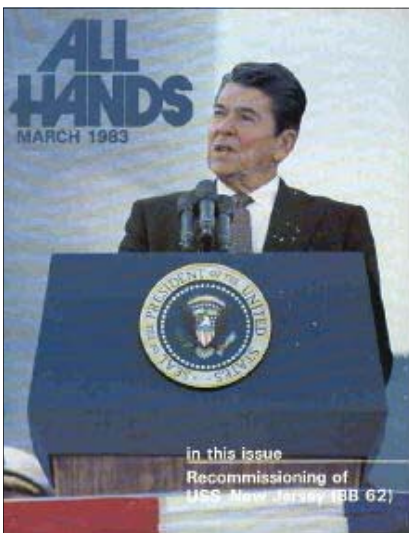




**June
2003**

THE JERSEYMAN



“FIREPOWER FOR FREEDOM”

It was on December 28, 1982, that President Ronald Reagan attended USS New Jersey’s 4th Recommissioning day in Long Beach California. During his speech, he mentioned an intention of “building a 600-ship fleet, including 15 Carrier Battle Groups,” and the President concluded with...

“Well, the New Jersey today becomes our 514th ship and represents our determination to rebuild the strength of America’s right arm so that we can preserve the peace.

After valiant service in Vietnam and after saving the lives of countless Marines, the New Jersey was decommissioned in 1969. During that solemn ceremony, her last commanding officer, Captain Robert Peniston, spoke prophetically when he suggested that this mighty ship



*“Rest well, yet sleep lightly;
and hear the call, if again sounded,
to provide fire power for freedom.”*

Well, the call has been sounded. America needs the battleship once again to provide firepower for the defense of freedom and, above all, to maintain the peace. She will truly fulfill her mission if her firepower never has to be used.

Captain Fogarty, I hereby place the United States Ship New Jersey in commission. God bless, and Godspeed.”

Looking back, it was on May 23, 1943 that Big “J” proudly hoisted her commissioning pennant for the first time and prepared for war in the Pacific. Now, exactly 60 years later to the day, and only a mile or so from where the ship was launched, Captain Robert C Peniston once again repeated his famous and powerful words of “Firepower For Freedom,” and “Rest well, yet sleep lightly,” as keynote speaker from the decks of the mighty USS NEW JERSEY.

As he concluded his remarks for the ship’s historic 60 year event, Captain Peniston offered grateful appreciation to the volunteer crew of NEW JERSEY “who have given the ship the appearance that she is, indeed, “ready for sea”... and... “my heartfelt gratitude to all the sailors who have faithfully served aboard NEW JERSEY, and in doing so, have faithfully served the United States Navy and the United States of America.”

THE JERSEYMAN JUNE 2003

FROM THE EDITOR...

Following is only a partial listing of ships, stations, bases, and military units that were once served by our Battleship New Jersey volunteers, or by the close relatives of our battleship volunteers. In the past, these were once called "My ship" or "My outfit." Beginning with this June issue of *The Jerseyman*, we will feature articles, and photos of these and other ships, units, and duty stations. For many US Navy ships, all that remains today may be the bell on display at a court house, or a faded "yesterday" photo in an old scrapbook. Many were sunk as target ships, or simply sold as scrap. We ask our ship's volunteers, and our Jerseyman readers, to consider submitting stories and photos of your ship, unit or station. Your grandkids will thank you for it and so will our readers. Writing assistance is available... all you need to do is ask.

Thanks, Tom

TheHvig@aol.com

...Along with USS NEW JERSEY (BB-16), USS VIRGINIA (BB-13) was sunk as a target ship on Sept 5, 1923, at a point about three miles off the Diamond Shoals lightship, and just off of Cape Hatteras, N.C.
(Photo courtesy of Gordon Calhoun Editor/Command Historian, Hampton Roads Naval Museum/USS WISCONSIN)



