



**May
2003**

THE JERSEYMAN

Battleship New Jersey Corps of Volunteers Selected for the Governor's 2003 Volunteerism Award

To the Volunteer Crew of the Battleship New Jersey

The Volunteer Office gratefully thanks all of the Volunteers who participated in transforming the Battleship New Jersey into this amazing museum.

Getting through that first winter was hard. Then the heat of the summer had the deck crews baking in the sun. It has taken thousands of hours of hard work climbing the ladders, scraping the paint, painting, sanding the decks, polishing the brass, removing and replacing the lines, lifting and hauling the trash, scrubbing and cleaning the compartments, typing and filing the reports, restoring the weapons and communication systems to get the ship ready for opening. Then came the tours on cold days, on hot days, on rainy days, on snowy days.

As the work progressed, the friendships and camaraderie developed. It was this dedication to each other that helped us to get through the rough times to see this project to completion. All the men and women who participated in this great endeavor should be proud of this great accomplishment.

You truly deserve receiving the 2003 Governor's Award for Volunteerism. Our Office thanks each and every one of you for your time and dedication.

Office of Volunteers



(Photo courtesy of Volunteer George LoPresti)

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It was 60 years ago, on May 23, 1943...



**A 60 year celebration event is planned for May 23, 2003
to commemorate the first commissioning of
USS NEW JERSEY
For information please call (856) 966-1652 Ext. 144**

COMMISSIONING DAY...

In the above photo taken on May 23, 1943, the “Blast bags” for the 16” guns look quite a bit different than they do today. According to Mike Piazza, a recent ship’s visitor, from Pine Hill, New Jersey, it was because these bags were made out of leather during WW2.

Along with 30 to 40 other workers, Mike Piazza worked as a sailmaker at the Pennsylvania Naval Shipyard (PNSY) Sail-loft Shop #74-901, when USS New Jersey and USS Wisconsin were built - he helped to make these bags.

(For more of Mike’s story of gun covers for USS New Jersey, please turn to page 7...)

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FROM THE ARCHIVES - IN THEIR OWN WORDS...



In 1941 and 1942, and during the building of USS NEW JERSEY at the Philadelphia Naval Shipyard, John Boyle of Germantown, Pennsylvania was a workman on the ship. His primary jobs were as a “**Holder On**”, and “**Riveter.**” Mr. Boyle and his family have donated the heavy gloves and goggles (shown below) that he used while building the ship, and the attached story describes just what his job was like while building USS NEW JERSEY...

“**HOLDER ON:**

Man on the inside of the ship who holds on to the driven red-hot rivet with a machine to keep it in place while it is being secured from the outside. (A rivet is a metal bolt used to fasten steel plates together. It has a head on only one end, the other end is plain. The rivet is inserted through a hole in the steel plates and the plain end is then hammered flat to lock the rivet into place.) From the deck of the ship down, hot rivets were used.

I remember the day when I was a “Holder On” in the shell hoist. (The shell hoist is the place where the shells would eventually rise.) The shells were kept in the bottom of the ship below sea level to protect them from any explosions due to torpedoes. The space in the shell hoist was just big enough for two men to crawl through on wooden boards about 3 inches wide. The boards were on iron brackets welded into the side of the ship with a bolt to hold the wood in place. These wooden boards held two men working in the shell hoist and extended from the bottom of the ship to the deck. A third man would stand at the top of the hoist, with a pot of red-hot rivets. Each rivet was approximately 14” long and 3/4” thick. The man at the top would drop the rivet down a shoot to the second man who caught it with a tong and gave it to me to hold in place for the riveting from the outside. On this particular day, the man at the top missed the shoot and the rivet hit the head of the man working with me, who was wearing only a cap, and knocked him out. He slumped to the side and I knew that if he fell the three stories to the bottom of the ship he would be dead. I put him on my shoulder somehow worked my way down on the 3 inch boards to the bottom of the ship. He was ashen yet there was no blood. He received medical attention and I went back to work. Every time we met after that day he went out of his way to express his gratitude. Until this day I don’t know how I got him down under those conditions. I laugh when I think that all the way down the shell hoist, I could hear the rattling of the Riveter on the outside totally unaware of what had happened on the inside.

