



Issue # 27
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THE JERSEYMAN

Reflections and Commemoration...

Happy Holidays!

It was December 7, 1942— exactly one year after the Japanese attack on Pearl Harbor, and *USS NEW JERSEY* slid stern first from Shipway #3 at the Philadelphia Navy Yard. She weighed just over 36,000 tons at launching, and even with her anchors and chain hanging deep from the bow, it was not enough to slow momentum and her stern gently touched the New Jersey banks. Five more months of fitting out would be needed before her first commissioning on May 23, 1943... and to ready her for joining the war in the Pacific.

As we look back from that December day 60 years ago, we also remember the events of Pearl Harbor exactly a year earlier on December 7, 1941...and almost three decades after that, the dramatic and unexpected withdrawal of *USS NEW JERSEY* from Vietnam...



On December 17, 2002, it will mark 33 years since *USS New Jersey* was once again set aside, and decommissioned in Bremerton, Washington. If readers of *The Jerseyman* have an opportunity to review the ship's archives of the three *USS New Jersey* cruise books from 1968 and 1969, it would be time well spent. They are titled "*Dreadnought Returns*," "*Dreadnought 68-69*," and "*Dreadnought Farewell*" ©1969 to Neil Leifer. The photographs found in these cruise books are unique, with most taken by famous Life Magazine photographer Neil Leifer. Neil Leifer joined

Captain Snyder and the crew for her full deployment to Vietnam, and these cruise books were the result. All by themselves, the photographs tell the dramatic story of *USS New Jersey* and her crew, in their deployment to Vietnam... "*Reflections and Commemoration*" begin on page 4...

(Captain Peniston is shown in a photo from Washington and Lee University on November 15, 2002.)

Thank you
Volunteers and
Crew!
Troy M. Collins,
President and COO
Battleship New Jersey
~
Troy Collins offers an
assessment of 2002,
projections for 2003,
and grateful thanks...
(Pages 2 and 3)



With this our final issue of 2002, *The Jerseyman* completes our first full year of publication. We also begin our new schedule of publishing on the first Monday of every month beginning January 6, 2003. We wish all hands the happiest of holidays and a New Year of peace in 2003 "Fair Winds and Following Seas..."
United We Stand
9/11



To all Volunteers and Crew:

Thank you for your efforts in 2002! We've come a long way and have much to be proud of thanks to your expertise and dedication. **We could not have done it without you.**

As dedicated crewmembers, I'd like to take this opportunity to briefly touch on the highlights of 2002 and what we can expect in 2003. While many volunteers have been here since the Ship was berthed at Broadway Terminal, others may not realize that 2002 was actually a transition year. We moved from restoration, refurbishment and construction (which still continues) to a focus on our business operations as one of region's premiere museums and attractions.

By the end of December we expect to log over 200,000 volunteer man-hours since the project's inception, and host close to 200,000 visitors for the year, exclusive of the countless event rentals and dozens of encampments. This is only the beginning. In the future we plan to aggressively grow our numbers in all areas, grow our tour options, offering ancillary services, creating new product lines and program added value for our patrons.

As you may be aware, the Home Port Alliance continues a total restructuring of our operation. We also continue to diversify the Board. In the coming several weeks we hope to announce a very important and special appointment in this regard. At the management level, we have created an Executive Committee designed to provide expertise, contribute ideas, insure interdepartmental communication and encourage teamwork. Our financial struggles continue but our plans indicate that creativity and hard work will bring them to an end over the next year.

Our Executive Committee consists of the following:

Troy M. Collins – President and CEO

As President, my role will be overseeing the strategic and growth process. After the outstanding effort put forth by the former and current management and volunteers, I am now responsible for leading the re-organizational effort, maturing our operations, growing our business and insuring the long-term success of the Museum. With the Executive Committee I act as a listener, facilitator, coach and arbiter, while helping each department recognize their priorities and how their actions affect other areas. I am also responsible for communication with our fine and dedicated Board of Trustees. I not only keep them abreast of our progress but solicit their time and resources in helping to solve problems and provide vehicles for success. Over time and as we cross from stormy to calm seas, I will begin more of a focus on our Master Plan and larger Business Development projects while always maintaining a healthy pulse on the Museum's daily operations.

