



**March
2003**

THE JERSEYMAN



We remember...



NEWSGRAM...

HEARING AIDS...



Editor's note: As *The Jerseyman* is compiled each month, we try to focus on historic and current information related to Battleships of all nations, and specifically to our own USS NEW JERSEY. Once in a while though, a subject comes up that doesn't fit this focus, and here we bend the rules a bit. For our ship's volunteers and other *Jerseyman* readers: if you are a veteran, maybe getting a little bit South of age 39, and find yourself saying "What??" about 47 times a day... this article may be for you. It has to do with obtaining **ONE-TIME FREE HEARING AIDS, or PAYMENT ASSISTED HEARING AIDS FOR ALL VETERANS...**

Master Chief Tom Helvig, USN (Ret.)
Volunteer Writer/Editor *The Jerseyman*

"DoD has initiated a new program called Retiree-At-Cost Hearing Aid Program (RACHAP) for Air Force, and/or Retiree Hearing Aid Purchase Program (RHAPP) for Army/Navy which is available at certain military treatment facilities (MTF). Before traveling to a particular base/post that's listed to participate in a RACHAP/RHAPP program, it is highly recommended that you contact the facility first to ensure the program is still available at that facility.

Hearing Aids: Veterans may be entitled to free hearing aids from the VA if they meet any of these categories:

- Service connected for hearing loss; ear disease or Tinnitus
- Service connected - any medical problem at a rating of 10% or more.
- Former prisoner of war
- All WWI veterans

Guidelines have been revised to include any veterans with a 10% or more rating for any problem [including veterans without service-connected hearing loss]. VA must consider the hearing loss in a non-service-connected ear when rating a service-connected ear, when the non-service-connected ear is 10% or more disabling vice the former total deafness requirement.

While federal directives allow for this category of veterans to receive hearing aids, individual VA hospitals/clinics have the right to further determine local policies regarding access to hearing aids for veterans without service-connected hearing loss. Depending upon the availability of services at your local VA facility, you may be required to have a confirmed service-connected hearing loss to receive hearing aids. To obtain clarification of policies in your area, telephone your nearest VA regional office.

Retirees, not family members, can purchase a hearing aid at government cost, a considerable savings over a commercial purchase. Retirees may also call the nearest MTF to see if the program is available, or where the nearest participating MTF is located. The MTF must have an audiologist on staff to perform the examination and prescribe the appropriate device. Most Navy MTFs participate in RACHAP. Do not be surprised if the following guidelines are required by the MTF to receive services.

- Veterans who are eligible for hearing aids services through the Veterans Administration will not be seen on the RACHAP program. The VA is funded specifically to address these problems. Your MTF may require written notice that you are not eligible for hearing aids before they will see you.
- In addition to the statement from the VA declining you services there may be required a statement signed by your physician stating that you are "medically cleared for hearing aid use." This is an FDA requirement. Verbal orders from the VA or your physician are not adequate.
- The MTF may not be able to provide the required follow-up service to out of state and out of the local area veterans. Often, as many as four appointments are required to complete the fitting process.
- The MTF might dispense digital aids to those retirees who choose them. Prices can be up to approximately \$1300 each for the digital aids and may be in the \$500 range for non-digital aids. Not all hearing aids are suitable for all patients. The MTF will assist you as much as possible in making this decision."

"The Veterans' Benefits Improvements Act of 2002, established a presumption of service-connection for hearing loss associated with certain military skills (to be determined by the VA in consultation with the National Academy of Sciences) and authorized compensation for service members who have a rated hearing loss in both ears."

Editor's Note:

If you apply for this Hearing Aid program, please let us know at *The Jerseyman*, how you made out...

IN THEIR OWN WORDS...

As a young Junior Warrant Officer, Donald Kirby Ross was awarded the Congressional Medal of Honor for heroism on December 7, 1941 by Admiral Chester Nimitz, for service aboard the battleship USS NEVADA (BB36). The USS NEVADA was anchored directly astern of USS ARIZONA when the attack began at 7:55 a.m. Although he twice fell unconscious from smoke and steam, Warrant Officer Ross was able to restore power to the ship, enable it to get underway, and provided the power to steer toward a grounding at Waipio Point in Pearl Harbor. In 1991, at the Pearl Harbor 50th anniversary commemoration of the Japanese attack, Captain Donald Kirby Ross, USN (Ret.), was called upon by the Pearl Harbor Veterans to introduce President George Bush. In 1992, Captain Donald Kirby Ross, CMH, died in Port Orchard, Washington.

