboard the New Jersey in the machine shop; Paul worked aboard the ship when it was being refitted. We are very fortunate to have these two gentlemen to teach us about life in the Navy.

I know I speak for the Sea Cadets of the BB-62 Division as a whole when I say how proud and honored we are to call the Battleship New Jersey our home. Knowing the numerous battles she has fought and won and also the many dedicated sailors that have served aboard her, we hope to carry on the legacy of the United States Navy.



The Cannon... I want one too, great job guys!



Sea Cadets receiving their new cannon



Fire in the Hole!

Resurrection of the Ships Store

Ken Kersch, Former Crewmen (Vietnam Cruise), Encampment Supervisor

As many of you know the ships store, which was previously located in the building with the Ticketing Office, has been closed for over a year now. The resurrection of a new ships store onboard the ship began as a small endeavor, with the Overnight Encampment Program requesting to sell dog tags during encampments. The proposal was submitted to Phil Rowan, and was approved. While looking through the remaining items in the former ships store I found that the dog tag machine used by the store was not there and could not be located. It was apparent that the last manager of the store had taken this machine with them when they closed the store.

In speaking with Rich Zimmerman, I inquired about the possibility of a grant to fund the purchase or lease of a new machine for the encampment program. I also scouted potential vendors of dog tag machines. I located a company in Pennsylvania, who would provide us with either sale or lease to purchase options. Rich was generous enough to provide the upfront costs for the first three months of supplies and rental of the machine. This began the dog tag program, which to date has been very successful. The average number of dog tags sold is approximately one-third of the campers present at each encampment, making this by far our largest revenue generating tool.

One night, I asked Jason Hall about the remaining merchandise located in the old ships store. It was our intention that we would be able to obtain and sell these items. Jason gained permission and the following day, a few of the encampment Watch Officers relocated the merchandise from the pier to the new onboard ships store, which was also approved by the administration. As there were no existing structures in this location, the dog tags were sold from a table, with the machine being kept in a secured room on the ship. After operating in this fashion for some time, permission was granted to remove the display cases from the old store on the pier and use these in the new store on the ship. One Sunday, while the Sea Cadets were onboard, they volunteered to help the Encampment crew with the moving of these fixtures to the onboard ships store, where they remain today.

Paul Niessner and I approached management about permission to fire the 40MM gun at each of the encampments. Raffle tickets are sold to all visitors, ages 18 and older only, and then a winning ticket is selected each night for the honor of firing the gun. Tickets are \$1 each and they have been a very profitable item.

Some of the volunteers on the ship have purchased merchandise to be sold in the store and t-shirts have also been ordered for sale in the store. During the weekend of November 30 through December 1, the ship store brought in over \$2,550 in revenue for the ship. There is also currently another volunteer, who is in the process of trying to open a store on the pier for daytime visitors.

This just shows there is no limit to what the ships volunteers can do and it's just another example of them stepping up and getting the job done, and raising much needed funds for the ship.



Display cases in the new Overnight Encampment Program Store



Battleship Sweatshirts on display



Newly arrived Battleship T-Shirts are also now available in the ships store

They will be missed...

Rich Thrash, Brass Team Volunteer

It is with a heavy heart that I report on the recent loss of two longtime friends of the Battleship New Jersey.

On August 23rd Jose Guerra Caringal, known simply as BM1 to most of us on the ship, passed away peacefully at the VA Medical Center in Philadelphia, PA, at the age of 62. Jose had served in the U.S. Navy, including service on the USS Abraham Lincoln during Operation Desert Storm. He retired from the Navy in 1996 and in 2001 came to work on the Battleship where he assisted with numerous repair projects. It was then that I got to know Jose and became familiar with the magic he could work in the ships Sail Locker, a place where he was right at home. Over the years I became good friends with Jose and he helped the Brass Team on several occasions by fabricating various canvas covers and other items he made in his shop. I hadn't seen Jose for a while since he had been laid off from the ship due to budget cuts, but I had seen him occasionally since he left and knew he was battling a terminal illness. He was always a good friend to me and he will definitely be missed by his friends on the Big J. *Fair Winds and Following Seas my Friend, Rest in Peace.*



