



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

The Jerseyman

2nd Quarter 2013
Number 78

Springtime on the Delaware River

Rich Thrash, Brass Team Volunteer

April 1st is a day that always brings a smile to my face. To me it means another cold winter season is history and that nice warm spring and summer days are just around the corner. In my book any day I can put the top down is a good day... On the ship it means that my fellow brass polishers and I will be able to work outside once again and put a shine on those things you just can't work on in the winter when the wind whips off the Delaware and forces us below decks seeking a warmer place to do our thing.

This past winter we've spent a lot of time in the lower levels of Turret 2 polishing all the brass in that area, and believe me it's a target rich environment for brass polishing down there. I'm so happy the Turret 2 Experience will finally be opening to the public this coming weekend. This is something that has been two years in the making and on which a long list of volunteers and staff have worked many hours to give visitors the most realistic experience possible. The first tour of this area will start at 11:00 am this Sunday; tour groups will be limited to a maximum of 15 guests. The price for this new interactive tour is \$29.95. You can reserve your tickets online now at www.battleshipnewjersey.org or by calling (866) 877-6262 ext. 108.

Also starting April 1st the ship will be open 7 days a week again and we have a lot of events scheduled for the next three months including opening two new exhibits, one featuring items from the ships service during the Vietnam War and the other showcasing some really amazing pencil drawings done by a young sailor during World War II. There will be a wine festival onboard May 4th and a Casino Night on the fantail on May 10th. We're also planning a huge celebration for the ships 70th birthday on May 23rd and on June 22nd we'll once again be hosting the Garden State Craft Brewer's Guild Beer Festival, so come on down and join us for one of these events if you can. Details on these and other events can be found on the ships website.

For those of you who visit my website and are wondering why I haven't been posting any photos for the last six months or so, all I can say is taking on the duties of producing The Jerseyman have taken away some of the free time I used to spend updating the website, but I promise to try and do better going forward.

I may be falling behind on the website, but my trips to the ship continue, I'm on pace to hit 400 volunteer days by years end. In addition to polishing brass one of my current projects is working with the curator's office to populate our Memorial Kiosk with the names of every crewmember who served on the ship, a daunting task. We are making progress though, just this month we installed a new monitor in the kiosk and moved it to a new location in the museum area where it is more accessible to visitors. We also found a local vendor this month that helped us scan a roll of microfilm containing the ships Muster Logs for her 1940s period of service, so that effort is keeping me quite busy. If any of you have time on your hands, some basic computer skills, and would like to help with this effort, send me an e-mail and I'll provide details on how you can help.

Well that's it for now; hope to see you on the ship this summer, as a visitor, or as a volunteer, or both!



Any day I can put the top down is a good day in my book...

PLEASE
PASS
THIS
COPY
ALONG



FOUR
MEN
TO
ONE
COPY

VOL. 2 NO. 12

THE JERSEYMAN

17, APRIL 1953

Big "J" Fires First Salvo Against Reds

Chongjin Battered By New Jersey's 16-Inch

The USS New Jersey opened fire for the first time on her second tour of duty in Korean waters on Monday, 13 April, with a bombardment of the important Communist transportation and supply center of Chongjin, 50 miles south of the Russian border.

Air spotters from the carriers USS Oriskany and USS Philippine Sea of Task Force 77 described the action as a "terrific bombardment".

7 HITS IN 7 MINUTES

The "Big J" scored 7 direct hits in seven minutes on an important communications building, after which half of the building was blown away and the rest badly damaged.

The Jersey's 16-inch guns also scored 5 direct hits on a large concrete military building and was reported by air spotters as "completely destroyed". Two adjacent buildings received direct hits, while one smaller building and 2 huts were damaged.

According to releases by the USS Oriskany, 75 planes from that ship and the USS Philippine Sea did heavy damage to Chongjin as they bombed and strafed industrial buildings, manufacturing sites, railroads and other buildings. Fifteen box cars loaded with lumber were completely destroyed.

A flight leader from one of the carriers summed up the results as, "We had pretty good luck and everything was afire in the whole area".

50 MILES FROM RUSSIA

The city of Chongjin has a population of about 197,000 and is located approximately 50 miles from the Russian border and 45 miles from Manchuria.

It is a main mining and iron ore center and a terminal of the South Manchurian Railway. Also, two of the five main Korean steel mines are located here. It is also a large center of the fishing industry.

President & Madame Rhee Visit Jay; Many Notable Guests Also Present



Syngman Rhee, President of Korea, stands in salute as honors are rendered. In background Capt. C.L. Melson and RADM J.J. Clark.

Korea Receives 8 Eggbeaters

Last Saturday the USS New Jersey delivered eight "eggbeaters" to Pusan. These eight eggbeaters are new type helicopters (HO-3S) built especially for the Marine Corps by Sikorsky. They are the first practical helicopter designed for night flying.

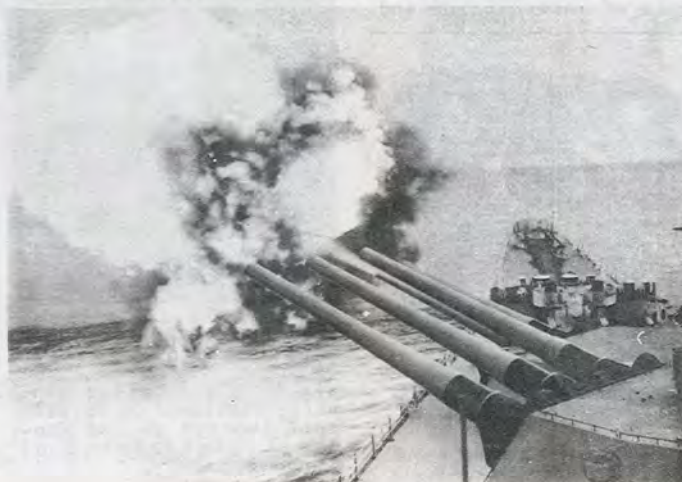
These helicopters are popular in front line evacuation work. Each

helicopter is capable of transporting two stretcher-borne wounded behind the line for emergency medical aid.

Weighing in at 2100 pounds each, they have been known to ascend 10,000 feet, and have a cruising speed of about 70 knots.

Accompanying the 'cop- (continued on Page 6)

Turret One lets loose a salvo destined for Chongjin.



Vice Admiral Joseph J. Clark, Commander Seventh Fleet, entertained important American and Korean dignitaries at luncheon in honor of President and Madame Syngman Rhee aboard the USS New Jersey on 14 April, 1953 in Pusan, Korea.

Among the guests were Vice Admiral Robert P. Briscoe, Commander Naval Forces, Far East; Rear Admiral Clarence E. Olsen, Commander United Nations Blockading and Escort Force; American Ambassador and Mrs. Ellis O. Briggs; Major General Cornelius E. Ryan, Commanding General Korean Military Assistance Group; Defense Minister, General Shin Tae Yung; Vice Admiral and Mrs. Sohn Wow Yil, Chief of Naval Operations, ROK Navy; Major General and Mrs. Shin Hyung Jun; Prime Minister and Mrs. Paik; General Paik Sun Yup, Chief of Staff, ROK Army; Home Minister and Mrs. Yin; Captain L. Wallace, Naval Advisor to ROK Navy; and President and Madame Rhee.

The guests arrived by boat and were greeted by Vice Admiral Joseph J. Clark and Captain Charles L. Melson. Full honors were rendered except for gun salutes.

As part of the honors for the President of Korea, Syngman Rhee, the crew of the USS New Jersey "manned the rail." This was the first time that many of the new members of the crew of the USS New Jersey had participated in "manning the rail", since such honors are only rendered to the president or sovereign of a country or reigning royalty.

President Rhee honored the New Jersey Marine Detachment on his arrival by inspecting the Guard.

After the luncheon, the President and his party accompanied by Vice Admiral Clark and Captain Melson, Commanding Officer of the USS New Jersey, toured the ship. This tour provided the many camera fans among the crew the opportunity to take candid camera shots of the President and Madame Rhee.

The "rail" was manned again, and President and Madame Rhee left the ship. Shortly thereafter, the remaining guests departed in order of seniority with appropriate honors.



Captain Leads In Cake Cutting On 10th Anniversary

Praises Jersey Record In WW II and Korea

At 1100 on May 23, 1953, Captain C.L. Melson cut the ship's 10th birthday cake before a large informal gathering of officers and men. Prior to cutting the cake, the Commanding Officer expressed his praise for the work the New Jersey had done and for her continuous fine efforts and performance.

The setting for the ceremony was the port side forward quarterdeck. The ship at the time was resting at anchor at Inchon, Korea only 18 miles from the present battleline.

The cake was a blue and yellow replica of the New Jersey and measured some three and a half feet in length. The creators of the masterpiece spared little effort in reproducing the ship's features even down to very minutest detail.

Later in the day, the cake was divided among the crew.

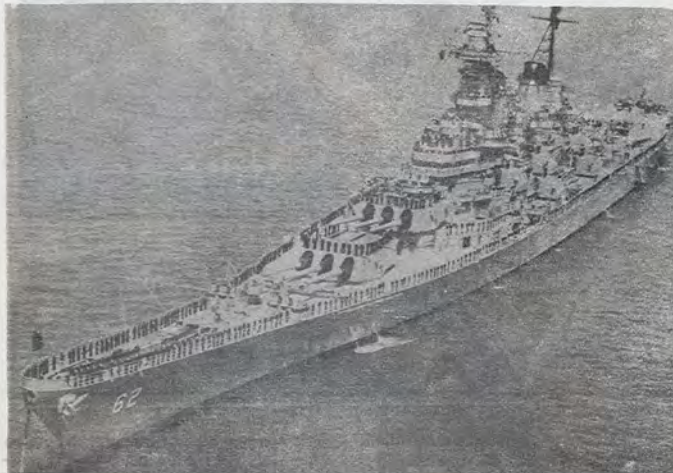
Jersey Strikes West Coast In Combined Action

The Jersey pounded the West Coast of Korea Monday, for the first time on its present cruise. In company with the U.S. destroyer Chauncey and the British cruiser Newcastle the "J" hit gun emplacements 70 miles behind enemy lines.

The guns are dug into caves in the cliffs along the shore line of the Yellow Sea. They are movable, resting on tracks so that the Reds can wheel them out when they fire and back into the caves when they cease firing. Some of the caves are even equipped with iron doors.

The spotters reported that several positions were "neutralized by expert firing."

Many VIP's Visit at Inchon



The crew of the New Jersey man-the-rail in honor of the visit of President of Korea. President Rhee was among the honored guests during the ship's recent visit to Inchon.

Pres. Rhee, GEN Taylor Among Admiral's Guests

President and Madame Rhee and other important American and Korean dignitaries were luncheon guests of Vice Admiral Joseph J. Clark, Commander Seventh Fleet, aboard the USS New Jersey, Saturday, 23 May 1953 at Inchon, Korea.

Among the guests were: President and Madame Syngman Rhee, Ambassador and Mrs. Ellis C. Briggs, LTGEN Maxwell Taylor, Commanding General Eighth Army, LTGEN Reuben Jenkins, Commanding General IX Corps, MAJGEN Vernon Megee, Commanding 1st Marine Air Wing, RADM Clarence Olsen, CTF 95, MAJGEN Bruce Clarke, Commanding General I Corps, MAJGEN Edwin Pollock, Commanding General 1st Marine Division, RADM E.G.A. Clifford, Commanding Task Group 95.1, RADM Paik, Acting CNO ROKN, Mayor Tai Sun Kim, Mayor of the city of Seoul, Korea, Captain Wallace, Commanding Task Group 95.7, Captain Pierce, NLO EUSAK, Captain Mandorick, NLO JOC, Korea.

The guests arrived by helicopter and were greeted by Vice Admiral Joseph J. Clark and Captain Charles L. Melson. Full honors were rendered except for gun salutes.

This was the second time many of the guests have visited aboard the New Jersey. President and Madame Rhee, Ambassador and Mrs. Briggs were guests aboard April 1953. As part of the honors for the President of Korea the crew of the New Jersey "manned the rail".

President Rhee honored the New Jersey Marine Detachment on his arrival by inspecting the Honor Guard.

The "rail" was manned again, when President and Madame Rhee left the ship. Shortly thereafter, the remaining guests departed by helicopter in order of seniority with appropriate honors.

Following Admiral Clark's reception aboard the ship, a group of officers from the New Jersey travelled to Seoul

(Continued on Page 6)

Four to Make CPO in June

Four crew members, will be advanced to Chief Petty Officer, Acting Appointment effective 16 June 1953.

The four are Franklin E. Brown SM1, Michael Danese SM1, James H. O'Brien SK1 and George F. Roth MU1.

The named men successfully completed the service wide competitive examination conducted on 3 February 1953 for advancement to

Chief Petty Officer, Acting Appointment, (Temporary.)

Franklin E. Brown SM1, first reported aboard the New Jersey October, 1950 for the recommissioning.

Brown joined the Navy September, 1940, since, he has served aboard the USS Rochester, Portland, Missouri and Roanoke.

(Continued on Page 6)



Captain Melson cuts the New Jersey's tenth anniversary birthday cake. Looking on are M. Danese SM1 and W. Pormeli RM3. The cake was prepared in the ship's bakery.