After a telephone introduction arranged by Captain Robert C Peniston, USN (Ret.), the following USS NEW JERSEY article, and several personal photographs were graciously loaned to us at *The Jerseyman* by Mrs. Helen Lou Ross, wife of Captain Donald Kirby Ross, USN. Mrs. Ross is the Sponsor of Aegis Class Guided Missile Destroyer USS ROSS DDG.71, has written professionally, and now makes her home in Burley, Washington. With our sincere thanks and appreciation, Mrs. Ross has offered to share some of her recollections and writings with *The Jerseyman*.

"Asleep In My Bungalow In Waikiki" by Helen Lou Ross (From a Navy League Book -

"Where Were You 7 December 1941?")

"On that "date that will live in infamy" in a little Waikiki bungalow, I sleep off a late Saturday night date with a certain Warrant Officer attached to the battleship NEVADA. The attack on Pearl Harbor barely disturbs my dreams. Reluctant to rise early on Sunday morning, I toss and turn as I wonder why the Army is practicing on the Sabbath. The wall phone jangles me fully awake. My sleepy "Hello" is countered with a shrill, "What are you doing? Sleeping? My God! We're being attacked!" The hysterical voice is Phyllis, a co-worker at Hawaiian Quartermaster. "Half of our battleships are sunk! Turn on your radio!" I can't believe what I hear, but the radio confirms Phyllis' excitement. "This is NO drill. This is the real thing! All service personnel report to your units. Civilians stay under cover. Pearl Harbor, Hickam Field, Schofield Barracks and Wheeler Field have all been attacked! My first thought is of Warrant Officer Don Ross. Secure in his big grey ship, deep in engineering spaces, he is safe - I think. As a civilian employee for the Army, I need not report for duty. My house mate, Margie, a free lance artist, lies fast asleep in the front bedroom. I shake and wake her with the tragic news. She leaps from bed.

"Oh, goodie! I'm so glad I stayed for this!" There is no guessing the reactions of some people.

While we hastily dress, KGU, the local station, goes off the air to cancel the beam that doubtless led the first attack group directly to Pearl Harbor. I switch to a station on the Island of Kauai. Ironically, a vocalist cheers on "It's so peaceful in the country. . ." We grab a bite of breakfast, and curious as cats go out through the court to Tusitala Avenue. Neighbors congregate under the Banyan tree. Two women stand on a bench and claim to see smoke over the harbor. We look and see not only smoke but occasional flames from burning ARIZONA. A news boy call of "EXTRA! EXTRA! JAPANESE PLANES SINK THE FLEET! READ ALL ABOUT IT! causes a rush for change. We buy a Honolulu Advertiser we will save forever. Rumors run wild. We hear that OKLAHOMA has turned turtle. "Impossible!" I say ARIZONA has exploded. "I don't believe it!" I think. All our planes were shot up on the runways! "Rubbish!" I think back to the previous Sunday paper which featured our superb Fleet and Armed Forces, stating that we were ready for anything. Simulated disaster drills and preparations for such had been held for civilians. How would we react to the real thing?

I pull my one and only suitcase from under my bed, toss in a few clothes, run to the kitchen for necessities. My movie camera (a rarity in those days) fits into a Lahala hand-bag, along with an old revolver found in one of the closets. I have fresh ammo purchased on Thanksgiving Day at the insistence of a Navy friend. The phone disrupts my concentration. It is Bob, a photographer pal, who was shooting the fleet from Aiea, a small town above Pearl Harbor, where he witnesses the entire attack. "Don't worry about Don," he tells me. "I saw the NEVADA pull away from the burning slips and start out through the Channel." A huge relief as I hear that Don's ship is okay. The "Cheer Up Ship" is on her way to deal with those dirty Japs. As Bob lists the sunk and damaged ships I note the names on a pad by the phone. I tell him we are packing for evacuation, but for where I don't know. I tell him if no one comes for us, we'll crawl under the bungalow and watch for the Japs through the lattice work. I will take pictures as they come into the court, and if they discover us I'll use my revolver.



