



3rd Quarter
2006



“Rest well, yet sleep lightly and hear the call, if again sounded, to provide firepower for freedom...”

THE JERSEYMAN

END OF AN ERA... BATTLESHIPS

USS MAINE
 USS TEXAS
 USS INDIANA
 USS MASSACHUSETTS
 USS OREGON
 USS IOWA
 USS KEARSARGE
 USS KENTUCKY
 USS ILLINOIS
 USS ALABAMA
 USS WISCONSIN
 USS MAINE
 USS MISSOURI
 USS OHIO
 USS VIRGINIA
 USS NEBRASKA
 USS GEORGIA
 USS NEW JERSEY
 USS RHODE ISLAND
 USS CONNECTICUT
 USS LOUISIANA
 USS VERMONT
 USS KANSAS
 USS MINNESOTA
 USS MISSISSIPPI
 USS IDAHO
 USS NEW HAMPSHIRE
 USS SOUTH CAROLINA
 USS MICHIGAN
 USS DELAWARE



USS NORTH DAKOTA
 USS FLORIDA
 USS UTAH
 USS WYOMING
 USS ARKANSAS
 USS NEW YORK
 USS TEXAS
 USS NEVADA
 USS OKLAHOMA
 USS PENNSYLVANIA
 USS ARIZONA
 USS NEW MEXICO
 USS MISSISSIPPI
 USS IDAHO
 USS TENNESSEE
 USS CALIFORNIA
 USS COLORADO
 USS MARYLAND
 USS WEST VIRGINIA
 USS NORTH CAROLINA
 USS WASHINGTON
 USS SOUTH DAKOTA
 USS INDIANA
 USS MASSACHUSETTS
 USS ALABAMA
 USS IOWA
 USS NEW JERSEY
 USS MISSOURI
 USS WISCONSIN

THE JERSEYMAN

FROM THE EDITOR...

Below, **Archives Manager Bob Walters** described for us two recent donations for the Battleship New Jersey Museum and Memorial. The ship did not previously have either one of these, and Bob has asked us to pass this on to our Jerseyman readers: *"Please keep the artifact donations coming. In time, they will help ensure that the complete history of USS NEW JERSEY will be preserved for our grandchildren. Your help is needed for this effort ship-mates, and thanks!"*

The first donation was an original Plan Of The Day (POD,) dated Monday, May 21, 1951, from **LCDR Ben Conroy, USNR (Ret.)** of Austin, Texas. On this day, **USS NEW JERSEY** was hit by North Korean shore batteries in Wonsan Harbor. As reported in the ship's action report, it was at 0932 hours on 21 May 1951 that the top of Turret #1 received a direct hit, and shrapnel also hit the ship from a near miss, killing one crewman and wounding three.

With the second donation, the archives recorded two Vietnam era leaflets donated by **Retired Senior Chief Gunners Mate Michael Murphy**, of Panama City, Florida, and a former crewman in **USS NEW JERSEY**. Thousands of these leaflets were dropped from Air Force C-130's, and were used to warn the VC that bombardment by **USS NEW JERSEY** was imminent. The leaflets have been translated and are shown on Page 8. We also called retired **RADM Ed Snyder** (**USS NEW JERSEY CO**, Vietnam,) and asked if he remembered anything about them. He said that he was strongly opposed to dropping the leaflets and had said so at the time. *"I told them that you don't win wars by dropping paper. You win it by dropping another 16" round, and yes you can print that..."*

-- With the end of the battleship era, we have invited some well known writers to share their thoughts. In this issue, we include an article written by acclaimed naval historian **Paul Stillwell**, author of a number of books including, **Battleship NEW JERSEY, an Illustrated History**, USNI Press, 1986, **Battleship ARIZONA, an Illustrated History**, USNI Press, 1991, and **Battleship MISSOURI, an Illustrated History**, USNI Press, 1996, and many others.

-- Thanks to former **Marine Sgt. John V. Gardner**, we were recently able to contact his Marine buddy **Robert Hendrick**, who fired opening artillery rounds against the Japanese from Midway Island on the night of December 7, 1941. This special story, recalled from 65 years ago and never before published, is found on page 6.

-- It was a total surprise, when in early April **The Jerseyman** received a number of photographs from **Mr. Ted Yaslowsky, Deputy Director to the US Naval Gunfire Support Association**. These are photos taken of a detailed model that was designed and built for the USNFSA as an IOWA-Class Guided Missile Battleship. Specifically, the model is of **USS NEW JERSEY** as she would look today, but configured as **(BBG-62.)** According to Ted, if the USNFSA configuration had prevailed, these photos show NEW JERSEY as a modernized IOWA-Class battleship. We are grateful to the USNFSA for sending the photos, along with a listing of proposed weapon configurations for (BBG-62.) The story and photos begin on Page 12.

-- And a special thanks once again to **Hamp Law** of West Monroe, Louisiana for his new cartoon remembering all 59 United States Navy battleships. **Hamp** served in **USS TENNESSEE** during World War 2, and also sent a story about the creative way he remembered using his clothes stops while at San Diego boot camp in January of 1943. See page 15...

-- On March 31, 2006, the American Battleship Association (ABA,) donated a custom designed plaque honoring all US Navy Battleships, and presented it during a ceremony held at the **National Museum of the Pacific War** located in Fredericksburg, Texas. The event was hosted by **Mrs. Margaret Graham**, wife of the late **Senior Chief Signalman David C. Graham**, Founder/Chairman of the ABA, and the presentation speech was given by **Captain Robert C Peniston, USN (Ret.)** former CO of **USS NEW JERSEY** from 27 August 1969 to 17 December 1969. With thanks to **Ship-mate Bill Humienny**, there are several photos of the Pacific War Museum, and of the ABA presentation starting on Page 16.

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I am sure that at times it seems that **The Jerseyman** is concentrated only on stories about World War Two, Korea and Vietnam.

We want to also include stories and photos covering **USS NEW JERSEY** from December 1982 to February 1991, but so far, there have been no stories contributed covering this period. We hope our readers will soon take us up on it, and send us some of your reflections, and photos. Thanks.

