



**April  
2003**

**"All Hands"**

## ***THE JERSEYMAN***

### **BATTLESHIP NEW JERSEY CORPS OF VOLUNTEERS SELECTED FOR 2003 GOVERNOR'S VOLUNTEERISM AWARD**

#### **From the desk of Battleship New Jersey CEO Troy Collins...**

In Atlantic City on April 5, 2003, the 230 plus members of our Battleship New Jersey Corps of Volunteers will be honored as a group. On their behalf, twenty seven volunteers and representatives of the ship will receive the 2003 "Mobilization of Volunteers" Award presented by Governor James E. McGreevey. Words alone cannot describe what has been accomplished on this ship by over 185,000 volunteer hours logged over the past 2 years, but the proud results are seen, and appreciated every day as visitor's walk the pier and first approach the ship. To achieve this award, our Corps of Volunteers have reported aboard every day, in all kinds of weather, and asked nothing in return as they brought USS NEW JERSEY back to the powerful appearance, and symbol of the nation's pride that she is today. My most sincere thank you, and **WELL DONE!**

We must also acknowledge the major assistance that accompanied our application for this award by many long-time and continuing supporters of the ship. With the extremely short notice of only a few hours, the ship completed the application, and with the help of these supporters, managed to also include the required recommendation letters. With grateful appreciation, we thank the following legislators and each staff office, for clearing their desks, interrupting their day, and providing their support letters on behalf of our volunteers. The 2003 Governor's Volunteerism Award selection was in no small way assisted by their personal involvement, their continuing support of the Battleship New Jersey and our Battleship New Jersey Corps of Volunteers. We sincerely thank...

**Congressman Robert E. Andrews, 1st Congressional District of New Jersey  
John J. Matheussen, State Senator, 4th District  
John H. Adler, State Senator, 6th District  
Mary T. Previte, Assemblywoman, 6th District  
Louis D. Greenwald, Assemblyman, 6th District**

**Troy Collins, CEO**



62 Battleship Place · Camden Waterfront · Camden · New Jersey · 08103  
Main: 856-966-1652 · Fax: 856-966-3131

**February 14, 2003**

**From: Office of Volunteer Affairs**

### **The Volunteer Corps of the Battleship New Jersey**

Although many have volunteered over the past 2 years, there are about 230 truly dedicated Battleship New Jersey volunteers that we single out as a group for recognition with this application. Many of these volunteers were also veterans of conflicts dating back as far as World War 2, and the average age is probably somewhere around 65 years old. What follows is a very brief description of what they have accomplished, and why their efforts as a group of volunteers are so deserving of consideration for the 2003 New Jersey Governor's Volunteerism Award.

With little heat available on the ship from November of 2000 through February of 2001, volunteer work began right away by restoring power, and replacing the neon bulbs to over 5,000 overhead light fixtures throughout the ship. When the lights were operational, taping and coverings were applied to hundreds of compartments for painting preparation. Then it was followed by the application of over 1,500 gallons of interior white paint.

At the same time, technical volunteers restored the ship's internal communications, from 5 decks below to 11 decks above, and from bow to stern. The three 16" turrets were restored by retired volunteers experienced in naval weaponry from past duty in Iowa Class Battleships. Over a 2 month period, the nine massive, rubberized, (and very heavy) black "Blast Bags" for each of the 16" guns were re-installed, and without any shipyard equipment. It was accomplished manually, after removing each of the welded steel coverings from each gun. When each of the blast bags had been lifted in place by volunteers, they then returned the heavy steel bands around each barrel and had to manually tighten each of the massive bolts.

Volunteers experienced in shipboard flight operations restored the New Jersey's helicopter equipment and lights, with much of it operational today. Very heavy and dangerous trash removal went on for months. Ship's small boats were restored and brought aboard. Safety netting was rigged. Thousands of feet of fancy lines were tied by former Boatswain's mates. All the ship's signs and letterings were restored as they were on decommissioning day in 1991. Damaged deck areas and deck tiles were replaced. Over 100 of these same volunteers studied and took tests to become tour guides. Education programs were started. Machine shops were restored. Galley and mess deck areas restored. Sickbay was restored. The Captain's Cabin restored... This is but a small fraction of what was done to restore USS NEW JERSEY. It was all due to the donated time and service of these volunteers, with nothing asked in return.