315TH BOMB SQ. (B-25's)
USS NEW JERSEY (BB-62)
USAAF (B-26's)
S.S. PARK HOLLAND (Armed Guard)
USS GREAT SITKAN (AE-17)
USS MACON (CA-132)
USS ALBANY (CA-123)
USS MIDWAY (CVB-41)
MARDET—USS NEW JERSEY
USS KITTY HAWK (CV-63)
USS SIMON LAKE (AS-33)
USS HENLEY (DD-553)
USS SOUTH DAKOTA (BB-57)
USS DAVID W. TAYLOR (DD-551)
334TH FIGHTER SQ.—KOREA
USS IOWA (BB-61)
US NAVAL SECURITY GROUP
USS VESUVIUS (AE-15)
4TH INF. "IVY" DIV, WW2
USS SANTA FE (CL-60)
USS DES MOINES (CA-134)
USS CABOT (CVL-28)
USS DUPONT (DD-941)
USS SHASTA (AE-6)
US ARMY TNG CTR. FT KNOX
LST 515
PCS 1386
USS AMERICA (CV-66)
USS RANGER (CV-61)
228TH ARTILLERY, US ARMY
USS PICKAWAY (PA-222)
AMD LAKEHURST, NJ
497TH RECON SQ., USAF
27TH FIGHTER WING, ADAK
USS ESTES (AGC-12)
BEACH JUMPER UNIT ONE
F.E. WARREN AFB, WYOMING

US ARMY MILITARY POLICE
USCGC DUANE (WPG-33)
111TH INF., US ARMY
USS MILIUS (DDG-69)
USS ACCOKEEK (ATA-181)
USS T. ROOSEVELT (CVN-71)
NJ AIR NATIONAL GUARD
USS SALEM (CA-139)
USS ARCADIA (AD-23)
US ARMY INF, 5TH DIV. MECH.
NSA, FT. MEADE, MD.
USS MEREDITH (DD-890)
USS CONSTELLATION (CVA-64)
USS JOHN J. WEEKS (DD-701)
2ND PIONEER BN, USMC
210TH COMBAT AVIATION BN.
2ND MARINE DIV.
22ND ARVN RANGER DIV.
USS PANAMINT (AGC-13)
1ST ARMORED CAVALRY DIV.
VS-22 QUONSET, R.I.
35TH NAVAL CONST. BN.
USS CHARA (AKA-58)
USS MISSISSIPPI (BB-41)
SHIPWRIGHT, PNSY
HQ, SQ 8 (PBY'S) CASU 6
USS POCONO (AGC-16)
USS SNYDER (DD-745)
USS HORACE A. BASS (APD-124)
USS CAPERTON (DD-650)
USS ENTERPRISE (CVAN-65)
USS F.D. ROOSEVELT (CVA-42)
USS HAMUL (AD-20)
USS MOALE (DD-693)
4TH INF. DIV, 46TH AAA
USS ESSEX (CVS-9)
1ST CAV. DIV (FIRST TEAM)

USS HISSEM (DER-400)
USS FULMAR (MSC(O)-47)
US ARMY DENTAL CORPS
USS MISSOURI (BB-63)
HMS IRONBOUND R.C. NAVY
FAW 14, VPB205 (PBY, PBM)
USS BUNKER HILL (CV-17)
278TH REG. COMBAT TEAM
50TH ARMORED DIV NAT. GD.
USS RUSHMORE (LSD-14)
VF 174
1ST CAV, 12TH REG'T
USS ROBERT L. WILSON (DD847)
FMF 13TH INF. BN. USMC
US ARMY TNG CMD. FT. BLISS
USS LOS ANGELES (CA-135)
USS HORNET (CV-8)
USS FORRESTAL (CV-59)
LCI (L) 492
USS COLUMBUS (CA-74)
S.S. BENJAMIN D. WILSON
1ST MARINE AIR WING
USS WILLIAM C. LAWE (DD-763)
112TH FIELD ARTILLERY, NJNG
USS NORTH CAROLINA (BB-55)
USS HYMAM (DD-732)
USS RHODE ISLAND (SSBN-740)
USS CAROLINE COUNTY (LST525)
NAS ATSUGI, JAPAN
NAS AGANA, GUAM
NAS WHIDBEY ISLAND
USS CHELEB (AK-138)
US ARMY SECURITY AGENCY
533RD ROCKET FIELD ARTIL'RY
JET SHOP MACDILL, AFB
USS WARRICK (AKA-89)

THE JERSEYMAN JUNE 2003

CORPS OF VOLUNTEERS - SHIPS, STATIONS, UNITS...

The Jerseyman is pleased that our "Yesterday" photos of the volunteers have been a big hit... photos are coming in every day and we thank all participants - please keep them coming. To expand on this "Yesterday" feature, we ask that our volunteers provide photos of their ship, unit or station for future issues of *The Jerseyman*. If you happen to know what eventually happened to your ship, please let us know that too...



