



**January
2003**



THE JERSEYMAN

2003
Happy
New Year!



(Yep, that's a rainbow... Photo courtesy of Mr. Robert Mooney)



A "Jerseyman" look ahead to the 2003 New Year ...

As we look ahead into 2003, *The Jerseyman* celebrates a 60th anniversary this year. Did you know that our national symbol, the **USS ARIZONA** also had a newsletter? It was called "**At 'Em Arizona,**" and it was still being published by Arizona survivors in 2001! Much of the information for navy newsletters are being provided (or at least they were back in 1975) by weekly "**Newsgrams**" generated by the office of the Chief of Naval Operations (CNO). They could be used for the daily "Plan of the Day" (POD), bulletin boards, and provided up-to-date information to be included in the various ship or station newspapers. The weekly CNO bulletins also included written contributions from each of the ship or station division representatives, and it was a great way of helping the C.O's and PAO's (Public Affairs Officers) "pass the word" every week. It also helped keep the old rumor mill and "scuttlebutt" to a minimum too.

The Battleship New Jersey of today however, is no longer part of a navy-wide distribution for fleet news. We are not on distribution for *any* news from *any* source. We do not have any division representatives. Like other naval museum newsletters, we use *The Jerseyman* to "pass the word" on ship events, and we generate our own news stories to inform and entertain our readers. But to make it far more interesting in 2003, we would like to ask for input from our many *Jerseyman* readers across the country, and our volunteers aboard ship, who have "been there, and done that" from every branch of the military. As World War 2 servicemen and women throughout the country are now leaving us at the rate of over 1,500 a day, every effort is being made to preserve written and oral histories. We would also like to have *The Jerseyman* used to contribute stories for this purpose. You should also know that each issue of *The Jerseyman* is being retained in the Battleship New Jersey archives as a permanent record of our ship's restoration effort, and showing our volunteers that have done the great work since the ship came up river.

As you already know, many of our Battleship New Jersey volunteers of today have served aboard almost every type of ship in the US Navy, from the largest of Aircraft Carriers to the smallest of auxiliary ships. Many of the ships, and shore stations that were served on by our volunteers are now in the history books and long gone. In addition to the Navy, we have our volunteer veterans of the Marines, Air Force, and Army as well. Many different Infantry, Artillery, Tank, and M.P. Divisions and battalions are all represented. We have veterans aboard that served in PBV/PBM Squadrons, P-3 Orion crews, World War 2 Liberty ships as "Armed Guards," and even aboard the famous "PT" boats. We have a volunteer with WW2 service in the Royal Canadian Navy (RCN), a WW2 Navy dive bomber pilot, and some that were there in Normandy on D-Day the 6th of June. And by the way, we also have BB62 volunteers that quit high school and enlisted for World War 2 at the age of 16. There are also those who vividly recall riding out "Typhoon Cobra" in 1944 as "the worst day of my life." You have probably meant to write about all of this for your grandkids someday, and we hope that day will be early in 2003. Please don't worry about the writing - If you want help, just ask.

In 2003, we also plan to include more of our "Yesterday and Today" photos of our volunteers. With the assistance of our archives manager and the curator department, we would also like to feature **USS NEW JERSEY** archive photographs (and their stories) in *The Jerseyman*. So, we hope that you will consider *The Jerseyman* not only just for nostalgic reading every month, but also as a place to share your own stories. We also ask our volunteers to be on the lookout this year for visitors that so readily want to share stories on how they "helped to build this ship in 1941," or visiting former crewmen that want you to know they were aboard "when the ship was hit in Korea." Please remember to take their names and phone numbers for *The Jerseyman*.

As a suggestion, maybe you would please consider adding these to your 2003 New Year resolution list:

1. Dig out the photo showing you using a swab at Bainbridge boot camp during service week in 1952. Send to Tom.
2. Jot down what compartment you were in , and what you were holding on to and thought about, as the ship made its arc rolls of over 100 degrees for so many hours during Typhoon Cobra in 1944. Send the story to Tom.
3. Take a picture of that souvenir Japanese sword or flag that you picked up on Okinawa, and that you now have in the family attic. Jot down the story on how you got the sword or flag. Send picture and story to Tom.
4. Don't forget to put adhesive labels on the back of all your old 1930's photographs with the names and birth dates of Grandma, Grandpa, Uncle Joe and Aunt Millie. Maybe make copies for all your kids...