RIVETER:

Man who hammers the rivets into place, with a gun, from the outside of the ship. Both of these jobs require strength and hard work. - I had two guns. I drove the rivet with one gun and used the second gun to cut off any excess; then I would rivet it again to level it off. Work went on rapidly to keep the rivet from cooling off. (I wore a handkerchief around my head to keep the sweat from getting into my eyes.) A red, melting-hot rivet was best to work with. Riveters could tell from the color red of the rivet sent through by the Holder On how difficult it would be to work with it. This was hard and dirty work. Since riveters were expected to drive a certain number of rivets a day, the rivets were counted at the end of the workday and marked off with chalk. This chalk mark indicated where the Riveter would start the next day.

PROTECTIVE GARB:

Men working in these two positions wore goggles with side protectors and heavy gloves. Long sleeve shirts, helmets and high shoes were recommended. Gloves were replaced when needed but not always with the same kind of glove. I have sent the special goggles and gloves used in this work to the yard for the archives of the ship. Above the deck, cold aluminum rivets were used. I spent a long period of time as a Riveter working above the deck on the top portion of the ship. One day my supervisor, Mr. Benton, told me that there were about 83,000 rivets on the top structure over the deck and that I had driven almost all of them. Riveting is not done today, ships are welded instead.” - **Riveter John Boyle**



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FROM THE BRIDGE...

Captain William J. Aicklen, Jr., USN (Ret.)

When USS NEW JERSEY came under fire, and Turret #1 was hit by a North Korean shore battery in May of 1951, Captain William J. Aicklen, Jr., USN (Ret.) was a LTjg at the time, and OOD on the bridge. This past year, Captain Aicklen has graciously donated a number of items concerning this combat incident to USS NEW JERSEY archives, and has included many of his Korean war photos taken aboard ship. In the following USS NEW JERSEY story, Captain Aicklen also shares the following story about one of his ship-mates...



“In October or November of 1951, I can remember that it was a cold winter night, and I was the mid-watch OOD (aft) on board USS NEW JERSEY - at the time, we were anchored off Yokosuka, Japan. Several LCM’s (Landing Craft Mechanized—used to transport cargo and personnel from ship to shore and ship to ship) off loaded their liberty parties, and all was quiet until about 0200 when a commotion was heard below deck. I sent the Bosun’s mate of the watch below to determine the cause of the noise. He returned about 10 minutes later and reported that the brig officer told him he was giving instruction to some of the prisoners, and that he “was in charge” of the situation. I made an entry of the event into the log.

The next morning, I spoke with the brig officer about the incident and he informed me that he had taken the matter up with the X.O., and there was nothing to be alarmed about. I heard no more about the incident after that.

Several years later, when I was Commanding Officer of USS CORRY (DD-817), the ship was host to a group of visiting Brazilian officers visiting NOB, Norfolk. I escorted the group and recognized a Marine Captain who had been the Sergeant of the Marine Detachment aboard the Jersey. In casual conversation with him, I asked whatever happened to the Commanding Officer of the Marine Detachment and Brig Officer on the Jersey. His reply to me - “Oh, didn’t you know? He is the Governor of Florida, Claude Kirk!” I was stunned to say the least.”

In recent contact with Captain Aicklen, he added that Lt. Claude Kirk, USMC was the gun-fire support spotter aboard USS NEW JERSEY and flew some very dangerous missions with the ship’s helicopter pilot, Lt. Tuffinelli. He said “the chopper came back more than once with bullet holes and both Lt. Tuffinelli and Lt. Kirk received numerous (and well deserved) medals for their efforts.”

**Former member of the USS NEW JERSEY crew during the Korean War,
Lt. Claude Roy Kirk, Jr., USMC
was the 36th Governor of Florida from January 1967 to January 1971.**

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IN THEIR OWN WORDS...

