



1st Quarter
2007



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

THE JERSEYMAN

5 Years - Nr. 53

USS NEW JERSEY Primerman - Turret Two...

"I was a primerman left gun, and for a short time, in right gun of turret two on the New Jersey. In fact there was a story written by Stars and Stripes on the gun room I worked in about July or August 1986. But to your questions, yes we wore a cartridge belt, the belt was stored in a locker in the turret, and the gun captain filled the belts. After the gun was loaded with rounds, six bags of powder (large bags were 110 lbs. each) and lead foil, the gun elevated down to the platform in the pit where loaded, and the primer was about the same size as a 30-30 brass cartridge. After I loaded the primer I would give the gun captain a "Thumbs up," the gun captain then pushed a button to let them know that the gun was loaded and ready to fire. After three tones sounded, the gun fired, the gun captain opened the breech and the empty primer fell into the pit. Our crew could have a gun ready to fire about every 27 seconds. All communicating was done by hand instructions only, and that was due to the noise in the turret. The last year I was in the turrets I was also a powder hoist operator..."



Primer cartridge courtesy of Volunteer
Turret Captain **Marty Waltemyer**

Shane Broughten, former BM2

Skyberg, Minnesota

USS NEW JERSEY 1984-1987

2nd Div. Weapons

"My compartment was 2-36-0-L"

THE JERSEYMAN

Editor's Notes: Readers may not be too surprised that the USS HOUSTON article in the last issue, and the World War 2 POW experiences of crewman **Master Chief Electrician Bill Stewart, USN/Ret.**, generated more comments than any article we have ever run. We called Bill Stewart in early October, and told him of these reader comments and support voiced for his WW2 experiences, and he replied... **"I don't deserve any of it, and we sure didn't have many choices anyway. We were just trying to stay alive. In short order we had to learn as much Japanese as we could, just to keep from getting another rifle butt to our heads."** We also talked about his career in the navy following the war, and his retirement as Master Chief...

"After the war, I spent 6 months at Bethesda Naval Hospital receiving skin grafts, and we were told that we would be advanced to Third Class Petty Officer. I think it was in the Spring of 1946, and due to our years in the POW camps, missing advancement tests and so on, we were also advised by a Personnel officer that we could be advanced to First Class if we stayed in. We would be permitted to take the Chief's test after serving one year as First Class. Many of us returning from the camps held some bitterness, and I guess the navy figured that after a year or so, we could work it out. But I was having no problems, and asked if I could challenge the Chief's test right away. I felt that I had learned enough about electrical theory in prison from our radiomen and electricians to pass the advancement test. The officer supported my request, and so I took the Chief Electrician's test and passed. I think I was advanced to Chief in October of 1946."

If readers want more of USS HOUSTON and her gallant crew, we can suggest the new book **"Ship of Ghosts,"** by **James D. Hornfischer**, author of **"The Last Stand of the Tin Can Sailors."** The book was released in November 2006, and Bill Stewart's ordeal is mentioned on several pages. Bill also pointed to us just a few of several discrepancies he found in the book...

"Page 62 - Houston did not have 15 8 inch guns - I only counted 9". (A little humor there....)

"Page 78 - Houston projectiles in turret 2 were 205 pounds (*not 260 pounds*) and marked as such on the windscreens. I handled nearly 100 of them. Later ships, Los Angeles Class and up, used heavier projectiles".

"Page 174 - This is about me. The Japanese guards bandaged me and changed my dressings twice (ouch, ouch). Then an Australian doctor off HMAS PERTH took over, soaked my bandages loose. Used cod-liver oil ointment under my bandages - 10 days later had skin formed over my bare tissues..."

Bill Stewart finally retired from the navy as a Master Chief after 23 years of service, and asked us to please thank all hands for their supporting comments and kind words...

SS AMERICA/USS WEST POINT

The SS AMERICA bell photo shown in our last issue, came to us with the assistance of **Joe Madigan**, former Editor of the Seagoing Marines newsletter **"The Seahorse,"** and Joe has also helped us make direct contact with **Bill Lee**, the "Unofficial Historian" of SS AMERICA. Bill Lee's written history of SS AMERICA, and about her WW2 service as the converted high-speed troopship **USS WEST POINT** is very interesting reading, and is found inside.

Readers may also recall that back in April of 2005, *The Jerseyman* ran a story about our most senior Battleship New Jersey volunteer, **Robert U. Cassel**, and described heading for England in 1944 with the 94th Inf. Division aboard the **HMT QUEEN ELIZABETH**. With thanks to **Bill Lee**, we now know in some detail that **HMT QUEEN MARY**, and **HMT QUEEN ELIZABETH** were not the only high-speed troopships. **USS WEST POINT** was but one of a number of U.S. built troop transports that also sailed alone, and without convoy. A partial listing of these fast ships are shown with Bill's story...

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We thank former **BM2 Shane Broughten** of Skyberg, Minnesota, for describing his duties as Primerman aboard **USS NEW JERSEY**, and hope this will generate more stories from former crewmen. We are actively asking for stories from all the ship's Divisions, and what her former crewmen remember most about their jobs while serving in BB-62.

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During the past couple of months, **Maritime Artist Jim Flood** began providing us with prints of his famous battleship paintings on 8½ x 5½ inch note cards, and authorized our use of them for *Jerseyman* artwork, and correspondence with readers. These beautiful battleship note cards include prints of **USS CALIFORNIA**, **USS TENNESSEE**, **USS PENNSYLVANIA**, **USS WEST VIRGINIA**, **USS ARIZONA**, and **USS NEW JERSEY**, plus other battleships of World War 2 and Korean war. The series also includes dramatic depictions of **USS OLYMPIA**, **HMS VICTORY**, **HMS REPULSE** and more. As space allows, we will try to include some scans of his battleship artworks in our future issues. Many thanks for this help Jim...

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On the next few pages, we are privileged to be able to include a special article written for *The Jerseyman* by **Captain Larry Seaquist, USN/Ret.**, and a former C.O of **USS IOWA** (1987-1988.) Larry Seaquist now makes his home in Gig Harbor, Washington and was recently elected as a new Washington State Assemblyman. We wish you all the best in your upcoming new "assignment" Captain, and hope we can count on you for more Jerseyman articles in the future. Many thanks.

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And finally, with this first issue of 2007, we can officially commemorate a full 5 years of service for more than 150 volunteer shipmates! And it is hard to believe that with this issue, we also record a full 5 years for *The Jerseyman*? Amazing...

For the many wonderful Christmas cards, and best wishes received for 2007, I say many thanks to All Hands, and here's wishing the best of health, and a very Happy New Year 2007 for All Hands and their families. -- TH

THE JERSEYMAN

THE IOWA-CLASS BATTLESHIPS – 50 YEARS AHEAD OF THEIR TIME

by Captain Larry R. Seaquist, USN/Ret.

The historians got it wrong. According to them the *Iowas* were born dinosaurs, made obsolete by carrier air even before the four ships started joining the fleet in 1943. Never mind how much we legions of crew may be proud of our many accomplishments. The *Iowas*' major role on the naval stage, so say the book-writers, was to illustrate the law that new military technology always trumps the old.

Well, maybe not. Perhaps it is the other way around. In my view the BBs were ahead of their time, not behind it. Even I and the other diehards among us recognize that it is too late to hope that any of the ships could be returned to service. It is not too late to pull out some bits of strategic wisdom that the battleships – and battleship sailors – may have to teach the new, 21st Century navy.