Here is a photo of Jose working on the fantail repairing canvas tent panels

On October 2nd Patrick J. McBride, known simply as P.J. to most of us on the ship, suffered a massive heart attack and passed away at Christiana Hospital in Newark, DE, at the age of 44. He was a lifelong resident of Salem County where he turned a lake at his home into an oasis of pleasure and enjoyment for everyone. He had a unique ability to communicate with animals and nature, and was a true Dr. Dolittle. Often, turtles, fish, and other animals would actually come to him when they saw him to be fed by hand and enjoy his company. P.J. also loved his Harley-Davidson and traveled extensively throughout the U.S. on it. Since 2001 P.J. was employed as the Battleships Union Painter, which is where I got to know him. He always had a smile on his face and he also had some very unique ideas about how to paint interior spaces on the ship to ensure they looked good from the angle that visitors would view them. He was a dear friend and he too will be missed by all who knew him. *Fair Winds and Following Seas my Friend, Rest in Peace.*



Here is a photo of P.J., covered in paint as usual, but always smiling.

Below is a short tribute written about P.J. by another of his friends on the ship, Larry Hennessy, Docent Supervisor and Encampment Watch Officer.

Our P.J. what can we say? Once a guest asked me how many painters do you have on this ship? I said take a guess. She looked around and said Twenty? Then, with a wry smile, I got to say One. Such was the life of a painter on BB-62, very busy. Always a beautiful smile, and a funny remark, our P.J. McBride always made you feel better no matter how you felt that day. I heard him talking to Barbara (his wife) on his cell phone one day and I knew the Battleship New Jersey wasn't his "first love", but I know we were somewhere on his Short List. To know him was to be his friend. He cared about everyone and everything. We wish our Shipmate Fair Winds and Following Seas.

OCTOBER 24TH FUNDRAISER

Papa John, Reporter-at-Large

Steak 38 in Cherry Hill held a fundraiser on Oct 24, 2012 for the ship by donating 10% of dining and bar proceeds (with a coupon). We had a sporadic but spirited showing of about 15 people associated with the ship. Most of our guests had dinner there and all concurred it was delicious, from the salmon to the rib eye to the tilapia to the desserts all were pleased. The bar was packed from 6:00 - 8:00 then thinned out dramatically as game one of the World Series started. Walt Urban was the guest bartender from 7:00 - 9:00 and he served his customers with as much enthusiasm as he has our ship. When asked at the start of his bar tour what his qualifications were he said "Absolutely none! I've never done this before." He did well pouring beers but left the mixed drinks to the professional bartender. When asked at the end of his tour if he got the phone numbers of any attractive patrons he replied "Lose lips sink ships".



Guest Bartender Walt Urban serving the drinks

INAUGURAL RUN FOR THE BATTLESHIP

Rich Zimmermann, Overnight Encampment Volunteer

Over four hundred runners took on the challenge of the Inaugural Run for the Battleship on Saturday, Oct. 27th, which also happened to be Navy Day! Inspired by pre-run words from Congressman Rob Andrews, runners began their trek with the firing of the ship's starboard-side 40mm salute gun. Runners started from the pier, ran up Clinton Street to 3rd Street through downtown Camden to the Rutgers-Camden campus. From there runners ran by Campbell's Field to the Waterfront Promenade, where they ran along the Delaware River, past the Adventure Aquarium and Wiggins Marina. Within 20 minutes of the start, the leaders were back on the pier, up the forward stairs and onto the deck of the Big J! Runners were greeted by cheering volunteers and fans as they headed down the starboard-side of the ship to the fantail!

Special thanks go out to our sponsors and donors, including the U.S. Coast Guard Auxiliary, TD Bank, 5-Hour Energy, Calzaretto Chiropractic Center, Volunteers of America, Wawa, the Philadelphia Experiment and Pepsi.



Here's what 400 runners on the pier looks like. This is a great photo too, you can see the smoke from the firing of the starboard-side 40mm salute gun, and they're off!



First runner crossing the brow with second place close behind, great run guys!



As the smoke clears some of the first runners are off. Check out the fireman in his gear, you gotta love those guys!

THANKSGIVING DINNER FOR HOMELESS VETS

Rich Zimmermann, Overnight Encampment Volunteer

About 60 Battleship New Jersey volunteers, staff and their families turned out Thanksgiving morning to serve homeless vets a Thanksgiving Dinner cooked by Andreotti's staff, the ships caterer. In addition the vets were given warm clothing to help them through the winter. The food was ample and well received by the vets and the crew and their families made them feel welcome.



