



November
2003

THE JERSEYMAN



USS NEW JERSEY VOLUNTEER "RIFLE BUCKLER" RESTORATION TEAM

FRONT ROW (L/R)

John Kelty, Ray Kuehner, Bill Will

MIDDLE ROW (L/R)

Jack Croghan, Harry Schafer, Earl Cargen, Bob Whomsley, George MacCulloch,
Turret Captain Marty Waltemyer, Mayer Falk, Ken Hardcassel, Dick Sowers, Harry G. Ruhle, Jr.

REAR ROW (L/R)

Tom Helvig, Andy Roppoli, Rolland Garber, Bill Holmstrom, George Gasper,
Charles Weiss, Ken Temme, Carl Holmstrom, Walt Eife, Wayne Schofield

TEAM MEMBERS MISSING...

Juan Carro, Frank Goffredi, Dan Farrell, Dave Deiner, Don Beck, Scott Ruhle

(Story begins on Page 3...)

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WELCOME ABOARD!

On Friday, October 10th, USS NEW JERSEY was honored with a visit from one of its 19 Commanding Officers. RADM W. Lewis Glenn, Jr., and his wife Julie, made a trip up from their home in Vienna, Virginia and were provided a grand tour of the ship by Volunteer (former BB62 crewman,) Ken Kersch.

RADM Lew Glenn was the 17th CO of USS NEW JERSEY from September of 1985 to 1987.

We hope to ask the Admiral to soon join with RADM Snyder, Captain Peniston, and VADM Katz, and to provide us with a memory or two for *The Jerseyman*..

Welcome back home Admiral!



A FEW SATURDAY DOCENTS...

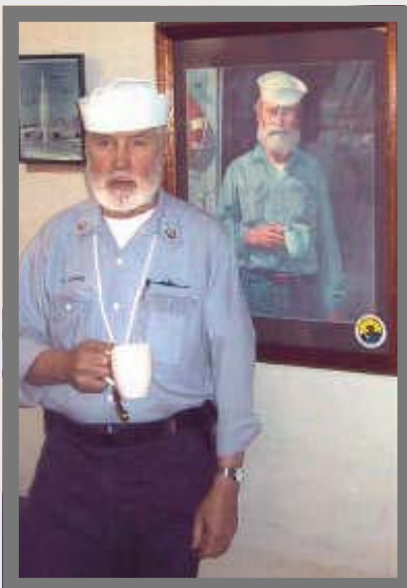
When others are out on a weekend, this group of folks chooses instead to volunteer on Battleship New Jersey. Ship's volunteers are aboard every day, seven days a week, and with knowledgeable volunteers like we have for **NEW JERSEY**, the public will never be disappointed -

Front row (L-R)

John Dorosky, Kevin Rooney, Phil Galluccio, Max Newhart, Norman Brayman.

Rear row

Sara Dougherty, Steve Swift, Norm Roton, Dave DiMarzio, Rob Koch and Charles Vaughan.

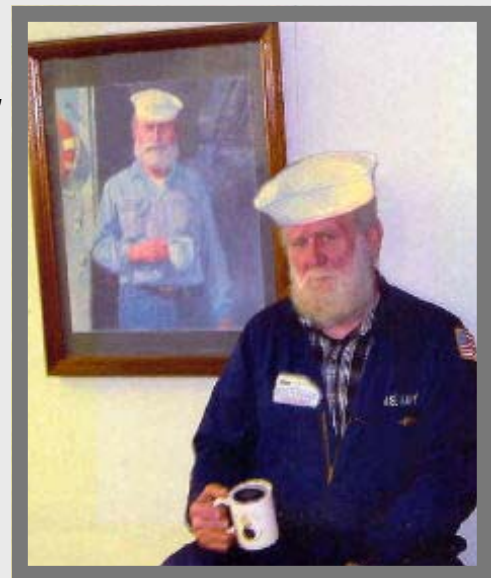


Volunteer Jay Lorenz

The photo print is
"Old Salt of the Sixth Fleet,"
and painted by:

**"Frank E. Zuccarelli
on board
USS STRONG (DD-758)
while on duty in the
Mediterranean Sea,
July 1972."**

What do you think...?



Volunteer Spud Ignatius

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USS NEW JERSEY (BB-62) 16" RIFLE "BUCKLER" RESTORATION...



