



THE JERSEYMAN - September 2003

A DAY IN THE HISTORY OF USS NEW JERSEY...

Sept 10, 1968 - Capt. J. Edward Snyder, Jr., Commanding Officer, USS NEW JERSEY is seen here briefing the CINCPAC "Component Commanders" at CINCPAC Headquarters in Honolulu, Hawaii. Seated next to Captain Snyder are: CINCPAC Admiral John S. McCain, CINCPACAF General Joseph Nazzaro, CINCUSAPAC General Ralph F. Haines, Jr., CGFMFPAC Lt. General Henry W. Buse, Jr., and Deputy CINCPACFLT Vice Admiral Walter H. Baumberger.



In the USS NEW JERSEY *Familygram* dated September 30, 1968, Captain Snyder wrote about the CINCPAC staff visit to the ship... ***"We were indeed honored to host Admiral McCain and his component commanders—the senior officers in the Pacific from the Navy, the Army, the Marines and the Air Force—29 stars in all. The highlight of our visit to Pearl was the presentation of the nation's third highest award to GMG3 Heinen..."***



Seen in this rare photograph aboard USS NEW JERSEY, Admiral John S. McCain presented... ***"the Silver Star Medal to Gunner's Mate third class Wilfred F. Heinen for conspicuous gallantry and service beyond the call of duty, in connection with Petty Officer Heinen's heroism while serving aboard a Navy river patrol craft in Vietnam in March of 1968."***

Captain Snyder went on to inform USS NEW JERSEY families: ***"We held open house at Pearl Harbor and hosted more than 9,000 general visitors in one afternoon, and over 2,000 service families during our short stay."***

(US Navy photographs provided to *The Jerseyman* courtesy of RADM J. Edward Snyder, Jr., USN (Ret.))

THE JERSEYMAN SEPTEMBER 2003

FROM THE EDITOR...

Naval Historical Center - Operational Archives:

During our recent visit to the Washington Navy Yard and the NHC, we were invited by Ms. Kathleen Lloyd, Head, Operational Archives Branch, to submit past issues of *The Jerseyman* to the Operational Archives. The purpose is to have *The Jerseyman* serve as an historical record of USS NEW JERSEY volunteer restoration efforts, and to further produce a photographic record of the ship's restoration that began during the Winter of 2000. This was when the ship had no lights, no heat, and even worse - no coffee!



On behalf of the USS NEW JERSEY restoration volunteers, we have donated 20 months of *The Jerseyman* on CD-ROM, and also in hardcopy color printout. With the Operational Archives CD program, *The Jerseyman* will soon be available to members of the public who visit the Archives, and for the use of naval researchers. In addition, with the help of volunteer photographers **George Lopresti**, and **Andy Roppoli**, we have begun to pool the combined best of our own ship's photo collections. These collections will provide the resource to produce chronological photo CD's, and to include descriptive text. We also invite all ship's volunteers to please share their own restoration photos. The goal is to provide an almost month-by-month photographic record of USS NEW JERSEY's volunteer restoration activity, beginning in December of 2000, and right on up to today. Digital photo files, or photo prints (with your name printed on the reverse,) would be much appreciated.

According to Ms. Lloyd, and in the near future, the Operational Archives will offer *Jerseyman* CD's, and the restoration photo CD's to the public at \$10 each. The exclusive restoration photographs taken by the ship's volunteers, will provide the Naval Historical Center's Operational Archives a unique visual record of USS NEW JERSEY's enormous restoration effort. More details about the NHC ordering process for the CD's will be made available soon.

“Memoir of Your Naval Service...”

Ms. Lloyd also expressed interest for *The Jerseyman* to help promote a “**Memoir of Your Naval Service**” from our readers as part of the Navy's Oral History Program. *The Jerseyman* is asking all readers, not only ship's volunteers, to please consider participating as soon as possible. Our “**In Their Own Words...**” personal history stories included in *The Jerseyman* are one example of what the Oral History Program is trying to produce. With the loss of WW2 veterans at the rate of over 1,500 per day, there is no time to waste, and someday your grandchildren will thank you for having taken the time to tell the story of your naval service. A **Personal Memoir Donation Form** is attached. You can send the completed form, along with your narration to:

**Naval Historical Foundation
Attn: Oral Historian
1306 Dahlgren Ave. SE
Washington Navy Yard
Washington DC 20374-5055**

“The Oral History Program deposits its oral history transcripts with the Naval Historical Center's Navy Department Library, Operational Archives, and libraries at the Naval Academy, Naval Postgraduate School, and Naval War College, as well as the Library of Congress. At these locations, the transcripts are available to researchers interested in naval history. Eventually, we hope to have the collection available on CD-ROM and perhaps on the Internet. We would like to add your memoirs to this collection.” For more information, please try this Naval Historical Center link:

<http://www.history.navy.mil/faqs/faq87-1.htm>

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Personal Memoir Donation Form

Subject to the terms, conditions and restrictions set forth in this agreement,

I/We _____ located at

Address _____

City _____ State _____ Zip Code _____

Telephone _____,

do hereby give, donate, and convey to the Naval Historical Foundation a nonexclusive, paid-up license throughout the world in the information provided in the enclosed self-memoir (hereafter referred to as "the donated materials") written in

(year) _____ by _____

at _____.

It is understood that Naval Historical Foundation will then donate "the donated materials" to the Naval Historical Center. This donation includes all copyright interests in the materials, which I may now possess or which I may in the future obtain and includes the right to reproduce the work in copies, to distribute copies to the public, to perform or display the work publicly, and to prepare derivative works thereof. Specifically, the Naval Historical Center may publish copies of the memoir for limited distribution to Navy libraries and relevant Navy commands. With my permission, the Naval Historical Foundation may retain a copy of the memoir for purchase by the public at a cost to cover reproduction and shipping.

_____ I hereby donate "the donated materials" to the Naval Historical Foundation with the understanding that it will be donated to the Naval Historical Center and that historians of the Naval Historical Center will have free access to the memoir for use as source material for histories being written and published under the auspices of the Dept. of the Navy. I understand that copies of the memoir may be reproduced and distributed to Navy libraries and relevant Navy commands and thus may be accessible to independent researchers.

_____ I hereby allow the Naval Historical Foundation to retain a copy of the memoir for purchase by the public at a cost to cover reproduction and shipping.

_____ I hereby allow the Naval Historical Center the option to post the memoir on the Center's Internet web site for widespread dissemination to researchers.

_____ Other _____

Donor's signature

Date

From: Executive Director, Naval Historical Foundation

To: Director, Naval Historical Center

Subj: Donation of Oral History "Donated Material"

The Naval Historical Foundation donates the attached "donated materials" under the terms prescribed above. It is understood that the Naval Historical Center staff may dispose of the donated materials, as they see fit, at any-time.

C. T. Creekman, Jr.

I accept the license and materials donated above on behalf of the Department of the Navy, subject to the terms, conditions, and restrictions set forth above.

28 May 2002

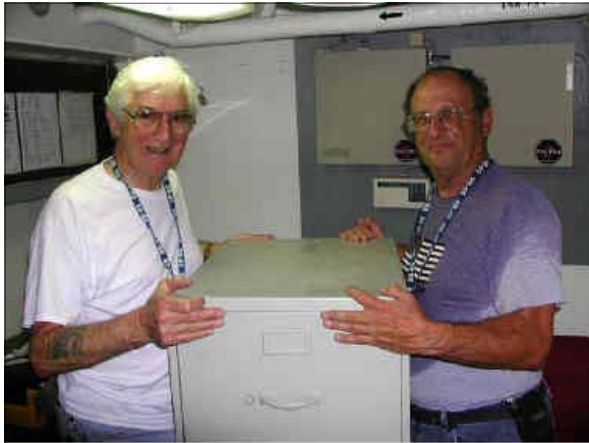
THE JERSEYMAN SEPTEMBER 2003

BATTLESHIP NEW JERSEY VOLUNTEERS...

BM1 Jose Caringal, USN (Ret.) - Staff Maintenance
Showing that he still remembers
his old knot skills.



Volunteers **Ed Miller** and **Harry Schafer**...
former Boatswain's Mates keeping up their hand
calluses tying - "*Fox and Geese.*"



Volunteers **Lou Fantacone** and
Mayer Falk get the heavy lifting.



Volunteers **Joe Lodovico** and
Walt Seitz on the way to the next job...



Volunteers **Bill Will**, **Carl Williams**, **Don Weaver**, and **Don Beck**
..Does it really take one volunteer and 3 supervisors to refill a water cooler?

**THE JERSEYMAN
SEPTEMBER 2003**

MORE BATTLESHIP NEW JERSEY VOLUNTEERS...



Just a few of our dedicated Tuesday Volunteer Docent crew...