From the Office of the Executive Director

Phil Rowan, Executive Director, Battleship New Jersey

As I write this article, I look out over the last of the winter snow here on the pier at Battleship Place. The tents are going up on the fantail and the awnings are being repaired to go back up on the Quarterdeck after another chilly and windy winter season on the Delaware. The ship is coming to life. I love the smell of grinders and needle guns in the morning. Our volunteers, many of whom are in their golden years, are just amazing. They truly are members of The Greatest Generation. We are now seeing the Vietnam era volunteers coming forward to take the mantle of keeping the Battleship New Jersey alive for future generations.

Visitor numbers are picking up at the Battleship New Jersey as the temperature rises and we prepare for our 12th operating season of the museum and memorial on the Camden Waterfront. We are now open every day for guest tours. Our overnight encampments are usually sold out every Saturday night and we are seeing other groups scheduling other nights of the week. Our volunteer docents and watch officers are working on getting the ship ready for another busy season of tours, veterans' events and fund raising activities.

We are developing a full calendar of events at the Battleship. On April 6th, the 45th anniversary of the ship's third commissioning, we'll be holding our annual Vietnam History Day, where period-uniformed participants will help provide guests, including many young people, with a better understanding of the New Jersey's role in this pivotal conflict. We will be opening a new exhibit on the New Jersey's role in the Vietnam War following April 6th. Many unique items from Admiral J. Edward Snyder, Jr.'s personal collection will be on display in this new exhibit. In addition, we are opening an exhibit of WW II artwork by a sailor, who is a relative of one of our crewmembers.

On April 7th, ***The Turret 2 Experience*** is opening as our newest and most interactive tour attraction. This project has been more than two years in the planning and execution. We recently received state approval to permit guests to enter this area of the ship. This "hands-on" tour will permit our guests to enter the barbette of Turret 2 and go to the bottom of the turret and actually participate in a simulated powder handling and projectile hoisting operation. Guests will then proceed to Forward Main Battery Plot and watch the Mark 8 range keeper mechanically calculate the projectile firing solution. The highlight of the tour will be the pulling of the trigger to simulate the firing of the 16-inch guns, which includes an image of the firing on a large monitor, the booming of the gun on the speakers and a movement of the floor with a special device under the deck. "A Peek Down Broadway" may be added to the tour if time permits.

May 23rd will be the 70th anniversary of the commissioning of the New Jersey into the U.S. Navy in 1943. Commissioning Day will be a major event here at the Battleship with special ceremonies honoring the World's Greatest Battleship. We have invited New Jersey Governor Chris Christie to be our keynote speaker along with other dignitaries. Special commemorative caps and coins will available at the event and on the Battleship New Jersey website store.

There are two remaining projects in our Below Decks Experience Capital Campaign. The opening of "Broadway" and the Engineering Spaces to the public will occur in 2014 and 2015 respectively. The ship's staff and consultants are working on the design of the life safely and ventilation improvements of Broadway so that guests can safely tour this main corridor of the ship. The opening of "Broadway" to the public is estimated to cost \$50,000 and a grant application is being prepared to pay for this work. A tour of the Engineering Spaces will require significant environmental remediation and the installation of new code-compliant ladders and platforms. This project is estimated to cost \$500,000 and will require a major donor to step forward in order to complete the project on schedule. With the completion of Turret 2, "Broadway" and the Engineering Spaces, we will have the full access to the ship that many of our guests and ship enthusiasts have been asking for.

The USS New Jersey Museum & Memorial is continuing our effort to identify all 55,000 Sailors and Marines that served on the New Jersey during her four commissionings. Thanks to the generous donation of one of

The Battleship New Jersey and the Independence Seaport Museum, which includes Cruiser Olympia across the Delaware, will be hosting the 2013 Annual Conference of the Historic Naval Ship's Association (HNSA) in mid-September. This event will bring international attention to the Battleship. We have a number of additional special events planned during September including Commodore John Barry Day, which will be held on September 13th, and is honored by all New Jersey school children as the father of the U.S. Navy, who operated out of Philadelphia and the waters of Coopers' Ferry, where the New Jersey is currently docked. Also, on Navy Day, October 27th, we will be holding our second annual Run for the Battleship to raise money for the operation of the museum.

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 generations. Please consider becoming a member of the Battleship New Jersey or help the ship through one of the many ways we offer for you to help us keep the legacy alive. You can go to our website at www.battleshipnewjersey.org and click on the "Donate" button on the top of the home page. Your tax-deductible donation will go directly to the effort to keep the "World's Greatest Battleship" for future generations.

I hope to see many of you at the Battleship New Jersey this year. If you are planning on visiting the ship, please feel free to contact me to make arrangements and find out about exciting special events happening at the ship and in the area, such as Cirque du Soleil performing Totem on the waterfront performing their new show Totem during June. I would love to hear from you. Fair winds and following seas in 2013.

Philip P. Rowan, Executive Director & CEO
USS New Jersey Museum & Memorial
62 Battleship Place
Camden, New Jersey 08103
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The Big J, resting at her permanent berth on the Delaware River, on a picture perfect day...

Navy's Most Decorated Battleship Turns 70 years Old

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

The day a warship is placed in commission is a very special day, indeed, for both ship and ship's company. For battleship hull number BB-62 it was the moment in time when an inanimate mass of steel came to life. From that moment on, this engineering marvel would be forever known as United States Ship New Jersey. Her storied journey into the annals of United States Navy history had begun.

The day was Sunday, May 23, 1943 when Captain Carl F. Holden, USN, amid the traditional ceremony befitting a capital ship, assumed command of the mighty battleship. No one knew it at the time, but BB-62 was destined to become the most decorated battleship in the history of the U.S. Navy - earning 19 battle stars and campaign ribbons during her long and illustrious career. She would rotate from active duty to the inactive fleet more times than any other battleship during a career that lasted until she was decommissioned for the final time on February 9, 1991.

The "Big J", as she would soon be known, was born in time of war, and there was no doubt in the minds of her 2,400 officers and crew what lay ahead. The second ship of the Iowa class of super dreadnoughts to be constructed, the men and women at the Philadelphia Navy Shipyard built her in record time. Her keel was laid on September 16, 1940, and work proceeded around the clock. Not lost in this sense of urgency to complete her, was the significance of the Japanese attack on Pearl Harbor. Her historic launching was scheduled to take place on the one-year anniversary of the, "Day that will live in Infamy".

As the "Big J" slid down the ways into the Delaware River on December 7, 1942, her massive hull refused to respond to the hundreds of feet of anchor chain intended to restrict her movement. She crossed the Delaware River in grand fashion, and proceeded to touch the shore of the state whose name she bore. The tugs pulled her clear, but it was an auspicious beginning of things to come. For this battleship and her three sisterships would prove their usefulness long after other Navies rendered their dreadnaughts to the scrap yard.

So on this 23rd day in May 1943, battleship New Jersey was viewed as an awesome man-of-war, a true floating fortress in every sense of the word. No one since Pearl Harbor suffered the illusion that battleships were unsinkable. However, "Big J" would soon serve notice that she was more than prepared and capable to take on all comers, and emerge victorious.

Armed with the largest armament ever mounted on an American warship, the nine 16-inch 50 caliber Mark 7 rifles provided the deep strike capability that to this day remains unsurpassed. A radar controlled, gyro-stabilized fire control system allowed these weapons to hit targets well over the horizon with incredible accuracy.

In World War II survival from air attack was of paramount importance, so New Jersey was equipped with the most formidable anti-aircraft battery of any warship afloat. She carried twenty 5-inch 38 caliber dual-purpose



World War II Commissioning Patch



Commissioning Day Ceremony on the fantail
Photo is from the ships official collection

I was to meet, and serve with, the finest crew members to be found, to learn and experience real life, in a war to be forever remembered. I was aboard the Big J from her commissioning thru the Turkey Shoot, roughly one-half of my four year naval career. I wound down in Wakayama, Japan, during the occupation, then being transferred to Great Lakes for Chief's school (CRTM).

Remember our "shakedown cruise" in the Atlantic - covering a trip to Maine's waters (our Captain Holden's home state) - real cold and snowy - to Trinidad, a bit warmer! Then, through the Panama Canal, a REAL squeeze. On out to the Islands - some friendly (Marshall), some not (Guam, Eniwetok, Saipan, Tinian, etc.). Our job was to protect the Carriers, do some bombardment with our 16's, shoot down lots of Zeros, and a bit MORE. All of us can recall those memorable days.

Now we are told that this big Lady, the USS New Jersey, became the most highly decorated battleship EVER in our country's history. WHATTA GAL!

Of my four assignments, my experiences on the biggest and best ship in the fleet, were the best - NOT to belittle or forget, and to recognize and appreciate those others I sailed and served with for another two years of WW II. We ALL respect each other's dedication and service to our Country.

Finally, GOD BLESS AMERICA. I do hope we keep our fleet sailing. Sure wish I could hear from any of my cherished Plankowners and CR radiomen. (Still have a list of them all.)

Bill Bownds - CR Division

The next several accounts are excerpts from Oral History Interviews that were provided by Tom Banit, Director, Battleship New Jersey Oral History Program.

December 7, 1942 - Launching of BB-62

Joseph Forest served aboard BB-62 as a midshipman during 1954. Earlier, as a young 10-year old boy in 1942, he spent much time at the Philadelphia shipyard, where his dad was the hull superintendent of the yard, watching ships being constructed. He later wrote:

"One of my earliest recollections is of watching the laying of the keels for both the New Jersey and Wisconsin. My role on Saturday was to drive around the yard in a jeep, either with my dad or the duty officer, inspecting the construction and talking with shipyard workers. What a thrill it was to see those giant ships rising from their keels from week to week and month to month.

In the wee hours of the morning, before the launching we would observe the divers working under water with cutting torches, cutting the steel ribbons which held the ships in the ways. Then we would watch the men pound out the heavy timbers holding the ships upright. Finally, would come the champagne bottle against the bow and everyone would hold their breath wondering if the ship would break free and whether or not she would float once in the water - they always did. As the Navy yard was on the Delaware River, there was not a great distance across to the opposite shore. With the New Jersey, her momentum carried her stern across the river and it took great effort by several powerful tugs to keep the Battleship New Jersey from becoming a landmark on the shoreline of the State of New Jersey." [Note: See Wayne Brubaker for clarification on this event.]

Joseph Forest Letter to Paul Stillwell, February 8, 1985, Battleship New Jersey Oral History Program



Wayne Brubaker was a pipe fitter working in the Philadelphia Navy Yard during WW II. Using his red colored ticket, he was allowed aboard BB-62 starboard side aft and recalls the following:

"Everybody was excited...I thought it was super to be involved...Kate Smith sang "God Bless America".

The ship broke loose and traveled across the Delaware River as Brubaker recounts,

"I saw it [cable] snap and go flying... [but] no one was hurt. ...It was a thrill [going across the river]. You could feel it hit the mud [on the New Jersey side]. Twelve tugs on each side [of the ship] had to move it to the dry dock]. Due to the weight of the ship, Brubaker continues that they had to unload some of the weight and then float it in the dry dock on the next morning."

Rafael Maza served as a Boatswain's Mate aboard BB-62.

Stillwell paraphrases Maza - "One thing Maza recalls from the shakedown period to Trinidad was holystoning on deck - a number of things that were new to the crew, training on the guns, and getting familiar with the ship...."

Maza explained; "There were plenty of fights all over. He says there had been a lot of fights in Trinidad also because of the rum...Some of them even jumped in the damn water and everything. Some of those guys were out."

"When it was hot, men would take their flame-proof mattress covers and a little cot and go up and sleep on deck topside. It was awfully hot down there, I mean, tremendously hot...Everybody broke out in rashes and would go to sick bay for treatment"

Rafael Maza, Interview with Paul Stillwell July 7, 1985, Battleship New Jersey Oral History Program



Lieutenant John Rossi was in charge of Auxiliary Equipment aboard BB-62. He relates to following accounts of the shakedown cruise.

- Even though commissioned on May 23, BB-62 still had work to be completed and did not leave for the shake down until early July. They first practiced firing the five-inch guns while chasing friendly subs in Chesapeake Bay.
- Arriving in Trinidad, BB-62 joined a number of other ships practicing runs in so - called protected waters. Two large nets protected entrance to the harbor and destroyer escorts provided more protection - yet one tanker was still sunk by a German sub.
- During September 1943, BB-62 ran north and had a line bearing failure on one of the 200-foot propeller shafts. The shaft had to be taken off line while repairs were later made to it.
- Arriving back at the Philadelphia Navy Yard, BB-62 ran aground as it slipped away from its tugs and became embedded on shoals of coal dust debris that had accumulated over many years of mining farther up the Delaware River. [He notes the river was extremely polluted then.] Its bow nearly hitting the dock, all engines and lights went off as black sludge was sucked into the water intakes resulting in several weeks of cleaning all coolers, pumps, etc. During this time, the bridge was enclosed for better weather protection.
- During October 1943, BB-62 traveled to Casco Bay, Maine for added training in cold weather. [Note: Captain Carl Holden's home was nearby.] One of the ship's Kingfisher aircraft was lost while lifting it from the sea and the rear gunner nearly perished in the 28 degree water save for the efforts by the other Kingfisher that landed and pulled him to one of the ship's whaleboats.

