



January
2004

THE JERSEYMAN

Happy New Year!



Time marches on... we will soon record in 2004 that all of our
USS IOWA class battleships are now in their 60's...

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USS IOWA (BB-61) commissioned 22 February 1943
USS NEW JERSEY (BB-62) commissioned 23 May 1943
USS MISSOURI (BB-63) commissioned 11 June 1944
USS WISCONSIN (BB-64) commissioned 16 April 1944

ALL US NAVY BATTLESHIP STORIES WANTED...

If at one time, you proudly served aboard any class of US Navy Battleships, *The Jerseyman* would like to hear from you. In 2004, we will try to collect, publish, and preserve the stories of as many United States Navy battleship crewmen as we can find. We ask you to please send your story on to *The Jerseyman*, and share it with our readers. Each issue of *The Jerseyman* (and your important stories) are all forwarded to the Operational Archives at the Naval Historical Center.

Make 2004 your year to recall a specific incident, or what you remember most about your service aboard one of our United States Navy Battleships. Photos sent along with your story would be a big help to future researchers... please send to THelvig@aol.com.

(USS MASSACHUSETTS photo courtesy of Volunteer Andy Roppoli)



THE JERSEYMAN JANUARY 2004

MAIL CALL...

MORE STORIES ON TYPHOON COBRA - DECEMBER 18, 1944

"My dad was one of the crewmen trying to fuel destroyers during the typhoon. He was running the port capstan. He cannot remember which ship they did not complete the fueling on, but these are some of the things he does remember..."

They had been fueling all morning until about 10 a.m., when they were ordered to stop fueling attempts. They were able to completely fuel one destroyer, they got about half way through the second, and two 400 foot hoses were broken in the process. He had a rope tied around his waist to keep from going overboard. The waves would bring one ship up and the other down and snap the 400 ft. long fuel line. They replaced the first hose, only to have the second hose destroyed the same way. The hawser line, typically 10 inches in diameter, was stretching to about 1.5 inches in diameter.

The storm got worse by that evening/night. When something broke loose, Dad was sent to tie it down and/or repair. There was a 200-300 pound anvil that got loose between the ship fitter shop and the black smith shop. It went through the fence between the two shops.

He remembers that 3 destroyers were lost. As far as damage to the New Jersey, most everything topside was destroyed or ripped off and sent to sea. They lost the rafts. The rafts were tied to the 16" gun turrets; they broke loose and went to sea. All the "new" planes washed overboard. Lost both whale boats, water barrels, tanks (oxygen, CO2, acetylene) all torn off the bulkheads; all went overboard. There were barges on the fantail prior to the storm, and they weren't there at the end."

Albert K. Girard
USS NEW JERSEY, R division, WWII

QM3 Norman Benson was a plankowner aboard USS NEW JERSEY during World War 2, and as one of the ship's helmsmen, we specifically asked for his memories of Typhoon Cobra...

"Regards your questions, you are putting me on the spot. No, I was not at the helm. We were probably at special detail. I was in steering aft, Starboard side. It's a long time to remember. When you're in steering aft you don't know too much of what's going on top side. Just the noise of the rudder pistons going back and forth.

I don't think the screws on USS NEW JERSEY ever did come out of the water. We rode pretty level. The DD's were the ones in trouble. You know that wasn't the only storm we were in. I think Halsey was on board at the time and nothing worried him. (We were the flag at the time.) I don't even remember if that was the storm we lost them in. I do know we tried to refuel them and couldn't. The fuel lines kept breaking. This might have been before the storm in heavy seas. I don't want to say any thing I don't remember. Tom, come to think of it we changed places at different times. I could have been in primary con at the time. I remember that it was 90 ft. above the water line, and with the roll of the ship, and the wave height I looked up at the top of the wave. Take all this with a grain of salt. Primary con was also my GQ station. The only place I never stood a watch was in central station. (I wonder why...)