Left to right -

Front: Paul McPike, George LoPresti, Charlie Stewart, Sam Kuncевич

Rear: Al Saggese, Dave Wetherspoon, George McCullough, Bob Carmint, Joe Moloney, Rich Maska



And more dedicated Volunteer Docents on Wednesday...

Left to right -

Front: Bill Schacht, Charlie Long, Walt Haswell, Frank Foord

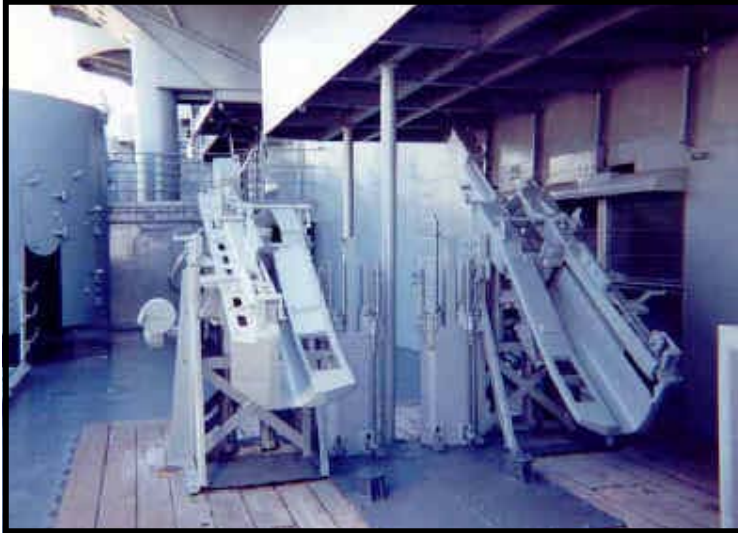
Rear: Norm Roton, Ed Kolbe, Gus Augustin, Jim Standiford, Barney Milstein, Paul Niessner

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5"/38 PRACTICE LOADERS...

by Turret Captain Marty Waltemyer

(Twin 5 Inch Training Loader photograph shown below taken aboard USS ALABAMA (BB-60), and courtesy of Volunteer Paul McPike.)



"5-Inch practice loaders were installed aboard many US Navy ships, including Iowa Class battleships. These were used for training gunner's mates on how to load the 5"/38 guns as quickly as possible and with safety.



Many hours were spent practice loading with practice ammunition. This included coordinating loading of the powder case "propelling charge" before the projectile was loaded, and then ramming the complete round into the breech.

It worked like this... the 28 lb powder case was dropped into the loading tray, and this was followed by the 55 lb projectile. The projectile-

man then operated the lever which caused the hydraulic operated shell guard "rammer" to push the projectile and powder case into the breech. But with the practice loader, the projectiles were expelled thru a wooden tube, onto the deck, or into a net to catch them. The powder case was expelled backward onto the deck.

After being expelled from the gun, the projectiles were reloaded into the projectile hoist, and the powder case was stored again in the powder hoist for the next practice loading operation.

We should also mention that each of the 5 inch/38 twin mounts (shown opposite) were manned by 13 men: The mount Captain, The Sight Setter Operator, The Fuze Setter Operator, The Train Operator, The Pointer Elevation Operator, Two Projectile Loaders, Two Powder men, Two Shell Guard Men and Two Hot Case men. Also, when in training, there was a "Sight Checker" that was on station only for the training operation. He was never there during the actual firing."



Twin Mount 5-Inch 38-Caliber Gun

The 5-inch, 38 caliber gun is a dual purpose (surface and anti-aircraft weapon.) A single mount version was used aboard U.S. Navy destroyers as their main armament beginning in 1934. In 1939, the twin mount version entered naval service, and in WW2 they were placed on carriers, battleships, cruisers and destroyers. As can be seen in the USS ALABAMA practice loader photo above, the high breech made loading difficult, but according to the Pacific Fleet Ordnance Board, the "5-Inch guns were Outstanding, accurate, fast firing and easy to maintain with a long life barrel."

Projectile Weight: 55 pounds
Muzzle velocity: 2,600 feet per second
Maximum range: 18,200 yards
Rate of fire: 15 rounds per minute

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IN THEIR OWN WORDS... USS Forrestal (CVA-59)

...July 29, 1967 by Volunteer Paul Niessner

"On this date, we were at sea in the Gulf of Tonkin at about 0200 hours, and 75 miles off the coast of North Vietnam. We had secured from major replenishment, and had been taking on supplies, especially bombs and weapons from USS DIAMOND HEAD (AE-19).