IN THEIR OWN WORDS...

Margie hears me. "Oh Helen! You wouldn't! How could you?" I glare at her. "You've heard of the rape of Nanking? Take your choice." A pounding on the door interrupts us. Our neighbor offers transportation to the tunnel in the hills, one place of refuge. We look at the small car piled high with possessions and decline the invitation. Within a minute another car driven by Bryan, one of Margie's clients, pulls into the court. He has come to rescue us. Before we can leave the phone rings again - Phyllis, scared to be alone begging to join us. We pick her up and head for Bryan's home in Manoa Valley.

A block from the bungalow we come upon the source of the earlier explosion - a six foot wide hole in the pavement caused by a misfired shell from Fort DeRussey. On AliWai Boulevard we meet trucks loaded with National Guardsmen on their way to Diamond Head. Tanks rumble by at a slower pace. We pass several burning homes in the Japanese quarter. Not a plane disturbs the still, blue sky. We later learn that we have almost no planes left to fly.

In late afternoon from Bryan's home we can look across Honolulu to Pearl Harbor - a fearsome sight covered with heavy black smoke. Bryan gives me blankets to blackout the living room. Margie and Bryan prepare food in the kitchen before the 6p.m. curfew. That evening we listen to sporadic radio reports and to Tokyo Rose, gloating over the success of the attack. When she lists the damaged battleships and names NEVADA we scoff, as we know what Bob had seen and told us.

For three days I believe that Don is safe in the bowels of that great steel ship. Not until Wednesday do I learn the ship is grounded on Waipio Point to keep it from sinking in the Channel. I learn that Don is hospitalized, blinded, burned, and debilitated. A month later I married the Warrant Engineer who, three months later was decorated by Admiral Chester Nimitz with the Congressional Medal of Honor for action on board USS NEVADA on 7 December, 1941."

"Don Ross continued to distinguish himself during and after World War 2. He was Chief Engineer (Acting) of the U.S.S. NEVADA during the Normandy invasion, when that ship stood offshore and traded shell fire with German Coastal Artillery emplacements. He retired with the rank of Captain. His widow, Helen Lou remains active in Naval affairs. She sponsored the newly commissioned Aegis Class Destroyer, U.S.S. Ross in 1997."

Medal of Honor citation

(From the official publication "Medal of Honor, 1861-1949, The Navy", page 252):

*The President of the United States
in the name of The Congress
takes pleasure in presenting the
Medal of Honor
to*

"ROSS, DONALD KIRBY

Rank and organization: Machinist, U.S. Navy, U.S.S. Nevada.

Place and date: Pearl Harbor, Territory of Hawaii, 7 December 1941.

Entered service at: Denver, Colo. Born: 8 December 1910, Beverly, Kans.



"Citation:

For distinguished conduct in the line of his profession, extraordinary courage and disregard of his own life during the attack on the Fleet in Pearl Harbor, Territory of Hawaii, by Japanese forces on 7 December 1941. When his station in the forward dynamo room of the U.S.S. Nevada became almost untenable due to smoke, steam, and heat, Machinist Ross forced his men to leave that station and performed all the duties himself until blinded and unconscious. Upon being rescued and resuscitated, he returned and secured the forward dynamo room and proceeded to the after dynamo room where he was later again rendered unconscious by exhaustion. Again recovering consciousness he returned to his station where he remained until directed to abandon it."

U.S.S. NEVADA (BB 36)...

(Photo courtesy of Mrs. Helen Lou Ross)

Length Overall: 583'

Extreme Beam: 95'3"

Normal Displacement: Tons: 27,500, Mean Draft: 28'6"

Designed Complement: Officers: 55, Enlisted: 809

Armor: Belt: 13.5"

Turrets: Triple: 18", Double: 16"

Deck: 2nd: 3", 3rd: 2.5

Conning Tower: 16"

Designed Speed: 20.5

Designed Shaft Horsepower: 24,800 /26,500

Manufacturer: Fore Rivers

Screws: 2

Boilers: Manufacturer: Yarrow (FR)

In 1924 the Geared Cruising Turbines from *North Dakota*,
Mfg. Curtis (FR), were placed in *Nevada*

Fuel Oil: 2,037 Tons

Class: ***USS Nevada***

Returning to Pearl Harbor after a brief occupation duty in Tokyo Bay, *Nevada* was surveyed and assigned as a target ship for the Bikini atomic experiments. The tough old veteran survived the atom-bomb test of July 1946, returned to Pearl Harbor to decommission 29 August, and was sunk by gunfire and aerial torpedoes off Hawaii on 31 July 1948.