To only briefly describe the enormous accomplishments of the Battleship New Jersey Volunteer Corps is a challenge. This small, core group of volunteers are unique in what they have accomplished to restore so much of this mammoth ship in two short years. They have taken a retired USS NEW JERSEY from "cold iron" to the proud Battleship New Jersey Memorial and Museum that she is today. They have freely given tens of thousands of man hours so that the State of New Jersey can again have their own Battleship New Jersey "Inspection Ready," and back home again. It is hoped that this small but very outstanding group of volunteers can now be recognized by the Governor of New Jersey for their outstanding service.

Encl: Restoration photos – USS NEW JERSEY (BB 62)

## FROM THE BRIDGE...

**RADM J. EDWARD SNYDER, JR., USN (RET.)**



### April 15, 1969 - 34 years ago...

On this date, USS NEW JERSEY was on her way home with 1,800 miles and a few days to go before reaching Long Beach. Over 1,500 Officers and crew had completed seven long and extremely effective months of direct support bombardment duty in Vietnam. Crew spirits and morale for the return home (ETA 1000 local on April 19th,) were running very high. But it was not to be. On the morning of April 15, 2003, a Top Secret message was received by the ship indicating that a routine US Navy EC-121 reconnaissance flight, had been shot down over the Sea of Japan by the North Koreans. The EC-121 crew of 31 was lost, and USS NEW JERSEY was to be made available if the President decided to retaliate. Captain Snyder was ordered to immediately reverse course, and head back towards Japan. The message was so sensitive that the families waiting in Long Beach could not be told. They were only advised that the ship had been "delayed." It would not be until the evening of April 18th that the Department of Defense finally confirmed that USS NEW JERSEY would not be home as expected the next morning...

Battleship NEW JERSEY volunteer and former crewman MR/2 Ken Kersch remembers the incident very well. He was heading home to take part in his sister's wedding. When he got up that morning, the ship sounded different - like "we had picked up speed," the constant and familiar pinging of flanking destroyers had stopped... he went on deck and saw that the sun was coming from the wrong direction... he knew something big was happening, and then he thought about his sister... and knew he was not going to make it home for the wedding.

According to Captain Snyder, *"As it happened, I was on the radio with Mayor Edwin Wade of Long Beach when the message came in and had to excuse myself without explanation... You could have heard a pin drop when the crew was notified. The ship's doctor, LCDR James Quinn, told me we had more sick calls the next morning than during the entire deployment... One morale boost that we got was when the United Press or Associated Press (can't remember which) reported something like "USS NEW JERSEY LEADING AN ARMADA OF AIRCRAFT CARRIERS..." at least that got a few smiles from the crew. But as I expected, these were true JERSEYMEN and they got busy again... I was very proud of how they handled this heavy news."*

On April 19th, USS NEW JERSEY refueled from USS KENNEBEC (AO-36), and while refueling she received a message from COMSEVENTHFLT changing her destination from Sasebo to Yokosuka, Japan. "She arrived at 0951 on Tuesday, 22 April, and received fuel, stores and provisions. In 13 days NEW JERSEY had steamed 7,042 miles, averaging 22.4 knots... she left Yokosuka seven hours after arriving... she then re-armed from USS PARACUTIN (AE-18)... and in ten hours alongside, the battleship received 837 tons of five and 16-inch ammunition... she then headed for the perimeter area and arrived at noon... thirty minutes later, NEW JERSEY was directed by COMSEVENTHFLT to "Commence transit to CONUS."

For the second time in less than three weeks, NEW JERSEY was heading home again from WESTPAC. At 0900 on Monday, 5 May 1969, NEW JERSEY with her crew at parade rest, passed through the Long Beach breakwater. Thousands of family and friends were waiting at Pier "E" along with 50 local and national news media.