Veterans enjoying Thanksgiving Dinner



Volunteers manning the chow line

ANNUAL BREAKFAST WITH SANTA

Rich Thrash, Brass Team Volunteer

On December 1st Santa stopped by the Battleship to have breakfast with a group of excited local children and their families. This annual event was well attended and Santa was a big hit. After Santa finished talking to all the children I got my chance to tell him what I wanted for Christmas. I asked him to bring us a new teak deck for the Battleship. Well, it wasn't under my tree on Christmas morning, but I'm still hoping... Hope Santa brought you everything you asked him for!



Santa greeting the kids



The looks on their faces says it all...

WREATHS ACROSS AMERICA

Rich Zimmermann, Overnight Encampment Volunteer

The best things that seem to happen in this world do not come from government but, from individuals who have an idea, and who follow up on it. In 1992, wreath maker Morrill Worcester of Harrington, ME had a few Christmas wreaths left over. Most people would have thrown them out, but not Morrill. He traveled to the military cemetery at Arlington and placed them on graves. A great idea was born. The next year he placed more and each year following even more.

As a point of chance, a Pentagon photographer took a picture of the wreaths and then the great idea went viral on the internet. The right person was in the right place to move the right idea to a whole new level.

Now fast forward to December 2012. A lot of things have changed. The few wreaths have now grown to 450,000 wreaths. A flag maker has partnered with the Worchester family and they provide flags to decorate the wreaths. Corporations large and small in Maine and many other states have come forward with funding and the press has covered the events. This year they're headed to Arlington with 8 huge tractor trailers, a couple box trucks, a bus and an escort. In every state motorcyclists have escorted the caravan. Many drove from Presque Isle, ME to Arlington, VA. Along the way more motorcyclists joined the group flying big American Flags, the Maine police provided an escort as did many other police departments along the route. In the Battleship Parking Lot we had Maine, New Jersey and Pennsylvania State Police cars, Camden and Philadelphia police cars too; this was a big event that attracted the local media.

Our small event grew into several hundred, Andretti's' made coffee and we invited everyone to do a main deck tour. They were enthused with the hospitality they found onboard. On their way off they thanked us and said they would be back next year. This was a long slow trip, the caravan stopped several times a day, to raise awareness and teach people about the project. On the Battleship stop, they honored Carter Beard, President and CEO of Annin Flag makers, a 130 year old family business that employs over 700 people to make American Flags in America. They have factories in many Mid-Atlantic states. Carter provided the flags that adorn all of the wreaths. The final destination for this caravan was Arlington National Cemetery where on the morning of December 15th hundreds of volunteers turned out to place the wreaths on graves there. This was a great event and I look forward to seeing them back again next year.



Presentation of a Memorial Wreath now on display in the wardroom of the Battleship New Jersey



Morrill Worcester (right) and his wife present an award to Carter Beard (left), President and CEO of Annin Flag makers for providing flags on the wreaths



Ceremony on the forecastle during the presentation

CREWMEMBERS LOOKING FOR OLD BUDDIES / WWW.USSNEWJERSEY.COM

Rich Thrash, Brass Team Volunteer

As most of you know in addition to my duties on The Jerseyman I have also been running the website www.ussnewjersey.com for the last 13+ years. One of the most heavily visited pages on my website is the Ships Log page where people get to leave messages and share memories. Many of those entries also mention that they are looking to get back in touch with old shipmates. I mention this because I have had several recent requests from former crewman asking what I thought was the best way to get in touch so I figured I'd add a spot about it here. Both my website and the USS New Jersey Veterans Association's website feature Logs you can search and post messages to, and they would be the first places I would go.

The address for the Ships Log on my website is:

www.ussnewjersey.com/log_ntry.htm

The address for the Veterans Association website is:

www.ussnewjersey.org

Below are entries that have been posted on the Ships Log on my website in the past few months.

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|--|---|
| 12/19/2012 eagle192@live.com Dale Burgener Bremerton, WA | I served aboard New Jersey in Vietnam. Was onboard 1968 - 1969. Sorry to see Captain Snyder passed away, he was a great man. Looking for former crewmates just to say hi. |
| 09/26/2012 ralph01948@verizon.net Ralph Veltre Florida | Looking for old crew members, 5 th Division 1968 - 1969. It's been a long time, drop a line. I'd like to see how you are doing. I know it's been a long time but you know how life is, we get into our lives and then we get up in age and start thinking about the good old days and old friends. |
| 08/20/2012 edwardsylla@gmail.com Sylla Pierre Edward Kissimmee, FL | Looking for shipmates of 6th Division between 1990 - 1991. Senior Chief Ferris and BM1 Smith's Department. Decommissioned the BB-62 February 8, 1991. Sad day. |
| 08/09/2012 leorv@yahoo.com Leo Velerio | Looking for Snipes from 1950 to 1953 Engine Room #1. |