As our constant thoughts and very special prayers go out to the men and women of our armed forces this year, we wish for all and their families, a most Happy, Healthy and Peaceful year in 2003. God Bless America.

Master Chief Tom Helvig, USN (Ret.)
Volunteer Writer/Editor - *The Jerseyman*
email: THelvig@aol.com



TO ALL BATTLESHIP NEW JERSEY VOLUNTEERS...

From the Admiral...

With this letter, we hope and wish for All Hands and their families the happiest, healthiest, and most peaceful New Year possible as we begin 2003. As always, we thank you so much for your service, and recognize once again that it is truly our volunteers that are the core of our existence as the Battleship New Jersey Museum – now and in the future. With this letter, I would also like to share with you just one of the many inspiring stories we could tell about individual contributions made by members of our “BB62 Corps of Volunteers.”

It has come to our attention that a shipmate volunteer, Docent Harry Frank, has quietly assisted the ship in a way that we were unaware even existed until just recently, and it is there just for the asking. With Harry’s Mobil Corporation affiliation, the company offers their employees through the Mobil Foundation, a \$500 per quarter donation for volunteer service that exceeds 40 hours per quarter. To date, Harry has served over 600 hours for the Battleship New Jersey during 2002. Under the rules, he has applied for volunteer funds to cover all 4 quarters, and received word that the ship will soon be approved for a



\$2,000 donation. We hope Harry does not take issue with us for thanking him in this very public letter, but we felt it would be a great way to ask if all volunteers could please explore if their companies, like Mobil, may also have the same type of program available. In addition to your continuing direct volunteer services to the ship, programs such as this would of course greatly help the ship financially, and requires only the simple quarterly submission of a company form. Harry has also been instructed to submit his form each quarter during 2003, as soon as his 40 hours of service per quarter have been completed. He is prepared to file for 1Q 2003 by this February... On

behalf of All Hands, we offer our grateful and most sincere thanks to shipmate volunteer Harry Frank!

Another way we would ask the help of All Hands, is if our Battleship New Jersey volunteers would please consider applying for the BB62 license plate offered by the State of New Jersey. If all those that are affiliated in any way with the Battleship New Jersey were to display these license plates, it would be a very strong and united message delivered by All Hands. The Battleship New Jersey license plate also brings with it much need funds (\$38 per plate and \$15 for each renewal) that are directly allocated to the ship from the state.

With my sincere admiration for all of our volunteers, I want you to know that I consider myself fortunate and proud to have the opportunity to serve with all of you aboard our Battleship New Jersey.

Thank you!

T. Sargent
RADM USA (RET)



FROM THE BRIDGE...

In the last 2002 issue of *The Jerseyman*, the 33rd anniversary of the ship's 1969 decommissioning was remembered along with the full decommissioning speech delivered by Captain Peniston. We once again say thanks to Captain Peniston for sharing his thoughts about this event with *The Jerseyman* today - 33 years later...

"I do not need the 33rd anniversary of the decommissioning of NEW JERSEY to recall those dark days when a ship in C-I condition was consigned to the backwash of Bremerton and ultimate inactivation. Since the war in Vietnam was still getting a great deal of attention, there was a need for the battleship to sail for that troubled land to lend her great firepower to those soldiers and Marines still fighting there.

Instead of sailing for the war zone, the ship proceeded to Bremerton for inactivation. But as the crew who had performed so well in Vietnam went about the task of inactivating the ship in such a manner that if a need should ever arise for a battleship, NEW JERSEY would be selected to answer her fourth call to the colors. They did their work well and the ship decommissioned in 100 days vice the 120 allocated. It was a difficult time, and one comparable of watching a loved one slowly ebb away, day by day.

During this time, the ship had many visitors, just folks wanting to see a battleship for what might be the last time. Many were service men who had seen the ship on the line and were on hand as it were to pay their respects. I recall one Marine telling me that thanks to the ship, he was awarded the Purple Heart instead of it being presented posthumously to his parents.