DC/2 Fred Andrews, Bridge City, Texas -

"I rode every mile that the ship went from Bayonne mothballs (Oct 1950) to June 1954...and here is my story of serving aboard Big "J". On August 18, 1950 with the Korean War in full swing, and at the age of 19, I enlisted in the Navy and beat the draft by only 2 days. After a shortened 8 week boot camp, a full company of us received orders for USS NEW JERSEY and the assignment of helping take her out of mothballs in Bayonne, NJ. I worked right along with the "yardbirds" and shoveled sand that was used to sand-blast the ship's bottom, and helped apply the plastic, anti-fouling "Sharkskin" coatings. When she was ready for sea, it was off to Norfolk, then on to "Gitmo" for firing practice, and finally we sailed for Korea in 1951 for the Spring offensive.



My battle station was passing powder bags in the magazine of Turret #3. As I remember, we had been firing at the North Koreans day and night to force them into revealing their gun positions.

Finally they pushed an artillery railcar battery out of a hidden tunnel, and we got a fix on them. They did get off some rounds that straddled the ship and a hit at the top of Turret #1. It was the shrapnel from that firing incident that killed Seaman Osterwind and also wounded two others. As I recall, they were all mess cooks and should not have been out on deck. They would repeatedly announce for all hands to keep clear of topside, and only those at GQ were allowed at topside stations. The photo above shows the ladder and boom that were damaged by the hit. Captain Tyree let the NK have it with a 9 gun salvo and brought the mountain down on them.



During my first 2 years on the ship, I began as seaman Apprentice and worked up to Boatswain's Mate 3/C. I became bored with deck division and gave up 3/c to become a Fireman in R-Div. I again worked on up to Damage Controlman 2/c. I passed the test for DC1 and was qualified just prior to discharge, but after 4 straight years at sea, all I now wanted was out. I really enjoyed Damage Control. I took soundings, replaced door and hatch seals, did air pressure compartment checks, checked for watertight integrity and so on. Two of my Division mates were also selected Honor Guards at the

peace table, and faced North Korean honor guards. Lt. Spencer was one, and MM/1 Robert Kendrick was the other. I can also clearly recall when South Korean President Sigmon Rhee came aboard. It was a "Man the rail" day in full dress.

I also attached a few photos showing the scaffold being used for the lathe to shave liner creep from the muzzle of the 16" guns, and also the crew loading frozen rations. The small boxes were frozen meat from WW2."



(All above photos courtesy of DC/2 Fred Andrews)

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IMPORTANT ANNOUNCEMENT FROM THE CURATOR...

The Battleship New Jersey Museum and Memorial will be holding its first three-day **Naval and Military History Symposium** on Friday, June 13th through Sunday, June 15, 2003.

This symposium event is open to the public! For details, including teacher information on State of NJ Continuing Education Credits, and special one-day attendance rates, please call (856) 966-1652, Ext 201, 204 or 144.

Noted speakers and presentation subjects will include:

Paul Stillwell, Director, History Division US Naval Institute on
"History of USS NEW JERSEY (BB-62)"

Dr. Tomas Banit, and Dr. Thomas Walsh of Kean University on
"Battleship New Jersey" A cross-Curriculum Educational Experience"

Edward J. Marolda, Senior Historian, Naval Historical Center on
"Naval Bombardment in Korea and Vietnam"

Dr. Benjamin Cooling, Industrial College of the Armed Forces on
"History of the Cruiser Olympia, 1892-2000"

Joseph James Ahern, American Philosophical Library on
"History of the Philadelphia Naval Shipyard"

Lockheed Martin presentation on Current Maritime Technologies,
Aegis and Homestead Security Technology

Presentations at the Battleship New Jersey Memorial & Museum,
and the Independence Seaport Museum,
including a tour of the world's oldest cruiser, the 1892 USS OLYMPIA

"We can't change the winds but we can adjust our sails."



THE JERSEYMAN

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LEATHER 16" BLAST BAGS...

(Cont'd from page 2)

According to Sailmaker Mike Piazza, "I began as an apprentice at PNSY sail loft Shop # 74-901, and we were charged with making gun covers for all the battleship USS New Jersey and USS Wisconsin guns.