2013 BATTLESHIP NEW JERSEY COMMEMORATIVE CALENDARS

Rich Thrash, Brass Team Volunteer

2013 Battleship New Jersey Commemorative Calendars are currently available while supplies last from the Overnight Encampment Program Store and the Ticketing Office. These calendars feature historic photos from all four periods of the Battleship's active service and are available for a donation of \$15 each. On the following page I've included a copy of the cover and the pages for January and February. I make these calendars myself and have spent a lot of time compiling the wealth of historic information that is included each month. If you are interested in getting a calendar but won't be able to come to the ship to pick one up, you can get one by sending your check or money order to the following address:

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

Questions: Jack Willard Phone: (856) 966-1652 ext. 144 e-mail: j.willard@battleshipnewjersey.org

Supplies are limited; if you're interested get your check in the mail today. All proceeds from the sale of these calendars will go towards repairing and upgrading the Ships Memorial Kiosk currently located on the aft mess deck.

The Funnies

Authors unknown...

As I get more settled into my role as editor of The Jerseyman I would like to include a section in each issue with some jokes, funny stories, cartoons or even a crossword puzzle. In the past The Jerseyman had featured original cartoons drawn by Hamp Law, a former battleship sailor who has sadly since passed away, but I would love to be able to continue to feature something like that in each issue. If any of you out there would like to contribute regularly to this section please contact me with your ideas or some samples of your work. In the meantime for this issue I've selected a few stories to share, hope they bring a smile or two...

WHO NEEDS FRESH WATER WHEN YOU'VE GOT WHISKEY, RUM AND WINE...?

The USS Constitution (Old Ironsides), as a combat vessel, carried 48,600 gallons of fresh water for her crew of 475 officers and men. This was sufficient to last six months of sustained operations at sea. She carried no evaporators (i.e. freshwater distillers). However, let it be noted that according to her ship's log, "On July 27, 1798, the USS Constitution sailed from Boston with a full complement of 475 officers and men, 48,600 gallons of fresh water, 7,400 cannon shot, 11,600 pounds of black powder and 79,400 gallons of rum."

Her mission: "To destroy and harass English shipping." Making Jamaica on October 6th, she took on 826 pounds of flour and 68,300 gallons of rum. Then she headed for the Azores, arriving there on November 12th. She was provisioned with 550 pounds of beef and 64,300 gallons of Portuguese wine. On November 18th, she set sail for England. In the ensuing days she defeated five British men-of-war and captured and scuttled 12 English merchant ships, salvaging only the rum aboard each.

By January 26th, her powder and shot were exhausted. Nevertheless, although unarmed she made a night raid up the Firth of Clyde in Scotland. Her landing party captured a whiskey distillery and transferred 40,000 gallons of malt Scotch aboard by dawn. Then she headed home.

The USS Constitution arrived in Boston on February 20, 1799, with no cannon shot, no food, no powder, no rum, no wine, no whisky, and 38,600 gallons of water.

GO NAVY!

THE FIVE MOST DANGEROUS THINGS TO HEAR IN THE NAVY

- 1) A Seaman saying, "I learned this in Boot Camp..."
- 2) A Petty Officer saying, "Trust me, sir..."
- 3) A Lieutenant JG saying, "Based on my experience..."
- 4) A Lieutenant saying, "I was just thinking..."
- 5) A Chief chuckling, "Watch this shit..."

Back Page

Just as I was getting ready to send out this issue I received several e-mails that brought some very sad news on this first day of 2013. Tom McCorkell, a good friend of mine, and longtime volunteer on the Battleship, passed away on December 31st. At this time I don't have any other details but I couldn't let this issue hit the streets without remembering Tom. I hadn't seen him onboard for a while but for many years he had been a fixture on the quarterdeck. Tom is pictured below (on the left) with Paul Hanson, together I called these guys the dynamic duo of the quarterdeck. Tom was a great guy with a great sense of humor and a big heart. I loved talking to him on the quarterdeck and he always had lots of interesting stories to share. He will surely be missed by all of his friends on the Battleship. My thoughts and prayers go out to Tom's family at this difficult time; he was one of the best...

Fair Winds and Following Seas my Friend, Rest in Peace.



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