By January, BB-62 sailed north to the Arctic for more cold weather training. She later moved south to Norfolk to pick up supplies before heading to the Panama Canal.

- The Panama Canal transit would prove a major change in the ship's operation. Until then, the young and largely inexperienced crew made many errors and engaged in fights with each other. Once through the canal, however, the vessel ran smoothly and the fights ended as they sailed to combat in the western Pacific.

John Rossi, Letter to Paul Stillwell, August 13, 1985, Battleship New Jersey Oral History Program



1968 Recommissioning for Service off the Coast of Vietnam

Rich Thrash, Brass Team Volunteer

On April 6, 1968, just a few weeks shy of her 25th birthday, USS New Jersey was recommissioned at the Philadelphia Naval Shipyard with Captain J. Edward Snyder in command. This was to be ships third period of active service and she was destined for the waters off Vietnam to provide gunfire support for combat actions there.

Historical Background

At the conclusion of World War II in 1945 there were 24 battleships in service with the U.S. Navy. Of those 14 were older ships completed in accordance with the Washington Naval Treaty of 1922, and 10 were essentially brand new having been commissioned between 1941 and 1944.

With the end of hostilities the Navy quickly decommissioned many of these ships, placing some in mothballs for future service, selling many for scrap and even using four of them, (USS Arkansas, USS New York, USS Nevada and USS Pennsylvania) in the Bikini Atomic Bomb tests conducted in 1946.

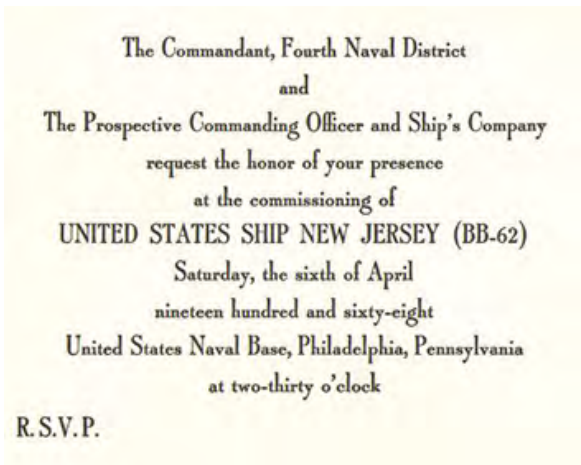
By March of 1949, with the decommissioning of USS Iowa, the Navy had just one battleship serving in the fleet, she was USS Missouri. So when war erupted in Korea on June 25, 1950 the Navy quickly reactivated three battleships to provide naval gunfire support. These ships were USS Missouri's three sisters, USS Iowa, USS New Jersey and USS Wisconsin. By August of 1951 all four Iowa class ships were back in service once again providing vital gunfire support for the NATO mission in Korea. On June 27, 1953 an armistice was signed ending that conflict. *(It's interesting to note that recently, on March 11, 2013, North Korea announced they are ending the armistice that halted the Korean War, leaving the rest of the world to wonder what's next...)* Again the Navy started decommissioning their last four battleships and with the decommissioning of USS Wisconsin on March 8, 1958 they were left without an active battleship serving in the fleet for the first time since the commissioning of the prototype battleship USS Texas on August 15, 1895.

So now we fast forward nearly 10 years and the country is engaged in another war, this time in Vietnam and again the call is sounded to reactivate a battleship for service. By now the only battleships still retained in mothballs by the Navy are the four fast battleships of the Iowa class, three of which are in the reserve fleet at the Philadelphia Naval Shipyard and the fourth, USS Missouri, is in the reserve fleet in Puget Sound, WA.

U.S involvement in the war in Vietnam actually began under President Truman in 1950 when he sends \$15M in aid to the French for the war in Indochina. Included in that aid package was a military mission which provided military advisors. Four years later, in 1954, the French were defeated at Dien Bieh Phu and a convention was convened in Geneva to end hostilities in Indochina. That convention concluded with the signing of an agreement *(which was rejected by the U.S.)* to end all hostilities in Vietnam. As part of that agreement a demarcation line was drawn at the 17th parallel dividing Vietnam until a national election could be held in 1955. In those elections *(which were deemed rigged by the U.S.)* Ngo Dinh Diem defeated Bao



Vietnam Service Recommissioning Patch



An invitation to the Recommissioning

Dai and declared himself President of the Republic of Vietnam. At the same time both China and the Soviet Union pledge additional financial support to Hanoi in the North. In 1956 the French military leaves Vietnam and the U.S. Military Assistance Advisor Group (MAAG) assumes responsibilities from the French for training South Vietnamese forces. In 1957 the communist insurgency into South Vietnam begins and from then on American involvement in the war increases steadily. On May 21, 1964 the Navy initiated the standing carrier presence at Yankee Station in the South China Sea; USS Kitty Hawk was the first carrier on station. Then, following the infamous Gulf of Tonkin incident in early August of 1965, the Gulf of Tonkin Resolution was signed by President Johnson on August 10, 1965 which authorized all necessary measures to repel attacks against U.S. forces and all steps necessary for the defense of U.S. allies in Southeast Asia. On May 10, 1965 the first naval gunfire mission was fired by USS Tucker (DD-875). In the years to follow many ships pulled tours of duty in the waters surrounding Vietnam providing gunfire support for the troops on the ground.

USS New Jersey gets the Call

Due to heavy loss rates of U.S. aircraft (beginning with Operation Rolling Thunder in 1965), studies were commissioned to identify ways of reducing the heavy air losses while still delivering the ordnance payloads required by the escalation of the war. On May 31, 1967 then Secretary of Defense Robert McNamara authorized a study aimed at determining what it would take to get USS New Jersey reactivated given her present condition, and when the results of that study proved favorable toward the reactivation he took action. At the time there was a lot of speculation as to why the Secretary had chosen to reactivate a battleship over an 8-inch gun cruiser. His rationale was that the battleship was much more hardened and less vulnerable than a cruiser and that the battleships 16-inch guns provided greater effectiveness for about the same cost in this limited naval gunfire support mission. In August 1967 the Secretary of Defense made the decision to reactivate a battleship for deployment with the Pacific Fleet to augment naval gunfire support force in Southeast Asia. USS New Jersey was selected for this mission because she was in better material condition than her sisters, having received an extensive overhaul prior to decommissioning. During her reactivation she underwent an extensive modernization which included the removal of all 20 mm and 40 mm anti-aircraft guns on the ship, and the installation of improved electronic warfare systems and improved radar systems.

On September 20, 1967 USS New Jersey is moved by tugs from her quiet resting spot between her two sisters to Dry Dock 3 at the Philadelphia Naval Shipyard where her reactivation begins. The ship had been in mothballs for just over ten years since her last decommissioning on August 25, 1957 and it was now up to



Tugs pushing the Iowa class around at the Philadelphia Naval Shipyard, 1962. (seen from the pier: Iowa (BB-61), New Jersey (BB-62) and Wisconsin (BB-64). U.S. Navy photo

some 2,000 civilian shipyard workers, along with the battleship's nucleus crew of about 200 enlisted men, prospective department heads and 40 officers, to bring her completely back to life in less than 7 months, a pretty tall order indeed.

At the time it was said that the restoration was austere, the Secretary actually used that word in his directive to reactivate the ship. A total of \$27M was authorized for the ships activation and alteration and also for the procurement and installation of new equipment. The actual amount spent on the reactivation was only \$21M, something that would never happen with today's contracting practices. One of the biggest issues that had to be resolved was how many crewmen would be required to operate the ship effectively and efficiently. The Secretary of Defense rejected the Navy's initial crew request numbers and established that the ships maximum crew size would be 1,400 enlisted men and 70 officers. Four months later, in March of 1968, this decision was modified following extensive negotiations with the Office of the Secretary of Defense following a request by the prospective Commanding Officer, for additional crew. The result was that an additional 156 enlisted men were authorized which raised the final manning level to 1,556 enlisted and 70 officers.

While the ship was being readied in Philadelphia, the balance of the crew was in training on the West Coast with the ship's prospective Executive Officer, Commander J.S. Elfelt. On August 28, 1967 the Navy selected Captain Richard G. Alexander, of Charleston, SC. to command the Battleship. Captain Alexander was a veteran destroyer skipper and one of the most promising young captains in the fleet at the time. His appointment was short-lived however because of testimony that he gave in defense of Lt. Commander Marcus Arnheiter, who was summarily relieved of command of USS Vance, a Destroyer Escort, after just 99 days in command in 1966. Just six weeks after his testimony in support of Arnheiter, Alexander was reassigned to the First Naval District Headquarters in Boston, or *"the elephant's graveyard"*, as Navy line officers referred to it.

In January of 1968, Captain J. Edward Snyder, Jr. was assigned to the Navy's Research and Development section in the Pentagon. He was just hours away from flying to the West Coast to take command of the USS St. Paul, a gun cruiser headed to Vietnam, when his orders were changed and he was sent to Philadelphia to reactivate the New Jersey. One can only wonder how much different the ships deployment to Vietnam would have been if this change in command had not occurred.

Getting her Ready for Duty

The reactivation of the battleship was on a very tight timeline geared to have her on the gunline off Vietnam by October 1st, 1968. When the idea of reactivating a battleship was conceived, it was intended only to partially reactivate the ship and man her with a skeleton crew. There were questions about which guns would be reactivated and whether the entire engineering plant would be reactivated or would the New Jersey serve as simply a floating gun platform? This question was answered on 18 January 1968



USS Iowa and USS Wisconsin in mothballs at the Philadelphia Naval Shipyard in 1967. Photo is from the ships official collection



In drydock at night during her reactivation for duty, November 1967. U.S. Navy Photo

when the ship's Prospective Commanding Officer, Captain J. Edward Snyder, Jr., called his officers together for his introductory remarks which began *"Gentlemen, let there be no doubt in your minds. New Jersey will be a battleship and nothing less"*.

Faced with such a tight schedule, and with the battleship 13th on the work list at the Philadelphia Naval Shipyard, Captain Snyder resorted to the public-relations skills that would make him a legend. On October 15, 1999, as the ship was preparing to make her final transit of the Panama Canal enroute to New Jersey to become a museum ship, Captain Snyder was interviewed by Joseph A. Gambardello, a staff reporter for the Philadelphia Inquirer. During that interview Captain Snyder shared some stories on what he did to get the work done. He told the reporter "every shop master there (Philadelphia Naval Shipyard) had been an apprentice boy when the ship was built in 1942, so I brought them all over to the so-called Admiral Halsey suite for lunch", and they asked him, 'What are you asking for?' He told them he was looking for workers, and he got them. Laboring side by side, Snyder's crew and shipyard workers readied the New Jersey for its third war. In the same interview Captain Snyder went on to say "everybody in the Philadelphia shipyard fell in love with her, and they all wanted to come over from the big carrier Saratoga and see what was going on on this old relic that they'd built many years ago."



Civilian engineers watch gauges as they start main engine #3 on February 24, 1968. This was the first time the engine had been started in over ten years. AP Wire photo, courtesy of Ron Reeves, HTC, (ret.)

The work continued through fall and winter and eventually the ship began to breathe life again. On March 16th the balance of the crew arrived in Philadelphia from the West Coast and moved aboard the ship. They were greeted by a fully operational crew mess that served them a tasty traditional meal of roast beef. At 0610, on Tuesday March 26th, just ten days after the crew moved onboard the ship, the world's only active battleship moved slowly away from Pier Six and slipped into the main channel of the Delaware River.

The next four paragraphs contain a very detailed account of the ships machinery trials which I found in a narrative entitled 1968 History of USS New Jersey (BB-62), on the website of the USS New Jersey Veteran's, Inc. at www.ussnewjersey.org. The writer of this narrative is not identified but the details of that day are well documented so I wanted to present them here exactly as written.



Gliding down the Delaware River on her first shakedown cruise, March 26, 1968. Photo is from the ships official collection

At 0600 on March 27th, off the Virginia Capes, the battleship's engineers began building steam for a full power run, a brutal test of machinery that would extend the battleship to her fullest capacities. At 1039 the pit log read 30 knots. And there had been no casualties. Speed was reduced for a time while the crew ate lunch, and in the afternoon another high speed run was commenced - this one to be full power. The tension in the men's faces was evident, but the only words spoken were those of the officer of the deck and the lee helmsman. All engines were ahead flank. "Indicate 190 rpms", ordered the COD. "190 turns, aye... 190 indicated and answered for", replied the lee helm. More turns were added. 195... .200... 202. At 1547 the OOD ordered maximum turns, 207.

"Pit log reads 35.2 knots", said the lee helm. There were no casualties. New Jersey kept up this tremendous speed for six hours, and when the Captain was satisfied with the performance of his engineering plant, he decided it was time for the final test: to place maximum strain on the plant by going from all ahead flank to all back emergency. Young crew members braced for a tremendous shock. But the Captain appeared confident as he watched the engine order telegraph.

When the order was given there was surprisingly little shock. One could feel the ship slowing, but gear did not tumble about and there were no shuddering vibrations. If anything was noticeable, it was the silence. A smoke float had been dropped over the side at the instant of reversal to measure the ship's forward progress. It took two miles for the ship to go dead in the water and start to make sternway.