(...excerpts from USS NEW JERSEY 1969 narratives)

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### **USS NEW JERSEY FAST FORWARD 2003...**

Over the weekend of March 3, 2003, four North Korean fighters intercepted a United States RC-135S reconnaissance plane in international waters over the Sea of Japan. One of the MIG fighters came within 50 feet of the RC-135S and locked on...

## FROM THE BRIDGE...

### VADM DOUGLAS J. KATZ, USN (RET.)

#### Douglas J. Katz

#### Vice Admiral, U.S. Navy (Retired)

VADM Katz is the son of the late Leroy and Lois Katz of Bluefield, West Virginia. He graduated from the U.S. Naval Academy and was commissioned June 9, 1965. He holds a M. S. degree in Management from the Naval Postgraduate School and is a graduate of the Naval War College Command and Staff Course. His sea assignments included gunnery assistant, first lieutenant and ASW officer aboard USS PERRY (DD 844); ASW officer, and after attending Destroyer School, weapons officer aboard USS JOHN PAUL JONES (DDG 32); executive officer aboard USS MAHAN (DDG 42); and surface operations officer on the staff of Commander Cruiser-Destroyer Group Two. VADM Katz commanded USS DEYO (DD 989) from 1983 to 1985, receiving two Unit Citations and his squadron's Battle Efficiency "E." From 1987 to 1989, he commanded USS NEW JERSEY (BB 62), providing pre-Olympics presence off the coast of Korea and representing the United States at the Australian Bicentennial Naval Salute. He assumed command of Cruiser-Destroyer Group Two in November 1990 where he commanded the America Battle Group during Operation Desert Storm; he then re-deployed aboard USS AMERICA seven months later, becoming the first Desert Storm Battle Group Commander to return to the Gulf after the War. Ashore, VADM Katz served as shipboard advisor with the Fleet Command Advisory Unit in Vietnam, as a weapons system engineering instructor and professional education committee chairman at the U.S. Naval Academy, as the program planning and budgeting officer for the Surface Combat Systems Division (OP-35) in the Office of the Chief of Naval Operations, as Director of Professional Development at the U. S. Naval Academy, and as the Director, Surface Warfare Division (OP-32) in the Office of the Chief of Naval Operations. He was promoted to vice admiral in October 1992 commanding the U.S. Naval Forces Central Command and the Middle East Force just prior to its re-designation as the U.S. Fifth Fleet. He assumed command of the Naval Surface Force U.S. Atlantic Fleet in September 1994 and retired from active duty August 1, 1997. VADM Katz is married and has two children. His wife, Sharon, is also from Bluefield, WV; they presently reside in Annapolis, MD. Their son, Robert, is married, a naval officer, and currently serving as Executive Officer aboard USS Princeton (CG 59). Their daughter, Erica, is married and lives in Charlottesville, VA.



#### Annapolis, Maryland

March 18, 2003 -

"Your Volunteer Editor, Retired Master Chief Tom Helvig, invited me to send along a few words to the volunteers and former crewmen readers of *The Jerseyman*, and to once in a while participate in *The Jerseyman* along with Admiral Snyder and Captain Peniston, as former Commanding Officers of USS NEW JERSEY. I gratefully accepted the invitation and was happy to be given a direct means of expressing my personal thanks and admiration for your volunteer efforts. In a few words, what the Battleship New Jersey volunteers have accomplished is to make this historic 45,000 ton ship appear once again ready for sea!

It was on August 8, 1987, that I relieved Captain W. Lewis Glenn, Jr., and assumed command of USS NEW JERSEY. To say that this was a proud and gratifying day, would be a major understatement. Even today, the name USS NEW JERSEY enjoys instant recognition throughout the world for her record, the many accomplishments of her crews, and as one of only four USS IOWA Class dreadnoughts. Today, as a naval museum and national treasure, she has once again regained her symbol of national pride and I know that this accomplishment is primarily due to the efforts of the Battleship New Jersey Corps of Volunteers.