For those of us who have been volunteers aboard **USS NEW JERSEY** from as far back as January of 2001, **Marty Waltemyer** is no stranger. He has been a volunteer almost from the beginning, and it was primarily because of Marty's extensive practical experience with **USS IOWA** Class big guns, that the **USS NEW JERSEY** main battery (and secondary battery) restoration was completed so quickly - and safely. It was also very fortunate that Marty only lived a short 20 miles from the ship...

During April and May of 2001, Marty was the supervising "Turret Captain" and driving force that got the massive "Buckler" replacement job done. The

"Bucklers" are the huge black bags attached to each gun at the turret face plate. He also accomplished this major task without access to the shipyard gear normally used for this type of work (ie., heavy duty crane, trained shipyard workers, power tools to work on more than one 16" rifle at a time, etc...) As you read on, you soon begin to appreciate how difficult it was. Marty does admit to once asking if it would be ok to simply "power-up" the turrets, but he was quickly told "*just forget it.*" So when it was required, Marty simply raised each rifle manually from 5 Degrees of elevation to 30 Degrees of elevation by using 2 large wrenches.

During the early 1980's when President Ronald Reagan was asking for a 600 ship Navy, all four **USS IOWA** class battleships were taken out of mothballs and re-activated for duty. During this restoration time, and for the next 7 years, **Marty Waltemyer** was employed as a weapons technician, and helped to return all 12 of the IOWA class main battery turrets, back to full operation. Over this long period, Marty performed the job aboard **USS IOWA**, **USS NEW JERSEY**, **USS MISSOURI** and **USS WISCONSIN** in Long Beach, California, and in Pascagoula, Mississippi.



His extensive battleship turret experience also included the conducting of "Dynamic Accuracy" tests on all 48 hydraulic power drives for all four of the **USS IOWA** class battleships. These are the drives which operate and train, the mammoth battleship's turrets of over 1,900 tons each.

So when Marty called the Home Port Alliance office and asked if he could help, his unique expertise was quickly recognized and welcomed. Marty was given the assignment of supervising and restoring the heavy rubberized "Bucklers" back on to all the 16" rifles of **USS NEW JERSEY**...



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As the volunteer members of the Turret crew recall walking around the 02 deck level during that cold January of 2001, we had to navigate around nine huge mounds of heavy, (and frozen hard) 16" rifle "Buckler" bags lying on the deck.

According to Marty, *"the bucklers are each made of 3 ply rubberized fabric, and I guess that each one weighs about 500 pounds... maybe more."*

The heavy steel clamping

bands with thick nuts and bolts, were stored inside the turrets, and you could not help but notice that some of the bolt threads were a bit rusty.

The photo to the right, was taken on January 31, 2001 and show the volunteer crew beginning the removal of sheet metal covers that were welded on at the base of each rifle. Each of these covers had to be removed for the bucklers to be replaced. (When the ship was last de-commissioned in February 1991, and the Bucklers removed, sheet metal covers were welded on to protect against water entering the ship.)



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Removing these sheet metal covers required power grinders, chisels, 9 pound sledge hammers, heavy duty electric snips, and crowbars. Over that 2 month period from the beginning of April 2001 to the end of May, many a volunteer often headed home with aching forearms, and more than one band-aid.

Over the past few weeks, Marty was asked to share the details of what was needed for him to complete this important part of the **USS NEW JERSEY** restoration. In Marty's own words, the following is what was needed to reinstall the nine 16" Bucklers...

"After we finished removing the sheet metal cover from the left, port rifle of Turret #1 (the first barrel we worked on,) we were ready to install the Buckler. But first we had already dragged all the Bucklers down from the 02 level, and about 5 or 6 men lifted them just over the muzzle of each gun.

Then to facilitate the Buckler installation, we decided to raise the barrel, and drag it down the 68 foot rifle length by pulling on lines we had attached to the fiber buckler rings when they were draped over the muzzle. So the job of manually elevating each barrel was next.

First we had to close each Breech Plug which had been left open from the ship's final De-commissioning in 1991. The Powder Hoist Upper Doors were left open too. We also had to close these. Then we needed to find heavy line, a 2-ton chain hoist, heavy lumber, a hydraulic jack with 20 inch travel, and shackles. Most of the gear was found aboard ship, but some equipment was also brought in by volunteers from their homes.