USCGC Duane (WPG-33)

Sunk as an artificial reef off of Key Largo, Florida in Nov 1987.

Vol. Chester W. "Chet" Klabe

"This was my first ship out of Boot camp, escorting convoys to Reykjavik, Iceland with the North Atlantic Patrol in 1944."



USS Chara (AKA-58)...

Sold for scrap in 1972

Volunteer George Hunt

"USS Chara was the "mother ship" for my LCC boat during WW2. I have a story coming..."



First Cavalry Division Ft, Hood, Texas

SGM Paul Hanson, USA (Ret.)

"We are called "The First Team"
I think I can probably find an M1A1 tank photo or two for *The Jerseyman*"



THE JERSEYMAN JUNE 2003

AIRCRAFT CARRIERS...

FLIGHT DECKS...

The recent photo addition of a donated memorial USS SHANGRI-LA bell, is a lead-in to describe what carrier duty was like in the days of ESSEX Class Fleet Carriers (CV-9 through CV-19). (USS SHANGRI-LA was decommissioned on July 30, 1971, and placed in the Atlantic Reserve Fleet in Philadelphia. In 1988, the USS SHANGRI-LA, nicknamed "SHANG," was sold for scrap and towed to Taiwan.)

A correspondent who spent time aboard the (re-named) USS Hornet (CV-12) in WW2 wrote the following description of Flight Deck duty in the ship's newsletter:

"When the war is done, it will be forever easy to identify any man who worked on the flight deck of an aircraft carrier. He will be the one who spends his life leaning fore or aft 20 degrees from the vertical. He got that way working 10 to 18 hours daily in the tornado blast of slipstream from engines generating up to 2,000 horsepower.

Few will quarrel, I think, with the proposition that a carrier's flight-deck crew works harder physically, with greater general skill and timing, habitually splitting hairs with sudden death, than anybody else in the Navy. Watching them when planes are taking off or landing is being witness to a mad ballet danced by crazed scarecrows, flapping perilously about the jaws of monsters amid a hurricane of wind and a mighty, crashing violence of sound.

A hundred roaring engines swing unseen guillotines so closely packed that the deadly arcs interlace like dragon's teeth. The wind is 40 knots across the bow, multiplied nobody knows how many times by the swirling slipstreams behind the planes.

Dancing backwards in the gale, spotters motion the planes forward to the takeoff line. Chockmen play a deadly game of tag inches from the swinging blades, a buffet to the wind, ready instantly to block each wheel.

As each plane rolls forward, four figures spring out and spread the folding wings. Heavy work that, and dangerous too. Once in an emergency, a husky kid tried to spread a wing without help. The hinged airfoil swing forward, caught him in the stomach, and pitched him overboard 80 feet down to the sea. He lived.

Now and then, one of the hooded figures loses his footing. Instantly the wild slipstream seizes him and sends him spinning down the deck among the eager guillotines. This carrier has never lost any man that way, but others have. There's a rule for it. Never try to run or regain you balance. Fall fast and grab a finger hole in the deck.

Braced against the howling gale, seemingly within inches of the snarling propeller, the dispatcher stands, signals the engine to a screeching zenith of it's power, waves the pilot away, and ducks under the wing as the plane charges forward. Landing is a beautiful, high-speed synchronization of man and machine. If a cog slips, a man dies. Planes thud down on the deck, figures sprint from nets, disengage landing hooks, and scurry for safety as the plane taxis forward and another plunges to the deck with seconds between. Among the snarling monsters men work, ordering them (the planes) about, grooming them to fly again. They leap from all sides, fold wings, lead planes to stalls, inspect guns, bring fresh bombs, rush up and down the elevators.

They work like fiends, look like fiends, and obey one cardinal rule: Never turn your back on an airplane.

When they're not working, they play six-man football on the flight deck."

(Excerpts taken from *Aircraft Carriers* by Michael and Gladys Green)



Welcome home! USS ABRAHAM LINCOLN (CVN 72)

May 6, 2003 -

With a record breaking 10 months at sea, USS ABRAHAM LINCOLN returned home from duty in Operations Enduring Freedom, and Iraqi Freedom. The long duty tour aboard USS ABRAHAM LINCOLN, was summed up in response to a question asked of one of the returning sailors. He was asked, "What will you remember most about your time at sea?... His reply, "Well, how would you like to have 33 Ton jets drop on your roof all day and night for 10 months? During the operations, 1.6 million pounds of ordnance were used, and the ship logged 12,700 arrested landings.