As the date of decommissioning approached, I was busy composing my speech for the occasion. I struggled over the penultimate sentence and just could not get the right wording. I asked the Public Affairs Officer, LTJG Jeff Vernallis to have a look inasmuch as he was an English major from Stanford. In an instant he solved my problem. He said to use the word "hear" instead of the several I had worried over. So it was finished and the last two sentences were completed and read:

**"Rest well, yet sleep lightly, and hear the call, if again sounded, to provide firepower for freedom.
She will hear the call, and thanks to her magnificent crew, she is ready."**

I delivered the speech as written but departed only once to pay tribute to Admiral Raymond A. Spruance who had died on 13 December. I wrote a letter to Mrs. Spruance telling her of the departure. She wrote the following note to me:

"January 17, 1970

Dear Captain Peniston,

Your note of sympathy with its message from those who served on the New Jersey with my husband was a comfort.

He loved that ship and followed her career with interest.

Thank you for the wonderful tribute you paid my husband. It meant a great deal to me.

Sincerely,

Margaret D. Spruance"

(Continued...)



FROM THE BRIDGE...

The ceremony was heavily attended with Governor Daniel Evans of Washington making some comforting remarks. It was a ceremony that was worthy of the ship and her magnificent record. Few believed that the ship would hear the call, but she did thirteen years later. After the emotional ceremony, I departed to take command of **USS ALBANY** (CG-10).

I assumed command of ALBANY on 20 February 1970 and sailed for the Mediterranean on the 23rd. On arrival, we were hurried to Naples after the turnover with **USS COLUMBUS**. Neither the admiral embarked nor I knew why but soon learned that we were there to brief the members of the NATO conference of the Atlantic Alliance. In the course of the briefings, it was learned that I had come from NEW JERSEY, and the question was immediately asked why I had not brought the battleship instead of the cruiser. I pointed out that the United States was paying close attention to the NATO requirements because ALBANY, the most sophisticated missile ship in the Navy, was desperately needed in Vietnam but was sent to the Mediterranean to meet the U. S. commitment. The point was well received but one member on leaving told me he wished the battleship were in the Med.

This made me recall that in 1950 when I was aboard **USS CONE** (DD-866), the ship's officers were guests at a reception at the Italian Naval Academy in Leghorn, Italy. Anchored nearby was the carrier LEYTE. My Commanding Officer asked the superintendent if he were impressed with the presence of the carrier. Yes was the answer but he would have been more impressed if one of the new U. S. battleships were there instead. I never forgot that.

Later when I was the Assistant Chief of Staff for Operations (J-3) on the staff of the Atlantic Command /Atlantic Fleet, I was asked what it would take to get NEW JERSEY back on the line in Vietnam. This was about the time of the Easter offensive in 1972 and the need for fire support desperately needed. My reply was to assemble the key officers and enlisted men and send them to the ship for reactivation. Then I was asked what I thought of the idea to have the ship towed to Vietnam for fire support without her engines. I could hardly manage a civil answer to that.

In early 1980 there were rumors that a battleship might be brought back and I was asked by Commander W. J. Hancock in the office of the Under Secretary of the Navy if I would be willing to go to Philadelphia with the Secretary, Mr. Robert Murray to have a look at IOWA. I agreed and on 1 July, along with the Secretary and RADM Ed Snyder we went to have a look at the battleship. On the return to Washington, we had convinced the Secretary that the return of the dreadnoughts was very much in order with the proviso that at least two be reactivated. The return of the battleships waxed and waned but in 1981 the decision was made to bring NEW JERSEY back followed by IOWA.

With the prospect of the reactivation of NEW JERSEY, I was contacted by a representative of the National Steel Shipbuilding Company of San Diego. In the event that they got the contract, they wanted me to be the technical advisor. That went by the boards because the contract went to the Navy and the work was to be done at the Long Beach Naval Shipyard. In my opinion, it was the best because the ship was known by the yard.