Hydraulic fluid was present in all piping which operated the Powder Hoist Doors, so when we proceed to close each door, hydraulic fluid leaked into the gun pit, and there were pools of glycerine and water already on the deck. So we had to take time to clean that up.

Each 1,800 pound breech plug and carrier could only be closed about 80 percent with the chain hoist, so we had to rig a custom wooden frame, and use the hydraulic jack to jack the breech plug completely closed and locked. This was a very dangerous part of the job too... and you could hear the lumber creaking. We then used the chain hoist to close each Powder Hoist door. Now we were ready to elevate the barrel. I decided to elevate the barrel to 30 Degrees and this would assist us in dragging the Buckler down the barrel. The 30 Degree elevation also assisted us in securing the Buckler to the turret front gun port.



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To elevate each rifle by hand, we used a 36" pipe wrench and used it to turn the B-end response shaft, and a 28" pipe wrench to hold the shaft stationary so that no drift would occur. We had men in the gun pit, at the top of the gun room near the projectile loading cradle, at the turret deck hatch, and on the side of the turret in sight of the rifles. Then we would call out and relay the elevation movement of the rifle back and forth. It took about 1 hour to elevate each barrel, but the combined job of closing the breech plug and then elevating each rifle took about 4 hours on each gun. Sometimes even more.



Raising the Buckler over the expansion tubes, and attaching them to the turret face was extremely tough. The expansion tubes had to be secured to the Buckler with plastic tie wraps or line, and securing the tube to the turret, while at the same time pulling the heavy buckler into position for bolting... it was very hard to do (nine different times) even when using the chain hoist. We then secured each Buckler under the clamping bands on the face of the turret with bolts, and secured the opposite end to the slide collar which holds the barrel. Then we could tighten the clamping band with bolts. A lot of WD-40 and grease was used for this job.



Marty Waltemyer then went on to praise the men who assisted in this extremely heavy duty task...

"I think today, that all the men who helped, can take special pride in having accomplished a very dangerous job. On Turrets 2 and 3, we even had to work with scaffolding - a dangerous proposition even for young men... and these were not young men. Young in spirit yes absolutely, but not very young in years.

After the Bucklers were installed, we then painted them with black spray paint. But the very last job was to make sure that each barrel was synchronized at a precise 5 Degrees of elevation. When looking at Turret 3, I was told by the crew that each barrel was in alignment, but one barrel did not appear correct. We went down to the elevation indicator for a dial reading, and sure enough, it was wrong by 30' minutes. So we again manned our stations and turned the B-end response shaft to align that barrel at an exact 2300 minutes.

Now that we had all breech plugs closed, Mr. Scott Kodger, V.P. of Curatorial and Education, decided that he needed the center barrel breeches open on all three turrets, so the visiting public could see how 16" projectiles, and 6 required powder bags are loaded.

So again, the crew rigged our chain hoist and cables and we completed the job, also lowering the cradle and spanning tray. By now we were all getting pretty good at it."

Jerseyman readers might be interested to know that of the 29 Turret Restoration Volunteers, the average age of the team during the 2001 Buckler restoration was 68 years old. The oldest at the time was 78, and only two were under 60 years old.

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**May 2001
Portside Aft...
(Note the three
draped Bucklers
on stand-by...)**



**One year later...
May 2002 – Portside Aft**



**THE JERSEYMAN
NOVEMBER 2003**



**LETTER FROM A FARM KID,
NOW AT SAN DIEGO MARINE CORPS RECRUIT DEPOT**

Dear Ma and Pa:

I am well. Hope you are. Tell Brother Walt and Brother Elmer the Marine Corp beats working for old man Minch by a mile. Tell them to join up quick before maybe all of the places are filled. I was restless at first because you got to stay in bed till nearly 6 a.m., but I am getting so I like to sleep late.

Tell Walt and Elmer all you do before breakfast is smooth your cot and shine some things. No hogs to slop, feed to pitch, mash to mix, wood to split, fire to lay. Practically nothing. All men got to shave but it is not so bad, there's warm water.