WELCOME HOME and thank you to all men and women of our US Armed Forces... **WELL DONE!** (Photo and sources - US Navy)



THE JERSEYMAN JUNE 2003

USS HARRY S TRUMAN (CVN-75) COMPARISON WITH USS NEW JERSEY...

USS HARRY S TRUMAN (CVN-75)

Miscellaneous

Homeport: Norfolk, VA
 Crew Size: More than 5,200 with embarked Air Wing
 Number of Anchors: 2, from USS FORRESTAL (CV 59)
 Weight of Anchors: 30 tons each
 Length of Anchor chain: More than 1,000 feet, with 684 links @ 365 pounds each.
 Number of Telephones: 2,000
Tactical Aircraft: F-14 Tomcats, F/A-18 Hornets, EA-6B Prowlers, S-3B Vikings, E-2C Hawkeyes, SH-60 Sea Hawks and C-2 Greyhound.

Dimensions

Length of Flight Deck: 1,096 Feet: as long as the Empire State Building is tall.
 Width of Flight Deck: 251 feet (at its widest point)
 Water Displacement: 97,000 tons

Propulsion Type: Nuclear

Number of Screws: 4 (5 blades each, 21 ft. Diameter)
 Weight of Screws: 64,000 pounds each
 Top Speed: Exceeds 30 knots

USS NEW JERSEY (BB-62)

Miscellaneous

Homeport: Museum status - Camden, NJ
 Crew Size: 2,500 plus in WW2
 Number of Anchors: 2
 Weight of Anchors: 15 tons each
 Length of Anchor chain: More than 1,100 feet, with links @ 110 pounds each.
 Number of Telephones: 1,300
 Tactical Aircraft: SH-2 Sea Sprite Helicopter

Dimensions

Length of Deck: 887 Feet 7 Inches: Almost as long as New York's Chrysler Building is tall.
 Width of Deck: 108 feet 3 inches (at its widest point)
 Water Displacement: 58,000 tons (Full load)

Propulsion Type: Steam

Number of Screws: 4 (2@4 blades, 2@5 blades, 18 ft. Dia.)
 Weight of Screws: 45,250 pounds each
 Top Speed: 33 knots



(US Navy Photo of USS NIMITZ Class carrier... 1994)

Disclaimer: The Jerseyman Is an independent newsletter written for and by Battleship New Jersey museum volunteers. Wherever possible, *The Jerseyman* requests permission, properly credits, and identifies the author of any photos or quotations used. If readers find any crediting errors, or possible copyright infringements, please let us know and corrections will be made. Thanks for your help.
 Master Chief Tom Helvig, USN (Ret.) - Volunteer Writer/Editor *The Jerseyman*

THE JERSEYMAN JUNE 2003

A FUN LOOK AT CRUISE SHIP S/S GALAXY COMPARED WITH USS NEW JERSEY...



(Photo and statistics submitted by Docent Supervisor Bruce Haegley)

“I recently took a cruise on the Celebrity Lines cruise ship, the Galaxy. As I viewed her from the pier, I was immediately impressed by her size. I learned that she was almost as long as the New Jersey and I was curious to make a more through comparison. Following are the facts that completed my investigation.”

| | <u>Cruise Ship GALAXY</u> | <u>USS NEW JERSEY</u> |
|--|----------------------------------|-------------------------------------|
| Length | 866 feet | 887.7 feet |
| Width | 105 feet | 108.3 feet |
| Tonnage | 77,713 tons | 57,000 tons |
| Draft | 25 feet | 38 feet |
| Maximum Speed | 21.5 knots | 33 knots |
| Horsepower | 42,525 SHP | 212,000 SHP |
| Propellers | 2 | 4 |
| Elevators | 10 | 0 |
| Ship's Registry | Liberia | USA |
| Guest Capacity | 1,870 persons | 3 |
| Crew | 909 persons | 2,000 plus |
| Nationality of Officers | Greek | USA |
| Suites with bathroom | 935 | 3 |
| Mini-Bar in all staterooms | Yes | No |
| Fuel Capacity | 713,756 gals | 2,200,000 gals. |
| Showers in all Staterooms | Yes | 3 |
| Hair Dryers in Staterooms | Yes | No |
| TV in Staterooms | Yes | No |
| <u>The Jerseyman also adds the following...</u> | | |
| Volunteers? | 0 | 230 plus |
| 24 Hour Room Service? | Yes | “Yeah, Right.” |
| Entertainment? | Disco dancing, Casino | Mail Call and “Rope Yarn” |
| Meals? | 5-Star World Class Gourmet | 4 times/day includes “Midrats” |
| Spa? | Elegant 10,000 Sq. Ft. Spa | 0 (Ship had 2 “Blue” pools in 1968) |
| Cost depending on trip? | ???? | Free - Anytime/Anywhere |
| Target shooting? | Unknown | Something can be arranged... |

THE JERSEYMAN JUNE 2003

ABOUT THE DECKS...

