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**USS Iowa class battleships:** \* This photo provides reference to the size of the hull numbers as you point them out to tours. The number "62" shown here is **8 feet high**. Iowa Class battleships originally included six ships to be numbered & built as follows:

BB 61 – USS Iowa	– Brooklyn
BB 62 – USS New Jersey	– Philadelphia
BB 63 – USS Missouri	– Brooklyn
BB 64 – USS Wisconsin	– Philadelphia
BB 65 – USS Illinois	– Philadelphia
BB 66 – USS Kentucky	– Norfolk

**USS Kentucky (BB 66)**, was pretty far along when construction was suspended in August of 1946. Work began again in August 1948, and when finally launched (just to clear the building dock,) she was 73% complete and remained tied up and idle at Norfolk. Years later in May of 1956, when USS Wisconsin collided with the destroyer Eaton (DDE 51), a 68 ft section of the Kentucky's bow, was refitted onto the Wisconsin at Norfolk. USS Kentucky was finally declared surplus and struck from the Navy List on June 9, 1958.

**USS Illinois (BB 65)**, like her sister USS Kentucky, was also under active construction at the end of World War II. When construction was cancelled on August 11, 1945, just three days after the Japanese surrender, Illinois was 22% complete. USS Illinois was maintained idle at Philadelphia with no further work authorized and finally demolished in 1958.

**USS Montana class battleships:** \* USS Iowa class battleships were known as "fast battleships," at 33 knots. They were to be followed by a new class of larger "slow battleships," at a design speed of 28 knots, and beginning with BB 67 named Montana. The planned Montana class was different from the Iowa's not only with slower design speed, but with the addition of a 4th turret for a total of twelve 16" 50 caliber main guns, a displacement of 60,500 standard tons, and an overall length of 921 ft. The Montana class was to include:

BB 67	USS Montana
BB 68	USS Ohio
BB 69	USS Maine
BB 70	USS New Hampshire
BB 71	USS Louisiana

All five of the Montana class ships were cancelled on July 21, 1943 before any keels were laid. It is interesting to note that with the extreme beam of the Montana's at 121'2" maximum, these ships would not have fit through the locks of the Panama Canal.

\* (*Iowa Class Battleships*, by Robert F. Sumrall, and *American Battleships* by Max R. Newhart.)

**1951 Helicopter Photograph:** The 1951 Helicopter operations photo shown in Vol.1 – Issue #3, is that of a Sikorsky HO3S-1. USS New Jersey carried only one of these helicopters during the period 1951-1953. According to Captain W. J. Aicklen, USN/Ret., who took this photo as a LTJG during the Korean War, the helicopter pilot was “LTJG Tuffinelli, who I might add was one outstanding pilot and individual.”



**16 Inch storage/powder magazine:**

Turret Captain Marty Waltemyer is shown here on the 3<sup>rd</sup> deck projectile flat of Turret#1. The shells for Turret #1 would be individually chained to the bulkheads of these areas for safety in heavy seas.

Next to Marty is the projectile hoist used to raise a shell into the loading cradles of the gun house directly above.

Below this projectile storage area (on the 5<sup>th</sup> deck) are the lower powder handling room and powder magazines. Marty has pointed out that

with the total capacity of **1220 projectiles** for all three turrets, it would require a minimum of **7,320 powder bags** (110 pounds each) to be stored in the magazines. It requires 6 powder bags to fire each 16” projectile a distance of 23 miles.

**Lost and Found Procedure**

January 15, 2002

The Following shall be the procedure for handling articles "Lost and Found" on the ship's premises:

- 1) Any property found, or reports of property lost, will be turned in to either the Visitor Center Ticket Office, or to the ship's Officer of the Deck (OOD) at the ship's Quarterdeck office.....whichever is most convenient.
- 2) At close of business of each day, all property found, or reports of property lost, must be delivered to the Visitor Center Ticket Office by the OOD or his/her representative. Any found property should be labeled with the date and location found. The Ticket Office becomes the central contact point for Lost and Found property at this point.
- 3) Any person claiming lost property must exactly identify the property being recovered before it is turned over. When the property is turned over, the name of the person claiming the property, and date, should be recorded.
- 4) If lost property is not claimed within 60 days, the property shall be discarded or donated whichever is most appropriate.

Please contact me with any questions regarding this procedure.

**Regards,**

**LCDR Frank C. Fletcher, USN (Ret.)**

**Executive Officer/Chief Financial Officer**

Reminder: Please send e-mail addresses to Bruce Haegley at [Haegley@home.com](mailto:Haegley@home.com), and bulletin comments/suggestions to OOD, or Tom Helvig at [THelvig@aol.com](mailto:THelvig@aol.com).