Those lessons have to do with the role of a capital ship in America's fleet. What's a capital ship? It is the centerpiece ship, the many-eggs-in-one-valuable-basket ship. The model: the British Royal Navy's *HMS Dreadnought*, commissioned just a hundred years ago. *Dreadnought* pioneered the all big-gun warship. Big guns needed high speed so the ship could keep the controlling hand in a ship vs. ship gunfight. (Dreadnought was the first steam turbine ship.) One couldn't put all that capability in an expensive eggshell, so guns and speed also meant armor. Thirty-five years and several ship classes later, US Navy designers evolved the perfect blend of big guns, high speed, and heavy armor in a beautiful package: the *Iowas*. (Let's see, *New Jersey* was one of those wasn't she? Being first in everything, we *Iowa* sailors never could tell which of the other look-alikes was which.)

Back to capital ships. It is not just firepower that separates the strategic weapon system from the tactical. It is "staying power" – the fuel endurance and amour and self-repair capability needed to keep that firepower on station in hostile waters day after day, month after month. Why were the *Iowas* ahead of their time? Because it is exactly those firepower plus staying power qualities that are most needed by today's fleet.

To look at the contemporary value of a capital ship, let's put one of the *Iowas* in a time machine and set her down in today's Navy. What would we see?

CAPITAL CREWS

For starters, look inside the lifelines. The BBs were seagoing finishing schools. Young sailors and young officers were polished in the seagoing arts by working alongside the top professionals in their field. In the 1980s everyone in the Navy wanted to get aboard, only the very best made the cut. The talent pool was very deep in all four ships. The CPO mess numbered 60 or more including a couple of dozen of the most experienced Master Chiefs in the Navy. Similarly, the wardroom mustered an array of best-in-the-business Warrant Officers and LDOs. And there were two of everything: two doctors, two dentists, two chaplains and the specialized experts that went with them. My guess is that the Navy today still has hundreds of top-drawer chiefs and officers who got their start in an 80s BB. Until recently, there was rarely an admiral who had not gotten his start at sea in a midshipman cruise in a battleship.

If our battleships were in the fleet today, this seagoing ability to create whole-sailor, stem to stern professionals ready for future leadership would more valuable than ever.

But what about the operational side? What would the capital battleship contribute to America's combat operations and deterrent presence in today's theaters?



THE JERSEYMAN

CAPITAL SHIPS

Battleships and battleship-centered battle groups carried a unique political-military footprint, a footprint perfectly suited to today's world. To explain: put yourself in the president's shoes. There is trouble brewing in country X. Our friends in the area are asking for help. You are in the White House situation room trying to decide which way to respond. Should you fly in an Army brigade or should you sail a Marine amphibious group along with an aircraft carrier? Either will do the job, but the two send radically different political signals and incur much different diplomatic commitments. They also play much differently in the domestic politics that always infuse every use of force decision.

If you choose the Army, you're all the way in. Worse, your options are limited. You're not likely to get back out unless the situation is resolved. If it doesn't resolve easily – and few do – you're stuck. Either you up the ante with more troops or you back out and end up looking weak. On the other hand, if you choose the Marines and naval battle group option you could sit offshore in international waters with very little political exposure, still able to reach into the situation – and still able to add the Army unit if you wanted to climb that high up the escalation ladder.

The 1980s battleships furnished the president a whole new set of rungs on that ladder. Or, to shift to the metaphor of chess, the four BBs put four more big pieces on the board. In a Navy where every carrier is fully booked, the president could send in a battleship group and keep both the carrier and the Army in reserve.

Here is where the battleships would really shine today. With Iraq and Afghanistan, our Navy is stretched thin; the Army and the Marines are stretched beyond thin. A couple of battleships could handle the other crises that inevitably pop up. And we battleship sailors know that we could do more than “handle” the situation. For sheer psychological impact, not even a carrier has more oomph than a battleship's arrival in a crisis zone.



4 July 1986 - - - **Capt. Larry R. Seaquist**, commanding officer of the *Iowa* (BB-61) and reviewing officer **Secretary of the Navy John Lehman**, greet **President and Mrs. Ronald Reagan** upon their arrival aboard the ship. The ship was there for the 100th anniversary celebration of the Statue of Liberty and the International Naval Review.

Official U.S. Navy Photograph # DN-ST-86-10113, by **PH1 Jeff Hilton**, from the Department of Defense Still Media Collection courtesy of dodmedia.osd.mil

THE JERSEYMAN

Would that we had a time machine for all four ships. The BBs' combination of firepower and staying power would make them perfect to plunk down in any of today's hot spots along Africa, the Middle East, and South Asia. The original builders may have designed for a battle line but the ships they produced turned out to be perfectly suited to the strategic crisis response role most needed in the troubled, violent world lying directly ahead of us.

That takes us to our third reason for wishing all four *Iowas* were sailing today: America's need for a positive image abroad.

CAPITAL DIPLOMATS

We *Iowa* sailors used to call ourselves "*America's Hallmark Card – when you care enough to send the very best.*" I know every other crew radiated similar pride in their awesomeness as they pulled into a new port. One of the special pleasures of being in command was seeing the procession of squared away American bluejackets crossing the quarterdeck headed for liberty ashore. America's best diplomats are her sailors and none were more impressive than the battleship crews.

Like it or not, we're living in a world where many in the world are questioning American leadership and even our competence. Nothing would straighten up that picture faster than a battleship port call. What would the locals see? They would see in the battleship a nation strong and confident; they would see in the crew a proud and admirable people. Yes, they get a dose of that from every port visit by any of our ships, but nothing could match the diplomatic impact of a battleship.

That's my case: the battleships were built too soon, not too late. Were they working in today's fleet we'd recognize them for what they were: perfectly designed for today's Navy. The well-meaning folks who have looked only to the guns for a rationale to bring them yet again into service miss the strategic relevance of the whole package: crew, firepower, staying power, and diplomatic heft.

Ah, well...it is not to be. Times have moved on and sometimes history doesn't work out the way it might. But for all of us who are privileged to be battleship sailors from any of the eras in any of the ships it doesn't hurt once in awhile to wonder...what if?



Captain Larry Seaquist, USN (Ret.) had command of **USS IOWA**, "*The Big Stick*" from April '87 to May '88. He had previously commanded **USS Beacon (PG 99)**, **USS Bronstein (FF 1037)** and **USS David R Ray (DD 971)**. Ashore he served in a series of strategy-making assignments as a member of the Strategic Studies Group, Director of the Navy Strategic Concepts Group, Deputy Director for Strategic Concepts on the Joint Staff (J-5), and acting head of Policy Planning in the Office of the Secretary of Defense. He completed his career in the Office of Net Assessment, a famed in-house think tank in the Office of the Secretary of Defense in the Pentagon, where he examined the changing nature of conflict and the transformation of military strategy in the post-Cold War World.

Captain Seaquist has lectured at the National War College, Naval War College, Army War College, and Air War College; he has conducted military strategy seminars at Harvard, Stanford, George Washington, Georgetown, and American universities. He continues to conduct frequent seminars on U.S. security strategy and military policy for military and university audiences. He was cited as 2002 "adjunct teacher of the year" by the Foreign Service Institute, the education arm of the U.S. Department of State. He is the author of numerous articles on military strategy and information technology including a major article on the history of naval strategy in the Oxford Companion to American Military History. His article "Community War" published in the US Naval Institute Proceedings outlined the ongoing changes in the nature of conflict, and the consequent imperative of developing new conflict prevention and peacebuilding strategies. In recent years he has contributed frequent columns to the international newspaper, *The Christian Science Monitor*.