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



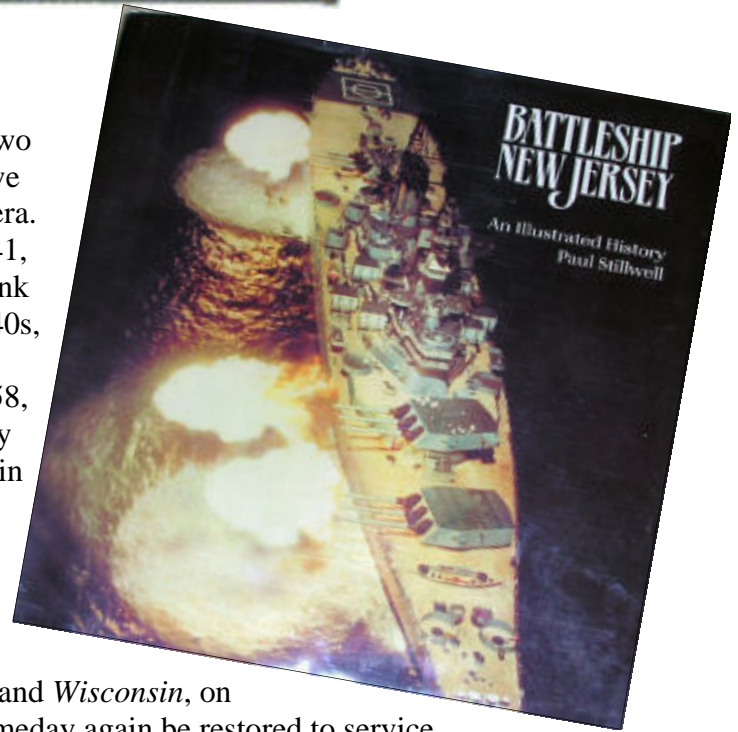


## THE JERSEYMAN

### The Battleship Era

By Paul Stillwell

As the U.S. Navy prepares to turn loose its final two mothballed battleships to become permanent museums, we have finally, officially, reached the end of the battleship era. Seemingly, it had ended several times in the past—in 1941, when the Japanese wreaked havoc at Pearl Harbor and sank two British capital ships at sea off Malaya; in the late 1940s, when the Navy scrapped or mothballed all except the *Missouri*, which was spared by presidential action; in 1958, when the decommissioning of the *Wisconsin* left the Navy without an active battleship for the first time since 1895; in 1969 when the *New Jersey* was re-cocooned following brief service in Vietnam; and in 1992, when the *Missouri* was put out of service after a nostalgic last voyage to Pearl Harbor to commemorate the 50th anniversary of the Japanese attack. In the years since the early 1990s, congressional mandates kept the last two ships, the *Iowa* and *Wisconsin*, on tether, thus maintaining the faint hope that they might someday again be restored to service. That last hope has now flickered out, inevitably producing reflections on what those majestic ships accomplished in their heyday.



We have been fortunate in recent decades in that various individuals and organizations have been at the forefront in spreading the news and recollections about battleships and their accomplishments. Among them is Master Chief Cryptologic Technician Tom Helvig, whose volunteer work on behalf of the *New Jersey* celebrates that ship. He also provides a valuable clearinghouse that enables us to read about and see images of other ships as well. And he has spotlighted the many ship's volunteers representing hundreds of ships, units, and stations of the Army, Navy, Air Force, Marine Corps, Coast Guard and Merchant Marine. *New Jersey's* volunteers have all contributed so much to maintain the ship as a museum and it shows.

Among his notable predecessors in honoring the battleships were Leon and Margaret Morrison of the Battleship *New Jersey* Historical Museum Society. I was privileged to know Leon as a friend and applauded his dedication in putting out monthly newsletters that contained reprints of newspaper articles, photos, member profiles, and intriguing battleship trivia quizzes that had readers scrambling in reference books to find answers. Leon and Margaret, both of whom are now gone, put a great deal of themselves into serving battleship fans.

For a number of years John DiGiantomasso of the *Iowa* Class Preservation Association produced interesting, well-illustrated newsletters that covered some of the ground that Leon Morrison had. The publications discussed a variety of battleship topics with appreciation and enthusiasm. The organization's website can be reached at [www.battleship.org/index.htm](http://www.battleship.org/index.htm).

An even older organization that has served the community is the American Battleship Organization. The founder and chairman of the association was Senior Chief Signalman David Graham, whose battleship service in the USS *Idaho* during World War II served as his inspiration to bring together like-minded people. The organization's newsletter, the "OI' Salts' Digest," provided a forum for keeping up with former ship-mates and sharing recollections of what life was like in battleships of several eras. His passing last October was a loss for those who appreciated all he had done over the years, going back to the 1960s, a time when the memories of still-living battleship sailors stretched back to the beginning of the 20th century.

## THE JERSEYMAN

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In March of this year Captain Robert Peniston, who commanded the *New Jersey* in 1969, spoke at a plaque-dedication ceremony held at the National Museum of the Pacific War in Fredericksburg, Texas. In his remarks that day Peniston said, “This is a special occasion that is both happy and yet sad. We gather to honor the 59 battleships that wore the national ensign of the United States, some carrying it into battle, and the men who sailed in them. These ships have passed into history and soon to be joined by the American Battleship Association, this event marking perhaps its last official act but neither will be forgotten as long as there is history read by following generations.”

Fortunately, as with the pending cases of the *Iowa* and *Wisconsin*, there are still several battleships around for the benefit of visitors. It is one thing to read accounts in history books and see documentaries on television. But there is nothing like being on board and experiencing the physical presence of a battleship: walking the wooden decks, having a look at the living compartments, seeing the sheer size of the big guns, the thickness of the armor, and the imposing overall presence of such a large floating object. In the past few decades preservation has gained momentum, strengthened by the Historic Naval Ships Association. Of the ten fast battleships that served the U.S. Navy in World War II, seven still exist—all four of the *Iowa* class, the *Massachusetts* and *Alabama* of the *South Dakota* class, and the *North Carolina*, name ship of her class.

The latter three dreadnoughts were turned into museums in the 1960s. Before that, the general fate of American battleships was to be scrapped or sunk at sea as targets. The only exception—and a most fortunate one at that—was the *Texas*, now berthed near Houston in the state for which she was named. Those who have the opportunity to visit her will find the trip worthwhile. Although she was modernized over the course of her active service before retiring after World War II, she still depicts technology from the World War I era. She is the only battleship of her generation that survives. She was completed in 1914, not long after the British battleship *Dreadnought* went into service and revolutionized battleship design. Three-gun turrets had not yet come into use when she was built, and she still has in her machinery spaces old triple-expansion steam engines, long since supplanted by more modern technology.

One of the really sad stories in battleship preservation is that of the USS *Oregon*. In 1898 she was lionized throughout the country for making a long voyage from the West Coast, around South America, and into the Caribbean to take part in the Spanish-American War. Her steaming and gunnery contributed to the success in the July 1898 Battle of Santiago off Cuba as American ships routed a group of Spanish cruisers. Afterward she received a hero’s welcome in New York and was later preserved as a memorial in Portland, Oregon, a representative of the first generation of U.S. battleships. As a symbolic gesture when World War II brought a demand for scrap metal, she was taken away to be cut up. Her hull survived until scrapped in Japan in the 1950s. So her metal was of little or no use in the war effort, and the nation lost a priceless treasure anyway.