I turned into my rack for the night, and my sleeping quarters were located in the ship's number 3 Emergency Diesel compartment. This compartment is located on the center line, 3rd & 4th deck, aft portion of the ship, and beneath Hangar Bay No. 3. All was quiet throughout the ship, if you consider the humdrum noise of fans and engine sounds to push the ship through the water as being quiet.



At 0315 hours, the 1MC suddenly announced throughout the ship "Man overboard, man overboard, this is not a drill, all hands muster in division designated spaces!" I quickly got dressed, and headed topside to muster. The entire crew stood in ranks for an hour and a half while muster was taken, and double checked until the individual who fell over the side was identified. He was never recovered. At about 0445 we secured from muster and I immediately hit the rack and slept.

At 0700 hours, I had breakfast and then relieved the port side duty life boat engineer at about 0745 hours.

This duty life boat is located on a port side sponson at the 01 level, and just forward of the 5"/54 gun mount. Directly overhead on the flight deck is the #4 arresting wire. If you looked up and slightly to the ship's stern, you can see the tail sections of A-4's parked on the flight deck.



Just before 1100 hours, I heard a very loud thud, just over our heads and toward the stern of the flight deck. In about 30 seconds, the ship's fire alarm was broadcast on the 1MC. I immediately went aft to my GQ station on the 2nd deck. As I ran aft, I looked up at the flight deck and saw flames by one of the A-4 Aircraft. I went through a door and started down a ladder when there was a loud bang and a shock that knocked me down. I got up and quickly headed for No. 3 Emergency diesel. Not my sleeping quarters, but my GQ station, and I was one of two enginemen assigned to drive a massive engine and generator supplying emergency power to the ship. We also had two electricians to work with us on the distribution board. I reported "manned and ready" to damage control central and was then told the explosions and shocks were from bombs

going off on the flight deck. We also began receiving a number of requests to provide emergency power to various parts of the ship.

It wasn't long before the compartment became extremely hot. With the diesel running, the space normally reached about 110 degrees but this was much hotter than that. We learned later that the air intakes to the engines were pulling heat directly from the fires on the flight deck. By now we had our shirts off and were in our shorts, and by now, my agreement to extend my enlistment for this cruise beyond last March didn't seem like it was such a good idea. With the compartment as hot as it was, and with the constant purring of the engine, it was becoming very difficult to stay awake. So we relieved each other to doze a little.

We were all scared, but it was mostly due to the unknown. We had no idea what was happening, but we had trained for incidents like this and we just did our job until the early morning when all the fires were finally extinguished. We could then relax a little, we were dead tired, but again for one more day we continued to keep the engine running while temporary repairs were being made to the ship's electrical systems.

In the end, we lost 134 sailors, hundreds were injured, and thousands of us were scarred by the memory of it all. Writing this article for The Jerseyman was difficult. I had to stop a few times, even today after almost 36 years. It still brings back a lot of painful memories..."

(USS FORRESTAL (CVA-59) photos are courtesy of Naval Historical Photo Center, and Mr. Ed. Finney)



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

Since posting our request for photos of US Navy ship's bells, added bell photos were received with thanks:

USS Edson (DD-946)

Phil Harter
USS Worcester (CL144)
Association Secretary

USS Saratoga (CV- 3)

Volunteer Tony Pizzi
and **Joe Hague**
Middle Grove, NY

USS Card (CVE-11)

Joe Mecchia
Arizona City, AZ

USS Coontz (DLG-9/DDG-40)

EMC (SW) Brian Kroenung, USNR
Greensboro, NC

USS Wisconsin (BB-64)

Bill Humienny
Tin Can Sailor's Ass'n

USS Block Island (CVE-21) and (CVE-106)

Bill MacInnes
USS Block Island Ass'n

USS Valley Forge

(CV/CVA/CVS-45, LPH-8)
MMCS Don Perdue, USN (Ret.)
California City, CA

**Eighty years ago,
on September 5, 1923,
USS NEW JERSEY (BB-16)
was sunk off Cape Hatteras
in US Army bomb tests
by
Brigadier General
William "Billy" Mitchell...**

HELP WANTED!!

Old Issues of

"The Jerseyman"

Ship's archives are looking for original issues of
"Clean Sweep Down,"
"The Jerseyman,"
"New Jersey Man,"
"Midshipman News," or
USS NEW JERSEY
"Family Grams,"

from any of the four BB-62
commissioning periods.