We sewed the 16" gun blast bags out of the thickest (and heaviest) leather I have ever handled. I don't know where they got it, but I know it did not come from cattle—it was way too thick for that. At the shop, we had a huge #731 sewing machine at a table about 12' X 18' in size. Two men who really knew what they were doing, turned the leather on the table so it could be sewn by the machine operator. It was really trial and error... if it did not work properly, we had to take the covers back off the guns and do them again, and it was a very hard job to install and remove these bags. Then we also had to sew separate leather beads around the edges on each cover so the straps could be tightened enough to hold and not pull loose when the gun fired... this was more tough work. Even after we got pretty good at it, it still took over a week to sew just one of the 16" gun blast bags. And then we also had the job of sewing heavy canvas covers for the 5" guns, and the 20mm and 40mm guns. We got pretty good at all of it for the USS New Jersey, so when we got to USS Wisconsin it was a little bit easier. We didn't make just 9 bags for each of the ships 16" guns, we also had to make the spares for them too.

But back then, our patriotism was running so high that we did not see anything wrong with working 7 days a week and 12 hours a day. We all did it, and we did it like that for a couple of years. For us it was a common thing back then..

When the battleships finally left for sea, we had stored the extra blast bags and extra leather on the ships but they had no sewing machines aboard. The sailors assigned to the blast bag repair jobs had to use hand awls and the largest needles you ever saw to do the work.

I will never forget the war effort in that sail loft. We did a good job."

Mike Piazza - Sailmaker

MAIL CALL... *The Jerseyman* recently received the following interesting question from Volunteer George Hunt. As usual, we referred the question to the volunteer or staff person(s) best qualified to provide the answer. In this case, Boiler Technician Rolland Garber (Ship's tour guide coordinator) has helped us out: with the following details taken directly from the maintenance manual:

"The two inside 5 blade screws are for speed.

They rotate 6 rpm faster than the power screws.
They are on the center line with the two 340 sq ft rudders.
These propeller shafts are parallel.
They are shafts # 2 & 3 from After Engineering.

The two outside 4 blade screws are for power.

They vibrate at a different rate and cancel some of the noise from the five blade.
These two shafts are not parallel, they get wider apart as they go aft.
They are shafts # 1 & 4 from Forward Engineering.
Looking forward, Starboard side shafts rotate clockwise, Port shafts rotate counterclockwise. The trailing edge of all the blades must be sharpened to cancel a "singing" noise that another ship can detect. The propellers are fixed pitched, solid manganese bronze alloy. "

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SEA STORY ...

Nobody likes to admit it, but most of us can tell an old story about wishing we had done something just a bit differently if we were given another chance. This following great "sea-story" is shared by Rolland Garber from his navy days in the boiler room of USS NORFOLK in 1963.

"We were tied to the pier on a beautiful summer morning. It was Sunday, the uniform of the day was undress whites.

"I was standing watch in the forward boiler room, and the log called for, and I quote it exactly, "**Blow tubes @ 12 P.M.**" Being a squared away sailor, I always follow orders. My only question was, "Does 12 PM mean Noon or Midnight?" I did not make the right choice... This was the first and only time I was unanimously "selected" to paint the entire shaft alley by myself."

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Editor's Note: Between issues of *The Jerseyman*, we have been sending out a few unique photographs of the ship to our *Jerseyman* database. If you have a photo that you think would be of interest to All Hands, please pass it on. All photos will be returned.

Thanks - Tom

THE JERSEYMAN

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FROM THE RADIO ROOM...

A RADIO GANG MEMORIAL DAY TRIBUTE

Memorial Day is the day we honor those who have served our country. Below is a list of some radio club members who have served their country. To these men and women and to those who are serving today we say **THANK YOU!**

The Battleship New Jersey Amateur Radio Station is pleased to announce a "Special Event" in the radio shack celebrating the 60th Anniversary of our ship's commissioning, from 1400Z on 24 May to 0200Z on 25 May 2003 (the actual commissioning was May 23, 1943). We will be issuing a special Certificate commemorating the 60th Anniversary to operators who contact us. The certificate will be signed by a member of the original radio room team and a plank owner of BB62! (Photo shown is 1943 - CR Division Battleship New Jersey (BB-62))



Lou Priestley

USN 1968-1974 ETR2

Ronald Cohen

U.S. Army Signal Corp. E5

1954 to 1957 Japan

Douglas G. Gehring

US ARMY Security Agency

1954-1956 Taiwan

Edward R. Clark

USN 2 years active CTM1

USNR 19 years reserve duty

William P. Hansche

U.S. Air Force - Sgt. 1951 - 1952

Ray Schnapp

USN 1950 - 1954 ET

Frank C. Annaloro Jr.