And what do those history books and documentaries tell us about battleships? For nearly 50 years, from the mid-1890s to the mid-1940s, battleships were widely considered as the embodiments of naval and national power. Newsreel films in theaters often used generic shots of battlewagons steaming in formation to represent the Navy. In the early part of the 20th century, postcards often depicted the great ships. International disarmament talks in the 1920s focused on how many tons of battleships each of the great powers was allowed to have. The Washington Treaty of 1922 allowed the completion of some battleships already under construction but mandated the destruction of others. Some were sunk as targets in weapons testing; still others were broken up in shipyards.

It wasn’t until the late 1930s that the United States resumed battleship construction with the fast new ships of the *North Carolina* class. When the *North Carolina* was launched and commissioned at the New York Navy Yard, it was national news, on network radio hookups, newsreels, and print media. As before, the battleship was seen as a symbol of national power. Only with the events of December 1941, particularly the Japanese attack on Pearl Harbor, did other types of warships come to the forefront.

## THE JERSEYMAN

In their days in the sun, battleships often proved as useful as symbols as they did in combat. Years and years of technological development and training at sea anticipated that American battleships would face enemy counterparts in great gunnery duels at sea. Hundreds of thousands of rounds of ammunition were expended in target practice to perfect fire control and gunnery techniques. The expected gun duels were few. After that 1898 tangle off Cuba, American battleships played virtually no role in World War I 20 years later. Several of them steamed to the British Isles in 1917 and 1918 to strengthen the Grand Fleet. By then, however, the German fleet had retired to port, not to venture out again for combat after the titanic Battle of Jutland in 1916.

American battleships did not again fire their guns in anger until 1942. In November of that year the *Massachusetts* shot at the immobile French battleship *Jean Bart* during the Allied invasion of French Morocco. Later that month, on the other side of the world, the *Washington* and *South Dakota* pounded a Japanese force intent on bombarding Guadalcanal in the South Pacific. Rear Admiral Willis A. Lee, Jr., was in command of the battleships during that night battle and through much of the rest of the war, but he never again had the opportunity for the anticipated big-gun duel. Instead, that honor fell to Rear Admiral Jesse B. Oldendorf in the Battle of Surigao Strait in the Philippines in October 1944. As the big guns fell silent at the end of the battle, an era had ended as well, though the participants did not know it at the time.

Another function for U.S. battleships during the war was that of shore bombardment of enemy coasts. The chore fell mostly to the older, slower battleships built in the 1910s and 1920s; they didn't have the speed needed to keep up with carrier task groups but became quite proficient in putting heavy ordnance on targets ashore. That became the designated role for American battleships through the rest of their sea lives—in Korea in the 1950s, in Vietnam in the 1960s, and in the Persian Gulf in 1991.

In addition to the organizations, the newsletters, the history books, floating museums, and the TV programs, there is yet another resource—human memory. I treasure my recollections of having served in the crew of the *New Jersey*: the thrill of being on board such a massive, impressive-looking machine; the awesome experience of seeing and hearing her big guns fire; the camaraderie with shipmates, both during duty times and when we had an opportunity to relax. It was the most enjoyable job I ever had.

\* \* \*

Paul Stillwell, who lives in Arnold, Maryland, with his wife Karen, is an independent historian. He spent 30 years, from 1974 to 2004, on the staff of the U.S. Naval Institute in Annapolis, Maryland. He was the first editor-in-chief of *Naval History* magazine and for more than 20 years ran the organization's oral history program. He turned one series of interviews into *The Golden Thirteen: Recollections of the First Black Naval Officers*, which was recognized by *The New York Times* as one of the notable books in the field of history for the year 1993. In the late 1960s, as a naval officer, he served on board the USS *Washoe County* in Vietnam War action. His subsequent service in the USS *New Jersey* developed his interest in battleships. He has written books on the histories of three battleships, the *New Jersey*, *Missouri*, and *Arizona*. He edited the book *Air Raid: Pearl Harbor! Recollections of a Day of Infamy* and wrote the coffee table book *Battleships*, which was published in 2001. Stillwell has made numerous television appearances on various aspects of naval history. He was with Tom Brokaw at Pearl Harbor during a live broadcast that commemorated the 50th anniversary of the 1941 attack.





Midway Island - Feb 25, 2002  
Courtesy of Mike Daak, Hilo, Hawaii

### Midway Island - The night of December 7, 1941...

"...there was a lot of betting going around that this was the Naval exercise we had been informed could start, and we would have to remain at the gun position for a couple of days. Later that day, **Major Benson** visited us at the gun position and said that Pearl Harbor had been attacked, and many of the battleships and other ships had either been sunk or heavily damaged...

After dark, we started receiving radar reports of targets in the area, and we were told to load the guns. Radar soon reported a target approaching the channel between the islands. Our guns were trained in the general direction, but in the darkness we could not see anything. Then, the Japanese ship started firing at the hangar on Sand Island. We were all frozen in place, and the war was on.

I was a trainer on Gun No. 2, and I trained around to the target. **Dan Huber**, the pointer, laid the sights right on the target. Suddenly, the searchlight near our position also came on and they were right on target. We had received range corrections and were waiting when we received the word to fire from **MGYSGT Hensley** on a spotting platform between guns 1 and 2. When we fired, I noticed the gun reared back more than usual. We reloaded and again waited for the order to fire. Shortly, I could hear Hensley yelling at our gun to lower our sights. When we fired the next round, the gun again reared back more than usual. Now the Japanese ship suddenly turned and headed back to sea. It appeared to be limping, and we were credited with a hit; but which gun though, I never knew.

We stayed in the gun pits all night, nervous and jumpy, especially when a gooney bird would snap his bill rapidly and it would sound like small arms fire. After daylight, we discovered that the gun parapet right under the muzzle where we had fired, was now just a hole. There had been a box there with some tools and spare primers, and we found the primers flattened. We were still not sure if we had been hit by enemy fire or what, but the puzzle was soon solved when we unloaded the gun... the 5" projectile had a brass rotating band, and to protect them during shipping and storage, a leather grommet was placed around the band. When loading, this band was supposed to be removed, but in our haste and confusion, this band was not removed, and so this caused increased chamber pressure and muzzle blast. The blast had been so great that **MGYSGT Hensley** was blown onto the ground from his position between the guns. This is why we had that pause between rounds. He thought we had been hit, and was climbing back onto his position. A check of our line of fire later revealed that we had been firing through the guy lines leading to our 50 foot spotting tower, and **Captain Handley**, the Battery Commander was stationed up there during the battle."

**Robert Hendrick**  
Fair Oaks, California



**KOREA...****THE JERSEYMAN****Editor's Note:**

Hundreds of photos taken by the late **Lt. Lewis Glow** were donated to the ship's archives by his Nephew **David Glow**. Thanks to **Volunteer Andy Roppoli**, these photos, and many including crewman names, have been digitized. Because of limited space in *The Jerseyman*, we regret that we can only show a few at a time, but there will be more photos posted with our future issues...