USS IOWA CLASS - MAIN BATTERY...

Liner creep... (Notice the area of exposed gun liner...)

“As the 16” guns are fired, the inner liner tends to stretch a bit with each firing. When the outward creeping reaches somewhere around 3/4 inch, there is increasing danger of the liner cracking. To remove this exposed area of the liner at the muzzle, a special gun lathe is rigged by the ship’s Machinery Repair gang to do the job.

The lathe is first slid into the barrel and locked in place. Using an air powered drill motor and special gear arrangement, it causes the tool bit to slowly rotate and cut away the exposed liner. As the tool bit cuts, oil has to continually be applied to the cutting surface. It is a slow process of about 3 to 4 hours and a real mess for the teak decks. The Boatswain’s Mates tried to protect the decks with plywood and canvas to eliminate staining but it did not always work—they were not happy on these days...”

Explanation of “Liner Creep” was contributed by Volunteer MR2 Ken Kersch. Ken served aboard USS NEW JERSEY during the 1968/1969 Vietnam deployment, and often operated the gun lathe as a Machinery Repairman...



Gas ejection...

“After a days firing, the barrels have to be cleaned by using a barrel brush, which is pulled back and forth through the barrel by a line attached to each end of the brush. It requires 4-5 Sailors on each end of the rope. In this picture to the left, you can see a sequence of the rifles firing. Center gun first, then left gun 2 tenths of a second later, and right gun 2 tenths of a second later again. The gas ejection air, at 150 PSI, is what blows the white smoke along with the burning embers, out of the

barrel. In 1981, a new air driven device was designed by Naval Ordnance Station, Louisville to do the same job of cleaning the barrel using only two people working at the muzzle end.”

Explanation of Main Battery “Gas Ejection” was contributed by Volunteer Turret Captain, Marty Waltemyer

(Photos above courtesy of Volunteer Chet Klabe.)

Up until 1991, Chet Klabe served for over 30 years in Federal service, and for 13 of those years as a shipboard weapons inspector, and Gun Weapon Systems technical expert at PERA (SURFACE) Headquarters - Naval Station Philadelphia. These photos are from Chet’s personal collection and were taken aboard USS IOWA (BB61). Thanks Chet...

MONTHLY NEWSGRAM...

TAX TIME...

Please don't forget...

On your 2002 New Jersey State Income tax form, there is a box for checking off \$1 as a donation to support the Battleship New Jersey. Every little bit helps to support our ship...

Thanks!



U.S NAVY SHIP'S BELLS...

Since posting our request for photos of US Navy ship's bells, additional bell photos were received in February for:

USS Wisconsin (BB-64)
USS San Diego (CL-53)

With thanks to
George L. Martella

USS Tarawa (CVA-40)
With thanks to
Sea-going Marine
Joseph R. Henault, USMC



March 21, 2003
FIRST DAY OF SPRING!
(OK by me...)

"Fancy Linework"

If you recall from our February issue, "Boats" Ed Miller and "Boats" Harry Schafer have been making up fancy linework on several of the wardroom stanchions.



The Jerseyman has been informed that the name for this type of linework is: "Fox and Geese." It will take approximately 1,200 line feet to produce "Fox and Geese" for each of the wardroom stanchions.



Welcome New Volunteers!

The following new volunteers have joined our ranks... please welcome our new shipmates:

Frank Chiacchio
David T. Kulp
Joe Moran
Norman Branyan
Al Giumetti

Projectors wanted...

The Speaker's Bureau for the Battleship New Jersey is asking for your help. We are in great need of **Kodak Carousel slide projectors** to be used for our speaking engagements. If you have a slide projector that you are willing to donate, or to loan for a short time to our Speakers group, please let us know.