The work was completed and the ship was scheduled for commissioning on 28 December 1982 with President Reagan the principal speaker and, in an unusual move, the commissioning official. The big day arrived and NEW JERSEY was brought into the fleet with great fanfare. President Reagan was at his best. Much to my surprise he quoted the penultimate sentence of my decommissioning speech: "Rest well, yet sleep lightly, and hear the call, if again sounded, to provide firepower for freedom." Hearing those words from the President made the dark 100 days in 1969 seem almost worthwhile. The main thing was that NEW JERSEY was back and ready for service. She had answered her fourth call to the colors and would acquit herself as the regal lady she had always been. Most satisfying."

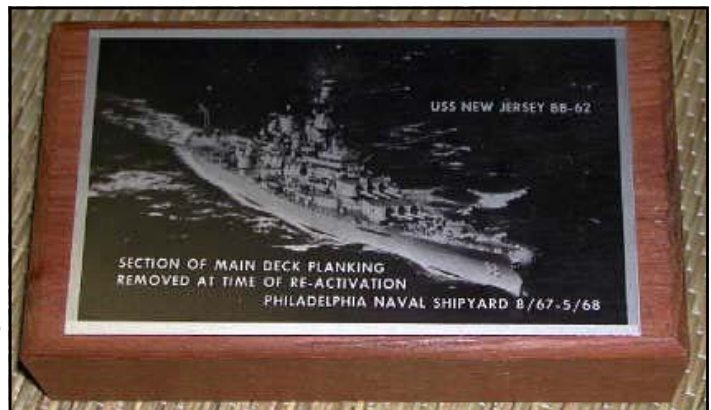


NOW HEAR THIS!**USS New Jersey Reactivation 1967/1968...**

During the period from August 1967 through May of 1968, Charles T. "Charlie" Thomas, served as the Assistant Program Manager for Battleships at the Philadelphia Naval Shipyard. Charlie and his wife now reside in Colorado, and with several recent phone calls, he shared a few of his USS New Jersey reactivation recollections with *The Jerseyman*.

"We had many challenges with the restoration of USS New Jersey. You have to take into account that the Iowa Class battleships weren't designed for bombardment duty, and that is what the ship was being brought back to do.. The Iowa Class was built to fight enemy battleships and to be totally self-sustaining if they were damaged. So they had an extensive compartmentation design for sealing off the ship, and huge machine shops that could rebuild almost anything, so the ship could repair itself... but none of this was needed for bombardment assignments. But of course, you couldn't remove anything, so you had to improvise around the obstacles. Galley changes were going to be needed because of the new technology for preparing and storing foods that were far different from what we used in WW2 and in the Korean War. And during earlier times, many US Navy ships used deep fat fryers... these fryers gave Captain Snyder fits because he had shipboard experience with their dangerous side, and saw them as potential fires just waiting to happen... and to fight them, we needed to install Halogen fire systems, and then you needed to find the space to install Halogen fire systems. Also in years past, we used freezers designed for storing whole sides of beef on hooks, and now we needed shelves to handle the way food was being frozen and packaged today. Once we did that, we also had to retrofit for a much colder freezer to meet the modern requirements... there were so many problems, and they just came coming.

Then we had problems with the old installed radar. The old WW2 Radar system was causing fits up and down the Delaware, and every time we fired them up people's telephones and televisions would be going nuts all over the area. Also during this reactivation period, several areas and sections of the teak deck had to be removed, replaced and re-caulked. We didn't replace the entire deck, just sections of it. Most of the deck work was needed back aft, with some of the teak that was still serviceable used to replace sections that needed repair here and there on the ship. Most of the deck aft of the armor box, was in bad shape due to handling of boat dollies, stores, ammunition, weathering and the years of holystoning. Aft of the armor box the decks are much lighter, and with the requirement to handle VERTREP (Vertical Replenishment), this is where the really heavy deck work was handled. It was anticipated that with the palletization of the ammo, stores and other drops, that the decks could not handle the loads. If this area had not been rebuilt, a heavy landing from a chopper or a dropped heavy munitions pallet may have gone through the deck. So all of the planking aft of the armor box was removed and the entire area was rebuilt as an 8" steel platform. (This later affectionately became known as "NEW JERSEY INTERNATIONAL.") We prepared the ship to be able to at least handle the large "Sea King" Navy helicopters used in Vietnam at the time."