If you served aboard **USS NEW JERSEY** in early **1946**, or during the **Korean war**, and would like to know if you, or maybe an old buddy are in the photos, let me know. Thanks to Andy, we have a master list of Officers and crewmen identified in these photos from Lt. Glow's collection. - Tom



Top L/R: **Devereaux, Harris, Rothman, Valvo, Hall, Kies, Fowler, Stashko, Knott**  
 Bottom L/R: **Brown, Gussman, Gauker, Zazuly, Silkwood, Binnenkade, Johnson, Ortleib**  
 No date was given.



These men are identified as  
 "Combat Section 3."  
 Top to bottom,  
 L/R: **Brown, Shelby, Filkins,**  
**Stashko, Metcalf, Binnenkade**  
 22 July 1951



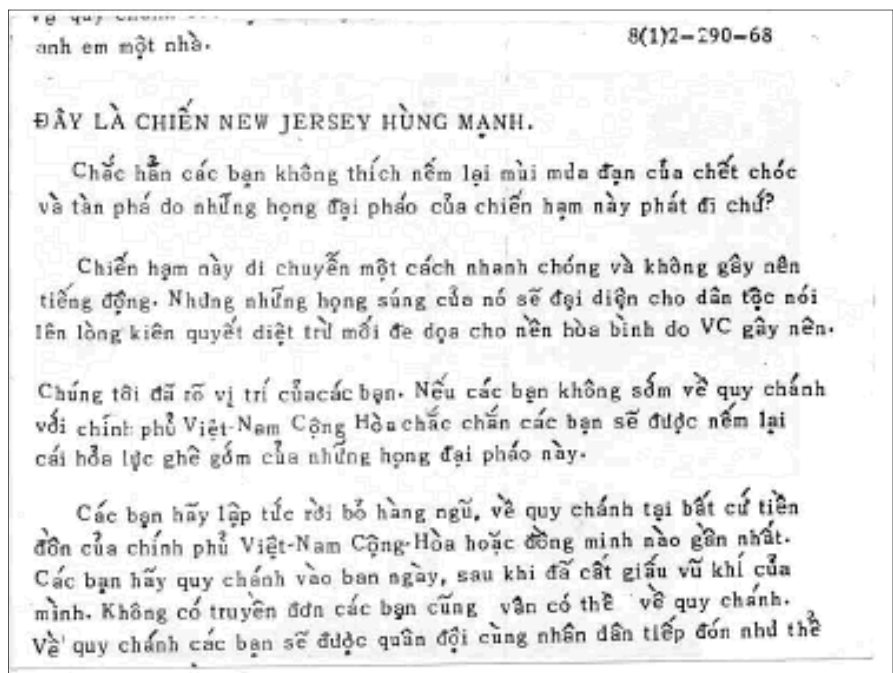
20 April 1951  
 Panama Canal  
 L/R: **Ens. Ray Webster**  
**Lt. Lewis Glow**  
**Lt. Lee Crawford**



22 July 1951  
 L/R and Top to Bottom:  
**Zazuly, Danforth, Johnson, Buchanan,**  
**Kies, Gauker, Ben Baszis**

**VIETNAM****THE JERSEYMAN****Psychological Operations (PSYOP,) and USS NEW JERSEY in Vietnam...**

These two leaflets, shown front and back, were donated to Battleship New Jersey by **GMGCS Mike Murphy, USN/Ret.**, of Panama City, Florida. Senior Chief Murphy served aboard **USS NEW JERSEY** during Vietnam, and provided a number of other artifacts to the ship's archives, including a large scrap-book of newspaper clippings covering **USS NEW JERSEY** from 1967 through 1969... According to Mike, these leaflets were dropped by the thousands from C-130's flying within range of NEW JERSEY's guns.

**“THIS IS THE POWERFUL SHIP NEW JERSEY.**

*Certainly you do not want to taste again the deadly and devastating rain of bullets that the turrets of this battleship can dole out?*

*This battleship moves with agility and silence. But its guns will speak for its citizen the firm resolve to eliminate the threat to peace created by the VC.*

*We know your exact location. If you do not surrender to the Republic of Viet Nam, you will undoubtedly taste the terrifying firepower of these turrets.*

*You should immediately leave your post, and turn yourself in at the nearest combat outpost of the Republic of Viet Nam or its ally. You should surrender in the day time, after putting away your weapons. Without the leaflet, you can still surrender.*

*In surrendering, the army and the people will welcome you as brothers under one nation.”*

**March 2006**

Translated for the Battleship New Jersey archives,  
with many thanks to:

**Khanh C. Thai, DMD**  
**Voorhees, New Jersey**



# THE JERSEYMAN

## BATTLESHIP DAYS... BY HAMP LAW



...then you say...  
 "Now look Chief,  
 I won't take  
 no for an  
 answer..."



Take what you want,  
 but  
**EAT WHAT YOU TAKE!!**





## THE JERSEYMAN

### Who do you call when you want to raise nine 16" battleship guns 20 degrees?

Although they were raised to help slide their "Bloomers" back on a few years ago, the nine massive rifles on NEW JERSEY have not been elevated 20 Degrees, or 3200 Minutes, since 1991. On 3 days in May, each turret had the guns raised at the request of **Scott Kodger, Vice President of Curatorial Affairs**. According to Scott, "we are going to leave them this way for the time being, but we don't know if we will have them permanently at 20 Degrees..."



So, where do you look in the yellow pages, when you need to raise nine 16" battleship guns?

Keeping in mind that including the weight of the breech and recoiling parts, each of these rifles weighs a total of 292,000 pounds, (according to NAVORD OP 769,) each one is 800 inches long, and oh, by the way, there's no power... you'll need to raise each of them manually. Well, if you are unsuccessful in the Yellow Pages, you can call on our 80 years young **Turret Captain Marty Waltemyer**, and his trained turret crew...

Seen below L/R are Volunteers **Marty Waltemyer, Wayne Schofield, Tom Weber, Skip deGlavina, Jim Maher, and Jack Hoban**. In the center photo are **Volunteers Paul Neissner and Wayne Schofield**.



Not shown in these photos were Volunteers **Chuck Gronek, and Don Campbell**, and the ship's always helpful volunteer photographer who is rarely in front of the camera, **Art Lohan**.

On 8 May, along with **Art Lohan**, we had the opportunity to climb down the gun pit to photograph and listen as Marty's crew raised the center gun of Turret 2 - which was the first one to be raised on that day...

*"You know, this job only took the navy about 10 seconds, it takes us 2 hours!"*

*"Hey Marty, how many minutes are showing down there...?"*

According to Marty, *"for each turret, it takes about 2 hours to close the breech and 2 hours to raise the 3 barrels..."* and with Marty running the show, another job was done safely, and done right.

Photos are courtesy of ship's volunteers: **Jack Hoban, Collingswood, NJ., Art Lohan, Churchville, PA., and Skip deGlavina, Millville, NJ**







## THE JERSEYMAN

### Ever wonder what Big “J” Docents do on their days off? Some of them visit the Showboat - Battleship NORTH CAROLINA...