P.S. I was at GQ when we were bombarding Wake island and they started to straddle us. That I didn't like. I think the only thing that saved us that day was we got orders to proceed to Guam at full speed. We were to be the surrender ship, but that didn't work out, because Truman was President. But then I would of done the same. This was all hearsay because they told me nothing."



QM3 Norman Benson, USS NEW JERSEY
WW2 Plankowner, L-Division Lookout, and N-Division
Lisle, Illinois

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

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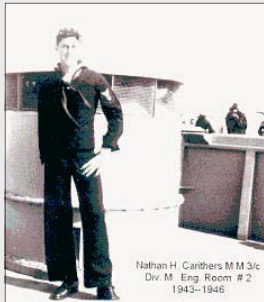
TYPHOON COBRA - DECEMBER 18, 1944 (CONT'D)

"Many years ago I bought a book titled "Typhoon: The Other enemy" written by Captain C. Raymond Calhoun, U.S.Navy (Ret). He was the Captain of U.S.S. Dewey (DD-349) during the typhoon. According to the credits of the picture on page 35 of his book, it indicates that the photo of the DD with its foc'sle underwater right up to Mt 51 was taken from U.S.S. New Jersey, as she came alongside."



Submitted by:

BM3 Charles Jacobus, Auburndale, Florida
USS NEW JERSEY crewman, (Korean War)



Nathan H. Carithers MM/3c
Div. M - Eng. Room #2
1943-1946

"My name is Nathan Carithers, I was aboard the USS NEW JERSEY and on watch in Eng. Room 2, when we hit the Typhoon. I can remember we had to cut down on our speed to 8 knots the first day we couldn't turn around, so we had to ride out the Typhoon. At 8 knots we would send the ship's bow far down into the waves. As time went on we had to drop our speed down 3 to 5 knots to keep the ship straight and ride it out. It was hard to stand up... you had to hold on to any thing you could find. I remember we only had "K" rations to eat.

I can remember going up through Officer's Country to look out at the ocean the swells coming at me and getting all wet from them. Looking out you could see other ship's go under the waves and you thought they aren't coming up. When it was all over we had lost a lots of ships, officers and men."

Nathan H. Carithers MM/3c - Anderson, South Carolina
Div. M - Eng. Room #2, Dec. 1943- May 1946

USS NEW JERSEY (BB-62) was Admiral Halsey's flagship for Task Force 38. The Jerseyman is keeping a permanent "OPEN GANGWAY" on Typhoon Cobra, or other stories from the crewmen of Task Force 38. Tell us your story... The Jerseyman wants to hear from you.

US Navy *Typhoon Cobra* photo showing **USS LANGLEY** in a heavy roll, with **USS NEW JERSEY** following... Ship in the distance was unidentified.

Submitted by:
USS NEW JERSEY WW2 plankowner,
Ed Zaremba, Atkinson, New Hampshire



STORIES WANTED - APRIL 2, 1945

If you were a crewmember aboard **USS NEW JERSEY** on the evening of April 2, 1945, and recall the collision with destroyer **USS FRANKS (DD-554)**, *The Jerseyman* would like to hear your story! We have also asked for stories of this event from the **USS FRANKS** reunion association.

In the April 2004 issue, we plan to feature an article about the collision, and hopefully also include the stories of those that were aboard both **USS NEW JERSEY**, and **USS FRANKS**. If you have a story to tell, or a photo to share, please send it on to us at THelvig@aol.com, or mail to:

The Jerseyman
62 Battleship Place
Camden, NJ 08103

THE JERSEYMAN JANUARY 2004

RADIO ROOM... (Submitted with thanks to Dave and Margaret Burgess (BNJARS))

The advent of the internet has created the term "Frequently Asked Questions (FAQ)". Web sites will post a FAQ and its answer in an attempt to help potential customers understand a product or service. The radio room restoration group is often approached by visitors with questions. This month we post some of **FAQ** about the radio room and communications on board the BB-62 that we have been asked.

Question #1. If the teletype machines operated faster than a Radioman could send and receive Morse Code, why was the ship still using the Morse Code during the tour of South East Asia?