1970-1976 Flight line Crew Chief

Roger F. Jordan, Sr.

USN 1978 - 1994

David Burgess

USN 1967 - 1973 ET

Joe Duffin

USN 1943 - 1946

Comm. Officer for

VADM Mc Morris Commander 4th Fleet



Robert Westcott

USN 1943-1945 RM3

USS New Jersey (BB-62) (Plank Owner)

Bryan E. Carpenter

USN 1984 - 1996 IC2

USS New Jersey BB-62

Gary Hollenbaugh

USN 1980-1985 RM2

USS New Jersey, (1983-1985)

US Army (National Guard) 1990-1997

Carl Woodcock

USAF 1962 - 1966

Harry Bryant

USN 1971-1979 RM1(SS)

Rolland E Madara

USN 1929 to 1953 Lt.

Fleet Reserve to 1960 and retired.

Sam Bennett

1965-1967 US Army Aviation Detachment

Eugene F. Holben

U.S.Navy 1942 - 1946 ETM 3/c

Robert Rutherford

USN 1952 - 1956

Ted Katz

USN 1962 - 1970

Tom Helvig

USN 1953-1975 CTRCM

Dave Mull

US Army 5 years

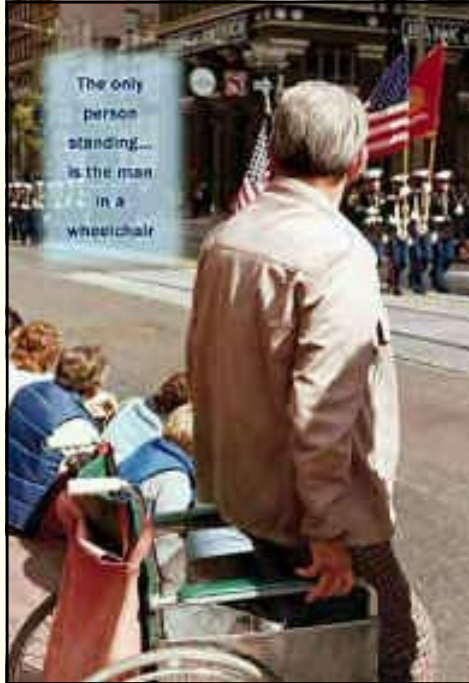
NJ National Guard - 16 years

David Webb

USCG 1964-1968 RM2/RM3

THE JERSEYMAN MAY 2003

Memorial Day - May 26, 2003
Please remember to Fly the Flag...



U. S. NAVY SHIP'S BELLS...

Since posting our request for photos of US Navy ship's bells, new bell photos of the following ships have been received, with grateful thanks to:

USS BOSTON (CAG-1)
Art Hebert Secretary/Treasurer
USS BOSTON Shipmates, Inc.
and
Fred Tapley, USMC
Marine Detachment (Plankowner)
1943-1945

USS WILKES-BARRE (CL-103)
"The Willie B"
John C. LaVia, USMCR

USS TENNESSEE (BB-43)
BM1 (SW) Charles Brown, USN (Ret.)

FAST FORWARD 2003...

In early June of 1918, and at the beginning of the battle of Belleau Wood in France, the French troops urged retreat. The request for retreat by the French was quickly answered by **Col. Wendell Neville, USMC** who replied...

"RETREAT, hell!

We just got over here!"

A few weeks later, United States Marines secured Belleau Wood, France

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"A ship without Marines is like a coat without buttons."

Rear Admiral

David Dixon Porter
1863

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When in England at the World Economic Forum, a fairly large conference, Secretary of State Colin Powell was asked by the Archbishop of Canterbury if our plans for Iraq were just an example of empire building by George Bush.