To give some background fun to this recent 5-day golf and naval history trip, one of the Docent wives said: *“this trip had more planning to it than the Normandy invasion.”* And from comments and photos provided to *The Jerseyman*, the hospitality provided by Showboat’s **Curator of Collections Mary Ames B. Sheret**, and the **Director of Museum Kim Sincox**, it couldn’t have been any better. Also singled out, was Docent, and former USS NORTH CAROLINA crewman **Leo Bostwick**. **“Leo knows this ship inside out, and he knows how to tell about it,”** said former **Marine Jim Ramentol**, and he should know. Jim served with the Marine detachment aboard **USS NORTH CAROLINA**, and remembers well when it was hit by a Japanese torpedo in September 1942... and yes, he did get to visit the bunk area that was his at one time - about 64 years ago.

Those in the visiting NEW JERSEY “**DUFFERTEERS**” group on May 11th, were Volunteers **Jim Ramentol, Paul Hanson, Tom McCorkell, Dudley Thomas, and Rich Castro**, along with two neighbors **Dennis Birmingham, and Mort Schwartz**. One “*Dufferteer*” that unfortunately had to miss this trip was Volunteer **John DiBlasio**.

The photos below speak for themselves. But it was mentioned that retired Army **Sgt. Major Paul Hanson** really had a tough time tearing himself away from the twin 40’s... **Jim Ramentol** said that usually happens with old army tank drivers when they are left alone, or are left out in the open for a bit too long. Jim also said that they had to put **Docent Rich Castro** in the brig for a while - because he was talking too much?? *Naah...*





## THE JERSEYMAN

### WHAT SHE MIGHT HAVE LOOKED LIKE... USS NEW JERSEY (BBG-62)

March 15, 2006 -

"Editor of *The Jerseyman*...

Attached is a PowerPoint slide show with photo's of the Iowa Class if they had been modernized today. I think you will enjoy the photo's and you have our permission to use them for your magazine.

We had this model built because we thought we were successful in getting support for the Iowa's in November of 2004 when calling for their reactivation. Yes, your brothers called for the reactivation of the Iowa and Wisconsin. But sadly few in congress came to their aid and political pressure from OSD and the Navy forced them to reverse their position and call for the de-listing of the two ships. Now our soldiers will have no credible Naval Gun Fire Support for the next 20 to 30 years! We hope you enjoy the photos and know that we selected NEW JERSEY for a reason..."

After a follow-up conversation with Mr. Yadlowsky, we were told that the USNFSA model shown in these photos, is a full 6 feet in length, and 18" wide. This representation of modernized firepower for **USS NEW JERSEY (BBG-62,)** was the one proposed by the USNFSA in discussions with congress.



The BBG-61 Class Battleships - Proposed Weapons Systems

- Primary 9 16/50's with 1265 Rounds of 16" projectiles with ranges as far as 200NM
- Secondary 4 mounts of 5/62 with a capacity of 8,000 5" rounds with ranges as far as 63NM
- 96 VLS cells carrying a mix of Standard Missiles and Tomahawks
- 2 Mounts with a 40MM chain gun
- 2 25MM chain guns
- 4 CIWS
- SBROC
- UAV's

#### **Mission Statement of the USNFSA:**

"The USNFSA mission is to prevent Marines and Soldiers from dying needlessly in future littoral conflicts because of inadequate naval surface fire support (NSFS). At present, the Navy's active fleet has no effective NSFS capability. The Navy's attempt to rectify this serious deficiency by developing long range 5-inch and 6.1-inch (155mm) gun systems and medium range missiles are not adequate. The July 8th 1995 report issued by the Senate Armed Service Committee, in recognition of this gross deficiency, stated that the IOWA class battleships are "[the Navy's] only remaining potential source of around-the-clock, accurate, high volume, heavy fire support." Given the broad agreement on the proven battlefield requirements for effective Naval surface fire support, the USNFSA is committed to reactivating at least two IOWA class battleships, which represent the only viable interim NSFS solution. The Association is further committed to ensuring that a replacement system is developed, tested and fielded prior to the final decommissioning and disposal of the IOWA class battleships."

Submitted with thanks to:

**Ted Yadlowsky**

Deputy Director to the USNFSA  
Owings Mills, Maryland

# THE JERSEYMAN





# THE JERSEYMAN



25mm MK e8 and MK 68



SEAL Insertion boats...



V-22 OSPREY  
VTOL





## BOOT CAMP...

## THE JERSEYMAN

### Ah! - The U.S. Navy clothes stops...

Well, I arrived for boot camp in San Diego as part of Company 26 in January of 1943 and we were placed way back in the back of the base somewhere. I thought this was so they could try to kill us without anybody seeing what they were doing to us old, just out of High School, country boys.

A tough old Chief, with service stripes from his elbow down to the cuff of his sleeve led the company and **NOTHING** satisfied him! It was during our calisthenics sessions that he would embarrass selected ones that the "touch your toes" exercise had caused their pants to pull out and droop over the tops of their leggings, by calling them up onto the leader's platform to show all the rest of us what he called "The Bloomer Girls."

I guess that I hid behind others, but I was having the same trouble, and I shore didn't want to be called up to that platform in front of the whole company and that is where clothes stops came into play. I lowered my pants down onto my hips as far as I dared, wrapped the lower pants legs tightly around my legs, tied a couple of my clothes stops together and tied me a tight clove hitch, backed up by a half-hitch, to hold them, slipped my leggings on over all of this and it worked! When the session ended, I could sneak a tug up of my pants and there was no droop over the tops of my leggings!

#### S1/C Hamp Law - USS TENNESSEE (BB-43)

West Monroe, Louisiana



### US Navy Pea Coats...

I was issued one of those great, heavy Pea Coats when I went to boot camp in 1965... But I could have had one much earlier. Both my Aunt and my Mom worked in one of the factories that made them.

My Aunt worked for Fox/Knapp manufacturing (long out of business now,) in Pine Grove, Pa., for 50 years, and my Mom for more than 20. They made coats of all kinds, but their most important contract was making Navy Pea Coats. My Aunt worked there during WW II when they first started making the coats, and they continued to make them thru the 60's. When I came home from Boot Camp they both inspected my Pea Coat and realized it was one they had made (there was more than one factory making them.) Mom and my Aunt (both still going strong and in their 90's now,) hated working on the Pea Coats cause the fabric was so heavy and difficult to handle. After the Navy changed the specs and made the coats lighter, their company did not get the new contract, so they were out of the Pea Coat business. The manufacturer has been out of business for many years now, but there are lots of ladies around here that once worked there. There were many clothing factories in our area (Pine Grove, Pa.,) thru the 1970's, when most of them were shut down by overseas competition. It's interesting to note that the factory that made Pea Coats here was a union shop. All the workers belonged to the ILGWU (International Ladies Garment Workers Union) during the 60's when my coat was made. Remember those TV commercials: "Look for the Union Label...?"