Answer. Because teletype is a faster mode of communications, it requires a more complex system of equipment and machine. There are times, such as high noise on the radio circuits, when a system like teletype can not get through the noise. Yes, the teletype message could be repeated several times until received correctly but this would take more time than using the less complex Morse Code one time.

Question #2. I enjoyed the talk given by the tour guide but was wondering about the real radio room. Where is it located? How close to the look of the real radio room is this mockup?

Answer. The space that these visitors were calling a "mockup" is the radio room of the 1980's. The equipment in the Message Handling Area is just as it was when the ship was decommissioned in 1991, it is not a mockup. The present Radio Room, on the main deck was part of the crew's berthing prior to the 80s. The inner space, now know as FACCON 1, was a separate compartment used as CPO berthing. FACCON 2, now the Ham Radio shack, was a passageway and a section of the Chaplain's Office. Prior to the 1980s modernization, the BB-62 radio room was located on 3rd deck, just aft of the # 2 barbett, near sick bay.

Question #3 What prevents someone from picking up a red phone and talking to the President or the Kremlin?

Answer. Hmm! Someone has been watching too many movies. Actually, the red phones on the ship are not telephones but are "radio control handsets." They could not be used to talk to another red phone on the ship, only to similar systems on other ships or stations. The red color warns users about the sensitivty/security of communications taking place on that system.

Question #4: We find the sound powered phone and their growlers to be "neat", but why would anyone need to "growl" themselves?



Answer: This person was paying very close attention to the docent and picked up on a unique situation. The Radio Room could growl themselves because they had to. Since the sound powered phones are a party line, there needed to be a way to prevent someone from listening in simply by picking up a phone. The growlers associated with the radio room are Type N modified so that to use them you had to growl the other station and yourself. The second growl connected the Radio Room phone to the circuit so the conversation could take place. At the end of the conversation the circuit would disconnect the Radio Room phone until it is needed again.

Question #5: What kind of TV reception does that antenna on the front part of the ship provide?

Answer: These visitors were having fun with us but it does bring up a good point. The discone cage antenna (aka **NTDS—Naval Tactical Data System**) on the bow of the ship did not receive any kind of television signal. It was developed to improve the reception of targeting information from other ships and bases but could not receive pictures from missiles about to hit their target. An added note about the disc/cage antenna, the Christmas lights do not interfere with the Ham Radio station use of the antenna, it works great.



Question #7: How many radiomen would be in the room at one time?

Answer: According to some of the 1980s radio crew, there were up to 12 radiomen on watch at a time. The number of shifts varied depending on the circumstances but the radio crew usually worked a 1-1-1-32 rotation when at sea.

1 day watch 1 mid watch 1 evening watch 32 hours off radio watch

This is just the first of several FAQ that we would like to include in *The Jerseyman*. If anyone has a question about the radio room that they would like answered please let us know and we will include it in a future article. Members of the Battleship New Jersey Amateur Radio Station (BNJARS) would like to wish all *The Jerseyman* readers a very **Happy New Year!**



Well, another familiar US Navy fixture is gone... "**Skivvy wavers**" have been declared on the way out. Announced by the Navy in early November of 2003, the **Signalman (SM)** rate will be totally phased out by September of 2004. Signalmen are being asked to select another rate, and the Navy is hopeful that at least 10% will select **Quartermaster (QM)**. Quartermasters will be trained to handle visual communication tasks that are now handled by Signalmen.

**THE JERSEYMAN
JANUARY 2004**

USS NEW JERSEY SHIP'S WHEEL BACK ABOARD...



Standing L - R
Kurt Cheesman, Wayne Dahl, Charlie Sonetta,
Ed Hamilton, Lou Lutz and Frank O'Keefe.
Front L - R
Bruce Frey, and Archives Mgr. Bob Walters

In storage since 1991, and in need of some elbow grease and a lot of "Brasso,®" the original USS NEW JERSEY ship's wheel now shines brightly and back where it belongs...
Another job
"Well Done"
by our Brass crew...