Breakfast is strong on trimmings like fruit juice, cereal, eggs, bacon, etc., but kind of weak on chops, potatoes, ham, steak, fried eggplant, pie and other regular food. But tell Walt and Elmer you can always sit by the two city boys that live on coffee. Their food plus yours holds you till noon, when you get fed again. It's no wonder these city boys can't walk much. We go on "route" marches, which the Platoon Sergeant says are long walks to harden us. If he thinks so, it is not my place to tell him different. A "route march" is about as far as to our mailbox at home. Then the city guys get sore feet and we all ride back in trucks. The country is nice, but awful flat.

The Sergeant is like a schoolteacher. He nags some. The Capt. is like the school board. Majors and Colonels just ride around and frown. They don't bother you none.

This next will kill Walt and Elmer with laughing. I keep getting medals for shooting. I don't know why. The bulls-eye is near as big as a chipmunk head and don't move. And it ain't shooting at you, like the Higgett boys at home. All you got to do is lie there all comfortable and hit it. You don't even load your own cartridges. They come in boxes.

Then we have what they call hand-to-hand combat training. You get to wrestle with them city boys. I have to be real careful though, they break real easy. It ain't like fighting with that ole bull at home. I'm about the best they got in this except for that Tug Jordan from over in Silver Lake. He joined up the same time as me. But I'm only 5'6" and 130 pounds and he's 6'8" and weighs near 300 pounds dry.

Be sure to tell Walt and Elmer to hurry and join before other fellers get onto this setup and come stamped-ing in.

*Your loving daughter,
~ Gail ~*

Author Unknown
(With thanks to Volunteer Walt Eife)



**Battleship New Jersey Volunteers
wish the
United States Marine Corps
a happy 228th birthday!
November 10, 2003**



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IN THEIR OWN WORDS...

By Captain Robert C Peniston, USN, Ret.

"The Editor of the JERSEYMAN has asked for some stories from former JERSEY sailors. I am pleased to comply by relating some experiences I had aboard the Presidential Yacht USS WILLIAMSBURG (AGC-369) during the presidency of Harry S Truman.



It is fitting and proper for me to say here that I got the assignment as Navigator of the yacht because of my performance as Assistant Navigator of NEW JERSEY in 1947. As I said in my keynote speech on 23 May commemorating the 60th anniversary of the commissioning of USS NEW JERSEY, that in my opinion, it was the best job and ensign could have aboard a battleship. What follows covers the some of the significant events in my tour aboard this prestigious vessel.

In March 1951, I was the Operations Officer of USS CONE (DD-866). The ship was undergoing gunfire support qualifications at Culebra Island incidental to refresher training. During a lull in the action, the Chief Radioman came into CIC and told me I had received orders. He said he had never seen anything like them. After the third time of insisting that he tell me where I was to go, he said "to the Presidential Yacht." I was dumbfounded but did not let my good fortune interfere with the GFS qualification. We made an outstanding score.

My wife and I arrived in Washington on 19 April 1951, the same day that General MacArthur, who had been relieved of his duties in the Far East by President Truman, made his "old soldiers never die" speech to the Congress. I reported aboard for duty on the 23rd expecting to find the morale low because of the low favorable rating of Mr. Truman. Not so. All loved the man and I was soon to learn why.

I first met Mr. Truman at a reception given at the Anderson House in Washington by the aides at the White House. The Executive Officer introduced my wife and me to President and Mrs. Truman. I remember it well because Mr. Truman was sipping a martini, was chewing the olive, and spat out the seed in to a bush. The next time was aboard ship when we were underway for a cruise down the river. It was the President's practice to come to the bridge when things had settled down, to greet the Captain and the officers on watch. The Captain made sure that I was introduced since this was my first cruise with the President on board. I was asked where I was from. Being a native of Missouri did not hurt my stock. After chatting briefly, the President left telling me to keep the ship off the stumps. Let me say that Mr. Truman was as comfortable as an old shoe, and made the one who he was speaking to the center of his attention.

We made several trips down the Potomac and three to Key West during my tenure as Navigator. There were many memorable moments but one stands out. On 5 January 1952, the President hosted Prime Minister Winston Churchill on board. In attendance were Secretary of State Dean Acheson, Secretary of the Treasury John Snyder, Secretary of Defense Robert Lovett, General Omar Bradley, The Honorable Averell Harriman, and Mr. Gifford, the American Ambassador to Great Britain. These gentlemen were paired off with their opposite number in the Churchill cabinet - the most prominent one being Sir Anthony Eden.