Main deck teak planking souvenir
donated to Battleship New Jersey Archives
by Mrs. Gloria Fell

Note: *The Jerseyman* would like to thank Charlie Thomas for taking the time to provide us with this first hand account of the reactivation work in 1967 and 1968. We are also happy to report that Charlie has offered to share more recollections with us in future issues... stay tuned.

NOW HEAR THIS!**New Visitor Tour Route!!!**

Beginning on Monday, January 6th, our visitors will be escorted on our newly developed "Portside Tour."

All Docents are asked to arrive a bit earlier for their tour day to allow time for a review of this new route.

A printed chart of the route will be available in the Docent lounge and includes all of the old stations along with a couple of new ones added.

We hope you will share our excitement about this new expansion to visitor tours aboard the Battleship New Jersey!

Thanks for your continuing help -
- Rolland Garber

BAD WEATHER!! BAD WEATHER!!

To find out the status of ship events during bad weather, please call the ship toll-free at 1-866-877-6262. Jack Shaw will leave a message after the initial "Thank you for calling the battleship NJ". The message will then inform if anything has been cancelled or changed.

Smoker's notice:

We are making a major effort to ensure that **No Smoking** is taking place anywhere that even *might* be in view of the public. Your support in this effort to improve the appearance of our ship would be sincerely appreciated. Thanks!

**All photo assistance appreciated by
*The Jerseyman!***

Recently, *The Jerseyman* has received offers from several volunteers to share photos taken of ship events. **These offers are all gratefully accepted!** By having volunteers send their photos, *The Jerseyman* can cover almost all events, and it becomes the All Hands effort it was intended to be. If possible, we ask that photos sent, be forwarded in .JPG format rather than Bitmap or TIFF files. *The Jerseyman* credits our volunteer photographers for all photos used. **Many thanks for the offers!**

Practical Mathematics...

The new Ensign was assigned to a nuclear sub, and it was just where he'd dreamed of working since he was a young boy.

He was trying to impress the Master Chief with his expertise learned at Sub School.

The Master Chief cut him off quickly and said, "Listen, 'sir', it's real simple.

Add the number of times we dive to the number of times we surface. Divide that number by two.

If the result doesn't come out even, don't open the hatch."

Old Folks Nostalgia...

"Hey Dad," my Son asked the other day, "what was your favorite fast food when you were growing up?" "We didn't have fast food when I was growing up." "Come on, seriously. Where did you eat?" "We ate at home," I explained. "My Mom cooked every day and when Dad got home from work, we all sat down together at the table, and if I didn't like what she put on my plate I had to sit there until I did like it." By this time, my Son was laughing so hard I was afraid he was going to suffer some serious internal damage, so I didn't tell him the part about how I had to get my Father's permission to leave the table.

Here are some other things I would have told him about my childhood if I had figured his system could handle it. My parents never wore Levi's, never set foot on a golf course, never traveled out of the country, never flew in a plane, and never had a credit card.

In their later years, they had something called a revolving charge card, but they never actually used it. It was only good at Sears-Roebuck or maybe it was Sears and Roebuck. Either way, there is no Roebuck anymore.

My parents never drove me to soccer practice, because soccer back then was just for the girls.

We actually did walk to school. By the time you were in the 6th grade, it was not cool to ride the bus (we had no bus) unless you lived more than 4 or 5 miles from the school, even when it was raining or there was ice or snow on the ground.

Outdoor sports consisted of stickball, snowball fights, building forts, making snowmen and sliding down hills on a piece of cardboard. We had no skate boards, roller blades or trail bikes.

We didn't have a television in our house until I was 12. It was, of course, black and white, but you could buy a piece of special colored plastic to cover the screen. The top third was blue, like the sky, and the bottom third was green, like grass. The middle third was red. It was perfect for a program that had scenes of fire trucks riding across someone's lawn on a sunny day.

I was 13 before I tasted my first pizza. It was a Sam's Pizza at the East end of Fruit Street in Milford. My friend, Steve, took me there to try what he called pizza pie. When I bit into it, I burned the roof of my mouth and the cheese slid off, swung down and plastered itself against my chin. It's still the best pizza I ever had.

Pizzas were not delivered to your house back then, but milk was. I looked forward to winter because the cream in the milk was on top of the bottle, and it would freeze and push the cap off. Of course, we kids would get up first to get the milk and eat the frozen cream before our mother could catch us.