And remember the fancy, pointed stitching around the pockets? Kind of like an arrow point on each side? My Aunt sewed 10's of thousands of those pockets. I wish I had kept mine...

#### CTRC Roland Raudenbush, USN/Ret.

Schuykill Haven, Pennsylvania

## THE JERSEYMAN

### American Battleship Association Plaque Presentation by Captain Robert C Peniston, USN (Ret.) National Museum of the Pacific War, Fredericksburg, Texas ~ 31 March 2006 ~



This is a special occasion that is both happy and yet sad. We gather to honor the 59 battleships that wore the national ensign of the United States, some carrying it into battle, and the men who sailed in them. These ships have passed into history and soon to be joined by the American Battleship Association, this event marking perhaps its

last official act but neither will be forgotten as long as there is history read by following generations. Further, it is sad that the founder of the Association, **Senior Chief Signalman David C. Graham** has passed on but, I am sure, is here in spirit.

On a personal note, it is a great honor for me to make remarks today on behalf of the Association. On 23 May 2003, I, again, was honored to be the keynote speaker in the ceremony marking the 60<sup>th</sup> anniversary of the commissioning of USS NEW JERSEY. My cup runneth over.

On the plaque soon to be unveiled are the names of the 59 battleships that served in eras of magnificence. They were built because men wanted them, and when called upon fought in grand fashion against some of the 120 battleships built by other nations of the world.

There is so much history to call upon here beginning with the Great White Fleet consisting of two squadrons of eight battleships each that President Teddy Roosevelt sent on their way around the world and then later told the Congress. Let me call out some of their names: CONNECTICUT, KANSAS, MAINE, KEARSARGE, KENTUCKY, VERMONT, OHIO, MISSOURI – to name only a few.

We have come long way since then. For example, NEW JERSEY (BB-16) was 441 feet in length; NEW JERSEY (BB-62) taped twice the former's length and had nine 16" guns as opposed to four 12" guns.

During World War II, SOUTH DAKOTA and WASHINGTON fought the Japanese battleships in the Battle of Savo Island in November 1942 during the Guadalcanal Campaign. But most of all, the battleships acquitted themselves well in the battle of Surigao Strait that was a part of the battle of Leyte Gulf, the greatest naval battle ever fought. In this battle, six old battleships, some rising from the depths of Pearl Harbor, crossed the "T" in action that sent the Japanese forces including battleships down to defeat. Over 270 rounds of major caliber projectiles were fired with MISSISSIPPI being accorded the honor of firing the last salvo of the battle marking the end of the old battle line that had existed in naval warfare since the 17<sup>th</sup> century. Surigao Strait closed out a series of famous battles where the battle line had been dominant – Manila Bay, Santiago, Tsushima Strait and Jutland. Air power made it impossible to maintain the line under air attack

Given the execution of the original battle plan of Leyte Gulf, IOWA and NEW JERSEY might well have joined in action against the Japanese forces that included the super battleship YAMATO. Her sister MUSASHI was sunk earlier in the battle by naval aircraft in the initial stage of the action.

While the fast battleships ran with the carriers, the bulk of the shore bombardment tasks were assigned to the old battleships – tasks that they performed extremely well. One need only to recall their performance at Tarawa, Iwo Jima, Normandy, and Okinawa, to name only a few in support of the statement

When World War II was over, many of the ships that started the war were decommissioned and many sent to the breakers. At the start of the Korean War on 25 June 1950, only MISSOURI was in service. She was soon on her way to her second war, redeeming herself from the embarrassing grounding early in 1950 by proving her worth when she laid down a steel curtain around Hungnam, a term later made fashionable by the Pittsburgh Steelers in the 1970's. Shortly after the onset of the war, IOWA, NEW JERSEY and WISCONSIN were brought back into service. With the cessation of hostilities, they were all gone by 1957.

As we know, the conflict in Vietnam was in its third year when the call went forth for a battleship. NEW JERSEY answered her third call to the colors in April 1968 and was on the gun line in late September

After 152 days on the line, the ship returned home and made preparations to deploy again in September. Shortly before the date scheduled for her to sail for "Nam", the ship was ordered to Bremerton, Washington for inactivation. The reason given was the lack of funds, but as we learned later, the North Vietnamese would not take part in the Paris Peace talks as long as NEW JERSEY was in service.

## THE JERSEYMAN



It was a most difficult task to see a ship in full fighting trim to slowly bleed to death daily before our very eyes. But the crew performed as true battleship sailors finishing the task in 100 days when 120 were allocated. The ship left the service on 17 December 1969, a dark rainy day that matched our somber mood, with my final words directed to her: ***“Rest well, yet sleep lightly, and hear the call, if again sounded, to provide Fire Power for Freedom.”***

For about thirteen years, once again the Navy had no battleships in service. Incidental to the build-up to the goal of a 600 ship Navy, NEW JERSEY heard the call and became the 514<sup>th</sup> ship in that program on 28 December 1982. The recommissioning was special inasmuch as President Ronald Reagan was the commissioning officer as well as the guest speaker. With his wonderful communicative skills, you can imagine the tone that he set for the ceremony. Soon after NEW JERSEY was in service the three IOWA's followed. Once again the Navy had the four queens in commission.

When Gulf War I broke out, WISCONSIN and MISSOURI sailed for the Persian Gulf to provide fire support for the troops ashore with the 16 “ guns and with cruise missiles for targets far inland.

With the end of this war, the battleships were consigned to the mothball fleet with MISSOURI being the last to go on 31 March 1992. I think it well known that this date, 31 March, was selected by Dave Graham to coincide with the day and month that MISSOURI left the service.

Soon IOWA and WISCONSIN will join her sisters NEW JERSEY and MISSOURI as museums where they will be monuments to the might of the United States Navy that existed in the 20<sup>th</sup> century.

If I may, let me say a few words about Admiral Nimitz since we are at the site bearing his name. I was extremely fortunate to serve as his aide during the spring of 1957. He had come east to be recognized along with other heroes of World War II in OPERATION REMEMBER in New York City. However, a sudden illness prohibited him from attending.

What time he had remaining in Washington, DC was spent calling on the most senior officials, civilian and military in the Department of Defense. He also called on Mr. Eugene Meyer, the publisher of THE WASHINGTON POST and The Honorable Carl Vinson, the powerful Chairman of the House Armed Services Committee. The purpose of his visit to Mr. Vinson was to request that **Admiral Raymond A. Spruance** be promoted to five star rank. Admiral King had died thus perhaps providing an opening in the rank. Mr. Vinson listened and promised to look into the matter. A year later it was learned that Mr. Vinson had decided “to leave it just like it is.”