If you were not aware of who our speakers might be, or would like some information on how you can also become involved with our Speaker's Bureau, please ask any of our more experienced volunteer speakers:

Rich Castro
George LoPresti
Norm Roton
Brian Callahan
Rich Zimmerman
George Fore

There are several other speaker volunteers waiting in the wings, but due to a slow 2003 start (**and a lack of projectors**), they have not had much chance to get their feet wet yet.

If you have any questions, please contact Jack Shaw's Office, or email me directly at:

geoc4@aol.com

Thanks!

(Submitted by
Volunteer George C. Fore)



MAIL CALL...

Editor's note: Since January of 2002, when we first began writing *The Jerseyman* for our Battleship New Jersey volunteers, emails have come in by the hundreds. Many have been very funny, some were not so funny, some historic, but all of them were and still are, very much appreciated. After reviewing this stack of emails, it is clear that there is a lot here that our readers might like to hear about. The emails are not identified as to the sender, they are in no particular order, and they are mostly a short excerpt of a much longer email... There are also a few U.S. (Snail) Mail contributors without access to a computer, but are somehow receiving issues of *The Jerseyman* - a few of their "snail mail" comments to *The Jerseyman* are also included. If you recognize your email below, **thanks again, and keep em' coming!**

... "No Jerseyman downloads appeared but my Grandson came to the rescue! He installed the Acroread.Exe and it opened up the files! This computer stuff is magic! Very interesting material and I think I'll respond to the request for stories during Typhoon Cobra back in 1944. It was fear-some."

..."All of the USS Houston (CA-30) crew were listed as missing for the entire war, but we continued to hope. We did not know for sure about my brother until the few Houston survivors were released from Japanese prison camps after the war. As it turned out, most of the crew died the night the ship was sunk (March 1, 1942). I was still too young for WW2, but 4 of my older brothers all served in the Navy."

..."Just learned through an old shipmate, about *The Jerseyman*. I served my whole enlistment of 4 years on the Big "J", from Oct 1950 to June 1954, doing both tours aboard as well as every mile therein of my enlistment."

..."L H Goodpaster was one of our pilots who flew both the Kingfisher and OS-2's in WW2 off the USS NJ, and contributed the photos that are in our WW2 tour book and Paul Stillwell's book on the USS NJ. I had many conversations with him and he was there at the opening of the ship. In the tour book, he is the pilot in the middle if I remember correctly, of the 3 that are standing together. An awfully nice person who loved his ship,"

..."Reading Issue #27, you had an article about USS ARIZONA. My father served on BB39. As he liked to say "20 Years before it was attacked." My dinosaur computer only gives me printing error messages... can you please send me a copy of the 12/02/02 issue?"

(Copy of Issue #27 was sent...)

..."Thanks for the Jerseyman info... I wish I could provide you with a photo of the USS BATAAN (CVL-29) ship's bell, but the Bataan was decommissioned and prepared for salvage at the Hunter's Point Navy Yard in 1954 - "our" bell disappeared... we have been unable to locate it. You have lighted a fire under me and I will once again start the search..."

..."Yesterday a visitor asked me what the Navy's motto was. I didn't know so I looked it up. There is no official Navy Motto. However, "**Non sibi sed patriae.**" translated "**Not self but country**" has been often cited as the Navy's motto. I thought you would like to know..."

..."I joined the Navy in June of 1941 - Newport Training station. Served briefly on USS Indiana (BB58), USS Memphis (CL-13), USS Pittsburgh CA-72...(SHE was the longest ship in the Navy... our bow (104 feet) was at Guam, and the rest of USS Pittsburgh was at the Navy Yard in Bremerton. We lost the bow to a typhoon off of OKINAWA on June 5, 1945."

..."Regarding Capt. Tyree, he spent most of his time on the bridge and the sea cabin. He was an avid, almost chain smoker, and I would remember he would deposit ashes on the alidades when he took bearings with them. He was a good skipper and I got along fine with him. Captain McKorkle was easier to work with and as one of the four underway OOD's, I got along well with him..."

..."I am a plankowner of USS IOWA (BB-61) during the 1980's (1983-1985). I also was one of the crew of IOWA who went to serve in NEW JERSEY when she was off Beirut. Man, that was a long flight from Mississippi. It was an honor to serve in both BB61 and BB62. - Fair Winds and Following Seas"...

..."*The Jerseyman* has recently made mention of ships built in Camden, NJ. It must have been at New York Shipbuilding Corporation.