He answered by saying:

"Over the years, the United States has sent many of its fine young men and women into great peril to fight for freedom beyond our borders. The only amount of land we have ever asked for in return is enough to bury those that did not return.

The room became very quiet...

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**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**

THE JERSEYMAN

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ABOUT THE DECKS...

Never let it be said that we don't have enough supervision on Battleship New Jersey. Volunteers from left to right are Russ Collins, Bob Whomsley, Joe Donnelly, Broom handler Al Giumetti, Broom handler Ed Haas, and John Croghan. Then they took a coffee break...



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Bus drivers needed with Commercial Driver's License (Passenger Endorsement)!

- Full & Part-time possible, must cover 6:30 AM to 6:30 PM 7 days—week 12 hr shifts or split shifts possible.
- Will be operating all year-round.
- Normal route is simply from the garage down the hill to the marina circle by the ship and back.
- With grant money from DRPA/PATCO, weekends will include stops at 5th & Market in Camden (The Rand Transportation Center).
- Some evenings will also be required to meet special events needs.

Please see, or call Jack Shaw at
(856) 966-1652 Ext. 213.

Applicants need to pass drug screening and show valid license. (Battleship New Jersey is an equal opportunity employer.)



The Battleship New Jersey "The Brassmeisters"



Exposed brass on US Navy ships have only one acceptable appearance... and that is BRIGHT! The volunteer folks that we can thank for gleaming brightwork on BB62 are these 5 volunteers. With thanks and Bravo Zulu's to...



Bruce Frey, Kurt Cheesman, Dave Ratcliff



Rich Thrash and Nan LaCorte

All Hands:

"As you move about the ship and find brass needing attention, please attach a note to the Brass team workshop (Old Dental Lab) or pass the word on to either Harry Ruhle or Joe Shields—Thanks!"

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VOLUNTEER... CHESTER W. KLABE

Chester "Chet" Klabe was born in Philadelphia on June 22, 1927. He left Frankford High School in his 11th Grade - Junior Year, and enlisted in the Coast Guard on March 28, 1944. "After basic training (boot camp) in Curtis Bay, Maryland, I was sent to Argentia, Newfoundland and was assigned to the USS DUANE escorting convoys to Reykjavik, Iceland, under COMNORLANPAT, Commander North Atlantic Patrol.

After leaving the service in March of 1949, I married my high school sweetheart in June of that year. Taking advantage of the G.I. Bill, I attended Temple University Community College full time for the associates degree in electronics technology. After finishing school, I went to work for Philco Corp, in the government and industrial division. There, I worked on the development of the Anti-Submarine Warfare directional sonobuoy, SSQ-1. During the war, the Navy used a non-directional buoy system requiring 12 buoys dropped in a cross pattern, and picking up the two noisiest buoys to triangulate a sub's position.

Later on, I left Philco and accepted a job at New York Shipbuilding Corp., in Camden, NJ. I started out as a wireman 2nd Class (semi-skilled) on the industrial waterfront. After about 2 months, I was promoted to 1st Class mechanic and eventually to electronic specialist testing and certifying all inter-communications and fire control systems on USS NORFOLK (DL-1). I followed that assignment working for Wickes Engineering in Camden for 4 years, involved with the design and development of commercial color broadcasting equipment. I again went back to New York Ship and worked on USS BOSTON (CAG-1), and USS CANBERRA (CAG-2) testing the Main Battery and MK-56 Gun Fire Control System (GFCS.) On completing these ships, I transferred to the design and engineering offices writing test procedures and drafting ship's plans for construction. We also rode the completed ships on all their trials such as: (PATS) Preliminary Acceptance Trials, (FAT) Final Acceptance Trials, and (WSAT) Weapon Systems Acceptance. When the shipyard began building nuclear submarines, we added Propulsion Trials, and these trials were run with Admiral Hyman Rickover on board. While working with the submarines, I conducted crew training lectures on the Ballast Control Panel, Steering and Diving Consoles, Underwater fire control systems, Integrated Announcing System, and Automatic Maneuvering systems. When USS THRESHER (SSN-593) was lost in April of 1963, I was involved with the sub-safe programs that made radical changes to 593 Class submarine design to prevent additional losses. From April of 1967 to December of 1993, I was employed by the Civil Service for Ship's trial Division, and attached to the DOD Naval Sea Systems Command at the Philadelphia Naval Base. I served as a Naval Weapons Service Officer for checking out ship's weaponry and ship's crew work requirements in advance of the ship's upcoming availability. I did this both underway and while in-port."