He and his playwright wife, Carla, reside in Gig Harbor, WA. He was recently elected to the Washington State Legislature.

THE JERSEYMAN

USS FRANKS (DD-554) Reunion 2006....

On September 28, 2006, crewmen of USS FRANKS and their families gathered on the main deck of NEW JERSEY for a reunion, and to remember a horrific event that took place on both ship's 61 years ago.

What made this reunion unique, was that USS FRANKS was involved in a collision with USS NEW JERSEY on April 2, 1945. 9 of the FRANKS crewmen and 3 crewmen from USS NEW JERSEY that attended were involved in that collision. They were now there again, just a few feet from where the collision had occurred... to remember their ship, and honor their Commanding Officer, **CDR Dave Richard Stephan, USN** who later died from his injuries.



From the commemoration remarks of crewman **Michael Bak**:

“...During a heavy storm on April 2, 1945, and while on duty as Plane Guard Ship, FRANKS began maneuvering to return to our assigned outer screen position from behind the aircraft carrier YORKTOWN as night flight ops ended at 2100. Steaming at 23 knots, FRANKS then side-swiped the 55,000 ton battleship USS NEW JERSEY, and the collision fatally injured CDR Stephan, our Commanding Officer. Two days later, CDR Stephan was buried at sea with full military honors...”

Opening Prayer Honorary Chaplain - **Melvin Jett Collins**
Commemoration (CMDR David Richard Stephan) - **Michael Bak**
Memorial Service - **William J. Herrick** - Radioman 1/C

Honorary Captain - **William Shattuck** - Torpedo Officer
Wreath Ceremony - **Michael Bak**

USS FRANKS DD-554 was decommissioned May 31 1946.

Stricken December 1 1972, and Sold for scrap August 1 1973.

USS FRANKS earned 9 Battle Stars in WW2. (Source: DANFS.)



Nine USS FRANKS survivors of the April 1945 collision, and shown standing in the back row are (L/R:) **William Bristow, Sam Onheiber, George Papich, Eugene “Bud” Prata, Mike Bak, Paul Green, William Shattuck, *Melvin J. Collins, and William Herrick.**

Those seated are USS FRANKS crewmen that had reported aboard after the collision with NEW JERSEY, and they are: **Richard McConaghy, Robert Fields, Frank Nelms, and William Curtice.**

***History Note:** **Melvin J. Collins**, standing second from the right in both photos, was the “Designated Swimmer” aboard USS FRANKS in WW2. He saved 22 downed flyers, and in 1945 was awarded the Bronze Star, and the Navy and Marine Corps Medal for heroism in WW2.

All reunion photos are courtesy of **Mrs. William Bristow**.
The USS FRANKS photo of the damage sustained aboard from the April 1945 collision is courtesy of crewman **Mike Bak**.



A photo showing collision survivors from USS FRANKS (standing,) and 3 USS NEW JERSEY crewmen who were aboard during the collision are: **John Horan, Robert LaVine, and John Truman.**

THE JERSEYMAN



KOREA

Archives photoss from the Korean War donated by the family of the late Lieutenant Lewis Glow...



April 20, 1951
CDR Coley, X.O.
Panama Canal



September 7, 1951
LTjg William Aicklen, Ensign Raymond



August 28, 1951 -
LTjg Ben Dowd, LTjg Tony DeFalco,
LT. Joe Morgan



August 17, 1951 -
Silkwood, Conroy, Oseicki, Hall, Baszas, Fowler, Johnson



September 8, 1951 -
“With all hands assembled aft, Captain David M. Tyree reads message on an excellent 16” shot and announces a change of command to occur soon.”

KOREA

Recently, **Captain Charles C. Coley, USN/Retired**, visited Battleship New Jersey with his Daughter and Granddaughter. During that visit, Captain Coley presented to the ship's archives a number of photos taken during his tenure as USS NEW JERSEY's Executive Officer from the 11th of October 1950 to 1 February 1952. Thanks to Archives Manager Bob Walters, these photos have been made available to *The Jerseyman*, and a few are shown on these pages.

During a brief phone conversation with Captain Coley in late November, he provided an interesting and little known fact about his Naval Academy Class of 1934... **"I graduated with the Class of 1934, and was X.O. of USS NEW JERSEY, but at the same time, three other classmates of mine were also serving as Executive Officers aboard the other Iowa's. CDR Stephans in USS IOWA, CDR Charles Becker in USS WISCONSIN, and CDR James J. Smith in USS MISSOURI..."**

Captain Coley, who celebrated his 96th birthday last May, told of a number of varied assignments in his naval career, including tours with Naval Intelligence, command of USS FRED T. BERRY (DD858,) and the Fleet Oiler USS NANTAHALA. Captain Coley makes his home today in Oklahoma City, Oklahoma.



"Captain Tyree, New Jersey Governor Driscoll, FADM Halsey and VADM Badger attending the re-commissioning of USS NEW JERSEY" - 20Nov1950



December 1951 -Mr. & Mrs. Robert H. Osterwind visit the ship in Norfolk, Virginia.
In May 1951, their son SN Robert Osterwind, fell to enemy fire from North Korean shore batteries.



Chief of Naval Operations, Admiral Forrest Sherman visiting USS NEW JERSEY with side-boy honors...

THE JERSEYMAN

KOREA



Captain Tyree, CDR Coley, and CDR Schmidling (Gun Boss,) with Marine orderlies...



During his recent visit, Captain Coley donated his award of the Legion of Merit with Combat "V" to the archives of Battleship New Jersey...



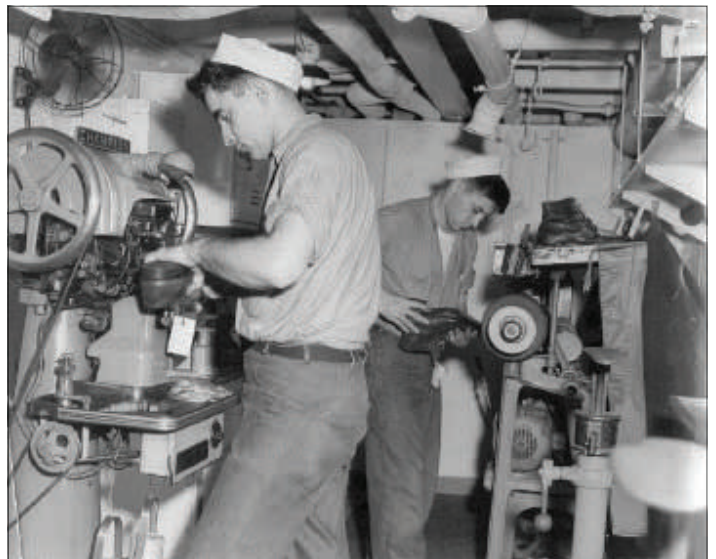
X.O., CDR C.C. Coley observing Korean bombardments from the bridge of USS NEW JERSEY with ComSeventhFleet, VADM Harold M. Martin.