After the tests, a thorough inspection was made of the engineering plant. It checked out perfectly. As the ship approached Pier Four, Philadelphia Naval Shipyard, at 1400 on Thursday, 28 March, Captain Snyder ordered a broom run up the halyard for all to see - the Navy's traditional symbol for a clean sweep.

Commissioning Day

With the machinery tests behind them it was now time to prepare the ship for her recommissioning. Over 20,000 requests for invitations to attend the ceremony were received; some came from as far away as Europe. The space available for the ceremony was limited and invitations were sent out on a first-come first served-basis. Saturday April 6th turned out to be the first really nice warm day of spring and about 10,000 people attended the ceremony. The mood on this commissioning day was much different than on that day nearly 25 years before when she was commissioned for the first time. These were turbulent times and issues like civil rights and anti-war demonstrations were tearing the country apart. Earlier in the week, on the evening of April 4th, Dr. Martin Luther King had been shot as he stood on a balcony outside his second-floor room at the Lorraine Motel in Memphis, TN. The nation was in shock over this tragic loss but the ship and her crew were ready for their big day. A stage was setup on top of Turret 3 where the ceremony would take place. It was decorated with red, white and blue bunting and the excitement of the crew and the assembled crowd gathered on the pier was evident.

At 1415 the invited dignitaries began to arrive and at 1425 the Navy Band began playing the USS New Jersey March, a piece that was composed especially for the occasion. Next the battleship's Senior Chaplain, Commander Harold D. Bodle, read the invocation which was followed by a welcoming address from Captain Floyd W. Gooch, Jr., Commander, Philadelphia Naval Shipyard. There were



*View of the fantail from atop Turret 3
Photo is from the ships official collection*



*Band assembled on the fantail
Photo is from the ships official collection*

Two Weeks at Sea

Paul Stillwell

On a dreary, overcast day in mid-December 1969, the New Jersey was decommissioned at Bremerton, WA. I had been detached from the ship two months earlier while she was in the process of being mothballed. What had been expected as a combat deployment to Vietnam turned out instead to be a trip to the boneyard. Out of sentiment, I was back onboard for the decommissioning ceremony. The general expectation on that December day was that the battleship era had finally ended for the U.S. Navy, more than 70 years after it began in the 1890s. One hopeful note did sound during the ceremony as the crew members prepared to go their separate ways. The New Jersey's commanding officer, Captain Robert C. Peniston, addressed the ship and told her to be ready for a return to service if the opportunity ever came.

To the surprise of many, that call did come a dozen years later. The hot war in Vietnam had ended, but the Cold War was still very much in progress. A new President, Ronald Reagan, and a new Secretary of the Navy, John Lehman, took office in 1981. They sought to rebuild U.S. defense forces after a nadir in readiness during the administration of President Jimmy Carter. Part of the rebuilding included a plan to reactivate the four Iowa-class battleships, both for their military value and for the symbolism of renewed naval strength. In 1981, the New Jersey was towed from her mothball berth in Bremerton to the Long Beach Naval Shipyard. The Navy had chosen her this time because her modernization for the Vietnam War had



*Aerial port quarter view of USS New Jersey during the launch of a Tomahawk missile from one of her eight Armored Box Launchers, May 10, 1983. At the time the battleship was off the coast of Southern California, and the missile traveled approximately 500 miles to its target at the Tonopah Test Range in Nevada.
Official U.S. Navy photo # DN-SC-83-08071*

made her the most up to date of the four. Now she became even more potent with the addition of new electronics and two new missile systems - long-range Tomahawks and shorter-range Harpoons. President Reagan himself presided at the recommissioning ceremony in Long Beach in December 1982.

Because of the ship's return to service during that period, I had begun working on a book on the history of the New Jersey, going back to her keel-laying in 1940. As part of the research, I was grateful to go back aboard the ship in the spring of 1983 for a two-week period. Also along to cover the activities of the newly reactivated ship was writer-photographer Howard Serig, whom I'd come to know through his work for the U.S. Naval Institute Proceedings. It was an exciting experience to return to a former home, if only for a couple of weeks. Alongside the pier, even before going aboard, I was impressed by her smart appearance and the changes that had taken place since I'd last seen her in the reserve fleet.

The ship's hospitality was great. I recall the warm welcome from the new skipper, Captain Bill Fogarty, and his exec, Commander Dick McKenna. The daily routine for Howard and me usually included breakfast with the captain, and then we were free to roam the ship during the day, chat with crew members, take photos, and acquaint ourselves with the modernized version. Sometimes we ate in the crew's mess, sometimes with the officers, and we often joined shipmates in watching movies in the evening. Some changes were readily apparent. When I was on board in the 1960s, stewards served the meals, and officers sat in order of rank at the wardroom table. Now, there was a new rating, mess management specialist, its members no longer confined to Filipinos and African Americans as the stewards had been. Seating was less formal. In the enlisted mess, there were now two serving lines - one for traditional family-style meals, the other for fast-food-type fare, including Jersey Burgers, made with "secret sauce." I got to visit with main battery specialists who had been my shipmates in 1969, Senior Chief Gunner's Mate Don Davis, Chief Gunner's Mate Larry Pousson, and Senior Chief Fire Controlman Rick Crawford. The battleship skills they had acquired more than a decade earlier were still in demand.

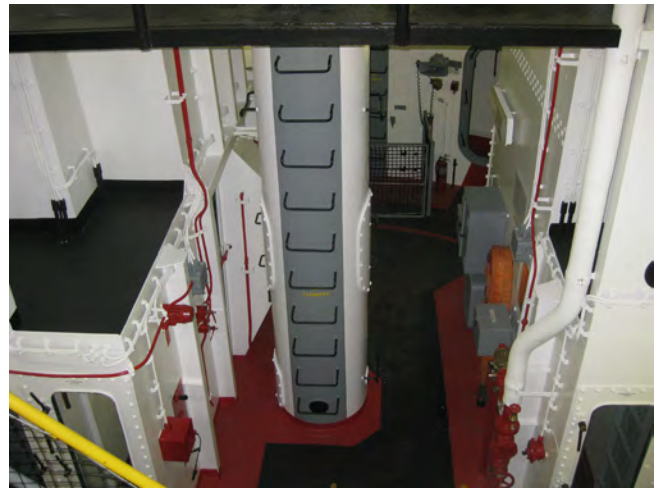


Touring the ship gave me an opportunity to see various parts of the ship in action that just hadn't been available when I was part of the crew. Whenever I stood watch in 1969, as the assistant combat information center officer, I had invariably been down in CIC on the fourth deck. My perception of the outside world was limited to images on the radar scopes and the transmissions that came in via radio, message, sound-powered telephones, and so forth. Now Howard and I could be in the plotting room during firing and do such things as go into engineering spaces while the ship was under way. Above all, we got to see the guns fire. During my tenure in the crew, I had never seen the main battery shoot. Howard and I adopted different vantage points for the firing. He was on the bow with a camera, and I was taking photographs from the 011 level in the superstructure. When the big guns shot during my CIC time, the noise was barely audible inside the armored box. Being outside exposed me to all the sensations of the 16-inchers: a combination of orange and yellow fire to the eyes, a loud roar to the ears, and a feeling of concussion to the body. The experience truly fit the much-overused word "awesome."

Some of my favorite memories include being topside on bright sunny days during underway steaming. One time Howard and I got a helo ride over to a replenishment ship and got to see the New Jersey looming larger and larger as she came alongside to take on supplies. Other times we were on board the battleship for underway replenishment. I remember talking via bridge-to-bridge telephone to Commander Al Swinger, a friend from Annapolis, when his frigate, USS John A. Moore, was alongside. It was interesting to see the bridge team in operation on such occasions, also something I had missed when I was down in CIC. There was also a special touch that remains in memory. At the end of replenishments, it is traditional to play breakaway music as the connections between ships are parted. In 1969 the New Jersey's signature tune



Open 3rd Shell Deck of Turret 2



Looking down into the Powder Flat Level of Turret 2



Powder Passing Scuttles on Powder Flat Level



Triggers you get to pull to simulate firing Turret 2



Mark 8 Range Keeper in Forward Main Battery Plot



View of Forward Main Battery Plot as you leave

are in close proximity to each other and have interfered with each other causing damage to the Turret 1 periscopes. The Multi-Turret Train Indicator Unit in Forward Plot is now back illuminated whenever a signal is being sent to the indicator.

Since early 2001 we have stored 2 Hewlett Packard Model 85 mini-computers found on the ship, not knowing where they belonged. A chance discovery of an Internet discussion group that mentioned that these series computers were installed in 1983 to help with tracking the muzzle velocity of the 16" guns answered the question above. Need I say more? One of these computers is now reinstalled on the bracket that was once home to this modern (at the time) digital computer.



Hewlett Packard Model 85 Mini-Computer

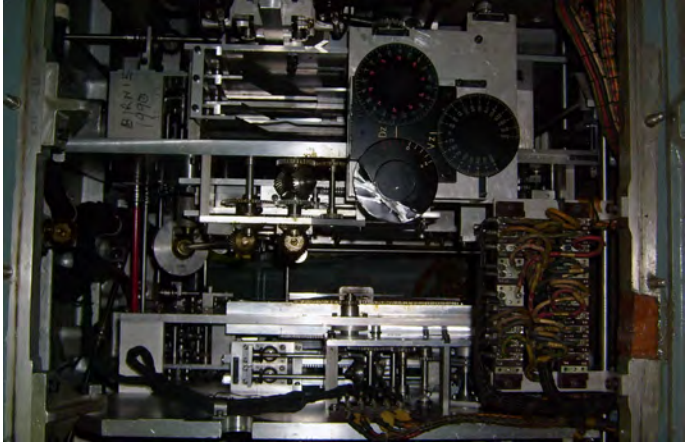
The ships service telephone located on the Electric Deck of Turret 2 has been returned to service.

May 2011

To steal a line from a famous black and white movie; *"It's alive, it's alive!"*

That big 2,500 lb. machine in the center of the deck kept calling for our attention. So, after removing all inspection covers and carefully inspecting the internals of the machine for signs of any "de-mil" that may have been performed by the shipyards, the *"Time Line Motor"* in the computer was energized for the first time since 1990. For the next 10 or 15 seconds it quietly purred as gears, cams, lobes, resolvers, etc. attempted to solve the fire control problem that had been presented to the machine while she slept for the past 22 years. By *"presented to the machine"* I refer to all those staff members, volunteers and visitors who had twisted a knob or turned a handle as they walked by. Then it went silent, waiting for the inputs to change, as if the BB-62 was moving and tracking a real target. At least one remote data indicator above the Plot Fire Control Switchboard responded to the fire control solution.

At this moment our Curator, Jason Hall, walked into Main Plot Forward and asked how everything was going. I replied with a question, *"How far can we go with this restoration thing?"* *"No limits"* was his reply. I then asked about the Mark 8 Range Keeper. His reply, *"Think you can?"* As the gang smiled I mentioned that the Mark 8 had just been turned on and was currently solving the fire control problem entered over the years by all those curious hands. You can imagine the look on his face!



The inner workings of the Mark 8 Range Keeper

I say again, *"It's alive, it's alive!"* BB-62 may be the only museum ship with an operating Mark 8 Range Keeper. Just one more adventure to be added to the soon to be opened Turret 2 Experience. Other work of the day included re-activating the 12MC announcing system that serves all areas of Turret 2.

While investigating the upper section of the Mark 8 Range Keeper we became curious about what had been a paper chart recorder used to track the fall of shot vs. target position. This recorder had been removed sometime before the return to service of the ship in the '80s. Noticing that the remaining metal casting was at an odd angle that might catch a visitor's finger we removed the casting planning on re-seating it in the name of safety. But, when we were presented with a nice view of some of the internal working gears of the computer Jason was immediately connected and asked to report to Plot. It was about two minutes before he arrived in Main Plot with a *"what now?"* look on his face. I explained removing the casting, the view of the operating gears and how about placing a Plexiglas cover on the new opening. Well, he contacted Gary who set right to work manufacturing a proper cover, which was in place by the end of the day.

June - July 2011

We've added some bells, indicators and programming experience with the Mark 8 Range Keeper (computer). Along the way we needed to lift the deck plates of Forward Main Plot for cable inspections. This is when the team discovered messages from either former crewmembers or shipyard workers such as "the Mad Mouse" and the "Grass Hopper." See photo



Messages painted on underside of deck plates in Forward Plot

One item needed to ensure the safety of visitors and staff, as part of the new Turret 2 tour route, is a newly installed telephone on the Powder Flat level. Normally the existence of explosive powder would have prevented the telephone from the area. Yep, a simple spark from the dial or ringer of a telephone could have been catastrophic to the crew and the ship. The new phone was installed while the area was a mess during restoration, which has now been turned into a clean, shipshape compartment. But the wiring is a very complex issue that has taken a couple of workdays to resolve. Remember, the bulkheads are thick with minimum penetrations. Bill L-1 and Rich E. spent most of the morning finding a path for the phone cable; down from the Powder Flat into the Electric Booth, cross ship into the "Ballroom", aft through 3 box beam/bulkheads, and finally into the Forward Emergency Diesel Generator Room. Here it will find a connection box into the ships phone cables. Oh, did I mention that Bill and Rich had to put up with a number of hatches no larger than the escape scuttle in the NJ2BB shack? Later, Ed, Lenny and Robert finalized the installation and programming of the new dial telephone in the Powder Flat of Turret 2. While performing the final connections in the Forward Emergency Diesel Room, the gang found out just how loud the "cow bell" that is connected to that Emergency Diesel telephone is.