After dinner, the ship's officers were brought into the dining room and introduced. As the evening wore on, the Captain called me to the quarter deck telling me that the Prime minister was about to leave and I was to escort him down the gangway. It was rather steep because the tide, small as it was, was in. My orders were when the Prime Minister came through the door aft, I was to chop-chop up to him and escort him down the gangway. The great man appeared with huge glowing cigar in hand. I hastened to meet him and asked: "Prime Minister, may I escort you down the gangway?" Mr. Churchill looked up at me and in that famous Churchillian tone asked: "Young man, what makes you think I need escorting?" My reply was that the Captain had ordered me to do it. Whereupon the Prime Minister said: "Then young man, you had better do it." Down the gangway we went and I delivered him safely to his awaiting car."

(Photos courtesy of Captain Robert C Peniston, USN (Ret.))

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USS NEW JERSEY CREW PHOTOS FROM ADMIRAL ED SNYDER...

On a recent visit to the Washington Navy Yard and the Navy's Operational Archives, we were invited to visit with RADM Ed Snyder at his home in McLean, VA. During the visit, he provided to *The Jerseyman*, 8 X 10 Black and White photos taken during the ship's Vietnam tour, and showing crewmen during re-enlistments, the awarding of ship's plaques, or at work in various ship's spaces. At Admiral Snyder's request, we are listing photos below that are identifiable on the reverse, and with the name/rate of the sailor. If *Jerseyman* readers, or members of the **USS NEW JERSEY** Veteran's Organization recognize any of these BB62 sailors, and have an address, email, or a telephone number, we ask you to please contact THelvig@aol.com. Adm. Snyder has asked that his crewmen receive these photos with his best wishes, and sincere thanks for their outstanding service aboard **USS NEW JERSEY**.

There are also a number of individual sailor photos without identification. These will be sent on to Ed Campbell of the **USS NEW JERSEY** Veteran's Organization, and hopefully they will be identified, distributed, or posted at a future reunion - again with Admiral Snyder's sincere thanks to these members of the **USS NEW JERSEY** crew.

BMC Lyle Chastain	DT2 Richard D. Mosier
RD1 Michael Camp	CPO Initiation (6 photos) - (No names)
EMC Fred W. Webster	CS2 Gerald McGee
LCDR Lee R. Craig	SH1 Wallace R. Grillen
Chaplain John P. Byrnes	EM1 James Drewel
BTC F.E. Florida	BTCS Edward W. Hosta
GMG1 Merle Washburn	FTG1 Carter Gibbs
HM2 Peter F. Jenson	HM3 Gerry Bass
HM2 Jerry Alexander	HM2 James Yeager
HM Greg Welker	SN Thomas G. Becking
SFC Cecil Berg	BM1 Donald Arms
LCDR James J. Quinn, MC	LCDR John L. Denby
HM2 Robert J. Anderson	SN James P. Farrell
EMC James Drewel family	SA Dale Bergerner
PC2 Samuel Bred	SN John D. Star
Chaplain H. D. Bodle	HN William Roark
LT. Carl J. Albrecht	Lt. John P. Jenkins
GMGSN Frances J. Hines	FTG3 Ronald L. Daugherty

Special *Jerseyman* note:

Because readers have had problems with downloading monthly issues, we are often asked if we offer a printed "subscription" to *The Jerseyman*, and if it is available by mail.

The Jerseyman is designed as a full-color online publication, and the ship's volunteers are not organized with a formal staff to be able to administer or offer, a printed *Jerseyman* subscription. However, we have been asked to provide all past and current issues of *The Jerseyman* to the Naval Historical Center Operational Archives. 2002 issues of *The Jerseyman*, in full color, are now available on Computer CD directly from the Operational Archives.

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

Since posting our request for photos of US Navy ship's bells, additional bell photos were received, and we thank these shipmates...

USS TOLEDO (CA-133)

Ken Crosby
Ass'n Secretary/Treasurer
Norfolk, VA.

USS NASSAU (CVE-16)

Sam Moore
Calimesa, CA.