USS NEW JERSEY
Barber shop and Cobbler shop - 1951



CDR Fryer in a training session with Engineering Division - 1951



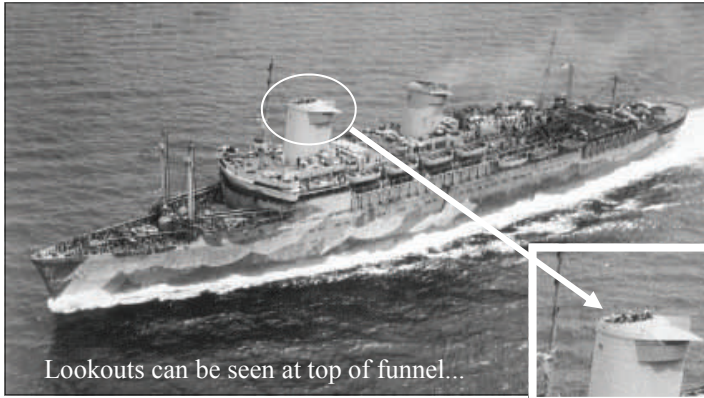
THE JERSEYMAN

Editor's Notes:

In conversations with Bill Lee, the "Unofficial Historian of SS America," we learned that it was not only **HMT QUEEN MARY**, and **HMT QUEEN ELIZABETH** that carried thousands of troops without escort during WW2, there were others, and many were built here in the USA. Among them were **USS WEST POINT**, **SS WAKEFIELD**, **SS MT. VERNON**, **SS QUEEN OF BERMUDA**, **SS PRESIDENT COOLIDGE**, **SS MATSONIA** and others. These stories about SS AMERICA, and the SS UNITED STATES, and as written by Bill Lee are great reading. We think readers will enjoy two of his stories with this issue...

SS AMERICA/USS WEST POINT... by Bill Lee

Completed in the summer of 1940, this star-spangled ship of state undertook a series of Caribbean cruises with her neutrality boldly proclaimed by huge American flags and her name – and the name of her owners painted on either side of her glistening black hull. Above her hull were several decks of brilliant white, topped by two tall, streamlined and uniquely finned smokestacks of red, white and blue. Called sampan funnels – these crowning creations had been hastily raised fifteen feet after her sea trials (with nary a word publicly) to alleviate soot deposit problems on her open passenger decks. To many, that change only further complimented her appearance – and bespoke of a powerful vessel of great promise.



Lookouts can be seen at top of funnel...

Less obvious was the intriguing fact that AMERICA's forward funnel was a fake. In the mid-twentieth century, multiple funnels were considered to be symbolic of a powerful ship. Other ships of that era also had 'fake' funnels. AMERICA was originally designed with two funnels - one active, the other one intended to convey the 'power' message and add balance to her overall appearance. While not functional as a smokestack, AMERICA's forward funnel did provide a useful place to locate the ship's emergency generator and back-up batteries.

USS WEST POINT (1941-1946):

In less than one year, SS AMERICA was drafted for military service. She returned to her builders' yard in June of 1941 and just eleven days later she was commissioned as a United States naval vessel. Renamed the USS WEST POINT, in honor of the nation's military academy and appropriate to her purpose as a military transport, she ultimately was fitted to carry over 8,000 troops at a time. In 1942 a coat of 'dazzle' camouflage replaced her all-grey paint job, and her original anti-aircraft armament was greatly expanded.

The top of her forward 'fake' funnel served admirably – albeit unexpectedly by her designers - as a fire control and lookout station. In essence a steel-lined 'foxhole', it was higher than the crow's nest and provided an excellent place to control the aim of her guns, and to give lookouts an unrestricted view completely around the ship.

Affectionately known as "*The Grey Ghost*" by her 785-man navy crew, she steamed 436,144 nautical miles and ferried over half a million souls to and from battlefronts around the world – and without the loss of a single soldier to enemy action! WEST POINT most often made her crossings unescorted, zigzagging too fast for enemy submarines to hit her, or for friendly escorts to even keep up.

She narrowly missed being hit by bombs at Singapore in early 1942. WEST POINT hurriedly left that port with over a thousand British civilians onboard and shortly thereafter celebrated the birth of a boy on the high seas – and right at the equator.

Moving into and out of harbors around the world, mostly at night, "*The Grey Ghost*" carried troops of many allied nations, United Service Organization (USO) and Red Cross civilian personnel, army nurses and members of the Women's Army Corps (WACs). Her return trips to the United States often included both allied wounded and enemy prisoners of wars on her passenger manifests. And victorious soldiers – and quite a few war brides – at the end of hostilities.

During the war, the enemy announced seven times that they had sunk her. But the closest call she had was when a torpedo crossed her bow as she was leaving Rio de Janeiro, missing by only a few yards (a distance that gets closer with each retelling at WEST POINT crew reunions). While making 15 Pacific crossings and 41 on the Atlantic, the crew of AP 23 often performed heavy maintenance and major repairs, tasks normally only accomplished in port. A tribute to her crew – and her builders – she never suffered a breakdown during this entire period of strenuous duty.

Bill Lee

Monroe, North Carolina



THE JERSEYMAN

Ed. Note: With the **SS UNITED STATES** tied up just 2 miles or so down river from Battleship New Jersey, this story of how her famous sleek funnel design came about makes great history reading from 50 years ago...

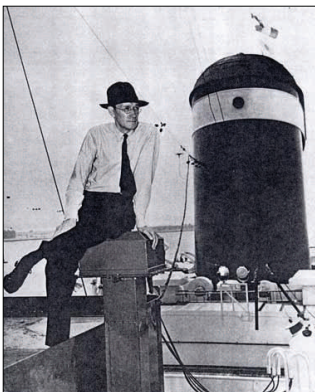
“A Lesson for Mr. Gibbs” - by Bill Lee

William Francis Gibbs is renowned, revered and remembered, worldwide, as a naval architect of unparalleled talent and accomplishments. His crowning glory, and, fittingly, the culmination of his career, was his masterpiece - the **SS UNITED STATES**.

She was ultra sleek, ultra fast and ultra modern when completed in 1952. As she now awaits some hopefully bright new chapter in her life, the Big U's faded and rust streaked profile evokes strong memories of her days of glory. Those who designed her, built her, or sailed in her as either crewmember or passenger undoubtedly remember her massive, twin, streamlined smoke stacks; boldly and brightly painted in the national colors of red, white and blue of the country whose name she carried (and still carries) so proudly.

Those smokestacks are often called Mr. Gibbs' design signature. But their distinctive teardrop shape/sampan top style was not new with the **UNITED STATES**. Gibbs first used it in the early 30's on the **SANTA ROSA** and her three sister ships. And then, when designing the liner **AMERICA**, Gibbs replicated his funnel design of the Santa-class (which apparently had been trouble-free), but made the mistake of lowering them – presumably to follow the art-deco style so popular in those days for ultra streamlining.

When **AMERICA**'s trials revealed that her exhaust gasses were coating the vessel's aft passenger decks with soot, and fumes were entering her ventilation system intakes, there was no time left before her scheduled delivery to study the problem, so her stacks were hastily raised some fifteen feet. That pretty much solved the problem (at least at high speeds, but it was still a problem at slow speed, and under unfavorable wind conditions).



The result was a ship that looked significantly different from all the models and art work produced up to that time, which left her designer to ponder his mistake.

There must have been a real scramble in the PR department at US Lines about then. Even so, brochures, publicity and even **AMERICA**'s first voyage issue cancellation depicted her with the short stack design. She went out on trials with short stacks, and a little later went into service with taller ones – and very little has ever been written about it. In today's world of sensationalism, that would be headline 'breaking news', accompanied by witch hunting, denials and lawsuits. But in those simpler times, they just solved the problem...and went on. How commendable.