When I briefly returned aboard for the Veteran's reunion in September of 2002, I was absolutely amazed at the condition of the ship. I have been told that there were no shipyard facilities involved with her restoration, that there were no heavy equipments available to assist in putting back the heavy 16" blast bags, that 5,000 plus overhead lights did not have bulbs, that over 1,500 gallons of paint were applied by volunteers, and even gleaming brightwork was not missed. What has been accomplished by the volunteers is beyond impressive.

As I glanced at my first message to the crew in the October 1987 "*Familygram*," I had said "...we can't rest on our laurels, but must work even harder to maintain this ship's proud reputation, and to carry on NEW JERSEY's tradition of excellence known throughout the world." We are now many years down the road, and the ship's Corps of Volunteers continue the "tradition of excellence" to this day. My pride in this ship and our crew at that time was evident from the first day of command. Many of my former crew and now readers of *The Jerseyman* from the years 1987 to 1989, may remember my repeated comment over the IMC: "...it just doesn't get any better..." and it doesn't.

I was also told by Tom about just a few of the many stand-out volunteers such as Marty Waltemyer and how his special expertise helped restore the main and secondary batteries, and Chief Joe Boyle with decades of flight experience and how he accurately restored the helicopter areas, of Sam Kuncovich who helped build the ship, rode the ship, created the ship's 3rd Commissioning crest and now serves as a Docent! I am also aware of the many volunteer crewmen who served in WW2, Korea, Vietnam and the cold war... the volunteer WW2 armed guard sailors, the Marines, and the Ham radio gang members that have almost completely restored BB62 communications... and so many others. You have all done yourselves, the ship, and our country proud. Thank you.

**BRAVO ZULU BATTLESHIP NEW JERSEY Corps of Volunteers - Doug Katz"**

## RADIO ROOM... WW2



(The following submitted by BNJARS members) - -

Thank heaven for World War II Veterans! As the radio club works on restoring the 1980's vintage radio room we have the pleasure of meeting and talking to many veterans of the "Big J". Members of the Battleship New Jersey Amateur Radio Station had a chance recently, to pose some questions about the operation of the ship's radios to several WWII veterans who were radiomen on the "BIG J" during that WW2 period: (Left) Richard Stone, (Center) Bob Westcott, and (Right) Don Randall. From these 3 veterans we can share how radio operations were done at that time.

Radiomen normally received 16 weeks of training and after meeting all requirements they would report to the fleet as RM3s (Radioman 3rd Class). Sailors with a commercial radio license and/or a background of "ham radio" sometimes didn't have to go through the training. Once onboard, there would be a crew of eight to ten radiomen who would operate each four-hour shift. Communications were done using Morse Code sent at 18 words per minute which was a moderate typing speed. This could speed up to about 27 WPM when there were many messages to send. Crewmen could also be trained on board. Before qualifying for RM, they would act as a "striker." Strikers were required to copy the same message received by an experienced radioman, and practicing until they became familiar with the procedures and proficient at copying messages without errors. Though our three WW2 Big "J" veteran's have slightly different memories of the radio room, all agree that the strikers were required to make coffee and, to this day, they all remembered exactly where that coffee pot was located in the radio spaces.

The WWII era Radio area was located on 3<sup>rd</sup> deck just aft of Turret #2 and contained 3 separate spaces. In the forward space you would find the "fox" operators and the Officer on Watch. A second space of similar size had the coffee machine on the right and several "tables/desks" with receiving and transmitting operator positions. Radiomen would wear headphones and copy code groups directly onto a "mill" (typewriter). Practically all the messages were encrypted. A smaller third area, accessed only by officers, held a single chair & table on which the coding machine sat.

"Fox" operators were those who copied the Fox Broadcast or "fleet skeds" which were sent continuously. The fleet radio broadcasts, called "traffic" in radio-lingo, were very important so at least four operators would be copying each message. A watch officer would sit at a desk in the middle of this space. All typed messages were given to the Officer on Watch who would decode them and place them on clipboards. Runners would deliver a copy of the message to the appropriate department, and the officer receiving it would then initial the original which was then returned to the Officer on Watch in the radio room.