USS TARAWA (CV-40)

Robert C. Atkinson
Marcellus, NY

USS BRADLEY (DE-1041)

CDR Thomas F. Lettington,
USN (Ret.)
San Diego, CA

USS YORKTOWN (CV-10)

USS YORKTOWN 1888

USS FRANKLIN (CV-13)

Volunteer Don Trucano
Battleship NEW JERSEY

NOTICE:

If possible, please forward an email address with ship's bell photos -Thanks!

New Computer Virus...

It appears to mostly affect those of us born prior to 1960.

Symptoms:

1. Causes you to send the same e-mail twice.
2. Causes you to send a blank e-mail.
3. Causes you to send an e-mail to the wrong person.
4. Causes you to send it back to the person who sent it to you.
5. Causes you to forget to attach the attachment.
6. Causes you to hit "SEND" before you've finished.
7. Causes you to hit "DELETE" instead of "SEND."

It's the "C-Nile Virus"

(Thanks to Volunteer Carl Arzillo)

USS NEW JERSEY (BB-16)

April 1915...

In a recent issue of *The Jerseyman*, we carried a photo of the officers and crew of **BB-16** taken at Charleston Navy Yard in April of 1915.

With many thanks for the research efforts of Bos'n Charlie Jacobus of Auburndale, FL (USS NEW JERSEY crew - Korean War), and author Paul Stillwell (*BATTLESHIP NEW JERSEY: An Illustrated History*), and (Naval Institute Director of History (Reference and Preservation), the Commanding Officer of BB-16 has been identified. The Navy Register listing for the Commanding Officer on January 1, 1915, and also on January 1, 1916 was listed as...

Captain Joseph Lee Jayne, USN



OPERATIONAL ARCHIVES...

Issues of *The Jerseyman* with photos and stories about restoration efforts aboard USS NEW JERSEY, are now available on computer CD's from the Operational Archives at the Naval Historical Center. It is planned that the 2002 CD will be followed in January 2004, by *Jerseyman* issues distributed for all of 2003, and annually each following January.

At a later time, identification numbers will be assigned to the CD's for ordering from the archives. Until then, orders may be requested for a specific year of *The Jerseyman* and sent with a \$10 check to cover reproduction and shipping, 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 2002"

THE JERSEYMAN NOVEMBER 2003

US NAVY "SITE" SYSTEMS...

The Navy calls them... **"Ship's Information Training Entertainment"** -
We call it "SITE" too, but **Battleship New Jersey style...**

Chief Petty Officer Mark O. Piggott (CVN 65) once explained it this way – *"Most SITE systems are operated by Navy Journalists (JO) and maintained by Interior Communications Technicians (IC,) with secondary training as a TV tech. On smaller ships, where there are no journalists, IC men both operate and maintain the equipment. Most SITE Television systems fall under the Public Affairs Office, usually a division of the Executive or Administrative Department...Movies and television programming are provided by the Naval Motion Picture Service (NMPS) and The Armed Forces Radio and Television Service (AFRTS)." Actually on the big aircraft carriers today they're called 'Super SITE systems.'*



In the winter of 2001, and under the able supervision of **Volunteer Ebe Helm**, another unique and important **USS NEW JERSEY** restoration project began. This was to completely restore the ship's television "SITE" systems and put them back into use. But with one difference... along with the museum status for the Battleship New Jersey, teen-agers would actually be invited to operate the "SITE" facilities just as the sailors had on active duty in the 1980's and 1990's. Today the NEW JERSEY systems have been fully restored, and approximately 700 young people so far, ranging in ages from elementary thru University level, have operated the Battleship New Jersey's "SITE" systems.

"SITE" systems on the New Jersey are used today in the same way as her crew did back in the nineteen eighties. They execute a '**Captains Call**' at 1830 hours, show movies to the crew, and even use remote cameras on deck, all with limited or no supervision. Nothing is simulated. The equipment, the operation and the audiences are real. The only true difference is that they don't get a government USN paycheck, but the result is that uniformed personnel (mostly under 17 years old) are wearing the Navy blue and gold and assuming a "SITE" duty station aboard the Battleship New Jersey.

Many thanks and a well earned Bravo Zulu to Volunteer Ebe Helm, for making this fine program a reality!

HAPPY BIRTHDAY SAM KUNCEVICH!