But they didn't forget. Shortly after World War II ended, and in anticipation of building another generation of passenger liners, a series of experiments were conducted in a crude 'wind tunnel' test facility at Newport News Shipbuilding, located in a shed near the main office building. As indicated in the December 1945 issue of the *Shipyard Bulletin*, "Since we already had experience

with the **AMERICA**, we chose her for study, and had built a waterline model, scaled to one-eighth of an inch to the foot."

At that time, three methods for reducing smoke nuisance were studied; increasing stack height, making stacks narrower, and increasing smoke velocity. The conclusion resulting from those experiments was that there is no way to guarantee the absence of smoke from decks under all conditions, but that it is possible, with reasonable compromise between appearance, utility and cost to design a ship which will have minimal trouble from smoke.

A few years later, the wind tunnel was reactivated; this time fitted with a 'working' model of NNS' Hull No. 488. The earliest artists' impressions of the nation's biggest and fastest passenger liner show her with huge smokestacks; far larger, in proportion to her superstructure, than any of her predecessors. The publicity of that era boasted that her stacks were to be 'the world's largest'. Eventually, the final design of the **UNITED STATES**' smokestacks resulted in her forward stack, the larger of the two, being over 60 feet long and 55 feet high.

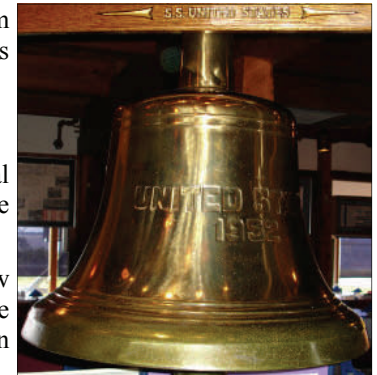
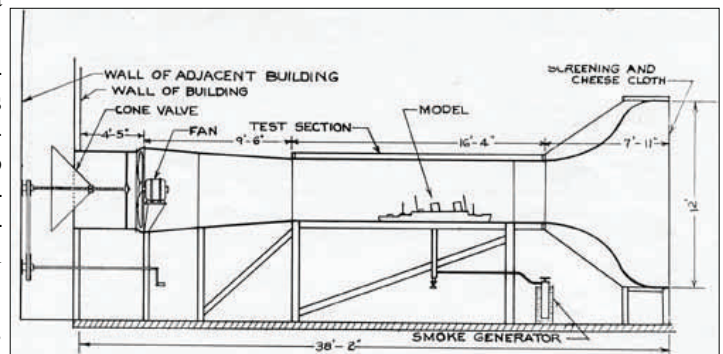
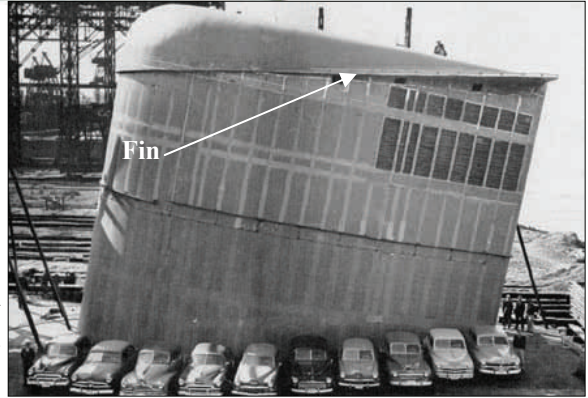


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 @ Windmill Point Restaurant
 Nags Head, North Carolina
www.WindmillRestaurant.com

(Continued...)

THE JERSEYMAN

As this publicity shot indicates, the fins of the Big U's smokestacks were arranged parallel to the ship's keel and not raked aft, as in all of Gibbs' previous designs. This seemingly insignificant detail made all the difference. As validated by the UNITED STATES' trials – and subsequent years of service – smoke fumes exhausted from her stacks were directed upwards and aft by the strong wind currents created at the trailing edge of the now-horizontal fin design. But if not Gibbs' idea – whose was it? The unlikely answer: a NNS engineer - and former apprentice – **Howard E. Lee, Jr.**

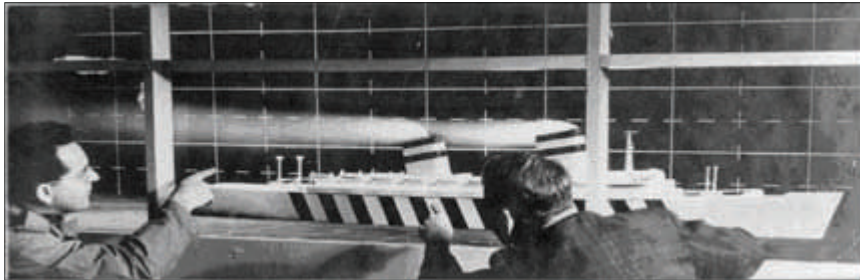


In the summer of 1951, it was reported that months of study with the model in the wind tunnel, using a variety of stack designs and simulating extreme at-sea conditions, had resulted in determining the most efficient design for the ship's smokestacks. But what wasn't revealed then – or is generally known today – is how that 'most efficient design' came about, or who created it. Like almost everything else about the UNITED STATES, a conditioned public assumed that the subsequent success of the vessel's smokestacks was yet another example of Mr. Gibbs' genius.

Certainly, the Big U stacks' teardrop shape and sampan tops were direct descendents of Gibbs' 1930's designs. And the relatively extreme height of her stacks was a result of his experience with AMERICA's originally squat stacks. But a significant difference resulted from the 1951 wind tunnel tests. Gibbs' prior designs had wing-like 'fins' protruding horizontally on either side of the aftermost portion of stacks' tops; shaped much like aircraft stabilizers. Gibbs had previously arranged such stylish stubs in parallel with his stacks' stylishly raked stacks. Not so with the UNITED STATES.

Like so many other apprentices in the early 40's, Howard Lee first worked on the waterfront, then in one of the yard's drawing rooms before he joined the majority of apprentices that entered the military in 1944. Returning in 1946 to complete his time, as part of the huge class of 1947, he left again to attend college on the GI Bill. By 1950, thanks to his apprentice school experience (and some class credits), he had earned a BS in Electrical Engineering, returned to yard and was working in the Engine Technical Department (then housed in the north end of the main office building).

That's him to the left in the following picture; taken during the Big U's smoke model tests. As a result of his teen years' experiences with building and flying model airplanes, coupled with a later interest and proficiency in flying small planes himself (often at the grassy airstrip that once paralleled Kecoughtan Road), Howard Lee applied the concept of 'lift' associated with airfoils to shipbuilding.



It proved to be so simple, yet so effective, one wonders why it had not been thought of long before. That thought probably also passed through the mind of a poker-faced William Francis Gibbs the night he witnessed this significant improvement in *his* design.

If so, he said nothing. Howard Lee – who was present when Mr. Gibbs visited the wind tunnel – recalls that the world-famous naval architect only grunted, and walked away without comment.

Days later the men in Engine Tech associated with the wind tunnel work were informed that the experiments were over – and that the smokestack design had been changed on the ship's working drawings to reflect Howard Lee's unheralded accomplishment. He neither received – nor expected – any credit. After all, at the time, he was being paid \$1.50 an hour and results for such a large expenditure of money were routinely expected at Newport News Shipbuilding...

- Bill Lee

(Newport News Shipbuilding Apprentice School, Class of 1959, and proud brother of Howard Lee...)

THE JERSEYMAN

Battleship New Jersey Volunteers...