In the corner of the radio room was a receiver for copying current news from the "wire services". A 1st class petty officer was assigned to copy the high speed messages and send them to the print shop for inclusion in "*The Jerseyman*," the ship's newspaper. Richard Stone remembers RMI Hurd, a former Merchant Marine, walking around, sorting paperwork and doing other small jobs, while listening to the Morse code. When the transmission ended Hurd would then sit down and type what had been sent! Press copy was sent as unencrypted "clear" traffic so decoding was not required..

Today the three original spaces exist with much different purposes. The room with the coffee pot became the forward 400 Hertz generator room. The center space is a work area, while the crypto room has had its hatch relocated and now contains refrigeration equipment.



(USS MASSACHUSETTS (BB59)  
WW2 Radio Room Operator Positions  
photo courtesy of BNJARS member Robert Flory

**The members of the Battleship New Jersey Amateur Radio Station (BNJARS)  
extend our support and gratitude to the members of our armed forces serving today.**

**IN THEIR OWN WORDS...**

February 10, 2003

Tom,

Just passing two years working maintenance on the ship I wanted to write you this letter while these thoughts are fresh in my mind. We are at the milestone that we all worked towards, having the BB-62 USS New Jersey open for all to share. There has been so much accomplished since we started. It must look similar to how it looked many years ago when it was first commissioned at the Philadelphia Navy Shipyard May of 1943.

My Dad worked at the Navy Yard as a tool and die maker at that time. I know how proud he must have been while working at the Shipyard when the ship was first launched on the Delaware, December 1942. I can imagine him standing on the dock, with all the other Navy Yard workers, just smiling from ear to ear. I am sure that he would not have guessed that many years later he would be standing on the dock again on April of 1968 after re-commissioning it to go to Vietnam. Coincidentally that also took two years. I was lucky enough to be on the receiving end in Southeast Asia with the Air Force when the New Jersey was over there on tour. What firepower!

My entire family was Navy with the exception of me. I had to be different and join the Air Force, to see the world, well at least Vietnam. I never really appreciated the pride of the Navy until I worked on the New Jersey. Dan, my son, also feels that pride when he is working on the ship. He was very special to my Dad being the only third generation Windfelder in the family. They always had a very close relationship while Dan was growing up. Many times, while working projects aboard ship, I could feel my Dad's presence standing over me supervising. He always was a good supervisor. That feeling was even stronger when Dan was there. You see, for his last two years, my Dad's final job at the Philadelphia Navy Shipyard, was Supervisor of Combat Systems for the New Jersey Re-commissioning Project for Vietnam. He retired with 35 proud years of civil service at the Philadelphia Navy Yard.

Now, once again, I am sure my Dad is standing on that dock with all the other Navy Yard workers watching us complete the project for all Americans to enjoy. I can see that in some very small way when one loves something with a passion or some event in your life means so much to you, it is hard not to leave something behind when reaching a goal. The projects we have worked big and small will always be great memories that I will remember forever.

I can never thank the maintenance staff Del Delrosario & Jimmy Miller along with other staff crew members for sharing their knowledge and love of the ship with me. They truly exemplify the meaning of the term "Pride of the Navy." Please extend my thanks and gratitude to the Admiral and the Management Staff of the Home Port Alliance for allowing my son and I the privilege of being a part of history on the USS New Jersey.

Sincerely,  
John J. Windfelder  
Volunteer Systems Mechanic  
USS New Jersey BB62

Dan J. Windfelder



John J. Windfelder



John G. Windfelder



## MAIL CALL...

A few more photos of "Creative"  
Battleship New Jersey  
License plates...  
Including one sent by a  
former **USS NEW JERSEY**  
crewman - in New Hampshire!



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### Some clarification... **USS NEVADA (BB-36)**

In our March issue, when we added the battleship **NEVADA** Class statistics page, we should have also provided "Armament" statistics and not just "Armor." The armor thickness statistics were easily confused with the size of the guns/rifles.

The **USS NEVADA** main battery consisted of Ten 14"/45 guns in two triple turrets, and two twin turrets.