RADM Thomas Seigenthaler – Executive Vice President and Chairman, Battleship Foundation

Admiral Seigenthaler will continue his role in providing our military/naval interface including inspection maintenance areas while also spearheading military events. He also is responsible for generating opportunities with companies to sponsor and collaborate in additional historic preservation and restoration. New projects in this regard will be announced soon. The Admiral also serves to supervise our public affairs. With the creation in the very near future of our own Foundation, Admiral Seigenthaler will also assume the Chairmanship of that organization designed to develop a base of financial support for our long-term longevity.

Robert Farrell – Vice President, Finance and Human Resources

Bob's responsibilities include all areas in finance including accounting, budgeting, forecasting, strategic planning and internal financial policies and cash control. Additionally, Bob also spearheads Human Resources including benefits, manuals, hiring and labor relations. Add risk management and Information Technology (IT) to this mix and Bob is sure to be a busy man.

Scott Kodger – Vice President, Curatorial Affairs and Education

Scott Kodger is the chief content executive for our operation. His oversight includes the content and presentation of the tour(s) as well as the ongoing development of curatorial and tour route areas. In this regard Scott, in conjunction with Marketing and Operations, is studying the public's desires for different tours while blending those ideas with a longer term plan to keep our experience fresh and exciting. Education has been added to Scott's division insuring that we continue to develop programs for schools, universities and other educators so that our products become ever more appealing to a wider audience.

Jack Shaw – Vice President, Operations

Truly a "Jack" of all trades, Mr. Shaw is responsible for a diverse collection of departments. Jack supervises daily maintenance and tour operations. Furthermore he oversees staffing, security and visitors center operations. Jack is also the direct report for Dan Farrell, our new Manager of Volunteer Recruitment and Welfare. Together, please be aware that Jack and Dan are developing multiple new methods of volunteer recruitment, as well as more formal welfare programs for our volunteers that will provide perks, social programs and improved ways to communicate with management. These gentlemen are working hard for you because you deserve it, and we must offer you a volunteer voice directly to the senior staff. As operations grow, Jack's responsibilities will include event and encampment operations, parking, food/beverage and implementation of additional product lines and added value programs and aesthetics (ie: weekend pier entertainment) for our guests.



Jack Willard – Vice President, Sales and Marketing

The newest member of our staff will be the latest one overwhelmed with projects, but also one to take the challenge headfirst. Jack's marketing functions will include the revamping of our advertising creative and collateral, the creation of a branding program for the Museum and the development of a strategic mass media campaign and significant development of promotions and PR. In regards to sales, Jack will spearhead the creation of a group/school sales department while growing event sales and encampment sales. Jack will also look to generate revenue and marketing exposure through corporate sponsorship sales. And naturally, when new product lines are introduced, Jack will be there to market and sell. Final to this list (but not necessarily his duties) will be the overhaul of our important website presence online .

TBA – Vice President, Development and Membership

We continue the recruitment and interview process for this individual. We anticipate making a decision before the end of the year. This new executive will have responsibility for all areas of unearned income or fundraising. These areas will include a diverse group of methodologies including our membership program, grant writing, corporate gifts, endowments, planned giving, etc.

While there has been much change in 2002, it will continue into 2003 as we take a true "start-up" business to the next phase and plan for decades ahead. Your own expertise, backgrounds and ideas remain critically important. All your suggestions from the initial "Rap Sessions" have been collected, categorized and packaged. Now that 85% of our Executive Committee is in place, they will be distributed and discussed at future meetings. Please continue to give us your ideas and concerns. We will be working to continue to improve communication between Volunteers and Management. Dan Farrell will be your point of contact, and Dan will be sure to communicate ideas to the proper individuals.

While I don't want to take too much time on specifics, I will briefly address the parking situation. It continues to be a highly complex process based on ownership of the lots, management of the lots, existing usage contracts for the lots, general supply and demand problems, and issues related to the master plan for the Camden Waterfront. Please rest assured that management views this issue as vital to our survival and success, and continues to address the problem in both an aggressive and strategic manner.

We cannot say enough, or express enough, gratitude for the services you have provided the Home Port Alliance. Your patience in dealing with many frustrations as our organization learns and grows, make your dedication that much more appreciated. We thank you so much for your past support, and in advance for your continued support.

On behalf of the Board of Trustees for the Home Port Alliance, and the entire Management and Staff of the Battleship New Jersey, we are forever in gratitude and appreciation. We wish you, your family and friends the happiest and healthiest of holiday seasons, and as Americans all, we continually pray with you for our men and women in the armed forces and for a peaceful 2003. I look forward to seeing all of you throughout the coming year.

Very Truly Yours,
s/Troy Collins
President and CEO
Battleship New Jersey





FROM THE BRIDGE...