We had planned to include the number of years each volunteer has served, and following each name, but it proved difficult to get them all, and to do it with any accuracy. We can say that when we stopped, there were more than 45 volunteers with 5 years of service, and about 20 of them are also World War 2 veterans, and still serving. Note that many of these volunteers also serve aboard more than once each week...



TUESDAY Docents...

Front L/R: **George LoPresti - Dave Wetherspoon**
Rear L/R: **Don Trucano - Rich Maska**
Joe Fassano - John Quinesso - Rich Castro



THURSDAY Docents...

Front L/R: **John Quinesso - Bill O'Neill**
- Rich Palazzo - George LoPresti
Rear L/R: **George Holsten - Ed Gryko**
- Rich Castro - Bob Catando - Jim Malloy
& crouching between Front/Rear is **Don Trucano**



SUNDAY Docents

Front L/R: **Dan Lawler - Ralph Bringhurst - Joe Groppenbacher - John Alberta - Bob Werner - Sharlene Sullivan - Phil Diciano - Charles Higgins - Bob Houck - John Percy**
Rear L/R: **Jerry Donovan - Rich Svitak - Al Alkins - Tom Hansen - Frank Chiacchio - Bill Hamilton - Bill Sullivan**

THE JERSEYMAN

Bold typed names of ships listed below are the bell photos received at *The Jerseyman* once served in by ship's volunteers. There has also been a recent suggestion to include ship/unit patches of those that were formerly served by Battleship New Jersey volunteers. **If you have a photo of one of these ships/stations, or of a Navy ship you once served in and now gone to the breakers, please send it on to *The Jerseyman* and include your name, home address and email address.** Many thanks! - TH

USS CABOT CVL-28
 USS ALBERMARLE AB-5
 USS CURRITUCK AB-7
 USS FORRESTAL CVA-59
 USS KITTY HAWK CVA-63
 USS BLOCK ISLAND CV3-106
 USCGC STORIS WMEC-38
 USCGC TAMPA WPG-48
 USCGC FORSYTH PF-102
 USCGC INGHAM WPG-35
 USCGC DUANE WPG-33 (ex ACG-6)
 USCGC EASTWIND WMC-279
 S/S PARK HOLLAND
 S/S BENJAMIN D. WILSON
 USS MISSISSIPPI BB-41
USS NORTH CAROLINA BB-55
USS SOUTH DAKOTA BB-57
USS IOWA BB-61
USS NEW JERSEY BB-62
USS MISSOURI (BB-63)
 NAVAL SECURITY GROUP (NSG)



ARMY SECURITY AGENCY (ASA)
 USS PANAMINT AGC-13
 USS SANTA FE (CL-60)
 USS DUPONT (DD-941)
 USS GREAT SITKAN (AE-17)
USS MACON (CA-132)
USS MIDWAY (CVB-41)
USS ALBANY (CA-123)
 MARDET - USS NEW JERSEY
 USS SIMON LAKE (AS-33)
 USS JOHN D. HENLEY (DD-553)
 USS DAVID W. TAYLOR (DD-551)
 334TH FIGHTER SQ. -KOREA
 USS DES MOINES (CA-134)
 USS SHASTA (AE-6)
 US ARMY TNG CTR. FT KNOX
 LST 515
 USS RANGER (CV-61)
 111TH INF., US ARMY
 USS ESTES (AGC-12)
 NJ AIR NATIONAL GUARD
 BEACH JUMPER UNIT ONE
USS NIMITZ (CVN 68)

4TH INF. DIV, 46TH AAA
 USS ESSEX (CVS-9)
 1ST CAV. DIV (FIRST TEAM)
USS HISSEM (DER-400)
 USS FULMAR (MSC(O) 47)
 SECOND MARINE DIVISION



HMS IRONBOUND R.C. NAVY
 FAW 14, VPB205 (PBY, PBM)
 USS BUNKER HILL (CV-17)
 278TH REG. COMBAT TEAM
 USS PICKAWAY (APA-222)
 USS MEREDITH (DD-890)
 1ST CAV, 12TH REG'T
 USS ROBERT L. WILSON (DD847)
 FMF 13TH INF. BN. USMC
 US ARMY TNG CMD. FT. BLISS
 USS LOS ANGELES (CA-135)
USS HORNET (CV-8)
 USS FORRESTAL (CV-59)
 LCI (L) 492
 USS COLUMBUS (CA-74)
 1ST MARINE AIR WING
 USS WILLIAM C. LAWE (DD-763)
 112TH FIELD ARTILLERY, NJNG
 USS HYMAM (DD-732)
 USS RHODE ISLAND (SSBN-740)
 USS CAROLINE COUNTY (LST-525)
 NAS ATSUGI, JAPAN



NAS AGANA, GUAM
 NAS WHIDBEY ISLAND
 USS CHELEB (AK-138)
 533RD ROCKET FIELD ARTILLERY
 USS WARRICK (AKA-89)
 USS TRUXTUN (DLGN 35)
 USS ACCOKEEK (ATA-181)
 USS T. ROOSEVELT (CVN-71)

USS POCONO (AGC-16)
 USS SNYDER (DD-745)
 USS HORACE A. BASS (APD-124)
 USS ARCADIA (AD-23)
 US ARMY INF, 5TH DIV. MECH.
 NSA, FT. MEADE, MD.
 USS CONSTELLATION (CVA-64)
 USS JOHN J. WEEKS (DD-701)
 2ND PIONEER BN, USMC
 210TH COMBAT AVIATION BN.
 22ND ARVN RANGER DIV.
 1ST ARMORED CAVALRY DIV.
 VS-22 QUONSET, R.I.
 35TH NAVAL CONST. BN.
USS CHARA (AKA-58)
 HQ, SQ 8 (PBY'S) CASU 6
 USS CAPERTON (DD-650)
 USS ENTERPRISE (CVAN-65)
 USS F.D. ROOSEVELT (CVA-42)
 USS MOALE (DD-693)
 707TH AAA GUN BN. PANG
 USS REMEY (DE-688)
USS WORCESTER (CL-144)
 USS NOA (DD-841)
 WAKE ISLAND NAVAL BASE
 50TH ARMORED DIV NAT. GD.
 USS RUSHMORE (LSD-14)
 USS PLYMOUTH ROCK (LSD-29)
 USS J.D. BLACKWOOD (DE 219)
 USS SNOWDEN (DE 246)
 USS GRANT (AP 29)
 94th INFANTRY DIVISION



USS GEN. W.A. MANN (AP-112)
 USS AMERICA (CV-66)
 USS UVALDI (AKA-88)
 LSM-302
 50th ARMORED DIV., NJNG
 US ARMY SIGNAL CORPS
 WARREN AFB
 USS HAMUL (AD-20)
 228TH ARTILLERY, US ARMY
 AMD LAKEHURST, NJ
 497TH RECON SQ., USAF
 USS SALEM (CA 139)
 USS ROBERT A. OWENS (DD 827)
 F.E. WARREN AFB, WYOMING
 US ARMY MILITARY POLICE

THE JERSEYMAN



Left to Right:
Bob Brown - Charlie Long - Bill Schacht
- Marty Waltemeyer - Frank Foord
- Paul Farber - Rich Silvers
- Frank Brennan - Al Saggese
 Inset photo: Skip deGlavina



Editor's Note:

The group volunteer photos and names in these pages could not have been included without the help and assistance of volunteers **George LoPresti, Skip deGlavina, and Charles Higgins**. Although we tried, time got away from us and we were not able to include other Docent/Restoration Volunteer group photos or names. We were also not able to include recognition of those shipmates that have been volunteers for the past 5 years. We do know from the Volunteer Affairs office though, that "about 150 - 5 year certificates were distributed."