Volunteer Frank Foord is unique among the 200 plus Battleship New Jersey volunteers. To our knowledge, Frank is our only Royal Canadian Navy veteran aboard, having served as a "Sub-Leftenant" in HMS Ironbound, a "Flower Class" Corvette during WW2. In his spare time, Frank made the 1/96 scratch model (shown below) of HMCS Sackville (Pennant K-181), as she appeared in 1945 and wearing the British "Western Approaches" color scheme.



Frank is currently working on his own ship, HMS Ironbound (T-284), a "Western Isles Class" Trawler. The model is being made from Admiralty plans purchased from London, England and will include modifications using photographs, and from memory. According to Frank, "We had one 3" gun, three Oerlikons, and depth charges." We hope you will show us your HMS Ironbound when she is complete! Great work shipmate, and thank you!



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

Since posting requests for photos of US Navy ship's bells, new bell photos have been received for these ships, with grateful thanks to:

USS ILLINOIS (BB-7)
Volunteer John Makara

USS CUMBERLAND sunk by
CSS VIRGINIA on March 8, 1862
(Bell photos from both of these ships
are on display at Hampton Roads
Naval Museum/USNS Wisconsin (BB-64),
and photos provided are courtesy of
Gordon Calhoun

Editor/Command Historian

USS SHANGRI-LA (CV-CVA-CV-38)
(Bell photo on Page 4 of today's issue
is courtesy of Bob Hayner, President
USS SHANGRI-LA Reunion Ass'n)

USS PENNSYLVANIA (BB-38)
Courtesy of Jess Dennis,
Chairman,
USS Pennsylvania BB-38 Reunion

Update: *The Jerseyman* was recently reminded that not all US Navy ships had a bell. USS LCI's (Landing Craft Infantry), are a good example. In those cases, and if available, a photo of your proud US Navy ship will do just fine shipmate... please send it on.

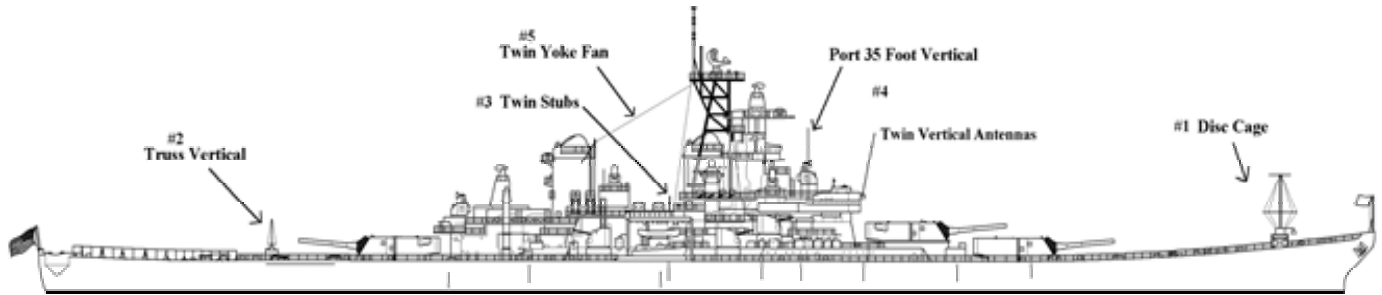
FROM THE ARCHIVES...

In 1958, and as he had done so many times before for other US Navy ships (including USS NEW JERSEY), Volunteer Sam Kuncovich was asked to design the official plaque for the Philadelphia Naval Shipyard (PNSY). Sam is shown in this photo presenting the official Philadelphia Naval Shipyard plaque to the Archives Manager of the Battleship New Jersey, Bob Walters. According to Sam, the plaque shown above is the revised version. The first included a submarine, but when the Philadelphia Yard stopped building subs, the plaque was revised to reflect the current operation of the yard. The Philadelphia Naval Shipyard was the home of USS New Jersey and USS Wisconsin, and it was also the first Naval Shipyard in the Nation. PNSY officially ceased operations on September 27, 1996. -Thanks Sam!