"THE JERSEYMAN..."

A complete set of *The Jerseyman* for 2003 can now be ordered on CD's from Operational archives at the Naval Historical Center.

CD's may be ordered by sending a \$10 check to cover reproduction and shipping, and made out to "**Department of the Navy.**"

Please send to:

Ms. Kathy Lloyd
Head, Operational Archives Branch
Naval Historical Center
805 Kidder Breese Street, S.E.
Washington Navy Yard, DC
20374-5060

Attention: "The Jerseyman 2003"



THE JERSEYMAN JANUARY 2004

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 NIMITZ (CV-68)
Volunteer Mike Timothy

**USS THOMAS E. FRASER
(DM-24)**

Ex-Gunners Mate Walter Marion
Honesdale, PA

"Will look for bell photo next reunion..."

**USS WALTER B. COBB
(APD-106)**

James G. Plough
Jefferson City, TX

"Ship & bell are 2 1/2 miles deep about
190 miles off the coast of
Los Angeles, CA."

USS NICHOLAS (DD/DDE-449)
Ken Clouston
Paso Robles, CA

USS SEA DEVIL (SS-400)
Captain Ralph Styles (USNR, Ret.)
Sarasota, Florida

**USS EUGENE A. GREENE
(DD-711)**

Robert J. Clark
Louisville, Kentucky

"No photo of our bell available..."

USS SAN FRANCISCO (CA-38)
Capt. Vincent J. Colan (USNR, Ret.)
Hendersonville, NC

USS MINNEAPOLIS (CA-36)
Glenn A. Stephens, Ass'n Sec'y
Fort Collins, Colorado

USS SLATER (DD-766)
Richard Bolin
Farmer City, Illinois

USS OAKLAND (CL-95)

Mike Brock
San Lorenzo, CA

*"We are trying to have a new
USS OAKLAND named...
please ask Jerseyman readers to
send petition letters to SECNAV...
Secretary of the Navy
1000 - Navy Pentagon
Washington, D.C. 20350-1000
Thanks!!"*

USS MILIUS (DDG-69)
Volunteer Ted Speer

*With thanks to Battleship
New Jersey Curator,
Mr. Scott Kodger,
"The layout space for
memorial displays of US Navy
ship's bell photos aboard
Battleship NEW JERSEY
is in the planning stage..."*

**Keep your ship's bell photos
coming shipmates!**

*"If a new navy were
formed from US Navy ships
now serving as memorials, it
would constitute the third-
largest navy in the world."
(Source:
2003 Britannica Almanac)*

TAPS...

*"My name is Victoria Sorrentino
Ehrler. I wanted to let any crew mem-
ber out there that served with my fa-
ther, Victor A. Sorrentino know that he
passed away on December 3, 2003.
He served in WWII, A Division, in En-
gineering. He attended most of the
reunions that his health allowed for,
and I believe the most recent one was
in September 2003.*

*I know he had a lot of shipmates he
kept in touch with, and loved seeing
them at the reunions. If you could
pass this on it would be appreciated,
as I am sure he was well liked and will
be missed by all. He was a great
man."*

US Navy ship's nicknames submitted by Jerseyman readers...

+++

USS LEARY (DD-879)
("The Leaky")

+++

**USS PRINCETON
(CV/CVA/CVS37 & LPH-5)**
("Sweet "P")

+++

USS DEYO (DD-989)
("Brave and Proud")

+++

USS THOMAS E. FRASER (DM-24)
("Steamin' Demon")

+++

USS HOUSTON (CA-30)
("The Rambler")

+++

USS RUDYERD BAY (CVE-81)
("Rudy")

+++

USS RENSHAW (DDE-499)
("Rinky-Dink")

+++

USS PHILIP (DDE-498)
("Queen of the
Pineapple Fleet")

+++

USS SARATOGA (CV-60)
("Sara" and "Sara Maru")

+++

USS IDAHO (BB-42)
("Spud Peeler")

+++

USS SALT LAKE CITY (CA-25)
("One-ship-fleet")

+++

USS CALIFORNIA (BB-44)
("The Prune Barge")

+++

USS FRANKLIN (CV-13)
("Big Ben")

+++

USS NICHOLAS (DD/DDE449)
("Nick")

...Stay tuned...

