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Questions and Answers:

Since beginning the ship's newsletter, we have received some great questions from Docents and Volunteers. From time to time, *The Jerseyman* will share these with all hands...

Q. Name of the rigging that was stowed in the wardroom – “ship’s gangway?”

A. As recently as the 1950's and 60's, the temporary bridge from the ship's Quarterdeck to the pier had been known as the “gangway.” Since at least the 1970's, the “Brow” became today's proper term for “gangway.” The size and construction of the “Brow” depends on the size of the ships, and the distance from the ship to the pier. (Source: Blue Jacket's Manual.)

Q. What would be the ship's exact top speed of 33 knots expressed in MPH?

A. 38 MPH... (There are 1.151 nautical miles to 1 statute mile. $33 \times 1.151 = 37.98$ mph.)

Q. What are the large vertical reels used for on the 02 Level close to where the tours come down from the 04, and the same type of reels also on the second deck near the snack bar?

A. These reels are used to store 5” hawser lines in stand-by.

Tour fact: USS Intrepid (CV11, CVA11, CVS11 - Essex Class) carrier museum in New York City ... length is 898 feet - only 11 feet longer than USS New Jersey (BB-62).

Maintenance Volunteer Crew Members Hard at Work – from Dan Farrell

The maintenance volunteers worked hard down on deck two getting ready for the overnight encampments which began on February 16. All areas have been painted and cleaned and are now ready for sleepovers.



Once the crew finished the encampment area, their attention then shifted forward to medical and sickbay. Taping, papering, and painting there are now completed. Stripping and waxing of the decks are being done by the ship's deck crew. The Broadway area is next on their schedule. Our ship's painter P.J., did an outstanding job on all of the spray painting in the infirmary and will be spray painting out into Broadway. **These areas will soon be part of the new tour route.**

The exit around the starboard museum blackout area was also painted and retiled. This section, in need of a good clean up, was squared away in a very professional manner.

Outside of the tool room, Mike has been compiling a great history of BB-62 since restoration started. Stop by if you have some time and see how the ship has evolved over the past year. The work of the maintenance volunteers is an ongoing commitment that has transformed and revitalized our ship. We can all be proud.



USS New Jersey shelled by North Koreans - May 21, 1951

Captain William J. Aicklen, Jr., USN/Ret., was a LTJG aboard USS New Jersey during the Korean War, and on the bridge when the ship came under fire at 0930 on May 21, 1951. The following letter is the one he wrote to his wife's parents describing the action. He has donated the original letter, and several 1951 cruise photos to the USS New Jersey archives.

His recollection of how Seaman Robert Osterwind was killed during this action happened as he ran toward his portside general quarters (GQ) station. "Shrapnel was lying all over the deck..."

Captain Aicklen and his wife reside in Kentucky, and their son in Georgia.

"Dear General and Mrs. F.,

I have been at sea almost six weeks and it seems more like six years, the time is really dragging and I know it is because I miss my wife and son so very much.

It took us a month to report to Com 7th Fleet for duty. We arrived in Yokosuka the 12th and stayed until the 14th-taking the staff aboard from the Phil Sea while there. I went ashore once to do some sight seeing and visit the Officers Club. Unfortunately, I got liberty on Sunday and was unable to check the Navy Exchange for the silk. Walked all over the city and got a pretty good idea as to how those people live-along the same lines you described several months ago. Went to the club and ran into a few classmates-caught up on some of my classmates through them. We sailed Tuesday morning and joined up with Task Force 77 on Thursday. We operated with them for a few days then got orders to shell a few targets at Chancing, which we did. Received orders to Wanton and arrived there Sunday night-anchored in the harbor. All during the night we sent our 16 "post cards" to the Reds 16 miles away. According to our air spotter we did plenty of good. We were supposed get underway the next morning at nine but it seems the Admiral had a bridge he wanted knocked out so we stayed. I had the watch on the bridge the same morning. About 9:30 we started receiving shellfire from the beach-after one straddle and one hit on our #1 turret we finally got our inch and 2 16 inch turrets on the shore battery and wiped it out.

During a 10 minute period we put out 22 rounds of 16 inch and 109 5 inch shells at this one target-one a direct hit which blew the guns ammo up. We paid a price - one of my men (7th Div) got 2 pieces of shrapnel and died almost instantly, and 3 slightly wounded. The bridge was really in a turmoil and me right in the middle of it. The one shell that straddled us whistled right by the bridge and left me numb much later when I had time to think about it-the first time I have ever been shot at. The Admiral ordered us out over the protests of the Captain who wanted to shell the beach some more. We rejoined 77 only for a short while-the 8th Army had started a push on the east coast and we were ordered to support where needed. We are back in the Kansong area again shooting around the clock-sure makes it hard on sleeping if and when you get time to sleep. We sent our helicopter in to rescue a downed Navy flyer day before yesterday and have not heard from him since-the pilot and crewman reported missing. Rumor has it we will be in Yokosuka the 15th of June for a 10 day stay, I expect to do some shopping. Can you give me any dope on binoculars they sell here, also could you advise me on how to locate a Nikon 35mm camera-they are quite scarce I understand.

Have not gotten any mail for sometime - am anxious to hear if Maureen had her baby yet. Guess that is it for now-write soon.

Bill

26 May 1951 USS New Jersey BB-62, at sea off North Korea"

Reminder: Please send e-mail addresses to Bruce Haegley - haegley@comcast.net, and bulletin comments/suggestions to Tom Helvig - THelvig@aol.com.