New York Ship built over 500 ships in its Camden yard while it was in operation between 1898 and 1967.... Here is the BB list:

USS KANSAS (BB-21)
 USS NEW HAMPSHIRE (BB-25)
 USS MICHIGAN (BB-27)
 USS UTAH (BB-31)
 USS ARKANSAS (BB-33)
 USS OKLAHOMA (BB-37)
 USS IDAHO (BB-42)
 USS COLORADO (BB-45)
 USS WASHINGTON (BB-47) - - (She was cancelled by the Washington Naval Treaty of Feb 8, 1922 when 75.9% completed...)
 USS SOUTH DAKOTA (BB-57)
 That was a pretty impressive shipyard!"...

FAST FORWARD 2003...

"A good plan executed now is better than a perfect plan next week."

Gen. George S. Patton

"Any commander who fails to exceed his authority is not of much use to his subordinates."

Adm. Arleigh Burke

"Duty is the sublimest word in our language.

Do your duty in all things.

You cannot do more.

You should never wish to do less."

Gen. Robert E. Lee

"Democracy's the worst form of government except for all the others."

Winston Churchill

"Hit hard, hit first, hit often."

Adm. William F. Halsey

**May God Bless the
 men and women of our
 United States Armed Forces...**

MAIL CALL...

Even the bomb squad has to have a little bit of fun...



The winter of 2002...



(Left



(Above photo courtesy of Volunteer George LoPresti)
photo courtesy of Volunteer Rich Thrash)

RADIO ROOM...

When members of the Battleship New Jersey Amateur Radio Station (BNJARS) first saw the BB-62, it was in the winter of 2000. We were there to find out what our members could do to help in the restoration of the ship, and we decided that the first thing was getting the IMC general announcing system restored. (See February 2003 *Jerseyman* issue.)

Radio Control BEFORE - March 2001



(Photos are courtesy of Margaret Burgess)

Our second goal was to restore Radio Central (RC) to its 1980's configuration. Our first sight of RC was daunting - it was jammed with the ship's vertical antennas lying on the deck, lots of empty racks, and also lots of missing racks and equipment. To get started, members spent many hours

Radio Control AFTER - January 2003



cataloging every cable in the transmitter room off Broadway and in Radio Central. From this information we had a good idea of what equipment was in use during the 1980's and where it belonged in the rooms. The next step was to empty out RC so we had the room to work. We then began searching and finding racks to replace those that were missing, and replacing equipment that was lying on the decks back into its proper place. The Curator had asked if we could make the room "come alive", so that was what we did. We replaced the "guts" of the NAVMAC terminals in order to have live transmissions showing on the terminal screens. Volunteer Doug McCray built up several small circuits that when activated simulated Morse code, Teletype and voice communications. A former Teletype (RTTY) technician spent hours repairing several of the RTTY machines so that visitors could hear what they sounded like. We even managed to get the "Reperf's" (perforated tape readers) working to send messages to repaired teletype machines.

Thanks to several shipyard raids (authorized) to Philly, we also managed to get the shell of a Cryptographic "coke machine" to replace the one that was missing in FACCON I (Facilities Control). Members spent hours putting the shell together and then turned it over to our "gadget guy," who took on the job of lighting up the front panel. He did such a good job, that we heard some visiting Navy officials insisted that the machine had to be opened to prove it was truly empty! You will also notice that a lot of the secure red phones associated with the "coke" machine have been relit and some even have voice recordings that are activated when the phone is picked up - (Visiting children love this stuff...) More shipyard raids also found replacements for other missing equipment in RC, FACCON I and the transmitter room. When the ship was first opened to the public in October 2001, we were justifiably proud of what we had accomplished to that point. Restoration continues to this day in Radio Central as we continue to make it come even more "alive" for our visitors.

Other areas that BNJARS members have worked on include arranging for the "Telephone Pioneers" to come in and get the shipboard dial telephones up and running. We are also in the process of waking up the transmitter room 3 decks below on "Broadway," with some of the original transmitters from the 1980's and other vintage radio equipment. We'll talk about those in a future article.