Captain Robert C Peniston United States Navy, Retired

Captain Robert C Peniston graduated from the US Naval Academy in 1946 as a member of the Class of 1947. His initial assignment was to USS New Jersey (BB-62), where he served as Second Division Officer (Turret 2) and as Assistant Navigator. He had subsequent assignments in USS Putnam (DD-757), USS Cone (DD-866), USS Williamsburg (Presidential Yacht), USS Willis A. Lee (DL-4), Bureau of Naval Personnel, Executive Officer of USS Nicholas (DDE-449), and Commanding Officer of USS Savage (DER-386). He then attended the Naval War College in Newport, R.I., and was subsequently assigned as aide to VADM Bernard L. Austin, President, Naval War College. Then to USS Tattnell (DDG-19) as Commanding Officer, and reassigned again to Bureau of Naval Personnel. On 20 August of 1969, Captain Peniston once more returned to USS New Jersey (BB-62) as prospective Commanding Officer, and scheduled to relieve Captain J. Edward Snyder, Jr., on August 27th. On August 21, 1969, the day after arriving, a telephone call from Washington alerted the ship that the Secretary of Defense was about to announce the deactivation of dozens of US Navy ships including USS New Jersey (BB-62). Captain Peniston then went on to skipper the deactivation of USS New Jersey for the following four months leading to decommissioning. The Captain then proceeded as Commanding Officer USS Albany (CG-10), and further reassignment to the staff of CINCLANT and CINCLANFLT, as Assistant Chief of Staff for Operations (J-3). His final assignment was as Director, Naval Educational Development on the staff of Chief Naval Educational and Training in Pensacola, Florida. Captain Peniston retired from the United States Navy on 31 May 1976, and now makes his home in Lexington, Virginia. Upon naval retirement he then became active on the staff of Washington and Lee University, and further served as Director, Lee Chapel until his retirement in June 1998.

There was a poignant deviation made by Captain Peniston from his decommissioning presentation...

It was a tribute to Admiral Raymond A. Spruance, the first Admiral to raise his flag in USS New Jersey on February 9, 1944.

On Saturday, December 13, 1969, Admiral Spruance passed away.

It was just 4 days prior to the decommissioning of USS New Jersey...

“From the Captain...”

There is little to document about the days in Bremerton. No one notices when a sailor carries his seabag down the brow and, glancing back once or twice, goes his separate way. Or when a box of stores, brought aboard just a few weeks ago, is carted off again. Or when the fancy work on a third-deck ladder is cut off and the ladder is painted gray. But in one hundred days the small departures add up. In a hundred days, a crew of 1,670 shrinks to 475. A 56,000 ton hull rises ten feet higher in the water as her supplies disappear. And a single footstep seems to echo the length of the ship...”

“It was raining on 17 December. Not a torrent or a thunderstorm—just a cold, quiet, gray, wet day. The weather seemed appropriate to the occasion.”

“When NEW JERSEY entered Puget Sound on 8 September, I told several representatives of the news media that I was glad to be back in the Pacific Northwest but not for the task that lay ahead. After 100 days, I have not changed my mind with the assigned task now virtually complete. Only an order is required to complete it. But before that order is issued, I would be remiss if I did not express our appreciation to Admirals Petrovic and Hannifin, the fine people of the Puget Sound Naval Shipyard, and the naval activities in the area for their wonderful support. Our heartfelt thanks also go to the State Society of the Battleship NEW JERSEY which did so much for us throughout our tour and to the Society's President and Corresponding Secretary who traveled from New Jersey to be with us today. To Governor Evans and all the citizens of the state of Washington goes our deep appreciation for their many kindnesses and hospitality. Wherever NEW JERSEY has gone, she has found her way into the hearts of the people. The citizens of Washington have been no exception and have demonstrated that they do indeed have warm and generous hearts.

It was only 20 short months ago that the Battleship NEW JERSEY answered her third call to the colors and her return to the active rolls was warmly welcomed by those who loved freedom. Today, the mood is in direct contrast for we are here to mourn at her passing. But let our purpose be crystal clear. The battle is over, the last salvo fired. We are not here to ask why, but rather to pay tribute to, and to honor a great and gallant lady.

The crew of NEW JERSEY was given a unique opportunity that day in April in Philadelphia -- one which comes but to few men. To the magnificent group of men assembled here plus their shipmates who have gone on to other assignments or to civilian life, who wear the mantle of "battleship sailor" for perhaps the last time, went the task of writing what may be the last chapter of the dreadnought in the annals of American history.