Restoration Volunteers are the shipmates that work behind the scenes almost every day to paint bulkheads, shine brass (again and again,) hold "Clean sweep-down fore and aft," pull cables, catalog vacuum tubes (yes, we have many), make-up "Fancy Work" for stanchions that would make any Bos'n Chief proud, lay "a lot" of deck tile, rig heavy canvas awnings, stow heavy canvas awnings, carry and stow gear from the pier to the ship, chip ice and shovel snow from weather decks, and raise the nine 16" rifles in their spare time... So with the assistance of a few "volunteers" with cameras, maybe we can include photos of Battleship New Jersey's Restoration Volunteers in our next issue.

Monday, Friday and Saturday Docent volunteers are also missing in this issue, and we ask that someone please provide photos and a listing for us. If available, we plan to publish them all with the 2Q-2007 issue. We ask your help shipmates... *Thanks.* - TH

LITTLE KNOWN FACT OF WW2...

Excerpts from the **USS TRINITY (AO-13)**
 Summer 2006 newsletter

"Our ship was one of the few ships of the U.S. Asiatic Fleet that survived the first 85 days of WWII."

"We were probably the ship that remained in the war zones the longest...
 five years and three months without returning to the United States."

"The U.S.S. Trinity (AO-13) crossed the Equator approximately twenty times, from 1938 and to her final return to the United States in 1946. I can only remember two initiations."
 - from C.R. Wills' Scrapbook.

Submitted by:
EMCM William Stewart, USN/Ret.
 USS Houston (CA-30) survivor
 Independence, Kansas

THE JERSEYMAN

A BIT OF MILITARY TRIVIA...

The modern grades of general in the United States military are *brigadier general* (1 star), *major general* (two stars), *lieutenant general* (three stars), and *general* (4 stars). Their naval counterparts are *rear admiral (lower half)*, *rear admiral (upper half)*, *vice admiral*, and *admiral*. Both ranks of rear admiral wear two stars, which upsets their brigadier general peers in the other services who only get to wear one.



At various times, there have been two higher ranks. The post of *General of the Armies of the United States* was created by Congress in 1799, but it was never filled. George Washington had only been given the rank of lieutenant general. For most of the existence of the United States, the highest military rank was major general. During the Civil War, Ulysses S. Grant was given the rank of lieutenant general, the first man to hold the rank since Washington. After the war, Grant was given the rank of *General of the Army* and took to wearing four stars—the first US military commander to do so. When Grant became president, William T. Sherman and then Philip H. Sheridan were subsequently appointed to the rank. The rank was abolished upon Sheridan's death in 1888. Both Sherman and Sheridan wore the insignia of two stars with the arms of the United States in between.

Following World War I, the post of General of the Armies of the United States was finally filled by John J. Pershing, who had commanded the American Expeditionary Force during the war. He held the rank until his death in 1948. In 1976, Washington was posthumously elevated to this rank.

During the Second World War, the rank of General of the Army was revived. Four men were appointed to the post in December 1944:

- **George C. Marshall, Army Chief of Staff**
- **Douglas MacArthur, commander in the Southwest Pacific**
- **Dwight D. Eisenhower, commander in Europe**, and
- **Henry H. Arnold, Chief of Staff of the Army Air Forces** (in 1947, he became General of the Air Force, the only man to have held that rank.)

Following the war, Omar Bradley was appointed the rank in 1950, the last man to be given the honor. Each of these men wore the insignia of five stars.

There is a myth that the title of *General of the Army* was chosen instead of the European counterpart of field marshal because George C. Marshall did not want to be known as *Marshal Marshall*. There may be some element of truth to this, but the primary reason is undoubtedly the historical connection.

The naval counterpart to general of the army is *fleet admiral*. Only four men have held this position, all during or just after WWII:

- **William D. Leahy, advisor to President Roosevelt**
- **Ernest J. King, Chief of Naval Operations**
- **Chester W. Nimitz, commander in the Central Pacific, and**
- **William F. Halsey**

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THE JERSEYMAN - 2006

An annual set of *The Jerseyman* for 2006, is available on CD from the Naval Historical Center, Operational Archives.

CD's may be ordered by sending a \$10 check to cover reproduction and shipping, and made out to "*Department of the Navy.*" Other annual CD's are available for the years 2002, 2003, 2004 and 2005. A separate \$10 check is required for each year.

Please send requests to:

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

THE JERSEYMAN

SHIP'S BELLS

USS HELENA (CA-75)

“The bell is located in Helena, Montana along with one of her anchors, a prop, and some chain.

I was 17 years old in early 1945 when I enlisted and was sworn in. They called me to Boot camp four days after my 18th birthday, which was March 16th. I did ten weeks of boot at the Sampson Naval Training center in upstate New York. In June I was sent to Newport R.I., and put into the Ship's Pool until assigned to a ship which was to be USS HELENA (CA-75. Then in August, they dropped the A-Bomb ending the war. We went to Boston and put the HELENA into commission, and we left the harbor for the first time to take part in Navy Day in New York in October of 1945. It was the largest celebration in our Navy's history. Even USS MISSOURI was back from Japan for the celebration.

We then went down to Guantanamo Bay Cuba for our shakedown. On February 15th of 1946, we were the Flagship for Admiral Hewitt and left for Europe. We stopped at many ports, went through the Suez Canal to the Orient, and then headed for Shanghai, China because our Marines were in danger up in Tsingtao from Mao and his Communists.

By now they were releasing a lot of the Navy fellows and I came home across the Pacific and through the Panama Canal to Norfolk aboard **USS MONROVIA** (APA-31.)

I spent most of my time while on the HELENA as a deck hand, and I loved it. I was discharged in Lido Beach, Long Island as a Seaman 2/c and a Proud Sailor.”

Submitted by:

Bill Kopchak - former crewman
Monroe, New York



USS HELENA (CA-75)

Baltimore Class
Commissioned 1945
Decommissioned 1963
Stricken /Scrapped 1974



THE HOMECOMING

“Return of the Old Warrior”

© James A. Flood

THE JERSEYMAN

SHIP'S BELLS



USS TATTNALL (DDG-19)

“At one time, the bell from **USS TATTNALL** was displayed at **Saint Andrew’s Parish Church** located in Charleston, S.C.

In a photo that was taken before the onslaught of Hurricane HUGO in September of 1989, the **Reverend Tompkins** is seen below greeting his

parish flock, and the bell is behind him.

During HUGO, the bell fell onto the brick walkway, and broke. Reverend Tompkins told me that he had buried it in an unmarked location...”

Submitted by:

Captain Robert C Peniston USN/Ret.
Former CO **USS TATTNALL**
Lexington, Virginia



USS TATTNALL (DDG-19)

Charles F. Adams Class
Commissioned 1963
Decommissioned 1991
Stricken 1993
Scrapped 1999

NAS NORTH ISLAND...