"Chet" Klabe's Coast Guard duty ships from 1944-1949 included:

USCGC STORIS, USCGC TAMPA, USCGC FORSYTH (PF-102) (Decommissioned Algiers, New Orleans)
USCGC INGHAM, (WPG-35), USCGC DUANE, (WPG-33), USCGC EASTWIND, (WMC-27)

Shipyard ships worked on after the war included:

USS NORFOLK (DL-1), USS BOSTON (CAG-1), USS CANBERRA (CAG-2), USS KITTY HAWK (CV-63), USS LITTLE ROCK (CLG-4), USS LAWRENCE (DDG-4), USS RICKETS (DDG-5), USS BARNEY (DDG-6), USS BERKLEY (DDG-15),
USS STRAUS (DDG-16), USS CONNYNGHAM (DDG-17), USS DALE (CG-19), USS RICHMOND K. TURNER (CG-20),
USS TRUXTON (CGN-35), USS CAMDEN (AOE-2)

Submarines worked on included:

USS BONEFISH (SS-582), USS POLLOCK (SSN-603), USS HADDO (SSN-604),
USS GUARDFISH (SSN-612), USS POGY (SSN-647)

Conducted underway Material Self-Assessments and Pre-Overhaul Tests and Inspections on:

USS IOWA (BB-61), USS NEW JERSEY (BB-62), USS SOUTH CAROLINA (CGN-37),
USS KING, DDG-41, USS HEWES (FF-1078)

Conducted inport Material Self-Assessments and Pre-Overhaul Tests and Inspections on:

USS NEW JERSEY (BB-62), USS PETERSON (DD-969), USS MISSOURI (BB-63), USS BREWTON (FF-1086),
USS LEFTWICH (DD-984), USS O'BRIEN (DD-975), USS SAMPSON (DDG-10), USS JOHN HANCOCK (DD-981),
USS THORN (DD-988), USS LAKE CHAMPLAIN (CG-57), USS ANTIETAM (CG-54), USS THOMAS GATES (CG-51),
USS KIRK (FF-1087), USS MCCANDLESS (FF-1984), USS CALIFORNIA (CGN-36), USS TRUETT (FF-1095),
USS TALBOT (FFG-4).

Besides volunteering aboard Battleship New Jersey, Chet is active in Ham Radio with call sign WA2YDS, and the Navy Marine Corps MARS (Military Affiliate Radio System.)



THE JERSEYMAN MAY 2003

Identification of our April group of "Yesterday"
Battleship New Jersey Volunteer photos.
"Hey shipmates, do we have yours yet?"



ABMC Joe Boyle, USN (Ret.)
USS Kitty Hawk (CV-63)
USS New Jersey (BB-62)
1948-1969

2nd Lt. Art Hill
Navigator USAAF
June 1943—Dec 1945



BT2 Paul McPike
USS Macon (CA-132)
USS Albany (CA-123)
USS Midway (CVB-41)
1946-1952



Volunteer Lois Ryan
Princeton School of Nursing
(1961)
Lois' brother was a US Navy
Senior Chief Petty Officer
23 Years



EM1 Chet Klabe
1946 photo...
PF (Patrol Frigate)
Argentia, Newfoundland
1944-1949



1/Lt. Larry Margulis USAF
Air Training Command
F.E. Warren, AFB Wyoming
1957-1960



ADR Skip DeGlavina
USNR 1965-1980
USS Essex (CVS-9)



Radioman 2/class
Pete Fantacone
USS LCI (L) 492
D-Day June 6, 1944



USS Columbus
(CA-74)
USN 1943—1946