One of our members offered to use his fairly new all in one VHS to DVD converter with the recently obtained Pioneer Drone videos. So, he set up shop in the SITE Control Room and made several full and partial DVD copies of the tape. We have edited the Pioneer action into a file format used by the ship's equipment to display this video in Main Plot Forward, Main Plot Aft and CEC.

Tom spent time continuing his work on the 12MC system in Turret 2. This system has yet to give up the cause of its malfunction but ongoing troubleshooting will prevail.

October - November 2011

During the last shipyard raid we captured a broken SPA-25 Radar Repeater. After stripping, sanding, painting and reassembling the unit it has been mounted in Forward Plot. Bob and Lenny have done a great job of installing a power supply, wiring in the front panel lamps, switches and potentiometers so as to make it look operational. It is now up to Chief Harry to mount the internal flat screen monitor that will display some "canned" radar images.

Giving one last effort, Ski was able to bring back to life the final AM-2739 audio amplifiers located in Forward Plot. Chief Carlson has in hand some recordings of military aircraft radio traffic while they were at a nearby bombing range. The plan is to tie this into one of the amplifiers Ski has repaired, giving Forward Plot the sounds of ongoing battle action.

Several times we have had to go to plot to investigate a reported failure of the Mark 8 Range Keeper computer. What we found was that one of the many manual data input knobs was locked in the "manual position" instead of in the "auto position". This particular knob contains an internal switch that turns off the Time Line Drive motor during manual data entry. No motor results in no visible gear motion therefore the thoughts that the machine has failed. Further operator training is planned for those that will be demonstrating the machine to visitors.

January - February 2012

Chief Carlson made one of his rare Saturday visits to us, but with a mission in mind. He had noticed a problem with the gunfire video/audio system in Forward Main Plot and needed our help to isolate the gremlin to either the 16" gun fire interface or to the digital playback system.

Time has been spent in Turret 2 doing restoration work on the Turret Captain's and the Turret Officer's status display system. We were also in Main Plot Forward doing similar work when, working together, we were able to bring the "Plot Ready" indicators back to life. Basically, this is a deck mounted foot switch adjacent to the Mark 8 Range Keeper, that when pressed by the computer operator illuminates lights in Plot and the Turret, informing the gun crew that the Range Keeper has a solution that will result in the firing of the 16" guns.

Ski spent many days tracing and testing wiring for the Gun Officer's and Gun Captain's Status Display. Though much progress has been accomplished to date there are still a couple of major technical speed bumps before all 30 lamps will once again provide information to those in charge of gun actions. The final design will have the 30 lamps cycle, under Tour Guide control, as if the gun was being readied for action.

Bob, Lenny and Sheldon headed down to Main Plot to investigate and improve the operation of the "Plot Ready" foot switch previously mentioned. The team found that the operating mechanism only needed some minor cleaning and lubrication; most likely the first such maintenance in decades. Although the switch had been operational, it now has a better feel and movement to it.

Joe and Dave S. investigated the manual range input handle and gear train for the Mark 8 Range Keeper. As with the footswitch mentioned above, this control has been operating properly ever since the computer was reactivated last spring, but needed some TLC. What they found was a fouled wooden, yes wooden, slip clutch. A spare replacement has been located for use in the worker's education of the design of this weird arrangement before final repairs are attempted.

As great of a design as the Mark 8 Range Keeper is, it was not designed with curious visitors in mind. One point of concern is the hand crank that's used should the computer's internal electric drive motor fail. By depressing and turning the hand wheel at a constant rate the computer is back online, as long as the crewmembers muscles last. The problem is that should a visitor depress the hand wheel while the motor is running there would be a grinding of gears; something we really want to avoid. So, Ski and Tom investigated the situation and implemented a solution, namely removing the internal gear from the end of the hand crankshaft, marking and storing the gear inside the computer. An hour's work and the concern was removed.

March - April 2012

Bob, Lenny and Ed were successful in returning the projectile hoist-operating lever to a "false operation" mode; In other words, the handle now moves but without operating anything. In the very near future a series of limit switches and relays will be added so that the lever actually operates the electric hoist that is used to simulate the hydraulics that originally raised those 2,700 pound projectiles to the guns.

Bill L. and a helper managed to revitalize a couple of the status lights in the Turret 2 Officers Compartment. It may take one light at a time, but we'll get most of the indicator lamps working before the Turret Experience Tour begins operation. By working I mean providing information as designed, not just emitting photons.



Circuit Indicator Display in the Turret

way around the insides of this 2,500 lb. machine. The good news is that as a follow up to Jason's request to HNSA for document help we have the needed drawings on the way to the ship, thanks to the gang at the former USS North Carolina.

Back to the Mark 8 Range Keeper, Joe and new guy Ron did a reversible modification to the *"Time of Flight"* mechanical timer so that it buzzes 15-seconds after the guns are fired. The original system was designed to alert the ship's spotters 2-seconds prior to a projectile hitting the target. This way the spotter was able to determine which explosions BB-62 projectiles created. This signal circuit will soon be tied into the micro controller built by Rich E. (now completed and working)

Also back in service are the internal light bulbs for the Stable Vertical cabinet. Although the gyro can never be reactivated, having the internal inspection lights on will give our visitors a better idea of how this spinning mass helped aim the guns.

Joe and Bill L. did some voltage tests on the power supply for the DR-810 muzzle velocity radar that was removed from Turret 1 a couple of weeks ago. They then connected the supply to the radar control box and were greeted by the numeric display doing its job. Operating front panel switches resulted in a changing display. Eventually this unit will be placed into service (minus RF generation) in Turret 2. The other two turrets will also have DR-810 controllers reenergized.

Rich E. and Steve (former new guy) spent their entire day in Main Plot Forward making the needed wiring changes/additions to add more effects to the Turret 2 Experience Tour. First they made a cable pull and wire connections needed to allow Rich's mini-processor board to sound the *"Time of Flight"* buzzer (inside the Mark 8) 25 seconds after the Manual Fire trigger is pulled by the lucky visitor. This tie in was made possible by the recent acquisition of internal drawings for the Mark 8 Range Keeper. The second cable pulled will connect the mini-processor to the audio/video system so that two or three seconds after the Time of Flight buzzer sounds, the video of three projectiles hitting their ground target will appear of the big screen video monitor.

I received a note from Jason informing me that the Time Line motor in the Mark 8 Range Keeper was not motoring. At first thought we cleaned the regulator contacts and returned the computer to service. But, by days end the Mark 8 was back on the disabled list. Further inspection revealed that the motor regulator internals were at fault. Plan A was to use the regulator from Aft Plot as a replacement while we worked on the Forward regulator. Oh well, so much for the best laid plans of men and mice. The Aft Plot regulator displayed the same trouble. This is where Gene H. enters the picture, heading home with the original unit, books and a large magnifying glass. The following weekend he returned this unit with its internal *"clock work"* mechanism cleaned and lubricated.

Gene and Rich R. installed the repaired speed regulator in the Forward Mark 8 Range Keeper and performed a successful smoke test. Gene then performed a cleaning and alignment of the Aft regulator making it ready as a replacement item should it ever be needed.

Recently we once again had to lift the Main Plot deck plates for a cable inventory, where we found a discarded Plan of the Day, near the POD we found a sheet of yellow lined note paper with a message to a crewmember that a former "A" school classmate of his stopped by for a visit, and to give him a call or stop over at the Missouri some time. Both items have been turned over to the Curator.

Today the Plot is alive with activities ranging from the functional Mark 8 Range Keeper, a functioning teletype machine (Viet Nam cruise) that prints the initial velocity of the guns after the proper trigger is pulled, a functional HP-85 computer that was used during the '80's and '90's, to the Time of Flight signal that announces the projectile's approach to its target. Added to the gun fire audio/video system installed and programmed by Chief Carlson of the Curatorial Staff, Jason has more than he had originally hoped for: *"some lights or something like that"*.

In closing I must bow and give credit and thanks to all the others, from the Brass Team, Maintenance Department, other volunteers and to the late PJ McBride, our dearly missed friend, who have worked so hard to prepare the Turret 2 Experience to be opened to the public.

working on the construction of the Battleship New Jersey to enlist in the Navy. His older brother Eddie had been drafted into the Army. His younger brother Victor wanted to enlist but his father was urging him to wait because he needed his help in the family business back in Atlantic City.

Many of Rossetti's fellow art school students opted to drop out of school and immediately enlist, not only because the program had a quick out after the war but also because they were patriotic and wanted to serve and help fight and defeat the Axis powers. Moreover they were optimistic that America and its allies would defeat the enemy soon, enabling them to resume their education and careers.

Rossetti enlisted in the U.S. Navy on October 1, 1942. He went through boot camp at Great Lakes, IL and Aviation Ordnance School in Memphis, TN, graduating as an Aviation Ordnance Mate 3rd Class in February of 1943. In May he was assigned to the USS Ranger (CV-4), the first U.S. ship built from the keel up as an aircraft carrier. Aboard Ranger Rossetti handled aircraft ammunition on the busy and dangerous flight deck. Rossetti's unit was CASU-22 (Carrier Aircraft Service Unit) and it supported Bombing Squadron 4 (VB-4) which was part of Air Group 4. A major responsibility of the Ranger Air Group was anti-submarine patrol and convoy escort duty in the North Atlantic.



Pencil sketch of Bianco

For relaxation, practice and a little extra income, Charles Rossetti did pencil sketches of his Ranger crewmates and other U.S. Navy personnel. Many of the sketches are labeled with only the last names of his shipmates (which is the way crewmen referred to one another) and the ship or shore station to which the subject or artist was assigned (e.g., Ranger, Providence, Ayer, Quonset, Hyannis). During World War II the Navy operated Naval Auxiliary Airfields at Hyannis (now Barnstable Municipal Airport) and Ayer, MA and both the Navy and Army Air Forces flew anti-submarine patrols from there. The Navy operated a major Naval Air Station at Quonset Point, RI, including bases for Naval Construction Battalions known as the Seabees (where the Quonset hut was developed), numerous aviation squadrons, a major aircraft overhaul and repair facility, and was home port to several Essex class aircraft carriers, as well as their respective carrier air groups and, later in the war, USS Ranger.

Ranger served as flagship for several commanders of Carriers, Atlantic Fleet. She carried a squadron of army planes to Accra on the Gold Coast of Africa. Off of Casablanca, Morocco, she participated in Operation Torch, launching her aircraft to support landings on the Atlantic coast of North Africa. Her Wildcat planes attacked the French airdromes in Morocco and strafed French destroyers in Casablanca harbor, destroying more than 70 enemy planes on the ground and shot down 15 in aerial combat. During the operation Ranger lost just 16 planes. Casablanca capitulated to the American invaders on November 11, 1942. Ranger returned to the U.S. to patrol the waters off New England and Atlantic Canada. She then steamed to join the British Home Fleet based in Scapa Flow Scotland to patrol the approaches to the British Isles and visited several ports in Iceland.



Pencil sketch of Mitchell

USS Massachusetts

John M. Makara, Overnight Encampment Volunteer

Last summer I had the thrill of going to Fall River and got to see the USS Massachusetts (BB-59). We started our tour on the foc'sle and you could walk right up to the jackstaff! All the ships (USS Joseph P. Kennedy DD-850 and USS Lionfish SS-298) in Fall River had the blue field with 50 stars on the jackstaff. That included the Russian built corvette Hiddensee which served in the East German Navy. I was somewhat appalled by that sight until I later read she served in the U.S. Navy as a research vessel with a civilian crew after the Cold War.

The teak deck was in pretty good shape throughout the ship. There were plenty of 20 mm and 40 mm guns you could climb on and around; it's a natural feeling to see them on a battleship. She still had the crane on the stern but unfortunately both catapults were removed. Her sister USS Alabama still had one and it is an interesting piece of machinery.

Inside the 16" turrets was similar equipment and layout as the Big J. The open area was in average condition, but the gun wells were frankly dingy looking. One neat feature is you also had access to the trainer and pointer's compartment for a side view of the port side gun. One of the range finders was open enough to see the optics in it. Outside turret number two was a simple yet effective memorial that listed the names of the 47 men that were killed in USS Iowa's turret 2 explosion.

Aft on the 02 level, starboard you could see lots of small fragments of damaged steel that were caused by shell fire from the Battle of Casablanca (November 8, 1942). The 5" gun mount you had access to was, as expected, very tight. Inside it needed a good amount of scraping and painting work. On the port side of the 02 level were 5" gun training machinery on the open deck. Her sister USS Alabama had them too, it would be interesting to find out why the Iowa's did not have them.

As we made our way up to the 04 level we were able to see - but not enter - the Captain's Cabin, Radar Room, and Radio Room. The Navigation Bridge and Chart Room were closed for renovation. Unfortunately the 04 was as high as you could go, but luckily there was plenty below decks to see.

The Officer's Wardroom was similar to ours, but it had portable tables. It also had a small snack bar with basic (but much needed) sandwiches. Aft of the wardroom is the Memorial Room which lists over 13,000 residents from Massachusetts who were killed in WW II. The names were white lettering on black, and the opposite side of the compartment had murals with soldiers and sailors in action on them. You'd never know you were in a warship; there was lush carpeting, fancy benches and most importantly on this hot July day - air conditioning!



