



Date: August 12, 2002 Battleship New Jersey Docent/Volunteer Bulletin Vol. 1 Issue # 19



★ From the Admiral...

“The Battleship New Jersey Project has received many kind words and praises over the past 4 years. Most of these point out the exceptional efforts of the crew. The crew as I see it is made up of all of us involved with the ship from the early planning stages through the restoration and our presentation to the public. Each person has played a critical part in the project.

On August 3, 2002 the ship hosted the Naval Sea Systems Command Inspection Team. Some twenty experienced navy inspectors, broke up into 8 teams and conducted a material inspection from the top of the mast to the shaft alleys. The “quick look” report could not have been more welcome.

“The overwhelming consensus of the group was that we were all quite impressed with the work and effort that you and your people have put into the ship. In many areas, you feel like the ship is ready to get underway once the crew arrives. This authentic feeling and impression is strong testimonial to the talent and experience that your team brings to the ship and puts into their work. Please pass our Bravo Zulu on to them.

Signed: Pete Yarger
CDR USNR”

The “Well Done” from CDR Yarger and his team reflects positively on the efforts of every person who has worked on or for the Battleship New Jersey. We have a great team. Keep up the good work.

Respectfully,
S/Tom Seigenthaler
RADM, USN (Ret.)”

New addition to the ship...

Tuesday, July 23, 2002 --

Volunteer RD3 (Radarman 3rd Class) Ted Speer, (USS Caperton - DD 650 USNR 1954 – 1958) today donated to the USS New Jersey, the custom podium that is now a proud fixture on our ship's Quarterdeck. "I approached the Admiral for approval to build a podium and donate it to the ship. After I got his approval, I spoke with some of the Supervisors and the Curator for input. I took a couple of rough measurements and went to work. There are no plans or drawings... I always build my projects from a picture I have in my head." Thanks go out to Ted for his talent as a cabinetmaker, and for his personal initiative. The overwhelming talent found among our volunteers on USS New Jersey is surfacing every day... a well deserved Bravo Zulu.



From all of your shipmates Ted - Well Done!

Speaker's Bureau... by Volunteer/Docent George Fore

We are forming a speaker's bureau for the battleship, and are seeking Docents who would be interested in being a part of this effort. Members will be asked to fill requests for speakers from Rotary clubs, civic, veterans and church groups and other interested parties.

A 15 minute scripted slide presentation has been prepared for use by our speakers, who will then be able to answer questions for 10 – 15 minutes afterward. Naturally we feel that Battleship New Jersey Docents are very well qualified to handle this function. If you'd like to be part of our group, please let me know by e-mail and we will get back in touch with you. Please include your



telephone number and the best time to call. Already signed up are Docents: Carl Arzillo, Bob Catando, Pat DeChirico, George Fore, Bruce Frey, Phillip Galluccio, Tom Jaskel, Ken Kersch, George LoPresti, Dan Soldano, Andy Wager, Roy West and Harry Engelman.

Thanks,--

Volunteer/Docent George Fore
(GeoC4@aol.com)

A recent photo showing instruction of Camden County

Teachers by Speaker's Bureau members – Docents George Fore, and Ken Kersch.



What is this?

This device is known as a “Rhino”... (check out the steel horn at the wheel end). The “Rhino” is used to provide exceptional leverage for raising heavy pallets, machinery, anchor chain etc...

The Jerseyman - Goof-up!

The Jerseyman regrets with apologies to Volunteer/Docent Ken Kersch, that in Issue #11 (page 2), we incorrectly stated Ken Kersch’s rating as an MM2 (Machinist Mate). Ken Kersch was a USS New Jersey crewman, and his correct rating should have read: MR2 - (Machinery Repairman 2nd Class). One of Ken’s jobs was to machine down gun liner “creep” occurring after 1,000 – 1,500 plus rounds were fired from the 16” guns. (*The Jerseyman* is “on report” - we will try harder in the future...)

What ship is that?

At one time or another, most Docents have been asked this question about the 2 huge red ship stacks seen about 1 mile South of us on the Philadelphia side of the river. If the question comes up again, (and you have some time under the 3 minute rule): The stacks belong to the S.S. United States, and there are interesting statistics and comparisons to be made with USS New Jersey.

The S.S. United States at 990ft – 6 inches in length, is well over 100 feet longer than USS New Jersey. S.S. United States was called “totally fireproof” and completely constructed of non-flammable materials. Her power-to-weight ratio (including over 2,000 tons of aluminum) have never been equaled... S.S. United States is 53,000 Gross Tons. S.S. United States cost \$79 million to build in 1952. Her 241,000 hp engines (originally designed for an aircraft carrier) have reached top speeds of 43 knots (49.48mph). Her speed record westbound across the Atlantic was 3 days, 19hours, 20 minutes – Avg speed for this record crossing? Over 34 knots... She is a one of a kind and has no sister ship.

(Source: S.S. United States Foundation)



Battleship New Jersey Amateur Radio Station Participates in Annual Museum Ships Weekend Event July 21 & 22

If you were anywhere near Radio Central the weekend of July 21st and 22nd you probably noticed a lot more activity there than usual. During that weekend, the Battleship New Jersey Amateur Radio Station (amateur radio callsign NJ2BB) participated with 87 other ships worldwide in the Museum Ships Weekend Event. This annual event is sponsored by the Radio Club of the USS Salem (CA-139) (<http://www.qsl.net/klusn>). Participants in the event attempt to make contact with as many other "ham radio" operators as possible, paying particular attention to contacts with other ships. During the event club members communicated using Morse Code, Voice, and Digital modes - very similar to what would have been used during the active duty life of the *New Jersey*.