**If you can help fill in
missing issues
of *The Jerseyman*,
please contact:**

Bob Walters
Archives Manager
62 Battleship Place
Camden, NJ 08103
(856) 966-1652 Ext. 202
~ Thank you! ~

Volunteers Wanted for the Ship's Library

**We have accumulated a great
collection of donated books,
but we need
volunteers to man our
2nd deck library.
If you can help, please call
Bob Walters at the number
shown above.
Thank you!**

MAIL CALL...

"There may be a few Battleship sailors out there that served in the "Gator" Navy, and we would like to let them know that we have a reunion of **USS RUSHMORE (LSD-14)**, and **USS RUSHMORE (LSD-47)** coming up from September 24th to 28th in Rapid City, South Dakota. Do you think you could mention this in the next issue of *The Jerseyman*? I never had the experience of serving aboard a BB and, in fact, I never set foot

MAIL CALL... (Cont'd)

aboard one in my 22 year Navy career. The largest ship I was ever assigned to was a WW2 era light cruiser converted to a missile ship in 1960... Any help you can give our reunion would be much appreciated. Thank you, and please ask interested "Gator Navy" sailors to please email me at:

jp-crbonz@att.net

MMCM John Bonner, USN (Ret.)

Treasurer,
USS Rushmore
Reunion Association."

MAIL CALL...

"Reading Jerseyman recollections recalled my Midshipman cruise in **NEW YORK (BB-34)** in 1944. My battle station was pit powderman on a 14"/45. There were ten guns, mounted in pairs, in 5 turrets.

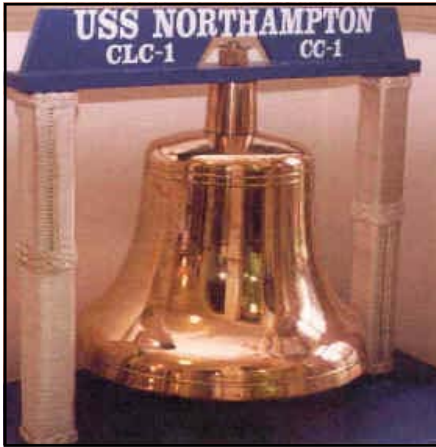
For each firing, you would lift a powder bag, and press it up to the tray level and roll it in to the tray. Then you would lie down on your back underneath the barrel, where there was a deep, wide trough, and pull a metal-handled canvas strap across your chest, and hook the handle to a metal latch. This enabled a circuit and provided a green light to the gun Captain or a Turret Captain (don't remember which) and indicated the pit powderman was clear. When all the lights were green, the gun fired, and it recoiled right over me!

I'm sure there was plenty of clearance above me, but of course through the years, and with sea story repetition, the space somehow diminishes to "mere inches..."

Submitted by -
Chet Shaddeau
Secretary,
US Naval Academy Class of 1947

THE JERSEYMAN SEPTEMBER 2003

USS NEW JERSEY BAND, AND USS NORTHAMPTON (CA-26)...



In an interesting coincidence, the **USS NORTHAMPTON** bell photo shown here, and photo of the **USS NEW JERSEY** band shown on the following page, were both provided to *The Jerseyman* in the same week! The band photo was provided by Bob Walters, Battleship New Jersey Archive Manager, and the bell photo was sent in by shipmate **Len Shults of Montgomery, Alabama**, along with the following note:

"I served a 3 month tour in USS IOWA before receiving orders to NORTHAMPTON. That was back in '54. The prints enclosed are bell photos of USS NORTHAMPTON CLC-1/CC-1. It is located at the City Hall entrance in Northampton, Massachusetts. We celebrate the 50th Anniversary of the commissioning of NORTHAMPTON this year from September 18-22. The first USS NORTHAMPTON (CA-26) was sunk Dec 1, 1942 in the Pacific with the loss of 49. Our reunion group is both ship's crews. USS NORTHAMPTON CLC-1/CC-1 1953-1970. She was scrapped in 1980."

As a further explanation of how these two photos are linked, the following article from the February 25, 1944 issue of *The Jerseyman* is reprinted (as written), and in full. From this 1944 story, it also makes plain just how revered ship's nicknames are for the sailors that rode them...

"MEET THE BAND by C.K. Janes - -

Perhaps Jerseyman readers would be interested in knowing something about our ship's band. It's background and it's history as a unit. The band was fortunate in having been attached for part of it's career to the famous cruiser USS NORTHAMPTON, and today, on the NEW JERSEY, band members are revisiting scenes of their experiences on the "Nora." But to begin at the beginning...