Volunteer **Sam Kuncevich** consistently shows up in rain or shine, guides a daily group of visitor's from bow to stern, up to the 05 level, and down to the 2nd Deck - and then accepts a station assignment for the rest of the day.

As a civilian shipfitter in 1941 - 1942, Sam also had the distinction of having helped to build **USS NEW JERSEY!**

On October 10, 2003, Sam turned a very young 85 years old... On behalf of all volunteers and staff aboard Battleship New Jersey...



HAPPY 85th BIRTHDAY SHIPMATE SAM!

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NAVY NEWS...

USS CARL VINSON (CVN-70) DEPLOYMENT STATISTICS

USS CARL VINSON (CVN-70) Ship's Motto: "Do It Right The First Time"

Navigation

60,000 nautical miles traveled; equivalent to twice around the world. 30 underway replenishments conducted, totaling over 78 hours alongside other ships

Deck

16 mooring evolutions with 110,000 ft of line handled
720,000 sq ft of hull painted

Air Operations

10,362 sorties
483,243 lbs of total cargo transported via Carrier Onboard Delivery (COD) aircraft
2,803 total passengers transported via COD

Air Department

14,378 catapult shots
12,073 arrested landings
13,216 aircraft fueled
15,067 aircraft moves on the flight deck
5,380 aircraft moves on the hangar deck, with no mishaps
15 vertical replenishments and more than 2,600 lifts
15,273,968 gallons of JP-5 used
15,494,307 gallons JP-5 received during UNREP
226 drums of biodegradable flight deck soap used, equating to 12,430 gallons

Aircraft Intermediate Maintenance Department

43,196 aircraft components fixed
21 jet engines fixed

Chaplain

27 community relations projects, amounting to 2,280 hours of service.
93 new fathers with 95 new babies (2 sets of twins!)

Information Systems

More than 13 million e-mails received, an average of 55,000 P/day (360% increase from previous deployment)
More than 12 million e-mails sent, an average of 50,000 per day (530% increase from the previous deployment)

Personnel

347 newly-qualified Enlisted Surface Warfare Specialty (ESWS) Sailors
426 newly-qualified Enlisted Air Warfare Specialty (EAWS) Sailors
216 reenlistments, and \$2,786,511.01 in "Re-up" bonuses

Post Office

683,000 lbs of incoming mail and 150,000 lbs of outgoing mail

Food Service

5,500,000 meals served
\$8,087,930.58 in food costs
40,981 gallons of milk served
724,140 eggs served
133,820 lbs of French fries served
160,415 lbs of chicken served

Supply

407,686 "Snickers" bars sold, which if placed end to end, would stretch nearly 29 miles!
157,833 cans of Coca-Cola sold, = 29,593 gallons!
71,294 cups of instant noodles sold; stretched out, noodles would reach from San Diego to Bremerton!
43,200 phone cards issued; if used consecutively, would be more than 1 year and 7 months of calling time!
375 tons of laundry washed and dried using over 40 million gallons of water. That's the equivalent in clothes of more than all of the combined weights of the teams in the National Football league...for the past 8 years!!

Morale Welfare and Recreation

3,500 tours of the ship
More than 1,000,000 miles racked up on treadmills!

Legal

3,262 total tax returns prepared and filed
\$2,120,828 total in refunds

Engineering

More than 1 million equivalent tons of ice produced in AC cooling
More than 5,000 gallons of oxygen and nitrogen produced
More than 3,000 parts manufactured from raw bar stock

Medical

6,325 patients seen
2,422 physical exams
105 surgeries, 11,520 prescriptions, 1,400 x-rays

Dental

8,686 patient visits
1,981 dental fillings, 76 root canal treatments completed, 883 tooth extractions

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*

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Volunteer Dick Sowers
WWII-KOREA
1945/1959
Motor Torpedo Boat #314 Squadron 4
US Naval Reserve Aviation Training Program



Volunteer Woody Freeman...
Amphibious Command Ship
USS Panamint (AGC-13)
1945 - 1946



PHA2 Art Lohan
Fleet Air Photo Lab (FAPL)
Agana, Guam
Atsugi, Japan
North Island, San Diego, CA
1952 - 1956



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Machinist Mate 2/c
Volunteer Marty S. Waltemyer
USS John D. Henley (DD-553)
1943 - 1945

Aviation Boatswain's Mate 1/c

Volunteer Alfred Lynch
USS Tarawa (CV-40)
USN 1945—1952



NEW YEAR'S LOGS...