THE JERSEYMAN JUNE 2003

RADIO ROOM... USS NEW JERSEY ANTENNAS



During her 60 years of service the "Big J" has operated with many different styles and locations of radio antennas. This month's column will try to address some of the questions posed by *The Jerseyman* to the members of the radio room restoration crew concerning the current antennas. We will also try to clear up a few misconceptions about the antennas that we have heard from people around the ship.

All of the ship's High Frequency (HF) antennas, used for long distance communication, have color-coded bases, either red or blue. Because of the power used when transmitting, the bases of the transmitting antennas are painted red. Red-based antennas should not be touched or used as "leaning posts!" The bases of HF antennas used only for receiving signals are colored blue. Although safe to touch, a good general practice is not to touch any antennas unless proper procedures are followed.

RED = Hot = Transmit

BLUE = Cold = Receive

The ship's Very High Frequency (VHF) and Ultra High Frequency (UHF) antennas do not carry as much power as the HF antennas. VHF is used for line-of-sight communications while UHF is used for line-of-sight and satellite circuits. Since these types of antennas do not use as much power and are not in close proximity to the crew, they are not color-coded.

(Antenna #1) On the bow of the Jersey is the disc-cage antenna. Originally developed for use with the Naval Tactical Data System (NTDS) during the 1960's, it was used as transmit only during the 1980's. This is actually two antennas, a Disc and a cage. The larger Cage portion consists of the wires while the smaller Disc section is the set of spokes at the top of the pole. It is not believed correct that the disc-cage antenna was used to receive any video imagery from the Tomahawk missiles. More detailed research is planned, and the results will be published in a future issue of *The Jerseyman*.

(Antenna #2) Atop the former movie projector booth, on the fantail, is the Trussed Vertical. Installed during the 1980 modernization. This was a transmit antenna but in 1987 was converted to a receive antenna. This change was due to concerns about High Energy Radiation near Ordinance (HERO). In other words, radio signals could have ignited weapons located onboard the helicopters.

(Antenna #3). On the starboard side of the O3 level, near the forward ABLs (Tomahawk Missiles) is the Twin stubs antenna. This antenna replaced the transmit antenna lost by the HERO concerns on the fantail.

(Antennas #4) At the O5 level Open Bridge is a good example of the base color coding mentioned above. On the Port side, near the CWIS is a red colored 35 foot vertical transmitting antenna while on the starboard side is another 35 foot vertical, blue base, used by the ship's receivers. On the O5 level, notice that the Twin Verticals just forward of the Fire Control Tower are also blue.

(Antenna #5) The least noticed of the BB-62 radio antennas is the Twin Fan antenna strung between the Aft Yardarm and the Aft Stack. These six almost horizontal wires are connected to a box on the top foremast via two red insulators. Any one care to guess if this is a transmit or receive antenna?

Four antennas of particular interest are the "eggbeater", satellite receive antennas (not shown on drawing). This set of four antennas are located around the ship so that at least one of them would always have sight of a Naval satellite used for Fleet Broadcasts. They are located at the following locations: one either side of the bridge; one at O7 level above the ship's bell; and one on the Aft secondary gun director. Radar antennas, will be covered in a future edition of *The Jerseyman*.

One serious note of caution and safety: All of the Battleship New Jersey radio antennas are functional and used almost daily by the Amateur Radio Station located in Radio Central. Anyone needing to perform work near any antenna, red or blue, should first contact the station at Ext. 7779 AND the transmitter room at Ext. 7772 to insure that the antennas are not being used by the radio club.

THE JERSEYMAN

JUNE 2003



Editor's note: Since January of 2002, when we first began writing *The Jerseyman* for the volunteers, emails have come in by the hundreds. It is clear that there is a lot here that our readers might also like to hear about, so we will periodically include some of them in issues of *The Jerseyman*. We intentionally do not identify emails 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 they do receive issues of *The Jerseyman* - a few "snail mail" comments to *The Jerseyman* may also be included. If you recognize your email below, we thank you again for taking the time to write, please keep them coming into *The Jerseyman*!

MAIL CALL...

Question:

"The guns in today's Jerseyman picture (May 12, 2003) look like twin barrel 20 mm guns (on the bow). I had the impression that USS New Jersey had 60 single barrel 20 mm gun mounts back in WW II and Korea?"