..Many more to come...

...Keep em' coming...

THE JERSEYMAN

JANUARY 2004

NIGHT BEFORE CHRISTMAS **(US Navy Version)**

(Author Unknown)

'Twas the night before Christmas, compartments were still,
The sailors were sleeping, as most sailors will.
The ditty bags hung by the lockers with care,
In hopes that St. Nicholas soon would be there.

The men were all peacefully dreaming in bed
As visions of liberty danced in each head.
The Chief in his skivvies, hopped into his rack,
Having just come from town and a quick midnight snack.

When out on the deck there arose such a roar,
I ran to the porthole to find out the score.
I stuck out my head and started to shout,
"Just what in the world is this noise all about?"

A moon made for boondocking showed with a glow,
It was downright cold out, 'bout seven below.
What I saw out there looked like those Mardi Gras floats,
'Twas a Captain's gig drawn by four white Navy goats.

In the boat was a man who seemed quiet and moody,
I knew in an instant St. Nick had the duty.
As quickly as Monday his billy goats came,
He whistled and shouted and called them by name.

"Now Perry, now Farragut, Dewey and Jones,
What's the matter John Paul, got lead in your bones?
A little to Starb'rd, now hold it up short,
No fluffing off now, or you'll go on report!"

He was wearing dress "Reds" that fit like a charm,
His hash marks they covered the length of his arm.
The gifts to be issued were all in his pack,
The gedunk was ready to leave on each rack.

His eyes they were watering, his nose caked with ice,
He wiped it with canvass, then sneezed once or twice.
He opened his mouth and started to yawn,
It looked like the Sun coming up with the dawn.

The stump of a pipe, he held tight in his teeth,
And took a small nip from a bottle beneath.
He wasn't so big, but he must have been strong,
I figured he'd been in SEALs early and long.

He was chubby and plump, a right jolly old Tar,
Who said "Evenin' Matey, here - have a cigar."
He filled every seabag with presents galore,
And left us all leave papers, right by the door.

With "Anchors Aweigh" he climbed back into place,
A broad smile was creeping all over his face.
One look at his watch and he started to frown,
"This mid watch is certainly getting me down."

Then out to the breakwater and into the night,
The gig started fading, the landscape was bright.
"Merry Christmas" he said, as he drove on his way,
"Now I'll finish my rounds and sack in for the day."

**THE JERSEYMAN
JANUARY 2004**

OUR VOLUNTEERS... (All Hands, keep those "Yesterday" photos coming!)



Volunteer GM2
Gunner's Mate 2/c
Ed Hamilton
USS CORAL SEA (CVA-43)
1965—1969



Volunteer GM1
Gunner's Mate 1/c
George MacCulloch
USS SHASTA (AE-6)
1956—1959



Volunteer YN3
Yeoman 3/c
George Gasper
USS RUSHMORE (LSD-14)
1957—1959



Volunteer AE2
Aviation Electrician 2/c
Bill Vets
NAS Atsugi, Japan
NAS Whidbey Island
1965—1969



THE JERSEYMAN
JANUARY 2004

TAPS - 2003

We honor our departed Battleship New Jersey friends, and shipmates...

Taps

*"Fading light dims the sight,
And a star gems the sky,
gleaming bright.
From afar drawing nigh
Falls the night."*

*"Day is done, gone the sun,
From the lake, from the hills,
from the sky.
All is well, safely rest,
God is nigh."*

*"Then good night,
Till the light of the dawn shineth bright,
God is near, do not fear
Friend, good night."*



Bob Hope

"We thank you for the memories..."

(Cartoon reprint was used with permission, courtesy of
Michael Ramirez, Los Angeles Times/Copley News Service)



“One Nation, Under God...”