The face protection for the triple turrets was 18 inches of armor and the double turrets were 16 inches of armor.

**USS NEVADA**, and her sister ship **USS OKLAHOMA**, were the first to introduce the famous "all or nothing" armor schemes that protected vital areas against heavy caliber guns, but left other parts of the ship unprotected. The very heavy armor protection systems that were used on these ships built in 1912, were later adopted in battleship designs of all nations.

We regret the confusion...

### **USS IOWA CLASS BATTLESHIPS**

Whenever possible, *The Jerseyman* will share information received regarding our **USS IOWA** Class sister ships:

**USS IOWA (BB-61)**  
**USS MISSOURI (BB-63)**  
**USS WISCONSIN (BB-64)**

For the past several months, *The Jerseyman* has received many articles about **USS IOWA** class ships and **US Battleships** in general, from **BM1 (SW) Charles Brown, USN (Ret.)** As a true battleship sailor, "Boats" has served on both **USS IOWA** and **USS NEW JERSEY**.

He has asked *The Jerseyman* to pass the word on efforts to have **USS IOWA** declared as a naval museum in San Francisco.

In support of this effort, we ask our readers to visit:

[www.uss Iowa.org](http://www.uss Iowa.org)  
and show support in the deck log.

Well Done "Boats"  
on behalf of our

**USS NEW JERSEY** volunteers...  
And all battleship sailors,  
**THANKS** for your help!

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### **U. S. NAVY SHIP'S BELLS...**

Since posting our request for photos of **US Navy ship's bells**, a bell photo was also received in March from a **Royal Navy ship!**

**HMS BELFAST**  
**London, England**  
With thanks to  
Volunteer **Bill Leibfrid**

### **FAST FORWARD 2003...**

"We in the Navy have a blue suit waiting for anyone who can wear it.

This suit is cut from the fabric of freedom, and is tailored to the lean and form-fitting style of dedicated purpose set for us by our founding fathers.

I don't expect it ever to go out of fashion, but it can if not enough men and women are willing to wear it with pride and respect."

**George W. Anderson, Jr.**

"You can't say civilization isn't advancing... in every war they kill you in a new way."

**Will Rogers**

"The only thing necessary for the triumph of evil is for good men to do nothing."

**Edmund Burke**  
(1729-1797)

"Let every nation know, whether it wishes us well or ill, that we shall pay any price, bear any burden, meet any hardship, support any friend, oppose any foe, to assure the survival and success of liberty."

**John F. Kennedy**

"To be prepared for war is one of the most effectual means of preserving peace."

**George Washington**

"Among the Americans who served on Iwo (Jima) Island, uncommon valor was a common virtue."

**Adm. Chester W. Nimitz**

**The Battleship New Jersey  
Corps of Volunteers  
support our troops**

**United We Stand**

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

## JERSEYMAN PHOTOS...

### Photos from a "few" years ago...

When I served aboard USS IOWA (BB-61) as an 18 year old Seaman from Brooklyn in 1954, my "rack" (bunk) was forward on the portside and not far behind the anchor chain locker. I remember the ship being anchored from the starboard anchor in Hampton Roads, Virginia on a windy day, and painting the raised portside anchor while suspended from a Bosun's chair. My GQ station was 5 decks below in the lower powder handling room of Turret #1. I remember the smell, the firing warning horns, carrying 110 pound powder bags from magazine scuttles to the hoists, my arms feeling like they would fall off... (I wouldn't even try lifting a powder bag today...) So when I first came aboard USS NEW JERSEY as a volunteer in January of 2001, my first stops after 47 years was... (you guessed it) to this same lower powder handling room of Turret #1, and to see my old bunk area again. I then joined other turret crew volunteers and helped restore the main batteries.