Answer:

New Jersey had 49 single 20mm from June 1943 to the end of the war, and from April of 1945 they had added 8 of the Twin 20mm.

In October of 1951 (Korean War) the 8 Twin 20mm were increased to a total of 16 Twin 20mm on New Jersey.

(Source: *Iowa Class Battleships* by Robert Sumrall - Page 154.)

+++++

Comment:

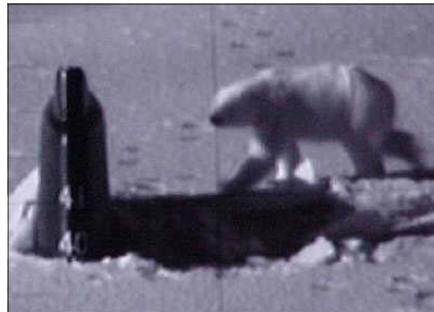
"I'm sending you this reply from McCormick, SC to say hello, and thanks for keeping me in the loop on BB-62 stuff. I really appreciate it and do miss my days aboard ship as a volunteer."

+++++

MAIL CALL...

During ICEx 2003 North Pole exercises, United States Navy Seawolf Class Submarine USS CONNECTICUT (SSN-22), poked through the ice. When the OOD looked through the periscope, he turned on the camera and captured this polar bear chewing on the subs rear rudder.

Damage was said to be minor.



(US Navy Photos)



MAIL CALL...

Comment:

"I don't know about the rest of our gang but speaking for myself, I really enjoy the photos that you send out between the *Jerseyman*. ... the volunteers see the ship every working day and may not have as much interest in the shots as we who don't get to be there like they do. I say "Keep them coming."

+++++

Comment:

(This reply was received after sending the USS NEW JERSEY 5" gun mount artwork photos - emailed to our *Jerseyman* database on May 20, 2003)

"The JOHN W. BROWN (an operating WW2 Liberty Ship from Baltimore, Md.) has sailed for New London, along with the volunteers who handle the email. Most requests will be processed within a few days after the ship returns on May 28, 2003.

Thank you for your patience."

"OK guys, don't rub it in..."

+++++



THE JERSEYMAN JUNE 2003

MAIL CALL...

Comment:

"Like I was saying about the 16 inch guns. After we made the Korea run and on our way home, our Chief Warrant officer wanted all the 16" barrels checked, and we were told to do it. I was about the skinniest guy in the machine shop, so I was elected. They snaked a line down the barrel that was attached to one arm, and when I crawled into the breach they took up the slack. On my feet was another line, and I would go about 3 ft., take a reading and hol-ler it out. The guy at the other end would write down the numbers and pull me in another 3 ft. After I got in as far as far as I could go, then they pulled me out by the feet. We did all 9 barrels that way."

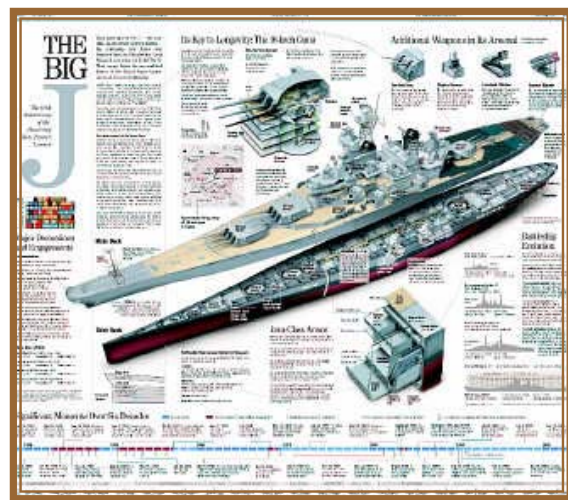
+++++

Comment:

"Great pictures (May 4, 2003) of the 16 inch gun showing the rifling of the barrel! Now I can show people how profound the rifling is, and the shell deck photo shows how we moved the shells from a stationary to a moving deck during combat missions."

BB-62 POSTERS... You can now help your ship and receive a great keepsake poster! First offered by the Philadelphia Inquirer to commemorate the 60th Anniversary of launching USS New Jersey, these fine Big "J" posters are now on sale at the Battleship New Jersey Museum Store for \$14.95, plus shipping and handling at an additional \$6.95, plus tax. Readers of *The Jerseyman* can contact the store directly to order them at 856-966-1652 Ext. 112.