Early in 1941 many of the 'boys'—civilians, then—decided to join the Navy School of Music." The "School" is located in Washington, D.C. and members of the civilian class who pass the required examinations take a course of study pertaining to music that is equivalent to a college course.

The members of "Our" band came from Colorado, Iowa, Nebraska, Illinois, California, Minnesota, Pennsylvania and Washington. These men were placed together in a unit and given a number. The number of our ship's band is "26."

Band unit "26" left the school in May 1942 and proceeded to its first destination, the "Nora." We took over our duties aboard the NORTHAMPTON during the early part of July. We were with the NORTHAMPTON during her practice period and during her actual period of battle. The band's duties were as follows: During condition watches, some of the men were on search-light as an entire crew and, the rest were on the five inch twenty-fives that the "Nora" proudly carried and so effectively used. During Condition 1, the band worked as first-aid stretcher bearers. The band during this condition, was split into three separate units, some in the forward first-aid, some in the mid-ships first aid, and the remainder in the after first-aid station.

We operated with the WASP and the HORNET and were very much depressed to see the tragic end of the proud and magnificent HORNET. It was after "Her" disasters that the band had its hardest job. That was to bring aboard the wounded and to make them as comfortable as possible.

We saw plenty of action, raids and air attacks, but I can say for the band that it had its toughest job when it played for the military funeral of a gallant Marine who died from the wounds he had received aboard the HORNET. It was the night of November 30, 1942 that we received the biggest task ever to be assigned to us. We intercepted a Jap task force that was attempting to land reinforcements on Lunga Point. The "Nora" received two torpedo hits and after hours of fire fighting and repair, the "Nora" had to be abandoned. It was during this work that two members of the band showed outstanding courage. Alva James Sattireo was awarded the Silver Star for his attempt to save one shipmate. Leonard John Jung was given honorable mention for his work in the same action. Everyone had a busy time that night and it was with regret that we had to leave the proud NORTHAMPTON.

(Continued...)

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We spent a month in Noumea, New Caledonia, doing odd jobs as S.P.'s, official tent pitchers, ditch diggers and landscapers.

We arrived back in the States the latter part of January 1943 and after the usual survivor leave we were assigned to the NEW JERSEY. The rest of our history you all know: watches, and the dance band and concert band concerts on the fantail.

We hope that in the future we will see action like that in which we participated while serving on the NORTH-AMPTON. We will try to satisfy the crew in their wants as

far as the music is concerned and hope that you will enjoy the listening.

The members of the band are "Bandmaster H.G. Jensen; M.G. Coady; H.L. Miranda; C.K. Janes; J.D. Crawford; C.L. Romo; M.D. Davidson; T.A. Thursman; E.W. Hurley; S. Chromik; G.H. Smith; A.J. Zattiero; P.J. Fuller; W.J. Evans; W.H. Eaton; I.M. Porter; J.L. Facque; E.K. Contor; J.M. Kitchen; L.J. Jung; and R. T. Fletcher."

Editor's note: A different band photo than the one shown above was included with this 1944 article. But if you count the men in this photo there are 21 bandsmen, and 21 names in the article...

More from the February 25, 1944 issue of *The Jerseyman*...

"The USS NEW JERSEY has a special claim to Admiral Spruance. He lived in the state of New Jersey in the city of East Orange, during one of the most impressionable period of his life, between the ages of 8 and 14."

"THE JERSEYMAN apologizes for being an issue late in publication. Staff and Print Shop had to take time out for such inconsequential functions as General Quarters and Battle Stations."

"A boot failed to salute an officer. The officer (surely the Exec.) stopped him and asked: "Do you know who I am?" "Nope, just got here myself," replied the boot. "I am the Executive Officer of this ship." "That's a helluva good job, Bud, Don't louse it up."

"William Hutchinson, AMM3c, Philip R. Coughlin, AMM2c, and Ralph Slusher, F2c, our "Gas House Gang," must be ex-gas station attendants. After gassing up planes, they ask for coupons, money, and even offer the pilot directions."



If the first time you heard the following famous phrase was in the movie "Patton," as spoken by actor George C. Scott, you may be interested in this reprint from the February 25, 1944 issue of *The Jerseyman*:

"A noncommissioned officer wrote this in an essay:

"It is commonly supposed that the first duty of a good soldier is to die for his country. This is a mistake. The first duty of a soldier is to make his enemies die for theirs."