Our volunteer restoration crew for the 16" turrets was somewhere around 15 to 20 men per day - the average age was probably about 70 years old. One of our turret crew volunteers, was Coxswain Bob Whomsley, who had served during World War 2 and been assigned to the Turret #3 projectile flat of USS SOUTH DAKOTA (BB-57). Until he volunteered aboard USS NEW JERSEY, he had not been into a battleship projectile flat for 57 years! Our 16" turret crew included Gunner's mates, Machinist mates, Boiler tech's, Bosun's, Radiomen, and shipmate volunteers from the Army, Air Force and Marines. Our daily sharing of old military memories among this group of "young" volunteers was looked forward to, and it is the same strong bond shared by U.S. Armed Forces veterans of all services. So it is easy to understand why emotions may run a bit high when revisiting ship spaces (or seeing old ship photos) from 57 years ago. It would be the same with any sailor or Marine remembering "their" work areas, and "their" battle stations, from any ship.

To bring back the nostalgia of maybe seeing embroidered dragon cuffs (not legal for inspections) on 13 button dress blues (that we all wore,) we recently began e-mailing some specially selected battleship photos with descriptions to *Jerseyman* readers and former crewmen. We have also received photos sent to *The Jerseyman* by former crewmen of BB62 and from other battleship sailors. As an example, Damage Controlman 2/c Fred Andrews from Bridge City, Texas, and a USS NEW JERSEY Korean War veteran, recently sent several Korean war photos. One of them showed a scaffold and lathe that was used to shave off liner creep from the ship's 16" gun Ca.1951-1953... There was another with the ship's 1951 "Chopper" in flight, and "Jersey Bounce" painted on the side. For those crewmen from the Korean war, these are strong memories, and *The Jerseyman* will share them (one at a time), with readers between issues. What our *Jerseyman* readers can look forward to, will be restored artwork photos as left by the final decommissioning crew of BB-62 in 1991, lower deck areas not part of regular tours, close-up images of gunnery positions, a look at sickbay, radio room spaces... places you may not have seen or even thought about in the past 60 years or so. If you have any BB62 history photos stored away that you can share with us (and your former shipmates) from years ago... we can promise their safe return. Please email us at: [THelvig@aol.com](mailto:THelvig@aol.com)



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

**USS NEW JERSEY (BB-62)**  
**60 years of**  
**"Firepower For Freedom"**  
**May 23, 1943 - May 23, 2003**





**NEWSGRAM...**

**April 1, 2003 marks the 110 year commemoration of  
United States Navy Chief Petty Officer  
A look back...**

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## **One Hundred Years of Leadership**

**A message from Chief of Naval Operations  
Admiral Frank B. Kelso II on the 100th anniversary  
of the creation of the rank of Chief Petty Officer, April 1, 1993**



"In the United States Navy, the title "Chief Petty Officer" carries with it responsibilities and privileges no other armed force in the world grants enlisted people. These responsibilities and privileges exist because for 100 years, Chiefs have routinely sought out greater challenges and assumed more responsibility.

"The example set by Chiefs for the last century inspires our young men and women of today. Indeed what Americans see in our impressive young sailors is the tradition of devotion and dedication the first Chiefs established with their sacrifices and valor.

"In large measure they have not only ensured my success, but the success of every person who has served in our Navy. I encourage each of you to mark this significant anniversary with appropriate ceremonies to show our respect, admiration, and appreciation for those who have served our Navy as Chief Petty Officers.

"Their successors, today's Chief Petty Officers, are no less dedicated. They prove their worth every day and continue to meet great challenges and endure adversity to protect our nation's interests.

"Our challenge to Chief Petty Officers of the 21st Century is to reaffirm the commitment to faith and fellowship that have allowed their comrades-in-arms before them to wear "the hat" with tremendous pride.

"April 1, 1993, marks the 100th anniversary of Chief Petty Officers in our Navy. It is my great privilege to salute the Chief Petty Officers of the past, present, and future. "



## NEWSGRAM...

### REAL CHIEFS:

A fun look at...

**"The backbone of the Navy"**



### REAL CHIEFS:

Are the only people that can make Ensign sound like a four-letter word.

### REAL CHIEFS:

Think that Ensigns should be seen and not heard, and never, ever, be allowed to read books on leadership.

### REAL CHIEFS:

Don't eat quiche, they can't even pronounce it.

### REAL CHIEFS:

Don't have any civilian clothes.