In the spring of 1958, my family and I called on Admiral and Mrs. Nimitz in their home in Berkeley, CA . We were shown every courtesy. Years later he spoke at the Naval War College following General Eisenhower on the podium. I had the good fortune to be a guest at the luncheon with the admiral. In the last correspondence I had with him, he extended an invitation to visit him on Yerba Buena Island so “we could see the ships go by.” On the announcement of his death in February 1966, I was Commanding Officer of **USS TATTNALL**. We were refueling in the Azores enroute to the Mediterranean when the word came of his passing so I told the officer of the deck that I would raise the colors that morning myself and then lower them to half mast. This was my last salute to a gentleman of the first order and a warrior par excellence.

While we are here to honor those who served in battleships, let me give a resounding BZ to the wives who were left behind as we plied our ways in the great waters of the world.

***When NEW JERSEY was commissioned in May 1943, the Chaplain spoke these words: “We do not pray for easy lives, but we do pray to be stronger men. We do not pray for tasks that exceed our power, but we do pray for power equal to our tasks.”***

Sometimes I think their tasks on the home front were far more difficult than those of us at sea. Again, BZ, ladies!

When NEW JERSEY was commissioned in May 1943, the Chaplain spoke these words: “We do not pray for easy lives, but we do pray to be stronger men. We do not pray for tasks that exceed our power, but we do pray for power equal to our tasks.”

I think these words amply apply to the men who over the years sailed in these magnificent ships. So to you ladies and gentlemen who are our guests let me ask you to look around and gaze upon those men who were privileged to wear the mantle of a battleship sailor. You will not see the likes of these men again. The battleships are gone; the seas will

no longer know the shapes of their hulls; but there will never be an end to the glorious history of the great gray ships and the men who sailed in them.

Finally, Margaret, let me express my genuine appreciation to you and the American Battleship Association for affording me the opportunity to express my heartfelt thanks and gratitude to all those sailors who have so faithfully served in our 59 battleships and in doing so have faithfully served the United States Navy and the United States of America. To you – the salute of the naval service that transcends all others - BRAVO ZULU!



## THE JERSEYMAN

National Museum of the Pacific War, Fredericksburg, Texas  
 ~ 31 March 2006 ~

All photos are courtesy of **Shipmate Bill Humienny**, Brooklyn, New York



A special note from **Margaret Graham**, and the **American Battleship Association**:  
 "The last reunion of **USS IDAHO (BB-42)** is to be held in Nashville, Tennessee July 30 - August 6, 2006..."

### Battleship facts... 31 March 1992 -

**USS Missouri (BB-63)** became the 'last battleship' when she was decommissioned for the second time and re-entered the reserve fleet. Her last Commanding Officer, **Captain Albert Lee Kaiss, USN**, was the last sailor to leave the ship and therefore became the "last battleship sailor." Captain Kaiss is also the only Commanding Officer to have commissioned a capitol warship, and to decommission the same ship.

Submitted by:

**Herb Fahr**, Corresponding Secretary and Membership Chairman - Plainview, New York  
**USS MISSOURI (BB-63) Association**



## THE JERSEYMAN



*"My draft - 29 feet..."*

### A SHIP'S BELL

One of the most revered items of ship's equipment, and often the only remaining artifact of a ship's historic service, is her bell.

Besides noting time aboard ship, the bell was also used as a fog signal, and as a general alarm when the bell is rung rapidly at the Captain's order. It's also an old custom to use the ship's bell as a font for the baptism of infants, and the names of baptized children were often engraved onto the ship's bell.

For the past several years, **The Jerseyman** has made an effort to collect as many US Navy ship's bell photos as possible, note the display locations for each of the bells, and to record their contributors.

We are asking our readers to please keep the ship's bell photos coming, and thanks for the help...



Bell photo courtesy of  
Vol. Andy Roppoli

#### **It's a Ship...**

*The navy boys are pleasant;  
they are friendly as can be  
No matter where you meet them,  
they are jolly company.  
Their eyes are quick to twinkle  
and their faces quick to grin.  
They are fond of mouth and music  
and they all have yarns to spin.  
But their peacefulness will vanish  
and they'll want to slit your throat.  
If you haven't learned their language  
and you call their ship a "boat."*

*You may not know aft from forward,  
or the starboard from the port.  
Or that discipline is rigid  
when the vessel's known as "taut."  
You may say 'downstairs," landlubber,  
when you ought to say "below."  
And a sailor may forgive you  
and no sign of temper show,  
But a flash of indignation  
on his face you'll promptly note.  
If you make this foolish blunder  
and you call his ship a "boat."*

*Now a boat is something simple  
which by oars can be propelled.  
It's a craft for lakes and rivers  
and by foe it's never shelled.  
It is swung on ships in davits,  
and at times at storms at sea.  
Should the nobler vessel founder,  
very useful it can be,  
But from cabin boy to skipper  
you'll get every sailor's goat,  
And he'll never quite forgive you  
if you call his ship a "boat."  
**Edgar A. Guest***

#### **Disclaimer:**

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Master Chief Tom Helvig, USN (Ret.)  
Volunteer Writer/Editor **The Jerseyman**  
62 Battleship Place  
Camden, NJ 08103  
email: TheHvig@aol.com  
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## THE JERSEYMAN

### SHIP'S BELLS

#### USS FRANKLIN (CV-13)

Bell is on display aboard **USS Yorktown (CV10)** located at Patriots Point, Charleston, SC

**Mar. 19, 1945 - USS Franklin (CV 13)**, which had maneuvered closer to the Japanese homeland than any other U.S. carrier, had launched a pre-dawn strike against the island of Honshu as well as a later strike against shipping in Kobe Harbor. Suddenly, a single Japanese plane came through the cloud cover, made a low level run on the ship and dropped two armor-piercing bombs. One struck the flight deck centerline, penetrating to the hangar deck which it devastated. The bomb also ignited fires through the second and third decks and knocked out the combat information center and air plot.



The second bomb hit aft and tore through two decks, fanning fires which detonated ammunition, bombs and rockets. *Franklin*, within 50 miles of the Japanese mainland, lay dead in the water, took a 13-degree starboard list, lost all radio communications and was enveloped by fire. Many of the crew were either blown overboard, driven off by fire, or killed or wounded. Remaining were 106 officers and 604 enlisted, who by sheer valor and tenacity, saved the ship. Casualties totaled 724 killed and 265 wounded. *Franklin*, the most heavily damaged aircraft carrier during the war, remained afloat and after a tow from **USS Pittsburgh**, proceeded under her own power to Pearl Harbor for repairs.

**Sources:** *United States Naval Aviation, 1910-1970* [NAVAIR 00-80P-1,] and *Dictionary of American Naval Fighting Ships (DANFS)*

Submitted by  
**Volunteer Jack Hoban**  
Collingswood, NJ



#### USS HOBBY (DD-610) - Benson-Class

In 1943, **USS HOBBY** had 5 convoy assignments to the Mediterranean, engagement with submarines, and credit for damaging one. In 1944, she provided fire support at New Guinea and Pelelieu. She participated with fast carriers of TF38 for strikes in Luzon, Phillipines and Formosa, and took part in ASW ops at Okinawa, Iwo Jima, and the first strikes against Tokyo since the Doolittle raid in April of 1942. **USS HOBBY** was awarded 10 battle stars for major operations during World War 2.

