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5”/38 Gun Mounts: We thank those that have turned in questions – please keep em’ coming! As a reference for Docents and volunteers, we’ll answer any tour related questions in “*The Jerseyman*.” One recently asked about the different types of projectiles used in the 5”/38 mounts... Projectiles listed below are typical of the WWII ammunition used. However, **“There were and are a large number of 5”/38 projectiles available for all purposes.”**** The pallet

of 5” shells shown in the photo above are called “BLP,” “Blind, Loaded and Plugged.” These are drill rounds and used for test firings and practice – they do not explode.

- HC (High Capacity)
- ILLUM (Illuminating – Star shells)
- HE-VT (High Explosive, Variable Time),

(VT - Proximity fuse), carried a self-contained radio transmitter-receiver. When the projectile came within an effective fragmentation range of the target, an echo was reflected and transmitted back to the receiver to cause detonation. Most 5”/38 shells were fired at an average of 2,600 ft per second, Max Range - 18,200 yards, and Max Altitude - 37,200 ft.

** (IOWA Class Battleships by Robert F. Sumrall, and USS Iowa class Pictorial Histories Pub. #3)

P-250 “Handy Billy”: Most of us have heard the phrase “Every Marine is a rifleman.” In the same spirit, we say that “Every Sailor is a firefighter.” In the past, our Navy boot camps that were located at San Diego, Great Lakes, Orlando, and Bainbridge, Md., had specially built concrete buildings used to train sailors in how to fight all types of fires, and get into the middle of burning thick, black, oily smoke. The P-250 and gasoline storage boxes shown here can be found throughout the ship. If you are asked, these boxes house portable pumps popularly called a “handy billy.” The P-250 can supply 250 gallons p/m to one 2 ½” hose, and two 1 ½” hoses, or to three 1 ½” hoses. Firefighters were also trained to wear OBA’s (Oxygen Breathing Apparatus) shown in the “Sailor’s Life Display spaces. To all Sailors and Marines, there is not much worse that can happen than a fire at sea...



As we look back, we remember that many of us also smoked cigarettes in the “good old days.” But even after a long day fighting fires at boot camp, and inhaling heavy black oily smoke, we were still eager to hear: “OK Boots, the smoking lamp is lit.” Do we see any nodding heads out there?

It was in November of 1943, and off of Casco Bay near Rockland, Maine when the first USS New Jersey “Ship’s paper” was distributed among the crew. The original title for the very first ship’s paper was actually “Clean Sweep Down.” It was also during this November 1943 period that the ship’s standardization trials and firing exercises were run in preparation for the trip South and on to the Panama Canal for transit into the Pacific Ocean...

We thought it might be interesting to read the text of the first edition of the ship’s first “*Clean Sweep Down*.” paper. The text shown below is exactly as written. You should also know that “*The Jerseyman*” naming contest (and \$10 bucks) was won by Private First Class Carl W. Ritner of the ship’s Marine detachment. “*The Jerseyman*” title was first used on the issue dated 1 January 1944 and for all those that followed...

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Now Hear This - - - -

This is by way of an introduction. We hereby present ourself to you.
We are nameless as yet, but will call ourself "Clean Sweep Down" until some clever fellow comes up with a good name and wins a \$10 cash prize.
We are your Ship's Paper, which will try to reflect the goings-on in wardroom, gun turrets, engineering spaces, and all the other areas of the New Jersey bounded by port and starboard, fore and aft, above and below.
The ship is our oyster, and we will try to uncover as many pearls as possible. We will be as serious as the occasion demands and as funny as we possibly can be. We will try to include art, literature, humor, controversy, personalities, and just plain talk within these columns.
Our purpose is to provide a medium for the exchange of information, ideas, and acquaintance among all the several thousand members of this good ship's company. Anything that adds to intrest and convenience of shipmates has a legitimate right to our pages.
This is your paper. It will represent you to your mates on other ships and stations of the Naval establishment. Your pride in your ship should reflect itself in your Ship's Paper. All of you are sub-editors and contributing editors, as well as subscribers.
The staff which will carry on the work of putting out this sheet are probably a corny lot, who cant write half as well as the rest of you. So you are invited to take a hand in the publication by contribution, through your division correspondents, of all the material that would possibly be of intrest to any of us or to all of us. Your Ship's Paper is intrested in everything, from gossip to gripes.
But most of all your Ship's Paper is intrested in you, whether working, fighting or playing.
We hope to satisfy. -- The Staff"

To the proud tradition set by the original staff of the Ship’s paper from 58 years ago, we add... “Ditto” – We hope to satisfy.
-- The Staff - 2002

Reminder: Please send e-mail addresses to Bruce Haegley at Haegley@home.com, and bulletin comments/suggestions to Tom Helvig at THelvig@aol.com.