Unusual log entries, (usually poetry,) written in the log on the first watch of a New Year are a long-standing tradition in the United States Navy. It has recently been suggested by readers, that we consider asking for our own New Year's input for *The Jerseyman*.

All readers of *The Jerseyman* are asked to participate - All entries Welcome!
Submitted entries will be shared with All Hands in the February issue.

Please send entries via email to THelvig@aol.com, or mail entries to:

The Jerseyman
62 Battleship Place
Camden, NJ 08103

CHAPLAIN'S CORNER... US Navy Chaplain

Jim Nickols served as Command Chaplain aboard USS RONALD REAGAN (CVN-76), and retired from the Navy on November 1, 2003. In addition to RONALD REAGAN, Chaplain Nickols served as Command Chaplain aboard USS MISSOURI, and USS NEW JERSEY from 1989 to Decommissioning in 1991. *The Jerseyman* has kept contact with Chaplain Nickols over the past few years, and he also received online *Jerseyman* issues every month while at sea aboard USS RONALD REAGAN! What follows, are some of Chaplain Nickols' thoughts in a recent note to *The Jerseyman*. We thought it would be fitting to include his note with this Thanksgiving issue...

On behalf of the USS NEW JERSEY restoration volunteers, we say thanks for your service, and sincerely wish Chaplain Nickols, his wife Janell, and family -

"Fair Winds and Following Seas..."

"Hi Tom - Although USS RONALD REAGAN (CVN 76) was commissioned on Sat., 12 July, the ship is still a work in progress. Four weeks ago, we - the Chaplains and Religious Program Specialists (a rating established in 1979 to assist chaplains) - moved into our new office spaces on the second deck, just a hatch forward of the aft-mess decks. It is a great location compared to where chaplains and Religious Program Specialists are located in most NIMITZ class carriers - third deck, portside out. A Sailor really needs to see a chaplain to find us. But, the new location is superb. We are by the mess decks, across from disbursing, near medical and above personnel.

Our current location reminds me of my office in NEW JERSEY. We were located on the starboard side of the aft mess deck in the ship's library. What a great location. We were visible and accessible to the crew. The chapel, originally located on the portside forward when the ship was recommissioned, was appropriated for Flag Plot. A smaller chapel was "built" on the portside of the aft mess deck by the ship's library.

I enjoyed not only passing through the mess decks to visit, but also - from time to time - eating with the Sailors - one of those Sailors is serving in RONALD REAGAN - LI1 Valencia. He was a Seaman Recruit in 1989! I particularly enjoyed the holiday meals - in November, December, and Spring. During NEW JERSEY's last deployment, we spent Thanksgiving in Singapore and returned to Singapore from the Arabian Gulf for Christmas. We had a well-attended midnight Christmas Candlelight Service on the fantail - with Singapore as the backdrop.

While deployed from home, the holidays were given special attention. Since we knew that we were going to be gone during the major holidays, we were prepared with all the decorations. The Supply Department - well, the Mess Specialists, delivered great food, well presented, and a lot of it.

Chaplain Melley and I wrote three graces that we had printed and placed on the tables for the Sailors use. It was our effort to remind the Sailors that we have much for which to give thanks. Often times, many of us find ourselves lamenting about what we don't have rather than what we do have. It is significant that as a nation, we have set aside one day in the year to give thanks to our Creator for our lives, our families, our nation and more. But, really, shouldn't we have an "attitude of gratitude" each day of the year.

Although Thanksgiving is a "secular" holiday, for me, it sets the stage for - in my tradition - Christmas, Epiphany and Easter. It is a time to remember all the good people who have touched our lives, and all the good things that have flowed into our lives by a gracious Creator. Happy Thanksgiving!"

(Original 1944 ship's menu artifact made available for photo courtesy of Scott Kodger, VP of Curatorial Affairs, and Bob Walters Archives Manager. The official US Navy photo above of a 1968 USS NEW JERSEY religious service is courtesy of RADM Ed. Snyder, Jr., USN (Ret.)