A wide variety of ships from 15 different countries participated in the event this year. A few of which included; 4 Aircraft Carriers, 7 Battleships, 18 Submarines, a Norwegian Whaling ship, and even a Russian Juliett Submarine which was recently used in the making of the Harrison Ford movie "K-19 Widowmaker".

I am happy to report that during this event the "Big J" made nearly 1200 contacts using club supplied radio equipment and the ship's own antennas. We managed to log 23 of the other Museum Ships, made contact with 50 countries outside the USA and spoke to operators in all of the 50 United States. We even made a contact with the USS Becuna (SS-319) using "Flashing Light". Their radio operator, Ray Martin - WB2LNR, was standing on the bridge of the USS Olypmia (C-6) for our contact. We used our ship's signal light, and he was using a portable spotlight.

For anyone not familiar with our activities - since establishing the club in March 2001 we have logged over 7,000 volunteer hours, made contact with nearly 8,000 other amateur radio stations in about 200 different countries. We have members on board every Saturday and occasionally during the week. For more information about our activities please visit our web page at <http://www.qsl.net/ibb62>. For information about Amateur Radio, feel free to stop by and talk with us or visit the American Radio Relay League on the web at <http://www.arrl.org>.

**For NJ2BB Harry Bryant (AA2WN)
formerly RM1(SS)
Event Coordinator for BNJARS**

The crew of USS New Jersey:

Since work began almost 2 years ago, many volunteers have offered their services, and their time, to help in the refitting and restoration of USS New Jersey. Beginning with this issue, and to get to know each other as a family team, *The Jerseyman* will try to spotlight all of our shipmates, a few at a time, until we get to know them all...

Restoration Volunteer
BM/2 (Boatswain's Mate 2nd Class)

Al Faulkner

US Navy Armed Guard aboard armed merchant ships SS Anderson City, Liberty ships, SS Richard Bassett, SS Park Holland, SS Marion McKinley, Tanker SS Rogue River - "From July 1942 and for 3 years, 6 months, 3 hours and 20 minutes."



Docent Volunteer
BT2 (Boiler Technician 2nd Class)

Paul McPike

USS Macon (CA-132)
USS Albany (CA-123)
USS Midway (CVB-41)
1946 – 1952

Paul commutes over 100 miles each way every week to serve aboard USS New Jersey...



Restoration Volunteer
MM3 (Machinist's Mate 3rd Class)

Russell Collins

USS New Jersey Engine Room #1, 1943 – 1946
"During battles, I was second loader of 20mm guns mid-ship, port side. When we were in a battle zone, we would have GQ at 5:00 AM and also at sunset, every day. Both GQ's lasted an hour and sometimes a whole day. During battle, a schedule could last from 1 hour until days of being under attack..." US Navy 1943-1946





Volunteer Biography...
Sam Kunceovich

Sam Kunceovich was born in Philadelphia in October of 1919. He is a man of many hidden talents - Shipfitter, Naval Architect, Cartoonist, Free Lance illustrator, Artist & Designer of many ship's crests both foreign and U.S Navy, plus a producer of Heraldry family crest illustrations, and USS New Jersey Docent to name a few...



Sam began one of his talents as a shipfitter at the Philadelphia Naval Shipyard in the early 1940s. He proudly worked on the Battleship New Jersey at the Philly yard in the earlier phases of BB-62's construction. In Fact, some of his own blood was spilled on the ship when he suffered a cut and laceration while working on the ship. At the time of Sam's injury, they never cleaned up the blood - just painted it over. To this day, Sam likes to tell the story "if you chipped through the many coats of paint on USS New Jersey, you would find my blood."

In 1942, Sam went into the US Army Air Corps. Upon entry into service, the Air Force realized his talents, and sent him on to aerial photography school, for training with specialized cameras. When he finished training, he was put on loan to the US Navy to photograph bomb damage inflicted on many of the Japanese installations in the South Pacific. When his navy duty was completed, Sam was assigned to General Chenault's Flying Tigers in the China-Burma theater of operations where he completed his World War 2 military service.

Sam separated from the service when the war ended in 1945, and returned to the Philadelphia Naval Shipyard in 1946 for a short time. He married his wife Rose in 1948, and their son Jack soon followed. Sam worked in the private sector as a freelance illustrator for a 5 year period, from 1946 to 1951. Then returned to the shipyard once again in 1952, still working as a shipfitter, he transferred into a shop as a machine operator, and for layout training. In 1954, he was sent on a trial basis to the Design Division as a draftsman, where he was able to express himself as an artist and show many of his hidden talents.

In 1954, his ability on the drawing board showed in his work as an illustrator, and requests from other offices and shops began to arrive. In 1956, Sam designed the Philadelphia Naval shipyard's emblem, which further led to his designing ship's emblems requested from the ship's forces. In return for his services, Sam was usually presented a mounted bronze crest of the design by the ship's Commanding Officer or Executive Officer. Of particular note, the 3rd and 4th commissioning crests for the USS New Jersey were both designed by Sam Kunceovich. Sam tells the story that by 1968, there were a total of 85 bronze plaques hung on his basement wall. Of course, this was too much weight on the wall and cracks began to develop. Sam finally had to remove the plaques to keep the wall from coming down. Also in 1968, Sam was presented a letter from the Army College of Heraldry declaring him as a recognized authority. Sam does heraldry research in his spare time, when he is not working as a Docent on USS New Jersey.

If you happen to read the book "***Battleship New Jersey: An Illustrated History***" by Paul Stillwell, you will find the following passage on page 13: "**All told, the size of the work force involved in the New Jersey's construction amounted to perhaps 6,000- 8,000 men and women... One of those thousands was Sam Kunceovich, a young shipfitter's helper. He recalls the 1940-42 period when he was in the yard as a time when there was a "spirit to get things done, to get ships built". It is 60 years later, and Sam still shows the spirit...**

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