### REAL CHIEFS:

Have CPO Association Cards from their last 5 commands.

### REAL CHIEFS:

Don't remember any time they weren't Chiefs.

### REAL CHIEFS:

Have a coffee pot next to their desk with a tube running from it and into their arms.

### REAL CHIEFS:

Don't write anything in script, except for their paycheck signature.

### REAL CHIEFS:

Propose marriage like this:

*"There will be a wedding at 1000 hours on 29 October,  
be there in whites with your gear packed because you will be a prime participant."*

### REAL CHIEFS:

Favorite national holiday is CPO Initiation.

### REAL CHIEFS:

Keeps four sets of dress khaki uniforms in his locker in hopes they will come back.

### REAL CHIEFS:

Favorite food is shipboard SOS for breakfast.

### REAL CHIEFS:

Wish KP was still a Navy Tradition, 'cause they don't have to pull it.

### REAL CHIEFS:

Don't know how to tell civilian time.

### REAL CHIEFS:

Call each other "Chief."

### REAL CHIEFS:

Greatest fear is signing for property book items.

### REAL CHIEFS:

Dream in Navy Blue, White, Haze Gray and occasional khaki thrown in for good measure.

### REAL CHIEFS:

Have served on ships that are now war memorials or tourist attractions.

### REAL CHIEFS:

Get tears in their eyes when the "Chief" dies in the movie "Operation Pacific."

### REAL CHIEFS:

Call their wife, "CINCHOUSE."

### REAL CHIEFS:

Have tattoos, and are carefully tanned.

### REAL CHIEFS:

Don't like Certified Navy Twill. "Wash Khaki" is the only \*&\$#@ thing to make a uniform out of.

**NEWSGRAM...****REAL CHIEFS:**

Can find their way to the Stag Bar in CPO Clubs blindfolded, on 15 different Navy Bases.

**REAL CHIEFS:**

Have pictures of ships in their wallets instead of their wife and kids.

**REAL CHIEFS:**

Don't own any pens that do not have "Property U.S. Gov't" on them.

**REAL CHIEFS:**

Do not voluntarily get the mandatory flu shots.

**REAL CHIEFS:**

Don't order supplies, they swap for them.

**REAL CHIEFS:**

Love quotes. Their favorite is from the movie Ben Hur, "*We keep you alive to serve this ship.*"

**REAL CHIEFS:**

Don't curse like Bosun's Mates. Bosun's curse like Real Chiefs.

**REAL CHIEFS:**

Can name 15 bars in Hong Kong, but knows that the best bars are across the bay in Kowloon.

**REAL CHIEFS:**

Are at sea when their kids are born.

**REAL CHIEFS:**

Think that a 7-course meal, is a baked potato and a 6 pack of beer.

**REAL CHIEFS:**

Think excessive modesty is their only fault.

**REAL CHIEFS:**

Hate to write evaluations, except for their own.

**REAL CHIEFS:**

Turn in a 4 page brag sheet for their own evaluation.

**REAL CHIEFS:**

Don't make coffee.

**REAL CHIEFS:**

Know that the black tar in their coffee cup makes the coffee taste better.

**REAL CHIEFS:**

Idea of heaven = Three good PO1's and a Division Officer who does what he is told.

**REAL CHIEFS:**

Think John Wayne would have made a good Chief, if he had not gone soft and made Marine movies.

**REAL CHIEFS:**

Are hated by Supply Officers, who have to take inventory after the Chief pays a surprise social call.

**REAL CHIEFS:**

Use the term "Good Training" to describe any unpleasant task...

Scraping the sides of the ship is "Good Training."

Spending the night drinking and getting sick the next day is "Good Training."

Having to sleep on your seabag in the parking lot because there was no room in the barracks is "Good Training."



**HAPPY 110th BIRTHDAY**

**UNITED STATES NAVY CHIEF PETTY OFFICERS**





# VOLUNTEERS...

Our latest group of "Yesterday"  
Battleship New Jersey Volunteer photos  
How many can you ID?



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**First Class  
Postage  
Required**

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