The stories of these men and their predecessors are legion and well document the glory of the big ships. In the crucible of war, the hallmark of the battleship was forged, and in the conflict in Vietnam it may have forever ended.

With the proud tradition of those who had gone before, the way was lighted for those who were to serve during NEW JERSEY's third tour. In August 1967, the call went through-out the service for men who would serve. They heard, and they came. From 'round the world and even from retirement they came because their country needed their skills and expertise to make NEW JERSEY, once again, a fighting ship.

Through the cold winter of Philadelphia, NEW JERSEY's crew worked toward one objective -- that of preparing the ship for her mission of bombarding North Vietnam and providing massive gunfire support for the allied forces ashore in Southeast Asia. They did their work well, and on 6 April 1968, NEW JERSEY flew her commission pennant and her country's colors once again. Through the preparation for and during the shakedown training they worked against the clock and on 30 September 1968, "Firepower for Freedom" was no longer just a motto. It became a reality for on that day the omnipotent 16" rifles thundered once again in the Pacific, and suddenly the enemy in Vietnam was confronted by an awesome weapon of devastating power. But his position was not unique for other enemies of America had felt the wrath of the Battleship NEW JERSEY in days gone before.

For 152 days --- not 30 as some would have us believe - NEW JERSEY hammered the enemy giving him no respite and destroying his heretofore untouched havens of safety. Day and night, in muddy darkness and in dazzling sun, under overcast clouds and the driving rain of the monsoons, the men of the "Big J" provided the gunfire that gave the enemy no rest, but enabled our fighting men ashore to sleep a little better.

Their reward was not always a tangible one. All of the many small and seemingly insignificant tasks may have at times been viewed as unimportant or at best boring. But to those soldiers and Marines ashore who looked to the sea, particularly when the monsoons denied them the needed air support, the big ship became a lease on life. They will never forget the reassuring sound of the "Freight Trains" as the deadly 16" shells whistled overhead on their way to the target. Those same men who have returned home will never forget the "Big One" as NEW JERSEY was known to many ashore, and their families who saw a familiar smiling face return safe from Vietnam will never forget the magic hull number -- 62.

Knowing that many did return home because of their time on the gunline is far greater satisfaction to the crew of the "Big One" than any words that I or anyone else can express in their praise. But let me say that the Commanding Officer of NEW JERSEY could not have asked for more than these men gave.

Mine is a very difficult task today for many reasons, and many of them are paraded on board before you. But it is particularly so because of my long association with NEW JERSEY. We met for the first time, although briefly, in July 1943 at Annapolis. In August 1946, here in Bremerton, I reported on board her for duty as a newly commissioned officer. Now I find myself the Captain of what always has been, literally and figuratively, the big ship of my life. Very shortly, I will give my last order as her Captain. That order will be to haul down the commission pennant. When it comes down she will be a steel shell, her crew gone, her guns silenced from within, lying in repose. She will have rejoined her sisters - IOWA, MISSOURI, and WISCONSIN.

As that dreaded moment draws near, I cannot give that order without posing the questions: Looking back on her 26 years of service to her nation, what would she want said of her? What would she want remembered of her?

I know she would want all to remember that she was born a fighting ship and she remained that way to the end.

She would want it remembered that in three wars, she bore her nation's flag into battle in freedom's cause and brought it here today without it having being defiled while it was entrusted to her care.

She would want it remembered that she gave her all and that no one expected any less.

She would want it remembered that it had been said of her by many that her mighty 16" rifles were the most accurate artillery in the world, that they carried the biggest punch, that they could go where needed, when needed, and that once there they destroyed the enemy. She would also like it said that her presence, whether firing or silent, boosted the morale of countless numbers of our troops ashore in Vietnam.

She would like to have the words of a young Marine remembered who told me that thanks to the "Big J" he was awarded the purple heart instead of having it presented to his parents.

I know she would quiver in pride at the words of another Marine, the Commanding General, III Marine Amphibious Force, who said: "Regret I cannot attend the decommissioning ceremony. We of the III Marine Amphibious Force ashore in Vietnam are saddened by this event."

She would like it remembered that she lead a charmed life in action against American's foes and that only once did an enemy shell take one of her crewmen from her.