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RADIO ROOM... All members of the BNJARS restoration team have come to hate the term “de-milled”, especially when we began working with the teletype equipment on the ship. As with the NAVMACS featured last month, the printer rack was more important to the Navy than the equipment inside. In some areas we found printers thrown to the deck while in Radio Central a gentler landing was evident. However, all internal wire harnesses were cut as well as some external cables. Electrical Service Assemblies (ESA) were removed from the ship or simply broken into pieces. You can really understand “de-mill” as you look at the mess Volunteer Ed Clark is going through. This photo was in August of 2001.



Information from our cable database, as well as the lengths of cables, determined the actual equipment positions in the replaced rack. Loop supplies and clutch circuits needed to be improvised. An existing, but “de-milled,” transmitter control box was rewired into the circuits to provide the start/stop control used by the docents during printer runs. Many hours were spent by team members to get a just few pieces of equipment functional. This included several TTY printers, the reperforator machines and the tape readers. By opening day in 2001 enough equipment was proudly on line to give our visitors a realistic feel of the operating USS NEW JERSEY radio room.

Next on the TTY schedule is a complete restoration of a second Automatic Send Receive (ASR) set just forward of the Docent microphone station in RC. Once restored, this unit will be put into service as part of the Ham Radio Station, and to put live TTY into the Radio Room. One more step towards being best-dressed, and a truly functional museum ship experience.

First used as a land based message service in 1910, the Teletype machine was relieved of its dependence on miles of inter-connecting wires by WWII related advancements. Radiomen onboard BB-62 in 1945 recount that the new machines had been delivered to the ship, but were not placed into service by the end of the war. Recent discussions with Vets indicate that the manually sent and received Morse Code was the preferred method of sending messages, even after the end of hostilities in Korea.

The amount of Teletype (TTY) placed on the New Jersey during her 1981 modernization, is an indicator of the Navy's reliance on this mode of data transfer. Besides the large number of machines located in Radio Central (RC), a number of spaces throughout the ship also contained TTY machines...Such as FACCON 1, aft of the radio room, which has four machines to augment those in RC; CEC (Combat Engagement Center) has two printers for direct receipt of urgent traffic; CIC (Combat Information Center) has one machine for the same purpose; The Armored Con on the O4 deck also has a machine. The Meteorological Shack on the O8 level used two printers for weather related information, and there were others.

Not until the advent of small computers, did TTY see the end of its time as a crucial link in Naval communications. As a short note for the modern computer world, if you take a look at the settings screen for your modem: the option of : “5 bit, 1 start, 1.5 stop” - that is TTY, and is still supported today! Those interested in learning more, are cordially invited to stop by the radio room any Saturday to view the system in action.

- Submitted by Dave and Margaret Burgess

SHIP'S BELL PHOTOS AND NICKNAMES...

The Jerseyman is pleased to report that as of today, we have received over **75** ship's bell photos, and more than **150** US Navy ship's nicknames! Don't worry about sending in duplicates of bell photos or nicknames... the one you send may be the one that fills in the last missing nickname, and a bell photo duplicate may be of higher resolution, or from an improved angle. They are all appreciated, and please keep 'em coming. Nicknames received have included: **Aircraft Carriers (Fleet and Escort), Battleships, Cruisers, Destroyers and Destroyer Escorts, Submarines, Amphibious ships and the Service Force.**

Have you heard of “*The Puky Buke?*” She is **USS BUCHANAN (DDG-14.)** And, **USS MARBLEHEAD?** She was called... “*The Alabaster Outhouse.*”

Recently, we were asked “*What do ship bell photos, and nicknames of the other ships have to do with Battleship New Jersey?*” Well, besides just for the fun of it, there are a couple of good reasons. Our Navy and Marine readers, and Battleship New Jersey restoration volunteers, served in many of these ships. The nicknames are fun to read and invariably generate a smile, or a great memory or two. And in most cases, ship's bell photos are all that remain today as tribute to those fine ships and their crews

(The photo of USS Maryland (BB-46) ship's bell shown here, is on display at the State House in Annapolis, Maryland. The “Fighting Mary” was sold for scrap in July 1959.)