#### April 29, 2006...

"After the war, the bell was taken off the HOBBY in Orange County, Texas Navy yard, and just before the ship was going to be used as target practice. I often took it with me to our reunions..."

...OK Tom, I will send a picture of the HOBBY bell to you. Now I have a funny story to tell. A while back this lady came out to interview me for the local papers here in Crowley.

Well, she asked what ships I was on, and I told her that I was in three Destroyers during WW2, and I was also in the battleship **USS MARYLAND** at Pearl Harbor on Dec 7, 1941. Then she asked me about the guns on MARYLAND and all, and I told her that we had 16" guns, and lots of 5" guns and 250 US Marines aboard that manned some of the 5" guns and so on... Well, don't you know when that story came out in the paper, she had those 16" guns, 5" guns and all 250 of the Marines aboard my old destroyer the **USS HOBBY**! I told my wife if we had all of those guns and Marines aboard HOBBY it would have sunk her..."

Submitted by **Bill Puissegur**  
Chief Radioman/Caretaker of the ship's bell  
Crowley, Louisiana





**THE JERSEYMAN**

**SHIP'S BELLS**



**RMS QUEEN MARY**

the ship's bell is displayed aboard QUEEN MARY at Long Beach, California

Submitted by

**Rolland Garber - BB-62 Tour Operations**

Bellmawr, New Jersey

During World War 2, **RMS Queen Mary**, and sister ship **RMS Queen Elizabeth**, each sailed without escort, carrying US and Allied troops to Europe. RMS Queen Mary carried more than 800,000 troops, visiting places as far away as Bombay, India; Hong Kong; Rio de Janeiro, Brazil; and Sydney, Australia.

**British Prime Minister Winston Churchill** credited the ships with shortening the war by as much as a year... In 1993, **R.M.S. QUEEN MARY** was placed on the National Register of Historic Places by the United States Department of the Interior.



**USS SLATER DE-766**  
**USS GENTRY DE-349**  
**USS HOLDER DE-401**  
**USS WHITEHURST DE-634**

Submitted by

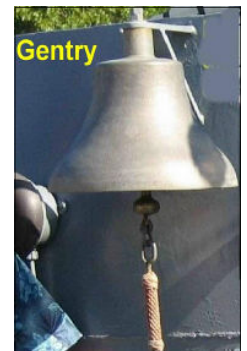
**Patricia Perrella**

**Volunteer Curator, USS SLATER**

Gloversville, New York and

**Max Crow, USS WHITEHURST** crewman

El Paso, Texas



**USS SLATER (DE-766)**

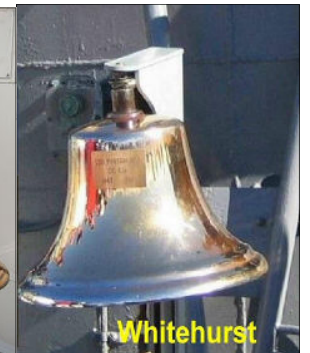
Of 563 US Navy Destroyer Escorts built during World War 2, **USS SLATER** is the only floating DE on display today in North America. Fully restored and moored on the Hudson River in Albany, New York, **USS SLATER DE-766** (Cannon-Class,) also displays three additional DE bells in addition to her own.

According to **Volunteer Curator Pat Perrella**, of the 4 bells aboard, the **USS SLATER**, and **USS GENTRY** bells are "operational," with the **GENTRY** bell on loan to **SLATER** from the Naval Historical Center. **The USS HOLDER (DE-401)** bell was donated by the family of **LCDR W. Porter Buck**, **HOLDER's** decommissioning Captain on 18Jan1944.



**Holder**

Also from **Pat Perrella**, "We are indebted to former **USS WHITEHURST** crewman **Max Crow** (inset,) who personally restored his ship's bell and delivered it to us during their combined WW2/KOREA reunion held in September 2005..."



**Whitehurst**

## UNITED STATES NAVY SHIP'S BELLS

A Naval Heritage Tribute  
by *The Jerseyman*

### AIRCRAFT CARRIERS ~~~ USS ORISKANY (CVA-34)

#### USS ORISKANY (CVA-34)

Displacement: 27,100 Tons  
Length: 888' Extreme Beam: 147' 6" Draft: 31"  
Speed: 33 Knots  
Class: *Oriskany*

When *The Jerseyman* received the ORISKANY bell photo taken by **Curator Karen Jacobsen**, we asked about the anchor in the background...

*"It is the starboard anchor of the USS ORISKANY, and it is a dedication to **Captain John Larrobino** who was instrumental in getting the anchor to Oriskany. In front of the anchor is a plaque with all ship captains and their dates on it. There are 44 posts around it in memory of the 44 shipmates who died in the fire of October 1966, and each post has a name and state on it. Small flags will be put up on each post soon. The tall poles in the background will soon have all branches of service flying..."*

#### Historic events of USS ORISKANY and her crews...

- She served with Task Force 77 in 1952/1953 as part of the United Nations Task Force in Korea.
- The movie "The Bridges of Toko Ri" was filmed aboard USS ORISKANY.
- In 1961, **USS Oriskany** became the first US Naval ship to install the Naval Tactical Data System, (NTDS.)
- Oriskany's combat record in Vietnam included 12,000 combat sorties by Carrier Air Wing 16. This was the largest number ever achieved by any naval carrier in history during a single combat deployment,
- October 26, 1966 - At 7:28 a.m., while underway in the Gulf of Tonkin, fire broke out in a forward magazine, raged through 5 decks, and claimed the lives of 44 crewmen. Many of those killed were veteran combat pilots who had just returned a few hours before, from flying raids over Vietnam.
- **USS ORISKANY** served three consecutive combat deployments in Vietnam.

#### Sources:

Dictionary of American Fighting Ships (DANFS) Vol. V, pp. 172-174.



#### **Pensacola, Fla. (March 22, 2006) -**

Tugboats turn the decommissioned aircraft carrier **USS Oriskany (CVA 34)** prior to mooring at Allegheny Pier onboard Naval Air Station Pensacola. Known as the "Big O," the 32,000-ton, 888-foot **Oriskany** is being delivered to Pensacola, where it is being prepared for its final journey. **Oriskany** is scheduled to be scuttled 22 miles south of Pensacola in approximately 212 feet of water in the Gulf of Mexico May 17, 2006, where it will become the largest ship ever intentionally sunk as an artificial reef. After the **Oriskany** reaches the bottom, ownership of the vessel will transfer from the Navy to the State of Florida. U.S. Navy photo by **Megan Kohr** (RELEASED)

USS ORISKANY bell photo contributed by:  
**Curator Karen Jacobsen**  
USS ORISKANY Museum  
Oriskany, New York