Thanks for your help!



MAIL CALL...

In the Blue Ridge Mountains, there was a retired sailor who was reputed to have the best hunting dog ever, by the name of "Chief." Three Admirals went-up into the mountains and wanted to rent him. The old sailor said "good huntin' dog, gonna cost ya \$50.00 a day." They agreed and three days later came back with the limit.

The next year they came back. "OK, but "Chief" got better, gonna cost you \$75.00 a day." Again they agreed, and 2 days later they came back with the limit.

The third year they came back and told the old sailor they had to have "Chief" again even if it cost \$100.00 a day. "You can have the worthless mutt for \$5.00 a day, and I'm overcharging you \$4.00." "But we don't understand, what happened to him?" "Well a crew from the Navy base in Norfolk came up and rented him. One of the idiots called him "Master Chief", and he's just been sittin' on his ass and barkin' ever since."

"Are you guys trying to tell me something?" Tom

SAFETY CHAINS...

In moving throughout the ship, All Hands are asked to ensure that companionway safety chains are only being clipped to secure metal fittings. Chains have been seen clipped directly to netting and other weak connections offering little or no support. It is also very important to make sure that barrier chains, or fancy line barriers, are not clipped onto electric wiring. Someone losing their balance and holding onto a barrier line connected in this way could be in danger of exposing electrical wire lines. We want thank all hands for their support on this very important safety issue.

THE JERSEYMAN

JUNE 2003

BATTLESHIP NICKNAME CHALLENGE...

Retired USN Bosun's Mate 1/c Charles Brown of St. Louis, Missouri has been a frequent and helpful contributor of article ideas for *The Jerseyman*. In a recent suggestion from "Boats," he said "...beside collecting ship's bell photos, how about ship's nicknames?" So, we thought we might try listing a few at a time in each issue and work backwards to BB-1. If there is interest from our readers, Aircraft Carrier and Cruiser nickname challenges will follow...

If any readers know the nicknames (some ships had more than one) of the ships listed below, please send them on to THelvig@aol.com. Answers in future issues...

Battleship: _____ **Nickname(s)?:** _____

NEW MEXICO CLASS

NEW MEXICO (BB-40) _____

MISSISSIPPI (BB-41) _____

IDAHO (BB-42) _____

TENNESSEE CLASS

TENNESSEE (BB-43) _____

CALIFORNIA (BB-44) _____

COLORADO CLASS

COLORADO (BB-45) _____

MARYLAND (BB-46) _____

WASHINGTON (BB-47) _____

WEST VIRGINIA (BB-48) _____

SOUTH DAKOTA CLASS

SOUTH DAKOTA (BB-49) _____

INDIANA (BB-50) _____

MONTANA (BB-51) _____

NORTH CAROLINA (BB-52) _____

IOWA (BB-53) _____

MASSACHUSETTS (BB-54) _____

NORTH CAROLINA CLASS

NORTH CAROLINA (BB-55) _____

WASHINGTON (BB-56) _____

SOUTH DAKOTA CLASS

SOUTH DAKOTA (BB-57) _____

INDIANA (BB-58) _____

MASSACHUSETTS (BB-59) _____

ALABAMA (BB-60) _____

IOWA CLASS

IOWA (BB-61) _____

NEW JERSEY (BB-62) _____

MISSOURI (BB-63) _____

WISCONSIN (BB-64) _____

IMPORTANT JUNE DATES TO REMEMBER...

June 1, 1813

"Don't give up the ship"

Capt. Lawrence aboard USS CHESAPEAKE

June 2-6, 1942

Battle of Midway

June 5, 1918

USMC begins Battle of Belleau Wood
as the French urge retreat

June 6, 1944

D-Day Normandy, France

June 8, 1967

Israeli attack on USS Liberty
34 dead

June 21, 1945

Okinawa declared secure

June 25, 1950

Korean War begins

June 26, 1918

USMC secures Belleau Wood, France

And, Battleship New Jersey volunteers
remember the USO shows...

BOB HOPE is 100 years old

May 29, 1903 - May 29, 2003

Happy Birthday Bob,
from former USS NEW JERSEY crewmen,
volunteers, and veterans of all
U.S. Armed Forces...

"Thanks for the memories..."



(Photo courtesy of the USO - Sicily 1943)



The Jerseyman June 2003

Another group of "Yesterday"
Battleship New Jersey Volunteer photos
How many can you ID this time...?