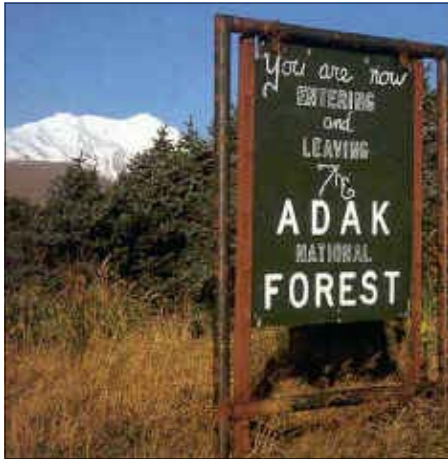




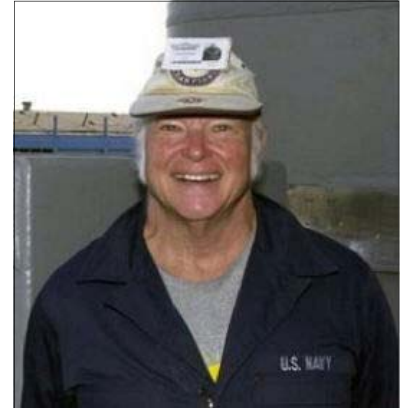
TODAY'S BATTLESHIP NEW JERSEY VOLUNTEERS...



THE JERSEYMAN SEPTEMBER 2003



Airman 1/c
Volunteer **Ron Noreen, USAF**
1951-1955
27th Fighter Wing
10th Air Rescue Squadron
2045th Air Intelligence
Adak Island, Alaska
***"The sign said:
"You are now entering
and leaving the
Adak National Forest..."
I can still remember that."***



Volunteer **Harry Schafer**
Boatswain's Mate 3/c
USS Navasota (AO-106) - (Scrapped in 1995)
1951—1955



***"I spent 44 months on this great ship.
This was the one and only tanker that there ever was... just ask me."***



Volunteer **Lou Fantacone**
US Navy Armed Guard
1943-1946
S.S. Benjamin D. Wilson (below)
S.S. Gulf Coast
S.S. Arizonan

"They were some dangerous days..."



THE JERSEYMAN SEPTEMBER 2003



STGCS (Senior Chief Surface General Sonarman)
Volunteer Dave Wetherspoon - USN, (Ret.) 1945-1967
 USS Missouri (BB-63), USS North Carolina (BB-55), USS Hyman (DD-732)
 - and many others...

"We were shelled in Wonsan, (Korea) and had over 150 shrapnel holes, with the whale boat taking the brunt. No one was injured in the shelling..."

"I reported aboard Hyman in 1950 in Newport RI., and departed her in Newport RI in 1957. During that time we made six Med Cruises, 2 to Northern Europe, and 1 slightly longer cruise to Korea in 52 - 53. This was a round the world cruise. We left Newport and transited the Canal to San Diego, then to Pearl, Midway Island, and Yokusuka, Japan. We lost one man overboard off North Carolina.

We spent the Winter of 52 in Wonsan and while refueling we hit a freak wave and had seven men in the water, we only recovered four of them, and one of them was later recovered but died of his injuries. We were shelled in Wonsan, and had over 150 shrapnel holes with the Whale boat taking the brunt. No one was injured in the shelling. We left Korea to return CONUS via the Indian Ocean, Persian Gulf, Red Sea, the Med, and the Atlantic. Another man was lost in the Straits of Mallaca off Singapore. It was unusual that during the shelling that we took, not a man was injured, but in all we lost seven men over the side during the year's deployment.



I left her to report to the USS Thomas J. Gary (DER-326) here in Philly. I was on her for fourteen months and reported to Key West, Florida for Instructor Duty at the Fleet Sonar School. I departed there in 1961 and reported to USS Lawrence (DDG-4) - once more here in Philly/Camden. I remained with her until 1964, and finished my navy career at MOTU 8 - once more in Newport on May 1, 1967.

***I started my navy career in Nov. 1945. My ships assigned;
 USS North Carolina BB-55, USS Missouri BB-63, USS Cascade AD-16, SubGrp Two, Charleston, SC., USS Hyman DD-732, USS Thomas J. Gary DER-326, Flt. Sonar School, Key West, Fla., USS Lawrence DDG-4, MOTU 8, Newport, RI.***

Plus twenty years with Buships, Buord, and the Board of Inspection and Survey where I rode every class of DD, DDG, DE, FF, DLG, DLGN, CGN that was built from 1967 to 1987, then I finally retired for good.

Excuse me, but it seems I am now once more on one of our ships twice a week. So I guess I'm not totally retired as yet..."