I never had a telephone in my room. Actually, the only phone in the house was in the hallway and it was on a party line. Before you could make a call, you had to listen in to make sure someone else wasn't already using the line. If the line was not in use, an operator would come on and ask "number please" and you would give her the number you wanted to call.

There was no such thing as a computer or a hand held calculator. We were required to memorize the multiplication tables. Believe it or not, we were tested each week on our ability to perform mathematics with nothing but a pencil and paper. We took a spelling test every day. There was no such thing as a social promotion. If you flunked a class, you repeated that grade the following year.

Nobody was concerned about your self esteem. We had to actually do something praiseworthy before we were praised. We learned that you had to earn respect.

All newspapers were delivered mostly by boys. I delivered the Milford Daily News six days a week. It cost 7 cents a paper, of which I got to keep 2 cents. On Saturday, I had to collect the 42 cents from my customers. My favorite customers were the ones who gave me 50 cents and told me to keep the change. My least favorite customers were the ones who seemed to never be home on collection day.

Movie stars kissed with their mouths shut on screen. Touching someone else's tongue with yours was called French kissing, and they just didn't do that in the movies back then. I had no idea what they did in French movies. French movies were considered dirty, we weren't allowed to see them, and they played at places called Art Cinemas.

You never saw the Lone Ranger, Roy Rogers, or anyone else actually kill someone. The heroes back then would just shoot the gun out of the bad guys hand. There was no blood and violence.

When you were sick, the Doctor actually came to your house. No, I am not making this up. Drugs were something you purchased at a pharmacy in order to cure an illness.

If we dared to sass our parents, or any other grownup, we immediately found out what soap tasted like. For more serious infractions, we learned about something called a "this hurts me more than it hurts you." I never did quite understand that one?

In those days, parents were expected to discipline their kids. There was no interference from the government. Social Services or Family Services had not been created yet (The ninth and tenth amendments to the constitution were still observed in those days.)

I must be getting old, because I find myself reflecting back more and more and thinking I liked it a lot better back then. If you grew up in a generation before there was fast food, you may want to share some of these memories with your kids or grandchildren. Just don't blame me if they wet themselves laughing. Growing up today sure is not what it used to be!

Editor's note:

Regrettably, the Milford, CT., author is not identified. We thought this was a great story, and we are glad he didn't say they invented stickball in Connecticut – everybody knows it was invented in my home town of Brooklyn, New York. - - - - -
(I know that my Philly shipmates will all confirm that stickball was invented in Brooklyn...)

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

"Old Folks Nostalgia" - was submitted to *The Jerseyman* mailbox by shipmate volunteer Carl Arzillo

NOW HEAR THIS!

Please
Welcome Aboard!

**New volunteers
joining our ranks...**

Art Hilkert (June 25)
Pete Falcone (Aug 2)
Bruce Powell (Oct 1)
Robert Koch (Oct 10)
Frank DeRoberts (Oct 23)
Charles Higgins (Nov 6)
Paul Niessner (Nov 20)
Ernest Posner (Nov 20)

The Nuclear Aircraft Carrier,
 USS Harry S Truman
 (CVN 75),
 and the ships
 in her Battle Group,
 recently got underway from
 Norfolk, Va., for an
 extended deployment.

Just as the lines were cast off,
 this announcement was made
 throughout the ship and
 topside on the ship's
 intercom (1MC):

**"Peace on Earth
 to men of good will...
 All others - Stand By..."**

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

Since posting our request for photos of US Navy
 ship's bells in our December 2002 issue of
The Jerseyman,
 we have received bell photos for:

USS Virginia	(BB-13)
USS Alabama	(BB-60)
USS Kearsarge	(BB- 5)
USS Worcester	(CL-144)

For these new additions to our naval
 history collection of bell photos,
 we sincerely want to thank:

Gordon Calhoun
 of the
 Hampton Roads Naval Museum,
 and
 Phil Harter, Secretary
 USS Worcester Association



TAPS

We honor here our departed friends and shipmates...



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

Composed By Major General Daniel Butterfield
Army of the Potomac, Civil War