View from the foc'sle of USS Massachusetts



Quad 40 mm Mount at the ready



5-inch gun training machinery on BB-59

Below decks was all but wide open for exploration. Like her sister USS Alabama, spare 40 mm barrels were stored on the outside of the 16" barbette. There was a memorial that listed the names of her crew, plus a Pearl Harbor Room and a D-Day Room. Her sick bay was laid out similar to New Jersey's, just not as large and clearly not as modern as she retired shortly after WW II. That pretty much sums up the class distinction as there was a 200' difference in length: both classes have the same general layout and very similar equipment.

In addition to the PT boats on shore, there was a very large exhibit on PT Boats down below in the mess area, just aft of the galley. It had interesting personal items and large color emblems from many torpedo squadrons. One of the most unexpected items was a deck mounted set of Japanese binoculars that was captured by PT Squadron 36.

In other berthing compartments there were literally hundreds of model ships, airplanes, and armor of all different time periods from U.S., German, Japanese, British warships. The famous Norden Bombsight was also on display. There was a 14' model of the USS Saint Paul (CA-73) as part of its own exhibit. It was a unique model though I could not figure out why it was part of the museum other than she was built an hour north in Quincy, MA.

The Warrant Officers' Room was open only for viewing. It was set for a fabulous meal with fancy place settings. The Barber Shop, Post Office, Print Shop, Laundry, Machine Shop, CIC and Plot Room were also open only for viewing. Nearby was an open armored chute (similar to New Jersey's near the Post Office) so you could view a 5" casing on its way up to the mount. Oddly enough you could go into the trash incinerator.

You were able to get down into the 16" magazines, powder flats, and barbette. The powder rooms were mostly empty with some empty canisters to show how they were stored. There were several dozen projectiles inside the barbette. Although it won't compare to our Turret Two Tour, it was impressive to walk through it.

We were in the 5" magazines and lower handling rooms as well. They had plenty of shells and casings to show how they were stored. There were four hoists in one room, one of which had a projectile in it and while it looked roomy I can only imagine the bedlam during battle stations. We had full access to an engine room to walk around the turbines, reduction gear and boilers. Her Broadway was not fully open and routed us around some renovations. I imagine it would be much tighter than ours.

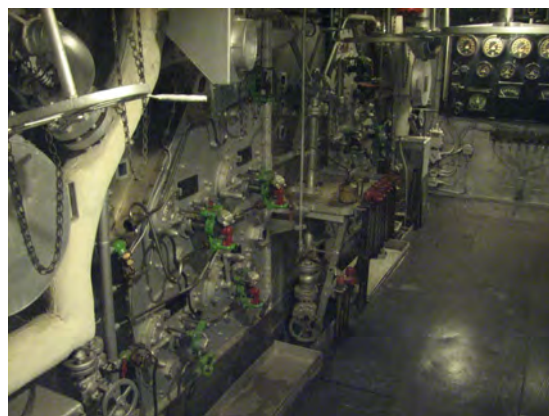
Overall the Massachusetts had more open space and exhibits than the New Jersey, but she was not in nearly as good a material condition. Battleship Cove in Fall River is quite an experience. With a battleship, two PT Boats, a WW II Submarine, a Destroyer, and a Soviet-built Corvette, it is truly an all-day adventure.



A look inside one of the 16" turrets



16" Shells on one of the shell decks



Boilers in one of the Battleships Firerooms

Q Ships of Newport News, World War II Wolves in Sheep's Clothing

Bill Lee

~ Synopsis ~

When America was forced to enter World War II, her merchant fleet became easy prey for German U-boats, roaming unmolested up and down the Atlantic seaboard. Borrowing a brain child of Winston Churchill that dated back to World War I when he was First Lord of the Admiralty, several American-flagged civilian vessels were commandeered by the U.S. Navy in 1942 and reconfigured as decoys.

Their outward appearance largely remained that of innocent merchant ships. But, they were fitted with a number of cleverly concealed weapons that provided their U.S. Navy crews the capability to become hunters...instead of being the hunted.

The appellation 'Q-ship' derives from the fact that the first such vessels converted by the British were home ported in Queenstown, Ireland during World War I. They were also called Mystery Ships or Decoy Vessels. Regardless of what they were called, their mission was to entice German U-boats to surface and use their deck guns to sink what appeared to be unarmed vessels too small to be worthy of being torpedoed.

Two such vessels, the modest-sized freighters Evelyn and Carolyn, were originally delivered to their civilian owners in 1912 by Newport News Shipbuilding (NNS). One of them survived the war, thanks to being assigned less dangerous duty after six fruitless missions. The other suffered a horrific end just four days into her first Q-ship mission.

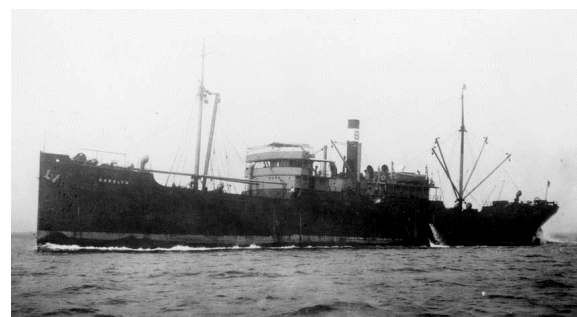
~ Sister Ships and their Namesake Sponsors ~

In late October, 1911, the steamship firm of A.H. Bull & Co. contracted with NNS for the construction of a coastal freighter. Three months later, they doubled that order. NNS Hull Numbers 156 and 158 were assigned to the work, which progressed rapidly.

Name	Keel Laid	Launch	Delivery
Evelyn	January 17, 1912	May 9, 1912	June 11, 1912
Carolyn	March 15, 1912	July 3, 1912	July 20, 1912

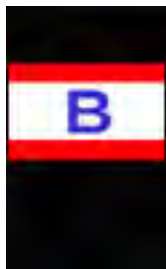
Both of these vessels were named after granddaughters of the steamship company's owner and president, Archibald H. Bull. The SS Evelyn was christened on a Thursday afternoon in early May by Miss Evelyn Kiggins. Less than two months later, her cousin, Miss Carolyn Bull, did likewise; christening the SS Carolyn at 11:00 am, the day before the Fourth of July.

The sister ships were virtually twins. All of their principal dimensions and data were identical. Each measured 328.17 feet in length, with beams of 46 feet. Single screw vessels, they both displaced 6,610 tons. Propulsion power for each was provided by two coal-fired boilers and a 1,200 horsepower, triple expansion engine; giving them a top speed of 10 knots.



SS Carolyn (date and source unknown)

When launched, both of these coastal steamers were in an advanced stage of construction. The SS Evelyn was delivered just over a month following launch. Only 17 days elapsed between Carolyn's slide to the sea and her delivery.



They looked very much like dozens of other ships of that era. About the only thing that distinguished these sister ships from others likewise engaged in coastal commerce were their prominent funnel markings.

After leaving Newport News in mid-1912, their careers were remarkably uneventful. For the next thirty years, they operated between ports on the eastern seaboard and the West Indies. Both were briefly considered for possible naval service during the First World War, but remained in private hands. In early 1918, they were fitted with some anti-submarine weapons which were manned by Navy armed guard detachments until the war's end. For the next two-plus decades, they quietly served their owners well.

~ Sister Sheep Given Wolves' Teeth ~

Both Evelyn and Carolyn were pursuing their prosaic calling under the house flag of the Bull Line when the Japanese attacked Pearl Harbor on December 7, 1941. By mid-January, 1942, after a state of war between the United States and Germany had been declared the previous month, U-boats arrived off the east coast of America.

Their skippers found peacetime conditions prevailing all along the coast. Cities and towns were not blacked out, and navigational buoys remained lighted. Ships sailing solo were hugging the shoreline, following their normal routes, but also remained lit. The glow of lights from ashore silhouetted the American vessels, making them easy targets for the U-boats.

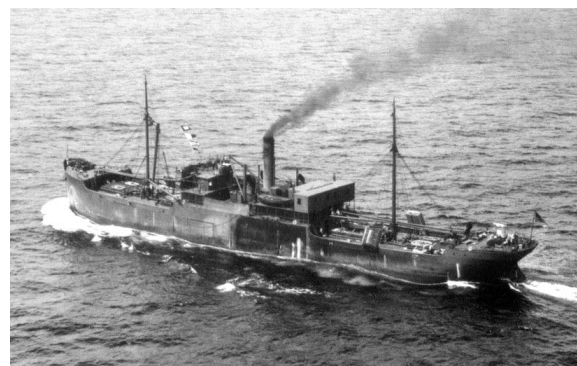
Losses mounted rapidly. In late January, Admiral King, Commander-in-Chief of the U.S. Fleet, ordered the conversion and manning of several of what were called 'Queen' ships, to be utilized as an anti-submarine measure until enough armed escorts could be built to initiate a convoy protection system. The program was code-named Project LQ.

Five merchant vessels were rapidly acquired and secretly converted at the Portsmouth Naval Shipyard in Kittery, ME. They were an eclectic collection of ships; two freighters, a tanker, a trawler and even a sailing schooner. Obviously, those desperate times required desperate measures.

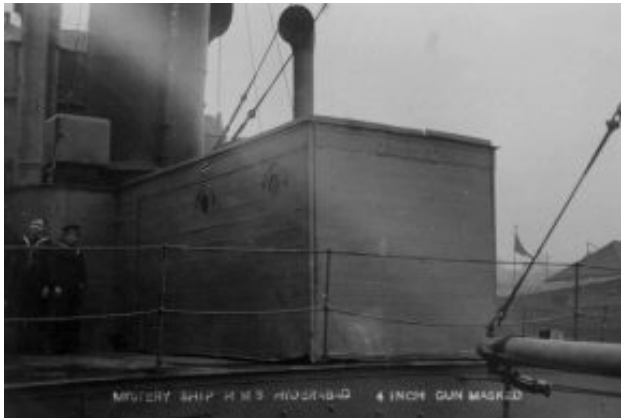
The two Bull Steamship Lines' vessels were converted into clandestine men-of-war. Both vessels were each armed with four 4-inch-fifty caliber guns, four .50 caliber and four .30 caliber machine guns, six single depth charge projector devices and underwater sound gear. Their civilian crews were replaced by a naval complement of 141 men. Their holds were packed with pulpwood in hopes of keeping them afloat in the event of a torpedo hit.

Outwardly, they still looked like un-armed merchant vessels. The larger caliber guns they received were hidden in dummy deckhouses.

The photo on the right depicts an abnormally large and boxy deck house affixed high on the aft part of the original superstructure of one of these ships. Most likely, it was a fake deckhouse with hinged bulkheads that could be quickly folded down to reveal the ship's biggest guns and their crews, when attacked by a U-boat on the surface.



This unusual design was copied from one developed by the British for use in the Q-ships they created during World War I. The following photos depict a similar 'deckhouse' on one of those British ships in 'closed' and 'open' positions, respectively.



Hiding guns from view was predicated on the relatively humane practice employed by U-boat commanders at the onset of the First World War. They would surface, determine the nationality of an intercepted ship, and if it was British, allow the crew to take to lifeboats before attacking with deck guns. This approach also allowed the U-boats to conserve their limited supply of torpedoes for use against larger and more dangerous vessels; especially warships.

This ruse back-fired, after a few Q-ship successes, when U-boat skippers began what was called “unrestricted submarine warfare” and began to attack vessels indiscriminately and without warning during World War I. Ignoring this lesson of history because of reports of surface attacks against small vessels by U-boats prowling the American coast, U.S. Navy officials were willing to give the Q-ship concept a try.

The cargo vessels Evelyn and Carolyn became commissioned ships in the U.S. Navy on March 5, 1942. Although they purposefully retained their unarmed, coastal steamer looks, they were assigned new names and naval designations.

Evelyn was renamed USS Asterion (AK-100); Carolyn became the USS Atik (AK-101). These unusual names were derived from celestial bodies. Why is not known...

The ships' commanding officers were instructed to use their former civilian names and radio call signs when communicating with friendly vessels or Allied shore installations. But, for reasons somewhat unfathomable today, they were instructed to use specific foreign ship names and call signs, if challenged by the enemy.

After brief sea trials, Asterion and Atik quietly left the Portsmouth Naval Shipyard on March 23, 1942 and sailed to separate assigned areas of operation. Each ship had orders to proceed independently under the guise of being innocent tramp steamers, in hopes of luring U-boats to the surface and destroying them with gunfire before the Germans could react to exposure and use of the Q-ship's guns.

~ Separate Sagas for Sister Q-Ships ~

One day out, Asterion (ex-Evelyn) picked up a submarine contact using her underwater sound detection gear, but no action resulted. Her first patrol ended when she arrived at the Norfolk Naval Base in Virginia at the end of the month.

Asterion commenced a second patrol on April 4, 1942. Later that same day her crew witnessed the torpedoing of a tanker off the Virginia Capes. Ten days later, operating off Cape Hatteras, she rescued the 55-man crew...and the captain's dog...of a British merchantman that had been sunk within sight of the North Carolina coast. When put ashore, the sunken ship's survivors were instructed not to reveal that they had been rescued by a Q-ship.

