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**Commissioning Pennant:**



*The Jerseyman* has had a number of questions recently regarding the ship's commissioning pennant displayed on the wardroom bulkhead. Specifically, "What is the meaning of the seven (7) white stars?" The following excerpts are sourced from the Naval Historical Center:

1. "A commissioning pennant is the distinguishing mark of a commissioned Navy ship.... A long streamer in some version of the national colors of the Navy that flies it. The American pennant is blue at the hoist, bearing seven white stars; the rest of the pennant consists of single longitudinal stripes of red and white."

2. "Earlier American commissioning pennants bore 13 white stars in their blue hoist. A smaller 7-star pennant was later introduced for use in the bows of Captain's gigs, and was flown by the first small submarines and destroyers.... The 13 stars in boat flags and in earlier pennants doubtless commemorated the original 13 states of the Union. The reason behind the use of 7 stars is less obvious, and was not recorded."

3. "As warships took on distinctive forms and could no longer be easily mistaken for merchantmen (the original reason for the commissioning pennant), flags and pennants continued to be flown, but began to shrink to a fraction of their earlier size... and accelerated by the proliferation of electronic antennas throughout the 20<sup>th</sup> Century. The biggest commissioning pennant now has a 2.5 inch hoist and a 6-foot fly, while the largest shipboard ensign for daily service use is 5 feet by 9 feet 6 inches (larger "holiday ensigns" are flown on special occasions").

It should be noted that all U.S. Navy ship commissioning pennants are identical with 7 white stars. Commissioning pennants are also presented to the last Commanding Officer during the ship's decommissioning ceremony.

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### Committee for Docent Manual Revision...

For the last several months a committee has been working long hours to revise the Docent Manual. Although the actual publication is still a few months away, we wanted to take this time to thank the committee for all the hard work. The committee members reflected a cross section of the docents --- we had the Army, Navy and Marines represented as well as civilians, and included volunteers as well as docent supervisors. All docents will get a copy of the new manual when it is republished.

The revised manual will have many changes. Along with the obvious changes --- i.e., correcting typos, renumbering the sections, other changes will make the manual more “user friendly”. For example, material has been reorganized, and since we give a wealth of information, we have bolded the most critical facts to emphasize its importance. We will need docent help to implement two other changes; these will be discussed in detail in future additions of *“The Jerseyman”*.

The members of the committee were docents **Pat DeChirico, Anne Dobbs, Paul Hanson, Cheryl Kaplan** and **Gerry McCloskey** as well as supervisors **John DiBlasio, John Mills** and **Bernardette Menna**. They all deserve credit for the dedication they put to this task and the amount of work they willingly did. **Special thanks go to Gerry for keeping us straight about the ship’s history, and Cheryl for her proof reading skills which are second to none!**

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### Helicopter starter Power Supply...

If you have described helicopter start-up procedures during your tour, you should point out this box device located on the second deck - just inside the hatch leading to the mess deck...

When called by a Helo operations telephone talker, an Electronics Tech -

(ET) stationed at this position provides the 28Volt DC “juice” to the power cables seen on the helicopter maintenance cabin bulhead...



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**Reminder:** Please send e-mail addresses to Bruce Haegley - [haegley@comcast.net](mailto:haegley@comcast.net), and bulletin comments or suggestions to Tom Helvig - [THelvig@aol.com](mailto:THelvig@aol.com).