The Home Port Alliance (HPA) has permitted us to set up our Ham Radio Station (NJ2BB) in the FACCON-2 area of Radio Central. Since our first live transmission on Memorial Day of 2001 our station has made 8,616 contacts around the world including all 50 states and 149 countries. We have talked to former BB-62 vets and other vets that couldn't wait to tell us what they remembered about seeing or hearing the Battleship New Jersey. All ship's volunteers are welcome to stop in and listen if you see one of our radio gang members operating the station.

In future articles we will talk about different types of communications used over the years, different antenna configurations and hopefully some stories from our former BB62 radiomen. For more restoration photos of the radio spaces, you may want to take a look at our web page: <http://www.qsl.net/bb62/> - - and check out - "The Other Woman".

Please stay tuned...

ABOUT THE DECKS...

In a previous issue of *The Jerseyman*, we asked the volunteers to consider applying for Battleship New Jersey license plates for their cars. You should know that these license plates were originally designed by Stu Chalkley of the Battleship New Jersey Historical Society Museum, and Stu is shown in the photo to the right. If you see him aboard, please remember to say thanks to shipmate Stu Chalkley!



According to Admiral Seigenthaler, at last count, there have been over 18,000 Battleship plates issued throughout the state, and over 2,000 were issued in Year 2002 alone! Each plate brings \$38 per plate from the state of New Jersey directly to the ship, and \$15 is also received from each renewal. From time to time, we plan to show some of the more creative battleship plates proudly displayed on New Jersey cars seen throughout the state. Like the two plates shown below, if you happen to see a “creative” Battleship New Jersey plate in your travels, (and have your camera with you,) please send the photo on to us...



Speaking of license plates, When Captain J. Edward Snyder, Jr. was assigned as Commanding Officer of USS NEW JERSEY, the plate shown below was used on his government issue black Ford. In speaking with Admiral Snyder recently, he said that he also had two 20” ship’s crests made, and they were attached to each of the car doors. If anyone happens to have a photo showing the USS NEW JERSEY Commanding Officer’s car from 1968—1969 (**with ship’s crests attached**), please notify us at *The Jerseyman*, and thanks!



(Photo courtesy of Volunteer and former USS NEW JERSEY crewman, Machinery Repairman 2nd Class Ken Kersch)





VOLUNTEERS...

In our February issue, we included "Yesterday" photos of these Battleship New Jersey Volunteers. How many were you able to Identify?



Volunteer Capt. Wayne Surline
US Army Training Center
Ft. Knox, Kentucky
1960-1966



Volunteer SFM2
(Shipfitter/Metalsmith 2nd Class)
Carl A. Williams
Aug 1959—Aug 1963
USS ESTES AGC-12
Beach Jumper Unit One
Amphibious Base, Coronado



Volunteer BT2
(Boiler Technician 2nd Class)
Rolland Garber
(Tour Guide Coordinator)
USS Meridith (DD-890)
1960—1964

Volunteer SKG3
(Storekeeper (General) 3rd Class)
Rich Castro
USS ACCOKEEK (ATA 181)
PCER 856
(Patrol Craft Escort Rescue)
1950—1954



Volunteer QM3
(Quartermaster 3rd Class)
Bob Walters
(Battleship New Jersey
Artifacts Manager)
USS NEW JERSEY 1955 - 1957
USS GREAT SITKAN (AE 17)



Volunteer BMSN
Boatswain's Mate Seaman
Tony Pizzi
(Docent Supervisor)
USS POCONO (AGC 16)
USS SNYDER (DD 745)
USS HORACE A. BASS (APD 124)
1958—1964



Volunteer MSG
ED Rosenheim, USA (Ret.)
PN2 (Personnelman 2nd Class)
USS MISSISSIPPI (BB 41)
34 Years Service
Navy, Army and National Guard

Volunteer CMSGT
Richard Palazzo, USAF (Ret.)
USN and USAF—32 Years



Volunteer RM3
(Radioman 3rd Class)
Bob Westcott
Crewman/Plankowner
USS New Jersey 1943—1945
RMC (Chief Radioman) USNR (Ret.)

Volunteer Writer/Editor *The Jerseyman*
Master Chief Tom Helvig, USN (Ret. - 1975)
US Navy 1953—1975
USS Iowa (BB61) - 1954
Naval Security Group (NSG)
1955—1975

(Photo Ca. 1940 / Brooklyn, NY
"This was when I had some hair...")