In the second half of 1942, Asterion made several patrols along the Atlantic and Gulf of Mexico coastlines. Her navy crew only appeared on deck in clothing intended to indicate that she was nothing more than a commercial vessel. The lack of enemy contact soon made her patrols seem more like pleasurable cruises.

During this same time period, her designation was changed from AK-100 to AK-63. In November of 1942, she carried out training exercises near Key West with an American submarine. After cruising uneventfully throughout the West Indies, she then returned to New York, arriving there in mid-January 1943.



During the next few months, Asterion, by then over thirty years old, underwent an extensive overhaul at the New York Navy Shipyard. Inspections had raised doubts about her ability to remain afloat if hit by even a single torpedo. The Navy decided to sub-divide her cargo holds by adding five transverse bulkheads and filling her cargo spaces with 16,772 empty steel drums. These additions were considered necessary to give her a better chance of surviving a German U-boat torpedo attack.

This work was not completed until September of 1943. Then, in October, as she was making short training voyages out of New London, Admiral King decided that the Q-ship program had been unproductive. Two months later, Asterion was turned over to the Coast Guard, given yet another number (WAK-123) and pressed into service as a weather patrol ship; operating out of Boston.

Her Coast Guard service was brief. On July 20, 1944, she was decommissioned and removed from service because of "age, condition of hull and machinery, and lack of speed." Asterion (ex-Evelyn) remained idle at a Boston pier until September of 1946, when she was sold to the Boston Metals Company and subsequently scrapped.

Tragically, Atik, masquerading as the Carolyn was sunk due to enemy action just a few days after going to sea as a Q-ship. Not a single soul in her crew of 141 survived.

On the night of March 26 - 27, 1942, Atik was cruising alone several hundred miles southeast of the Virginia Capes. An undetected U-boat, operating in darkness on the surface, fired a single torpedo at Atik around 1945 hours, which struck the cargo vessel's port side just below the bridge. The resultant explosion caused an immediate fire, and the ship quickly began to list to port, as sea water poured into a huge hole in her hull.

Shortly before 2300 hours that same evening, radio monitoring stations in New Jersey and New York received the following distress message:

SOS Lat. 36-00 N, Long. 70-00 W, Carolyn burning forward, not bad.

Two minutes later a second message was received:

Torpedo attack, burning forward; require assistance.

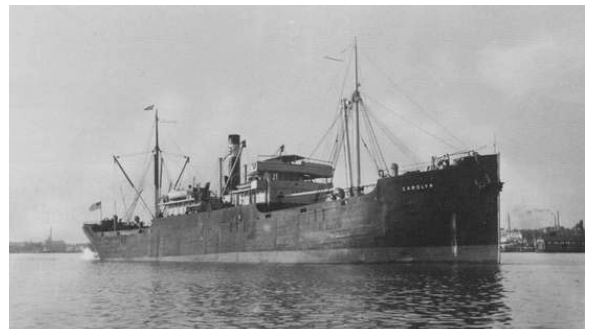
Then, nothing...

At the scene of the attack, after closing in to observe the results of his attack, the U-boat's captain noted that his victim was dead in the water. In classic Q-ship fashion, the crew of the Atik lowered a lifeboat and pretended to abandon ship. As the U-boat turned, Atik suddenly resumed speed, paralleling her attacker's course.

Her guns were unmasked and Atik's navy crew commenced firing. Shells from the Q-ship's 4-inch guns hit wide of their mark, but .50-caliber machine gun fire ricocheted around the U-boat's conning tower. One German on the U-boat's bridge was mortally wounded. Pulling out of range, her captain later wrote: "We had been incredibly lucky". The U-boat submerged, re-approached her target and at 2129 hours a second

torpedo plunged into Atik's machinery spaces. The U-boat surfaced shortly thereafter and her crew watched the plucky cargo vessel sinking bow first; her single screw high out of the water. Some of the Atik's crew was seen embarking in lifeboats; this time for real.

At 2250 hours, an enormous explosion tore the ship to pieces; killing most if not all of her crew. Any survivors of that blast were apparently lost during a severe gale that hit the scene shortly after the Q-ship went down. The cause of that explosion remains unknown.



SS Carolyn (date and source unknown)

At dawn the next day, aircraft were dispatched to search the area from which the distress signal had emanated, but found nothing. A destroyer and a tug were later sent out to investigate, but had to turn back, due to gale conditions.

Asterion (ex-Evelyn), on patrol miles away, intercepted the Atik's distress messages. Without hesitation, she steamed towards the scene of the attack to hopefully render assistance to her sister. When she eventually got there, days later, her crew found no signs of wreckage, lifeboats or survivors...just trackless ocean.

The loss of the Atik (ex-Carolyn) with all hands essentially ended America's experiment with Q-ships. By the end of 1943, a system for protecting convoys of merchant ships using warships and aircraft had been instituted, and her sister ship and the several other converted Q-ships had all been assigned to other duties.

~ Postscript ~

Although the Q-ships, created in times of need during both world wars were largely unsuccessful, the concept has seen some renewed interest in recent years. The repeated attacks on merchant ships off the east coast of Africa by modern-day pirates have fostered several ideas for combating this 21st century hazard to shipping.

Currently, several nations have naval vessels patrolling those waters. The use of convoys has also been proposed. Little has been said publicly about sending well-armed, seemingly innocent merchant vessels out to entice over-confident pirates to attack. But don't be surprised if someday in the near future it happens...

Scuttlebutt

NEW TOUR ROUTES AND PROCEDURES

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

As the 2013 Tour Season begins, we are making major changes to all of our tours:

- Effective immediately we no longer offer the Volunteer Docent Guided *Firepower Tour* and *City at Sea Tour* for walk-up general admission guests.
- The old “*General Quarters*” self-guided tour will be re-named the “*Firepower Tour*”. All walk-up general admission guests will now go on one standard self-guided tour accompanied by an audio tour device. As of April 1st the CEC, Captain’s Cabin, etc. will be added to this self-guided tour. In 2008, when we produced the audio tour, Troy foresaw the possibility of one day adding CEC to the self-guided tour route and we recorded an audio tour segment for this space at that time. We will be adding this, and updating directions and other information on the audio tour as this will now be utilized by all walk-up general admission guests.

The main reason for this change was the repeated complaints we received from guests stating their disappointment at not being able to see spaces such as the CEC due to the lack of available Docents. By making these changes we will bring the Battleship in line with how other historic naval ship museums handle walk-up general admission guests. All walk-up general admission guests will now see the CEC, Captain’s Cabin, etc., thus preventing any disappointment.

For the months of February and March Volunteer Docents will continue to provide guided tours for scheduled reserved group tours. However, as previously stated, the old Docent Guided Firepower Tour offered to walk-up general admission guests no longer exists.

As of April 1st scheduled reserved guided tours (both Firepower and City at Sea) will be provided by paid Tour Guides. Last year we were unable to provide the adequate amount of Volunteer Docents for a large portion of the scheduled reserved group tours. We must fulfill every request for a scheduled reserved guided tour. Therefore, as is done with other historic naval ship museums, we will be utilizing paid Tour Guides. I encourage ALL of our Volunteer Docents to apply to be a Tour Guide. However, please be aware that, as a paid employee, Tour Guides will be required to work pre-scheduled reserved tours (both Firepower and City at Sea) and will not be able to pick and choose which groups, times, or tours they give.

Tours during Overnight Encampments will continue to be provided by Volunteer Docents. I urge all of our Docents to contact Al Alkins to get a schedule of Encampments. We are in the height of our large Encampment season and they could use all the help from Volunteer Docents as they can get!

We are NOT doing away with having Volunteer Docents onboard the ship during regular business hours; in fact, we will need them here every hour of every day we are open as of April 1st. Beginning April 1st, we will institute a new program for Station Docents. This program will be similar in nature to the Intrepid and Midway. These stations will include certain areas of the ship where a Docent is needed to ensure the safety of the guests and the Battleship, as well as provide tour route information. The priority stations will be the CEC and the Captain’s Cabin, other areas may/will be added. Thus, beginning April 1st, thanks to Volunteer Docents manning stations, for the first time ALL walk-up general admission guests will get to see the CEC, Captain’s Cabin, etc.

The above is similar to how the National Park Service successfully staffs certain parts of their historic sites across the country. While working in Manassas, VA in 2001, I volunteered with the National Park Service at the Stone House, part of the Manassas Battlefield. I was required to sign up for a specific shift to ensure coverage for the site. This is how we will handle the new Volunteer Docent Stations. Protocols for Station Docents, including a list of stations, as well as a sign up sheet for shifts will be forthcoming prior to April 1st.

We will be opening the Turret 2 Experience very soon. These tours, as with all other guided tours, will be conducted by paid Tour Guides. Again, I urge all Volunteer Docents to apply to be a Tour Guide. As with the

The uniform for Volunteer Docents will remain the same for the time being, however, changes may occur in the future.

Re-training for Docents becoming paid Tour Guides will take place Tuesday, March 26 and Thursday, March 28 (10:00 am to 2:00 pm) alongside those Tour Guides we have hired from the outside. Tentatively the training for the Turret II Experience will be Tuesdays and Thursdays for the first two to three weeks of April. During all of the above training all Tour Guides will be paid.

A separate e-mail is forthcoming concerning Volunteer Station Docents. Please only reply to this e-mail if you are interested in the position of paid Tour Guide. (NOTE: You may be a paid Tour Guide and also a Volunteer Station Docent when not scheduled for a paid guided tour if you wish to do so. In such a case please reply to both this and the forthcoming Station Docent e-mail)

If you have any questions or concerns please do not hesitate to contact me for any reason at j.hall@battleshipnewjersey.org, call me at my office at (856) 966-1652 ext. 201, or on my cell at (856) 966-3131.

VOLUNTEER STATION DOCENTS MEMO

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

All those wishing to become Volunteer Station Docents please send me an e-mail as soon as possible stating your interest to do so, as well as your availability for the months of April and May. Even if you have sent me an e-mail in the past, please e-mail me again to confirm your interest as well as provide availability for the months of April and May. This information **MUST** be e-mailed to me, please do not provide this information via phone.

The shifts for Station Docents will be 10:00 am to 1:00 pm and 1:00 pm to 4:00pm for the month of April. Beginning May 1 the shifts will be 10:00 am to 2:00 pm and 2:00 pm to 6:00 pm. Please indicate in your e-mail which shift you are available for on your indicated days, you may do one or both shifts per day that is completely your decision. However, if you are signing up as a Station Docent, the days you are scheduled you must commit to the time of at least one shift.

In your e-mail please list the following stations in order of preference:

- _____ Visitor Center Greeter
- _____ Combat Engagement Center
- _____ Captain's Cabin

I will do my best to fulfill every request, but I make no guarantees.

In addition, we need volunteers NOW to act as Greeters at the Visitor Center when we are open on weekends during the month of March. If you are available a Saturday and/or Sunday this month for a shift (either 9:00 am to noon or noon to 3:00 pm) please let me know ASAP!

If you have any questions or concerns please do not hesitate to contact me for any reason at j.hall@battleshipnewjersey.org, call me at my office at (856) 966-1652 ext. 201, or on my cell at (856) 966-3131.

DEPARTURE OF LONG-TIME VOLUNTEER COORDINATORS AND NEW STAFF ASSUMING THOSE ROLES

Rich Thrash, Brass Team Volunteer

As many of you may be aware, several long-time Battleship Volunteer Program Coordinators have recently departed the ship. Due to the tough financial situation the ship has been facing over the last several years it became necessary to layoff Dan Farrell, Pat Haines and Harry Ruhle earlier this year. To be honest I don't know all the particulars surrounding their leaving, but I will try and tell you what I do know. As most of you know layoffs of paid staff are nothing new for the ship, some of these same people have been laid off during slow months in the past and have returned when things picked up during the spring and summer months.

Coming Events

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

Vietnam War Living History Day - Saturday, April 6th from 10:00 am to 3:00 pm

The Battleship will hold her 3rd Annual Vietnam War Living History Day on Saturday, April 6. Vietnam War-era re-enactors will be on the Battleship, artifacts from that time will be on display, military vehicles will be parked on the ship's pier, veterans interviews will take place in the wardroom and we'll even have 1960s music playing over the ship's 1MC (PA). Vietnam War Living History Day activities are free with any tour purchase. The Battleship will also open her newest exhibit based on the Battleship's service during the Vietnam War. For more info, visit www.battleshipnewjersey.org or call (866) 877-6262 ext. 144.

Philadelphia Science Festival - Friday, April 26th from 6:00 pm to 9:00 pm

Join astronomers as we check out the stars and planets from the deck of the Battleship as she once again participates in the Philadelphia Science Festival's Astronomy Night. The Battleship will allow free access to the forecastle from 6:00 pm to 9:00 pm. Guests will get to peer through high powered telescopes to see the stars and planets.

Ride for Pride - Sunday, April 28th

This event is sponsored by Boy Scout Troop 54 and Eckenhoff Motors in Cherry Hill, NJ and is hosted by the Battleship New Jersey. It will feature music, food, raffles and fun for the whole family. All makes and models of motorcycles are welcome to participate. Check-In and Event Day Registration will be at Eckenhoff Motorcycles, 919 Church Rd., Cherry Hill, NJ. Registration will begin at 8:30 am; ride begins at 9:30 am; last bike out by 10:30 am. The ride will travel throughout South Jersey and conclude on the pier of the Battleship at 2:00 pm, where all bikes will park. Drawings will be held at 2:30 pm and winners will be announced.