“U.S. Naval Air Station San Diego California.
Established North Island June 8, 1918”



Submitted by:

Volunteer Dave DiMarzio
Pennsville, New Jersey

Request from the ship’s bugler aboard **USS NEW JERSEY - Vietnam...**

During the ship’s Vietnam deployment, and at the order of Captain Edward Snyder, Jr., **USS NEW JERSEY** had two official US Navy Buglers aboard. Bert Trottier was one of them, and Bob Boling was the other. Recently Bert asked if *The Jerseyman* could make it known to his former shipmates, that he does not have any photos of him blowing his horn on the bridge of the ship. (“Any photos that don’t show shoes thrown at me while I was playing Reveille would be preferred...”) Bert said that former shipmates may recall that each time the ship broke away from an UNREP, the familiar melody of the “*Lone Ranger*” (William Tell Overture) was blasted out over the 1MC... “that was me, and for clarity and better sound I played it on the trumpet, not the bugle. Only on the Quarterdeck and for special ceremonies did I actually use a real bugle. Very often Captain Snyder would ask me to play some particular tune... and these tunes just could not be done on a bugle! I played all kinds of musical requests including “Thanks For The Memories” for Bob Hope and others... I also practiced a lot, and the standing joke aboard ship whenever they were looking for me was usually - “Trottier’s practicing in the Head again!”

I have made several attempts to find Bob Boling from Bowling Green, Kentucky but to no avail.

I just pray that he and his family are well.”

Submitted by:

Bertrand R. Trottier, Jr. QMB3
“Last Bugler in the U.S. Navy”



THE JERSEYMAN

SHIP'S BELLS

USS ROANOKE (CL-145)

“Her bell is on permanent display in front of the Roanoke, Virginia Library.

Photo taken in April of 1999...”

USS ROANOKE (CL-145)

Worcester Class

Commissioned 1949

Decommissioned 1958

Stricken and Scrapped 1970

Submitted by:

Gary Kolodny

Tamarac, Florida

History Note:

The FERMILAB Accelerator system located at Batavia, IL, uses armor plate steel once used in US Navy ships for their experimental areas. The plates used include armor from the

USS BALTIMORE, USS FALL RIVER, USS MACON, USS WORCESTER, and USS ROANOKE.

Armor plates are also used from former aircraft carriers **USS ANTIETAM, USS BUNKER HILL, USS LAKE CHAMPLAIN, USS PHILIPPINE SEA, and USS PRINCETON...**

(Sources: Dictionary of American Naval Fighting Ships (DANFS,) and the Fermilab website @ <http://history.fnal.gov/vessels.html>)



USS ASTORIA (CL-90)

Cleveland Class

Keel laid on 06 SEP 1941 by the William Cramp and Sons Shipbuilding Co., Philadelphia, PA

Commissioned 1944

Decommissioned 1949

Stricken 1969, and Scrapped 1971

“November 14, 1945 --

Off California - Ship's Buglers cleaning USS ASTORIA Bell.”

USN Photo by the ship's photographer

Herman Schnipper, Photo M/3c



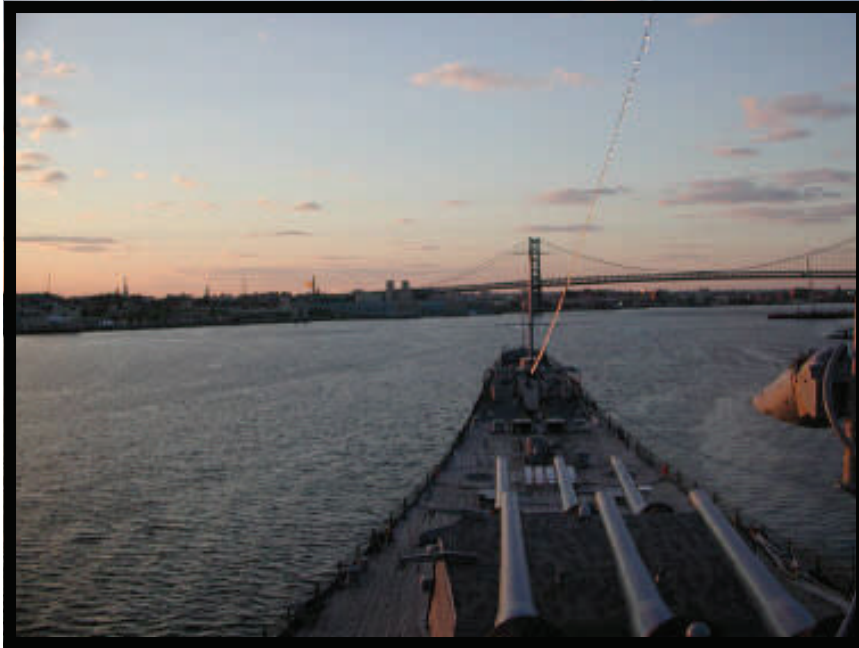
Photos submitted by:
Herman Schnipper
Hackensack, New Jersey

August 9, 1994

Photo by the Astorian News - Astoria, Oregon.
USS ASTORIA bell dedication held in front of
the Columbia Maritime River Museum.

THE JERSEYMAN

TAPS... 2006



From Troy Collins, President and CEO
Battleship New Jersey Museum and Memorial

The Battleship New Jersey Museum mourns the death of Volunteer Charlie Weiss. As a dedicated member of our restoration crew, Charlie gave willingly of his time and worked hard to take BB-62 out of mothballs and help create the beautifully preserved Museum that exists today. We will miss Charlie's presence here on the Ship.

With Stu Chalkley's passing, the Battleship New Jersey lost a true friend and supporter. Stu personally was involved in the design of our benefactor license plates and painted our themed shuttle busses. Through his leadership at the Battleship New Jersey Museum Historical Society, his group contributed funds responsible for our enlisted berthing exhibit and the BNJMHS's own exhibit on the main deck. Even as a North Jersey native, Stu never lost sight that it was about the Ship and her veterans and was always there for us.

We'll miss you Stu.

Troy

THE JERSEYMAN

TAPS... 2006



*Charles H. Weiss
Pennsauken, New Jersey
...on April 1, 2006*

US Army - Tech5
European Theater of Operations (ETO)
Third Army
420th Ordnance Evacuation Co.
Feb 1943 – March 1946

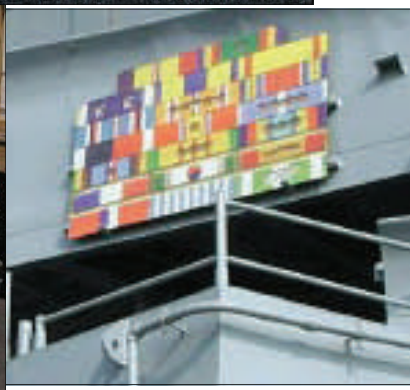
“...I drove a 40 ton tank transporter to haul tanks and anti-aircraft guns...”

Stuart Chalkley

*Piscataway, New Jersey
...on October 30, 2006*

US Air Force - Airman 1/c (Radar Operator)
1954-1958

Executive Committeeman of the Battleship New Jersey Historical Society.
Commercial Artist/graphics designer of the Battleship New Jersey state license plate.
Painted the award ribbons mounted on the bridge of Battleship New Jersey.
Painted the themed shuttle buses for Battleship New Jersey.



THE JERSEYMAN

BATTLESHIP DAYS... BY HAMP LAW



"Uh..., Turret one used up all of it's ammo doing "Call Fire" at... I think it was Okinawa -- and here's where I found out what that "railway" that ran all the way back to the Aft Turret was there for!! We had to go get some of *their* shells!!

Hamp Law, S/1c
West Monroe, Louisiana
USS TENNESSEE (BB-43)



Logo courtesy of Maritime Artist and former USS NEW JERSEY crewman,
James A. Flood

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