I know she would cherish the thought that when the inactivation decision was announced, her decks and passage-ways fell silent and that the silence was broken only by exclamations of disbelief and the sobs of brave men weep-ing openly and unashamed. But in spite of their disappointment and chagrin, they would soon recall, as she would have them do, the lines by which she had lived:

*Now these are the Laws of the Navy,
And many and mighty are they.
But the hull and the deck and the keel
And the truck of the law is - OBEY.*

I know she would want it remembered that she always stands ready to defend the cause of freedom.

And last I know that she leaves us holding most dear the salute of the naval service that transcends all others - - - WELL DONE!

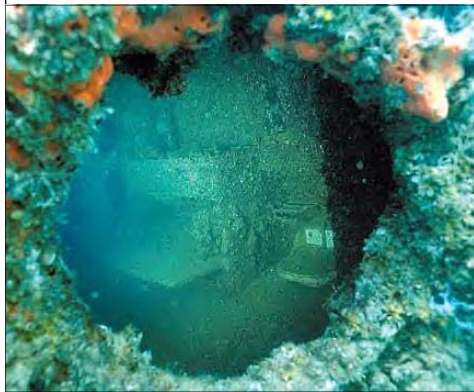
The hour cometh and now is to say farewell. But, before doing so, my last order to you ---
Battleship NEW JERSEY is --

**Rest well, yet sleep lightly, and hear the call, if again sounded,
to provide "Firepower for Freedom."
She will hear the call and thanks to her magnificent crew she is ready."**

USS Arizona (BB-39)
USS Utah (BB-31)



Once again on this December 7, 2002, we stop to commemorate tragic events 61 years ago. *USS Arizona* is of course the most remembered, having gone to her grave with 1,177 Sailors and Marines still entombed. Perhaps less remembered, is battleship *USS Utah (BB-31)*, herself resting on the bottom with 54 sailors still entombed, and not far from *USS Arizona*. *USS Utah* was built here in Camden, NJ, and was constructed not much more than a mile away from where our proud *USS New Jersey* rests today. The anchor photo shown and used for our Jerseyman "Battleship Development" series, is the 19,585 pound anchor raised from *USS Arizona*... And a life ring retrieved from *USS Arizona's* No. 2 Motor Launch...



Porthole showing the Marine Division Office on Arizona's second deck...

We sincerely thank the US Park Service for these photos taken beneath the waters of Pearl Harbor in 2001...



***USS Arizona's* 14-inch guns could fire 1,500 pound shells 20 miles.**



A ladder to number one turret... *USS Utah (BB-31)*

USS Arizona (BB 39)

A hatch cover still raised...
USS Arizona



Ladder leading to the
Captain's Cabin on
USS Arizona



Admiral's Cabin on Arizona's second
deck. Showing are a large table, an
overturned chair, and the overhead light
fixture with the light bulb still intact.



USS Arizona ceramic bowl
and fork lie as they fell
on December 7, 1941...

NOW HEAR THIS!



On November 19th,
The Jerseyman received the following:

VOLUNTEER CREW BB62
A note of thanks for the basket of fruit!
It was a great thing for you guys to do,
and was greatly appreciated!
Regards,
s/Fred Cassentino

The Jerseyman—A request...

The Jerseyman asks All Hands, in all 50 states, that might have photos of US Navy ship's bells to please forward a copy to us. For example, two ship's bells from Battleship *USS Utah* (BB-31) are currently on display in Salt Lake City, and in Clearfield, Utah. Does anyone have photos they can send?

We are looking for ship's bell photos from **all US Navy ships**. With your help, we would like to show these bell photos along with stories about the ships they came from, in future issues of *The Jerseyman*. Most sailors never got the chance to serve as an Iowa Class Battleship sailor, but most of us also never got the chance to be a Tin Can sailor, or ship out with carriers, or with the "Gator Navy" either... If you can assist with Navy bell photos, please contact: THelvig@aol.com,

or mail to:

Master Chief Tom Helvig, USN, (Ret.)
Writer/Editor *The Jerseyman*
62 Battleship Place
Camden, New Jersey 08103



NOW HEAR THIS!



PLEASE keep *The Jerseyman* informed...

The Jerseyman has recently become aware of several shipmates that had been taken ill, and we regret not being made aware of this for mention in the crew's "Binnacle List." To ensure friends aboard ship are notified, *The Jerseyman* would like to mention these shipmates for those who might want to make a call, or send a card.

If you become aware of a shipmate's illness, please send an email to THelvig@aol.com.

Thanks!

Tom

We leave the year 2002 with hope for a peaceful New Year in 2003, and a smile...



**What would happen if men had to vacuum the house every day...
(With thanks to shipmate Carl Arzillo)**