Once at the ship all riders and co-riders will be able to take a free self-guided tour of the ship, enjoy a barbecue on the fantail and we'll even hold a raffle for one lucky person to fire one of our 5-inch portside guns! Please make registration checks payable to: Boy Scout Troop 54, 317 Lake Blvd., Lindenwold NJ 08021. Pre-pay is \$15.00, day of the event \$20.00, Co-riders \$10.00. Upon registration riders will be provided with information regarding destination stops. If you have any questions about this event please send an email to Paul Esposito at troop54bikerun@gmail.com.

New Jersey Wine Festival - Saturday, May 4th from 1:00 pm to 5:00 pm

Taste wine from eight regional vineyards, enjoy delicious food and live music performed by The Lifters, plus take a tour of our nation's most decorated battleship (tours will take place prior to the tasting event). The festival will feature wines from: Heritage Vineyards, Monroeville Winery, DiBella Winery, Chestnut Run Farm, Auburn Road Vineyards, Wagonhouse Winery, Cedarvale Winery, and Bellview Winery (at Maugeri's Farm Market). Tickets are \$45.00 per adult. To purchase tickets online, click on the wine festival flyer on the ships website, www.battleshipnewjersey.org. You can also purchase tickets by calling (866) 877-6262, ext. 108 or at the Battleship Ticket Office during tour hours, including the day of the event.



Innaugural Casino Night - Friday, May 10th starts at 7:00 pm

Known as a lucky ship, guests can enjoy the ship's luck in the inaugural Casino Night which will be held Friday evening, May 10th. We'll turn the fantail into a Vegas casino with roulette, craps and blackjack tables. We'll also offer music, delicious appetizers and bar service. Tickets are \$100.00 and sponsorships are available. Proceeds from this event go directly to support the ongoing preservation and maintenance of our nation's most decorated battleship. To purchase a ticket, or ask questions, call (866) 877-6262, ext. 144.

Armed Forces Day Ceremony - Saturday, May 18th

Attendance to Armed Forces Day Ceremonies onboard the battleship are free with any tour purchase.

“Girl Scouts Only” Encampments - May 18th, June 21st, October 12th and November 22nd

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

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

- ★ Enjoy a dinner and breakfast
- ★ Take a guided tour of the Battleship New Jersey
- ★ Learn about women who helped build ships during World War II
- ★ Watch a live USO-style show, complete with performers in period dress
- ★ Participate in a flag ceremony
- ★ Experience a dogfight over Iwo Jima in our awesome 4D Flight Simulator
- ★ Even talk to a female code breaker from World War II!

The “*Women Serving Our Nation*” badge will be offered on only four nights in 2013, and each night is limited to only 300 people:

- ★ Saturday, May 18th
- ★ Friday, June 21st
- ★ Saturday, October 12th
- ★ Friday, November 22nd

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

Battleships 70th Birthday Celebration - Thursday, May 23rd

A special ceremony will celebrate the 70th anniversary of the ship’s commissioning into the U.S. Navy. More details on this milestone event will be available on the ships website as the day gets closer.

Memorial Day Remembrance - Monday, May 27th

A wreath ceremony will be held on the forecastle. Free with any tour purchase.

Museum Ships Weekend - Saturday and Sunday, June 8th - 9th

This weekend is Museum Ships Weekend! Visitors touring the ship are invited to stop by the ship’s communication room and see if they can make contact with museum ships from around the world. This popular annual event is hosted by the Battleship New Jersey Amateur Radio Station.

Flag Day Ceremony - Friday, June 14th

Honor Guard ceremony for Flag Day. Free with any tour purchase.

Garden State Craft Brewer's Guild Beer Festival - Saturday, June 22nd from 1:00 pm to 5:00 pm

Come enjoy the 17th annual Garden State Craft Brewers Guild Beer Festival onboard the Battleship New Jersey. For the ninth consecutive year, the nation's most decorated battleship will host New Jersey's premier beer festival, featuring beers from 21 breweries, food and live music by The Cabin Dogs.

Tickets are \$45.00 per person (must be 21 or older) and include a self-guided tour of the Battleship, live music and a commemorative tasting glass. A limited number of VIP tickets are also available for \$55.00 that allow attendees early admission for a special beer sampling event and an opportunity to meet and chat with many of the brewers. Boarding time for the Festival starts at 1:00 pm, holders of VIP Tickets will board at 12:30 pm. Suggested arrival time if you plan to tour the ship before the festival is between 11:30 am and noon.

Designated Drivers will save \$2.00 on a self-guided tour; with audio, and also receive one free ticket at the blue entrance tent for one non-alcoholic beverage. Simulator Special for Festival Attendees: Those attending the Festival can also enjoy a ride in our "Motion Theater" before boarding the ship. Tickets are also available in the Battleships Visitor Center, regularly priced at \$5.00. For tickets to this event visit www.battleshipnewjersey.org or call (866) 877-6262. This event is held rain or shine.

Battleship Blast - Saturday, July 6th from 6:00 pm to 10:00 pm

This is the Battleship's annual fund raiser featuring live music, entertainment, food, bar service and more. Join us for the 11th annual Battleship Blast and experience the best view of the fireworks from the decks of the Battleship.



Ships Store

www.battleshipnewjersey.org/shop.php



USS NEW JERSEY HAT

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 sales goes to the ongoing preservation of the Battleship. **Cost \$20**



USS NEW JERSEY HAT WITH EMBROIDERED GOLD OAK LEAF (SCRAMBLED EGGS)

Look like an officer! This navy blue cap features USS New Jersey on the front, gold oak leaf on the brim and has an adjustable rear strap for perfect sizing. 100% polyester; made in USA. A portion of sales goes to the ongoing preservation of the Battleship. **Cost \$25**

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**



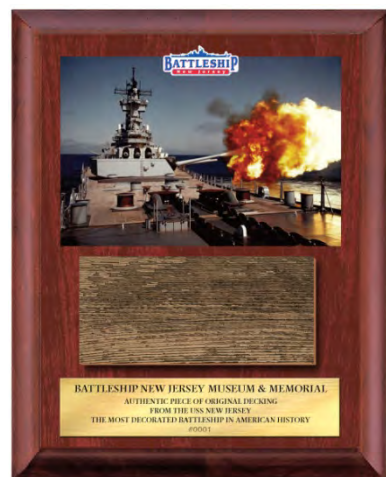
COMMEMORATIVE BRICKS

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 54**.



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 55**.



ORDERING INFORMATION

All of the above items can be purchased on the ships 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 12 columns and 3 rows for engraving text.

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

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

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

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



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



THE BATTLESHIP NEW JERSEY OFFICIAL COMMEMORATIVE PLAQUE

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

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

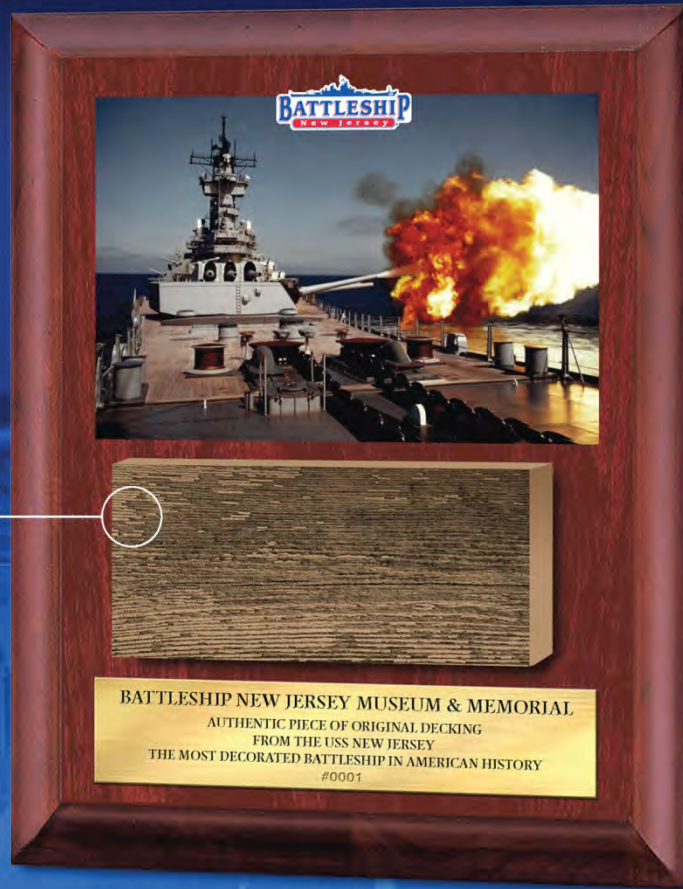
To raise funds to restore and maintain this historic ship for future generations, The Battleship New Jersey Museum and Memorial has authorized a Commemorative Plaque featuring a piece of the original battleship deck, an action photo of the ship during its service years and a serially numbered brass nameplate.

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



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

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



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

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

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

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

I wish to pay as follows (Check choice):

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

SIGNATURE

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

Name: _____

Address: _____

State: _____ Zip _____

Phone: _____

Email: _____

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

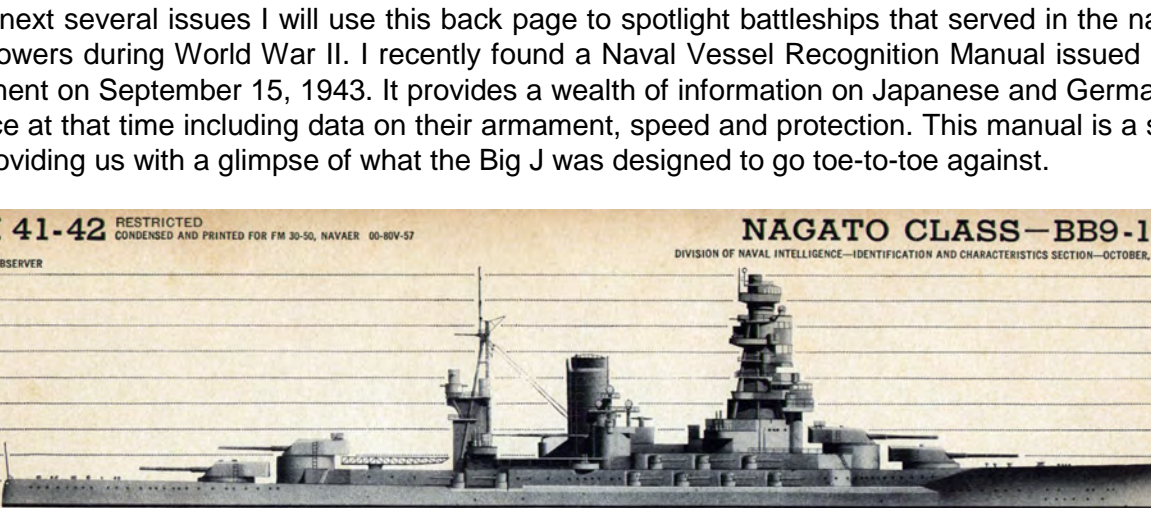
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The ‘Competition’ in World War II

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

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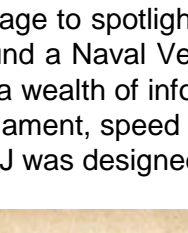
NAGATO CLASS—BB9-10 ☀
DIVISION OF NAVAL INTELLIGENCE—IDENTIFICATION AND CHARACTERISTICS SECTION—OCTOBER, 1942



HEIGHT OF OBSERVER
 135
120
105
90
75
60
45
30
15
 HORIZON BEYOND THE SHIP

LENGTH—700' OA
 BEAM—95'
 DRAFT—29'8" (NORMAL)

DISPLACEMENT—
 32,720 TONS (STANDARD)
 33,800 TONS (NORMAL)

DENSITY OF FIRE MAIN BATTERY	ARMAMENT	MAX. ELEV.	RANGE	PROTECTION	PROPULSION	KNOTS	RPM
	8-16" (45) TWIN TURRETS 18-5" (50) CASEMATES 8-5" AA TWIN SHIELD MOUNTS 1 CATAPULT, 3 SEAPLANE SCOUTS	35° 25° 85°	36,000 YD. 19,000 YD. 17,000 YD.	BELT—13" TURRETS—14" BARBETTES— CONNING TOWER—14" DECK—(OVER VITALS) 3 1/2"–7"	MACHINERY—4 TURBINES BOILERS—21 KAMPON FUEL—OIL—5,000 TONS DESIGNED HP—80,000 DESIGNED SPEED—26 KNOTS ENDURANCE—4700 @ 26 KTS 12,000 @ 12 KTS	.....420	.....400
						26.....350	.....350
						.....330	.....300
.....275	.....250	.....245	.....240	.....220	.....200	.....160	.....150
.....120	.....80						

Fate of Ships in Class

Nagato - Only Japanese Battleship to survive WW II, U.S. Navy takes possession of the Nagato in Tokyo Bay on August 30, 1945. Sunk in Bikini Atoll Bomb Test (Baker) on July 25, 1946.

Mutsu - Explodes and sinks at anchor near Hiroshima on the afternoon of June 8, 1943, probably as a result of faulty 16-inch ammunition.

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